

State Clearinghouse
No. 92101101



metro green line northern extension

MITIGATION MONITORING PLAN

February 1994



LOS ANGELES
COUNTY
METROPOLITAN
TRANSPORTATION
AUTHORITY

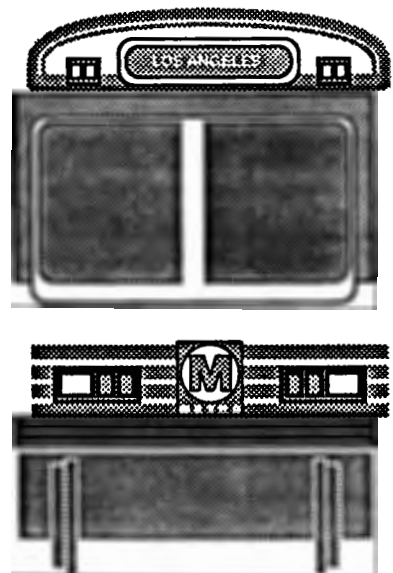


TABLE OF CONTENTS

TITLE	PAGE
1. Land Use	1
2. Transportation and Circulation	1
3. Geologic and Hydrologic Resources	1
4. Air Quality	4
5. Biological Resources	4
6. Noise and Vibration	5
7. Population and Housing	5
8. Public Services	5
9. Aesthetics	8
10. Light and Glare/Shade and Shadow	8
11. Recreation	8
12. Cultural Resources	8
13. Energy	9
14. Airport Operations	9
15. Risk of Upset	10
16. Construction	11

**METRO GREEN LINE NORTHERN EXTENSION PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
MITIGATION MONITORING PLAN**

Adverse Environmental Effects	Mitigation Measure and Condition of Approval	Party Responsible For Implementing Mitigation	Monitoring/ Enforcement Agency and Action	Monitoring Phase
1. LAND USE				
<ul style="list-style-type: none"> Development of the proposed project would result in the displacement of existing uses for the necessary right-of-way and associated facilities. The majority of the acquisitions would be for small areas of land to accommodate the placement of ten-foot wide columns for the aerial guideway structure. If the line is extended past Lot C, the Paradise Building and parking lot would be acquired and the northern portion of a building containing Airport Valet would be purchased. Fire Station Number 95 on Century Boulevard may need to be relocated to accommodate the aerial guideway structure. In addition to displacements, the purchase of air rights and construction easements would also be necessary. 	<ul style="list-style-type: none"> The MTA will provide just and appropriate compensation to property owners and tenants that would be displaced by the proposed project. In the acquisition of real property by a public agency, the state requires that agencies: <ol style="list-style-type: none"> ensure consistent and fair treatment for owners of real property. encourage and expedite acquisition by agreement in order to avoid litigation and relieve congestion in the courts; and promote confidence in public land acquisition. Upon approval to proceed with preliminary engineering and design, MTA staff will coordinate with the City of Los Angeles Fire Department to agree on specific mitigation actions and delineate responsibilities of each agency. If relocation were to be the mitigation, improvements to the future fire station beyond those facilities now provided will be the responsibility of the City of L.A. 	<ul style="list-style-type: none"> MTA MTA/DOA/ LAFD 	<ul style="list-style-type: none"> MTA to comply with applicable regulations in providing compensation for property acquisition, and for notification, relocation, and payment for displacements. MTA to coordinate with LAFD. 	<ul style="list-style-type: none"> Pre-construction Pre-construction
2. TRANSPORTATION AND CIRCULATION				
<ul style="list-style-type: none"> Four intersections would be significantly affected according to LADOT criteria. 	<ul style="list-style-type: none"> MTA will work with the LADOT to formulate acceptable strategies to mitigate significant traffic impacts where possible. 	<ul style="list-style-type: none"> MTA 	<ul style="list-style-type: none"> MTA to coordinate with LADOT 	<ul style="list-style-type: none"> Design and Pre-construction
3. GEOLOGIC AND HYDROLOGIC RESOURCES				
<ul style="list-style-type: none"> An undetermined quantity of earthen materials from construction activity may require disposal at Class I or III landfills depending on whether the soils contain hazardous substances. 	<ul style="list-style-type: none"> All earthen materials will be disposed in accordance with applicable regulations. All structures above and underground will be designed in accordance with the bridge design criteria of the State of California Department of Transportation (Caltrans). 	<ul style="list-style-type: none"> MTA and Contractor MTA 	<ul style="list-style-type: none"> MTA to include mitigation in construction contracts. MTA to design the project in conformance with applicable federal, state and local codes and regulations. Specifications will be included in the construction contracts. 	<ul style="list-style-type: none"> Construction Design, Pre-construction, and Construction

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<ul style="list-style-type: none"> Although none of the alternatives cross any known major faults, seismic activity may affect the construction or operation of the proposed facility. The numerous active earthquake faults in the region may produce significant ground shaking. The Charnock Fault Zone (which would be traversed by the rail line at Aviation Boulevard near Imperial Highway and at Century Boulevard near Airport Boulevard) and the nearby Overland Avenue Fault Zone, are considered to be potentially active. A portion or all (under worst-case conditions) of the drainage ditch adjacent to the old AT&SF right-of-way would need to be relocated slightly to the west to LAX property. In addition, a portion or all (under worst-case conditions) of the drainage ditch located adjacent to Century Boulevard would need to be slightly relocated to the south onto LAX property. 	<ul style="list-style-type: none"> The structures and facilities will conform to the City of Los Angeles Seismic Safety Plan. With regard to grading and excavation activities, applicable provisions of the Los Angeles Municipal Code and recommendations of the City Engineer/Department of Building and Public Safety will be addressed. Haul routes will be approved by the City of Los Angeles. In the unlikely event that ground water is encountered during construction, dewatering treatment and disposal would be carried out under the requirements of an NPDES permit which the MTA would obtain. Subsequent geotechnical analysis will be conducted along the subway segment of the alignment to determine the stability of subsurface materials and the presence of any possible hazardous substances. Ground rupture may occur on or nearby the Charnock Fault, or places not previously affected by detected faulting. In the event of a major earthquake, rail activity will be stopped until it is ascertained that no damage has been incurred. Site-specific engineering studies will be conducted at any site where subsequent geotechnical studies indicate there is a significant increased potential for seismic risk. Disturbed areas will be revegetated after construction to reduce the potential for erosion in areas of weak soil and steep topography. 	<ul style="list-style-type: none"> MTA MTA MTA MTA and Contractor 	<ul style="list-style-type: none"> MTA will conduct the needed studies. MTA will stop rail activity and inspect rail facilities in the event of major earthquakes. MTA to conduct studies as needed. MTA to include mitigation measures in the construction contracts. 	<ul style="list-style-type: none"> Design and Pre-construction Operations Pre-construction Pre-construction and Construction

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	<ul style="list-style-type: none"> • A comprehensive emergency preparedness/evacuation plan will be prepared prior to operations of the rail project. • Recommendations of a qualified geotechnical engineer concerning appropriate procedures to follow during grading and excavation will be adhered to. • All trailers carrying earth and debris will be covered while transporting these materials. • MTA will encourage the contractor to reuse and recycle earthen materials and other wastes where possible. • The MTA will coordinate with the LADOA regarding needed relocation of the open box culverts which parallel Aviation Boulevard and Century Boulevard. Further studies will be conducted prior to construction to determine the extent of relocation necessary. • The new box culvert needed to replace any of the existing open box culvert will be designed to handle the same water capacity and flow rates as the existing ditch. 	<ul style="list-style-type: none"> • MTA • MTA • MTA and Contractor • MTA and Contractor • MTA 	<ul style="list-style-type: none"> • MTA to prepare plan. • MTA to consult with geotechnical engineer and include mitigation measures in the construction contracts. • MTA to include mitigation measures in the construction contracts. • MTA to include mitigation measures in the construction contracts. • MTA to conduct further studies to determine the extent of relocation necessary and include appropriate culvert design specifications in the construction contracts. 	<ul style="list-style-type: none"> • Construction • Pre-construction • Construction • Construction • Design and Pre-construction

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4. AIR QUALITY				
<ul style="list-style-type: none"> The project is not expected to result in adverse impacts that require mitigation. 	<ul style="list-style-type: none"> Although no mitigation measures are needed for the proposed project, the following measures would enhance air quality: <ul style="list-style-type: none"> Public education programs regarding the importance of reducing vehicle miles traveled and the related air quality benefits will be employed by MTA. The community will be encouraged to use public transit, such as the proposed improvements. 	<ul style="list-style-type: none"> MTA 	<ul style="list-style-type: none"> MTA will conduct the public education programs and encourage use of public transit. 	<ul style="list-style-type: none"> Continuous
5. BIOLOGICAL RESOURCES				
<ul style="list-style-type: none"> The project is not expected to result in adverse impacts that require mitigation. 	<ul style="list-style-type: none"> While no significant adverse impacts have been identified, the following measures will be implemented to provide guidance for landscaping replacement: <ul style="list-style-type: none"> Where existing landscaping must be removed, new landscaping will be planted as specified in an established landscape plan. The landscape plan will include a master list which will call for new vegetation that is designed to conform with the surrounding environment. Landscaping will extend to the system's right-of-way, station parking, and public areas, as well as other areas of fixed system facilities. A program will be developed as part of the overall operating procedures to provide for the regular maintenance of system-related landscaping. 	<ul style="list-style-type: none"> MTA and Contractor MTA MTA and Contractor MTA 	<ul style="list-style-type: none"> MTA to include landscaping plan in the construction contracts. MTA to ensure landscape plan conforms. MTA to include landscaping specifications in the construction contracts. MTA to develop and implement program. 	<ul style="list-style-type: none"> Pre-construction and Construction Pre-construction Construction Operations

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6. NOISE AND VIBRATION				
<ul style="list-style-type: none"> As now planned, the project would have no adverse impacts on any existing noise sensitive land uses. It is possible that the design of the trackwork crossing Century Boulevard onto the former Dollar Rental Car property will be modified during preliminary engineering to increase the radius of the curve so that the trains can travel at faster speeds in this area than presently planned. To accomplish this would require shifting the nearest guideway closer to the Sheraton Hotel. Depending on where the guideway would be located, adverse noise impacts to the hotel may be possible. No adverse vibration impacts are anticipated. 	<ul style="list-style-type: none"> If the trackwork design is modified during preliminary engineering, then the potential noise impacts would also be assessed at that time. If impacts exceed the criteria, then appropriate mitigation, such as noise barriers, would be implemented to minimize adverse impacts to the Sheraton Hotel. 	<ul style="list-style-type: none"> MTA 	<ul style="list-style-type: none"> MTA to ensure appropriate mitigation is implemented if necessary. 	<ul style="list-style-type: none"> Design, Construction
7. POPULATION AND HOUSING (The project is not expected to result in adverse impacts that require mitigation)				
8. PUBLIC SERVICES				
<ul style="list-style-type: none"> Increased commuter and pedestrian traffic at stations may result in increased numbers of crimes or accidents, and transit police may require back-up support from the Los Angeles Police Department. 	<ul style="list-style-type: none"> Applicable regulations regarding the relocation of Fire Station Number 95 will be followed, if relocation is necessary. Two-way voice communication will be provided between patrons and central control personnel at selected points throughout the route, such as fare-vending areas and platforms. Two-way voice communications on-board the trains between the passengers and central control will be installed. Hand-held radios will be provided for employees, operators (if vehicle requiring a train operator is selected), security personnel, and central control. An antenna-repeater system will be compatible with police, fire, and security communications and extend through the subway segment. These systems will be compatible with those used in other rail transit systems (i.e., Red Line, Blue Line and Green Line). 	<ul style="list-style-type: none"> MTA MTA 	<ul style="list-style-type: none"> MTA to comply with applicable regulations. MTA to install the proper equipment. 	<ul style="list-style-type: none"> Pre-construction Construction

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	<ul style="list-style-type: none"> • Closed-circuit television will be provided at high-risk and security areas throughout the system. Surveillance cameras will be linked to a central control area for display on video monitors. • An alarm system will be installed to protect unauthorized entry and tampering with equipment. The alarms will alert the central control and/or local authorities. • In order to eliminate dark or obscured areas, the design of all passenger stations will be open with long, unbroken lines of sight. Stations will be illuminated during hours of darkness. • Where practical, guideways will be protected from encroachment of people, thrown objects, or unauthorized vehicles. Barriers will be of a height to prevent intrusion and deter hauling of objects into the guideway. • Walkways with a 30-inch clearance will be provided along the guideway. Crossovers will have a minimum clearance of 44 inches at all egress and access locations. • Power substation access will be limited to authorized personnel only and will be enclosed by a six-foot tall fence. Power substations will have alarms, and warning signs will be conspicuously posted. • Interior finish of the Metro Green Line vehicle will be of vandal-resistant material. Seats, seat backs, equipment access panels, etc. will be removable with the use of special tools. 			

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	<ul style="list-style-type: none"> • Parking lots associated with the project will be designed to maximize visibility within the lots and from surrounding areas. Lighting will be designed to avoid the creation of dark corners. • Fire-retardant materials on trains and non-combustible materials in stations will be used. • Telephones will be provided at stations to report emergencies. • Communication devices will be provided on-board the trains to alert the central control about emergencies. • Access for fire equipment will be maintained during the operation of the system as required by the LAFD. • Hand-held fire extinguishers will be available on trains and substations. • Trespass attractions of construction sites, stations, and parking lots will be reduced by security measures and barriers. • Rail tracks will be inaccessible to pedestrian traffic. • Warning signs will be posted around construction sites. • With regard to the possible relocation of Fire Station Number 95, MTA will work with the LAFD to ensure that fire protection services will not be diminished during the relocation process. 	<ul style="list-style-type: none"> • MTA • MTA 	<ul style="list-style-type: none"> • MTA to ensure proper equipment is available and that adequate security measures are taken. • MTA to coordinate with LAFD. 	<ul style="list-style-type: none"> • Operations • Pre-construction

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9. AESTHETICS				
<ul style="list-style-type: none"> The introduction of aerial structure with catenary poles and wires along the rail line would alter the appearance of the areas being traversed. However, the alignment would follow existing roadways or will be located within non-visually sensitive areas. Four hotels are located on the north side of Century Boulevard across from the proposed Century/Airport Station and fixed guideway structure. Although no significant views would be blocked, the rail facilities could have a visual impact on these hotels. 	<ul style="list-style-type: none"> Stations will be designed to be attractive and nonintrusive on surrounding areas. Station design and building materials used in their construction will emphasize low maintenance and graffiti resistance. Landscaping will be used to shield or enhance stations and traction power substation sites. Plants and ground cover compatible with the southern California climate and the architecture of the surrounding area will be used. 	<ul style="list-style-type: none"> MTA 	<ul style="list-style-type: none"> MTA to incorporate aesthetic features, landscaping and vandalism-resistant features into the construction contract. 	<ul style="list-style-type: none"> Design, Construction
10. LIGHT AND GLARE/SHADE AND SHADOW (The project is not expected to result in adverse impacts that require mitigation)				
11. RECREATION (The project is not expected to result in adverse impacts that require mitigation)				
12. CULTURAL RESOURCES				
<ul style="list-style-type: none"> No historic resources are located adjacent to the proposed rail alignment. The archive search done for the Coastal Corridor-Northern Segment project found that 12 recorded archaeological sites were found in the northernmost portion of that project area, and none were located in proximity to the project assessed in the SEIR. <p>However, the UCLA Archaeological Information Center has indicated that because there are many archaeological sites in the surrounding area, the area is designated as archaeologically sensitive. Therefore, it is possible that archaeological resources could be uncovered during construction.</p>	<ul style="list-style-type: none"> If archaeological resources are found, the lead agency shall make the determination whether or not the resource is significant and require salvage according to CEQA and/or city guidelines. If the resource is significant, proper and appropriate salvage of the resources will commence in a timely manner to the provisions outlined in Section VII of Appendix K of the CEQA law and guidelines. 	<ul style="list-style-type: none"> MTA and contractors 	<ul style="list-style-type: none"> MTA to follow all applicable state and local regulations and guidelines and include mitigation in its construction contracts. 	<ul style="list-style-type: none"> Pre-construction, Construction

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13. ENERGY				
<ul style="list-style-type: none"> The project is not expected to result in adverse impacts that require mitigation. 	<ul style="list-style-type: none"> Although no significant impacts have been identified, the Metro Green Line vehicle would have the following energy conservation measures incorporated into the system design: <ul style="list-style-type: none"> -- "Chopper" rail vehicle motor speed controls -- Regenerative braking 	<ul style="list-style-type: none"> MTA 	<ul style="list-style-type: none"> MTA to ensure energy conservation measures are included in the vehicle design specifications. 	<ul style="list-style-type: none"> Pre-construction
14. AIRPORT OPERATIONS				
<ul style="list-style-type: none"> The project could have an effect on navigational aids and may possibly cause conflicting visual cues to pilots. 	<ul style="list-style-type: none"> Two FAA Forms 7460-1, Notice of Proposed Construction, were previously submitted to the FAA for the portion of the alignment from Lot C Station to Westchester Station and for the portion of the alignment along Aviation Boulevard. The FAA has a number of concerns and has requested that certain mitigation measures be taken. The MTA will work closely with both the FAA and LADOA to ensure that the project will have no significant adverse effect. The MTA will continue coordinating with the LADOA with regard to the LAX CTA people mover study so that an effective transit system can be built to best meet the needs of the airline passengers and others who would use the system. MTA will assist the DOA during the design of the LAX people mover to determine potential impacts of the MTC on airport operations. In the unlikely event that interior vehicle lights are distracting to pilots during landings, the rail vehicle windows will be tinted or interior lights will be dimmed during operations passing the runway centerlines. 	<ul style="list-style-type: none"> MTA MTA DOA/MTA MTA 	<ul style="list-style-type: none"> FAA and LADOA to ensure proper measures are taken to minimize adverse effects on airport operations. MTA to continue working with LADOA on this issue. DOA to ensure further study is undertaken. MTA will assist. MTA to implement appropriate measures if rail vehicle lights or sunlight reflections on vehicles become a problem. 	<ul style="list-style-type: none"> Design, Pre-construction and Construction Design, Pre-construction, Construction and Operations Design Operations

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	<ul style="list-style-type: none"> If flight crews report significant problems due to distractions from rail vehicle exterior lights, small metal shields will be placed above the side-lights to limit visibility above the horizontal plane. If sunlight reflections from top of rail cars become a problem, then two options could be considered. The car tops could be painted a dark color, or a brushed-metal finish on the car tops could be used to reduce glare. 			
15. RISK OF UPSET				
<ul style="list-style-type: none"> No specific instances of soil or groundwater contamination have been found along the proposed rail route. However, there are a number of facilities within one-quarter mile which could contribute to soil or groundwater contamination along the route and potentially affect the construction of the project. 	<ul style="list-style-type: none"> If contamination is encountered during construction, appropriate disposal methods will be implemented in accordance with federal, state, and local hazardous materials/wastes guidelines. An NPDES permit will be obtained from the State Water Resources Control Board if needed. Additional geotechnical and hydrogeological studies will be conducted within the subway segment to determine the presence of hazardous materials. All parcels to be acquired will be analyzed for the presence of asbestos, lead paint, PCB's, and other contaminants. The potential for presence of methane will be explored. Other studies, as deemed necessary during preliminary engineering, will be conducted. 	<ul style="list-style-type: none"> MTA, Contractors, and/or current property owners MTA MTA 	<ul style="list-style-type: none"> MTA to comply with all applicable Federal, state, and local regulations and guidelines. Procedures to follow in the event contaminants are found will be included in the construction contracts. Same as above. MTA to ensure the necessary studies and analyses are completed. 	<ul style="list-style-type: none"> Pre-construction, Construction Construction Design, Pre-construction

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16. CONSTRUCTION				
<ul style="list-style-type: none"> The project would cause temporary disruption to truck ramp operations at Air Freight Building Number 1 and to parking areas and truck loading operations at several businesses and the post office located on the south side of Century Boulevard and the point where the guideway turns north across Century Boulevard. Access to airport-related businesses located on LAX property on the south side of Century and on the west side of Aviation Boulevard would be temporarily disrupted since access to the airport periphery road would be restricted at times due to construction of the subway segment, fixed guideway, and Century/Airport Station. 	<ul style="list-style-type: none"> Construction activities will be programmed as expeditiously as possible to minimize disruptions to adjacent land uses. A public information campaign will be instituted that will provide prior notice to affected property owners and the public on specific dates and locations of construction. Visible road signs warning of construction zones will also be appropriately placed. Access to driveways and businesses will be kept open and whenever necessary, appropriate signs indicating entry, name of establishment, and hours/days of operation will be provided. MTA will coordinate with LADOA and businesses regarding LAX property that would be affected by temporary access restrictions during construction. A plan will be developed to minimize access impacts and to ensure that no businesses are without access to public roadways throughout the construction period. Same as above. 	<ul style="list-style-type: none"> MTA and Contractors MTA Same as above. 	<ul style="list-style-type: none"> MTA to ensure construction is completed as quickly as possible. MTA to ensure affected property owners and public are notified by including appropriate procedures in the construction contracts. MTA to include in the construction contracts measures to ensure adequate access will be maintained. MTA to work with LADOA and businesses to develop a plan. Same as above. 	<ul style="list-style-type: none"> Construction Construction Construction Pre-construction, Construction Same as above.

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<ul style="list-style-type: none"> • Since the rail line would be routed through urban areas, motorists and pedestrians would at times be delayed and inconvenienced during the construction period. 	<ul style="list-style-type: none"> • Traffic control plans will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (county, state). The plan will be based on lane requirements obtained from LADOT for construction within the city and from other appropriate agencies for construction in those jurisdictions. • A public information campaign will be instituted that will provide prior notice to the public on specific dates and locations of construction. Visible road signs warning of construction zones will also be appropriately placed. • MTA will coordinate the design plans along Century Boulevard with LADOT to ensure that the guideway is built to an acceptable height compatible with Century Boulevard's designation as a house moving route. • MTA will work with Caltrans to develop a new or revised Cooperative Agreement for the Metro Green Line Northern Extension. • Provision of transit and rideshare incentives for construction personnel will be considered. • Where construction occurs in proximity to pedestrian areas, fencing will be provided to protect pedestrians from construction activities. • MTA will coordinate the construction work hours with LADOT's Rail Transit Section. 	<ul style="list-style-type: none"> • MTA and Contractors • MTA • MTA and Contractors • MTA 	<ul style="list-style-type: none"> • LADOT and other affected jurisdictions to approve plans. MTA to include plans in the construction documents. • MTA to ensure that public is notified by including appropriate procedures in the construction contracts. • MTA to work with LADOT to design the guideway to an acceptable height. • MTA to work with Caltrans. • MTA to include request in construction contracts and facilitate contractors efforts to encourage public transit. • MTA to include in the construction contracts, specifications installing fencing where needed. • MTA to work with LADOT. 	<ul style="list-style-type: none"> • Design, Pre-construction, Construction • Construction • Design • Design, pre-construction • Pre-construction, Construction

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<ul style="list-style-type: none"> The construction would require the temporary closure of certain streets for short periods of time. Construction of the MTC will temporarily disrupt operations at the existing MTA bus transit center in Lot C and would affect existing bus service. Water quality impacts due to erosion and sedimentation and other construction activities are possible. 	<ul style="list-style-type: none"> Traffic control plans will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions. The plan will be based on lane requirements obtained from LADOT for construction within the city and from other appropriate agencies for construction in those jurisdictions. Construction activities will be programmed as expeditiously as possible to minimize disruptions to adjacent land uses. A public information campaign will be instituted that will provide prior notice to affected property owners and the public on specific dates and locations of construction. Visible road signs warning of construction zones will also be appropriately placed. Changes of bus routings and bus stop locations will follow the standard procedures to inform riders and other interested parties. Detailed erosion and sedimentation control plans will be developed and implemented. These plans will be coordinated with the appropriate regulatory agencies. MTA will submit a Notice of Intent (NOI) to the State Water Resources Control Board so that the rail project will be covered under the general construction activity storm water permit. MTA will also obtain any other necessary federal, state, or local permits prior to construction. A Stormwater Pollution Prevention Plan (SWPPP) will be formulated and implemented employing Best Available Control Technologies (BACT). 	<ul style="list-style-type: none"> MTA and Contractors MTA MTA and Contractors 	<ul style="list-style-type: none"> LADOT and other affected jurisdictions to approve plans. MTA to include plans in the construction contracts. MTA to ensure construction is completed as quickly as possible. MTA to ensure affected property owners and public are notified by including appropriate procedures in the construction contracts. MTA to inform bus riders of routing and stop changes. MTA to develop plans and obtain necessary permits. Mitigation measures will be included in the construction contracts. 	<ul style="list-style-type: none"> Design, Pre-construction and Construction Construction Construction Design, Pre-construction and Construction

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<ul style="list-style-type: none"> • Short-term air emissions from fugitive dust and construction equipment will be generated. • If the line is extended to Westchester Parkway, short-term noise impacts are possible in a residential area located north of Westchester Parkway about 300 feet from the proposed route. Other sensitive uses, including several hotels along Century Boulevard and the public library on the north side of Westchester Parkway (if the line is extended beyond Lot C) could also be affected. • Construction of the rail alignment and the MTC in Lot C would result in adverse impacts on LAX, especially in the following locations: the approach area to runways 25L and 25R due to construction of the subway segment; the approach area to runways 24L and 24R if the line is extended north of the MTC; and LAX Lot C due to construction of the MTC and the fixed guideway structure. 	<ul style="list-style-type: none"> • Trucks hauling dirt will be covered during on-road hauling. Truck staging areas and haul routes will be coordinated with LADOT, LA Bureau of Engineering, and the LA Unified School District. • Ground cover will be re-established as quickly as practicable in areas left bare after construction. • Fugitive dust emissions will be controlled with regular watering or other airborne dust reduction measures in compliance with SCAQMD Rule 403. • All construction equipment will be maintained and kept tuned to reduce emissions from heavy equipment. • The construction documents will contain a noise specification which will include measures such as requiring contractors to use sound-attenuating devices on construction equipment or to install temporary noise barriers. • If construction-generated noise exceeds acceptable CNEL guidelines during evenings and weekends, affected residents will be offered free alternative lodging accommodations. • MTA will coordinate the construction work hours with DOA. • MTA will work closely with the FAA and DOA to formulate viable strategies to minimize the short term impacts of construction on airport operations. 	<ul style="list-style-type: none"> • MTA and Contractors • MTA and Contractors • MTA • MTA • MTA and Contractors 	<ul style="list-style-type: none"> • MTA to include mitigation measures in the construction contracts. • MTA to comply with SCAQMD Rule 403 and include mitigation measures in construction contracts. • MTA to include mitigation measures in the construction contracts. • Mitigation measures will be included in the construction contracts. • MTA to offer alternative lodging accommodation, if needed. • MTA to work with DOA. • MTA to work with FAA and DOA on this issue. 	<ul style="list-style-type: none"> • Pre-construction, Construction • Construction • Design, Pre-construction, Construction • Construction • Pre-construction, Construction • Design, Pre-construction, Construction

**METRO GREEN LINE NORTHERN EXTENSION PROJ SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
MITIGATION MONITORING PLAN**

Adverse Environmental Effects	Mitigation Measure and Condition of Approval	Party Responsible For Implementing Mitigation	Monitoring/ Enforcement Agency and Action	Monitoring Phase
<ul style="list-style-type: none"> The locations of existing utilities could conflict with the Metro Green Line construction plans. Although no definite contamination problems have been discovered in the vicinity of the proposed project, soil or ground water contamination could potentially be encountered during construction. Construction equipment, safety lighting, and other sources of lighting would create light and glare along some segments of the alignment. A number of other projects are planned for construction in the vicinity. It is likely that some of these projects will be constructed at the same time as this transit project. Construction impacts of these projects being built at the same time could be cumulative. 	<ul style="list-style-type: none"> Construction activities will be programmed as expeditiously as possible to minimize disruptions to utilities. For all utilities requiring relocation, modification, or upgrading, MTA will consult with all appropriate utility companies to discuss measures to reduce potential impacts on existing utility lines. Any hazardous materials/wastes encountered during construction will be handled and disposed of in accordance with federal, state, and local hazardous materials/wastes regulations. Additional geotechnical and hydrogeological studies will be conducted within the subway segment to determine the presence of hazardous materials. Should dewatering operations be required for the project, water samples will be analyzed to account for potential contaminants in local groundwater. The need for water treatment prior to discharge will be evaluated as appropriate. A NPDES permit will be obtained, if required. These impacts will be short-term in nature lasting only as long as the construction activity. However, if necessary, offending lighting will be shielded where possible. MTA will coordinate with developers of other nearby projects, the City of LA, and DOA to determine if measures can be taken to minimize community disruption during construction. 	<ul style="list-style-type: none"> MTA and Contractors MTA MTA, Contractors, and/or current property owners MTA MTA and Contractors MTA and Contractors MTA, other developers, City of LA and DOA 	<ul style="list-style-type: none"> MTA to ensure construction is completed as quickly as possible. MTA to work with all affected utility providers. MTA to comply with all applicable regulations and guidelines. Procedures to follow if hazardous materials are encountered will be included in the construction contracts. MTA to ensure the necessary studies and analyses are completed. MTA to include in the construction contract, appropriate procedures to be followed for dewatering operations. MTA to include in the construction contract, appropriate mitigation measures to be taken if light and glare become a problem. MTA to ensure that the agency coordinates with the appropriate developers, the City and DOA. 	<ul style="list-style-type: none"> Construction Design, Pre-construction and Construction Construction Design, Pre-construction Pre-construction, Construction Construction Pre-construction, Construction

