Los Angeles County
Metropolitan Transportation Authority

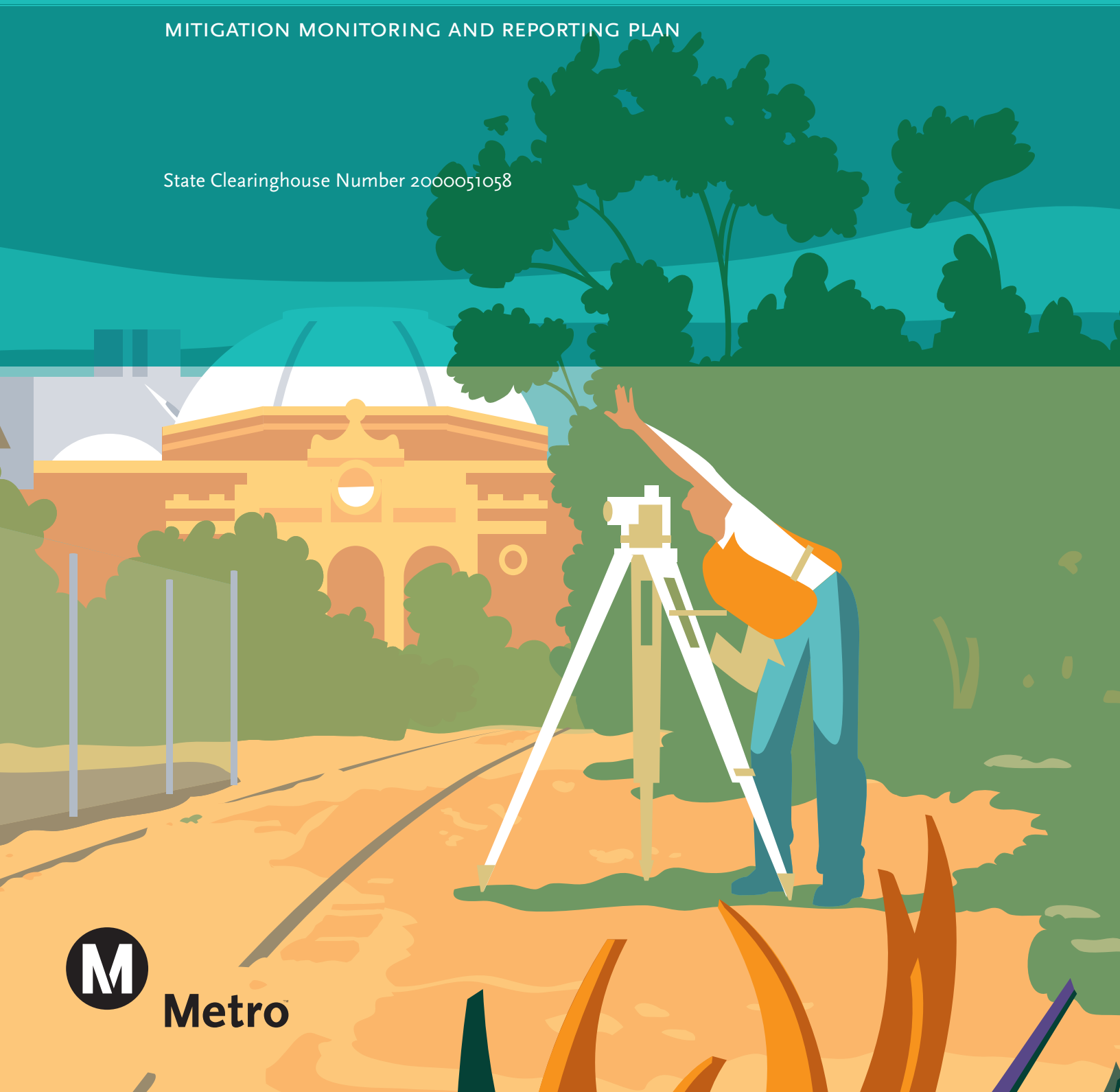
RECORD OF DECISION ATTACHMENT A

LOS ANGELES MID-CITY/WESTSIDE TRANSIT CORRIDOR

> Mid-City/Exposition Light Rail Transit Project
> Final Environmental Impact Statement/ Environmental Impact Report
> December 2005

MITIGATION MONITORING AND REPORTING PLAN

State Clearinghouse Number 2000051058



Metro

MITIGATION MONITORING AND REPORTING PLAN FOR THE MID-CITY/WESTSIDE CORRIDOR MID-CITY EXPOSITION LIGHT RAIL TRANSIT PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an Environmental Impact Report adopt a mitigation monitoring or reporting program for that project. The purpose of the mitigation monitoring effort is to ensure that the Mitigation Measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. In its findings concerning the environmental effects of a project for which an EIR was prepared, a Lead Agency must also include a finding that a mitigation monitoring or reporting program has been prepared and provides a satisfactory program that will ensure avoidance or sufficient reduction of the significant effects of the project.

The following mitigation monitoring plan contains a brief statement of all Mitigation Measures; identifies the monitoring action; indicates the party responsible for implementing the mitigation; and identifies the enforcement agency, monitoring agency, and the monitoring phase or timing.

The Los Angeles County Metropolitan Transportation Authority (Metro) shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that plan violations are corrected.

Progress toward completion of the required mitigation plan, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
TRAFFIC	**T2** I-10 Robertson Boulevard Ramps Metro will contribute $100,000 toward the preparation of a study identifying possible improvements and reconfiguration of freeway ramps and connecting arterial streets. The study will include review and coordination by the City of Los Angeles, Culver City, and Caltrans.	Verify funding.	Metro	- Metro - Metro - Planning
	T8 Flower Street/Adams Boulevard a. Ensure that the southbound lane is configured to accommodate one shared through/right-turn lane, one through lane and one shared through/left-turn lane; and	Review and verify plans.	Design build contractor	-LADOT[1] -EMLCA -Final Design & Construction
	b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction
	T9 Flower Street/Jefferson Boulevard a. Ensure that the southbound lane is configured to accommodate one shared through/right-turn lane, one through lane and one shared through/left-turn lane; and	Review and verify plans.	Design build contractor	-LADOT -EMLCA -Final Design & Construction
	b. Ensure that signal timing and phasing is modified to accommodate the new additional LRT phase.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction

[1]KEY: LADOT (Los Angeles Department of Transportation), EMLCA (Exposition Metro Line Construction Authority)

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	T11 Vermont Avenue/Exposition Boulevard a. Ensure that the eastbound shared through/left-turn lane is converted to an exclusive left-turn lane; b. Ensure that the westbound shared through/left-turn lane is converted to an exclusive left-turn lane; and	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction
	T12 Normandie Avenue/Exposition Boulevard a. Ensure that the westbound lane is configured to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane; b. Ensure that the southbound lane is configured to accommodate one exclusive left-turn lane, two through lanes and one exclusive right-turn lane; and	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	c. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction
	T13 Western Avenue/Exposition Boulevard a. Ensure that an exclusive left-turn lane is added to both northbound and southbound to accommodate one exclusive left-turn lane, one through lane and one shared through/right-turn lane; and	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	b. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for all the approaches.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	T14 Arlington Avenue/Exposition Boulevard a. Ensure that the an exclusive left-turn lane is added to northbound to accommodate one left-turn lane, one through lane and one shared through/right-turn lane; b. Ensure that the both eastbound and westbound lanes are configured to accommodate one exclusive left-turn lane and one shared through/right-turn lane; c. Ensure that a southbound left-turn is prohibited; and	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	d. Ensure that signal timing and phasing is modified to accommodate protected left-turn phases for the northbound and eastbound approaches.	Review and verify plans.	LADOT	-LADOT -LADOT -Construction
	T15 Crenshaw Boulevard/Exposition Boulevard a. Ensure that both eastbound and westbound lanes are configured to accommodate one exclusive left-turn lane and one shared through/right-turn lane;	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	b. Ensure that signal timing and phasing to accommodate protected left-turn phases for the eastbound and westbound approaches; and	Review and verify plans.	LADOT	-LADOT -LADOT -Construction
	c. Ensure that a new traffic signal is installed at the intersection of Crenshaw Boulevard and 36th St.	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	T16 La Cienega Boulevard/Jefferson Boulevard a. Modify signal phasing to "permissive" for the eastbound and westbound approaches on Jefferson Boulevard.	Review and verify plans..	LADOT	-LADOT -LADOT -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	b. Ensure that the eastbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The eastbound departure would require the removal of parking to accommodate the approach reconfiguration. c. Ensure that the southbound approach and departures are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. Additional right of way would be required to accommodate the southbound right turn lane between Venice Boulevard and Washington Boulevard. The southbound departure on National Boulevard would also require additional right of way (on the southeast corner of Washington & National) to accommodate realignment and three departure lanes.	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	T17 La Cienega Boulevard/Rodeo Road Ensure that the westbound approach configuration on Rodeo Road are converted to accommodate two left-turn lanes, two through lanes and a right-turn lane.	Review and verify plans.	Design build contractor	- LADOT - EMLCA - Final Design & Construction
	T18 Jefferson Boulevard/National Boulevard Ensure that the southbound approach configuration on Jefferson Boulevard are converted to accommodate a right-turn lane, a through/right-turn lane and one through lane.	Review and verify plans.	Design build contractor	-Culver City Public Works/LADOT -EMLCA -Final Design & Construction
	T19 Washington Boulevard/National Boulevard Ensure that the westbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The westbound departure would require additional Metro right of way and the removal of parking to accommodate the new approach configuration.	Review and verify plans.	Design build contractor	-Culver City Public Works -EMLCA -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	T20 Washington Boulevard/National Boulevard Ensure that the westbound approach and departures are converted to accommodate a left-turn lane, two through lanes and a through/right-turn lane. The westbound departure would require additional Metro right of way and the removal of parking to accommodate the new approach configuration.	Review and verify plans.	Design build contractor	-Culver City Public Works -EMLCA -Final Design & Construction
	T21 Venice Boulevard/National Boulevard Ensure that the eastbound and westbound approaches on Venice Boulevard are converted to accommodate two left-turn lanes, three through lanes and a right-turn lane. This could be achieved through a widening of the existing pavement utilizing some of the central median and sidewalks on Venice Boulevard.	Review and verify plans.	Design build contractor	-LADOT -EMLCA -Final Design & Construction
	T22 Neighborhood Traffic Control Monitor traffic conditions on residential streets adjacent to the Exposition Corridor to determine the need for traffic calming measures on residential streets. Prepare traffic calming and neighborhood traffic control programs for each identified neighborhood location in coordination with the affected residents.	Report conditions.	EMLCA	-EMLCA -LADOT, Culver City Public Works -Final Design & Construction
	T23 Special Event Strategies a. Develop "Bus Bridge" plan (with non-continuous LRT operations). b. Develop "Traffic Control" plan (with LRT operation) with the City of Los Angeles.	Review and verify plans.	Metro	-Metro -Metro/LADOT -Operations

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
PARKING	**P1** The following mitigation measures will be implemented in the areas adjacent to the LRT station where no station parking facility is provided, and local jurisdictions determine that spillover parking is causing a significant impact. A combination of the following four basic control approaches will be implemented to reduce impacts of Metro patron parking in neighborhoods: a. Prohibit on-street parking b. Time-limited parking c. Resident permit parking d. Non-resident permits for registered car-poolers who work in the zone	Verify local adoption.	LADOT/Culver City Public Works	-LADOT/Culver City Public Works -EMLCA -Operations
	P2 Parking restrictions will be implemented on the west side of Flower Street between 17th Street and Exposition Boulevard. The restrictions will prohibit parking during PM peak traffic hours.	Verify City of Los Angeles adoption.	LADOT	-LADOT -EMLCA -Construction
	P3 To absorb the parking loss associated with the removal of on-street parking along north side of Jefferson Boulevard between Carmona Avenue and La Cienega Boulevard, approximately 75 spaces in the proposed La Cienega Station parking facility will be dedicated to local residents' use.	Designate dedicated spaces in final design plans.	Metro	-Metro -Metro -Final Design & Construction/ Operations
	P4 The street configuration on Jefferson Blvd between Carmona Avenue and La Brea Avenue will be redesigned to accommodate an additional 50 on-street parking spaces.	Review and verify plans.	Design build contractor	-EMLCA -EMLCA -Final Design & Construction
	P5 Year 2020 parking demand at the Venice/Robertson Station, La Cienega Station, and Crenshaw Station parking facilities will be reevaluated after opening day of the Project based on the status and operation characteristics of the Mid-City/Exposition LRT taking into account bus feeder service and the potential extension of the line to Santa Monica.	Verify completion of evaluation.	Metro	-Metro -EMLCA -Operations

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Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
LAND USE/ NEIGHBORHOOD	**LU1** Station area design guidelines will be prepared to accommodate the air treatment facility within or adjacent to the La Cienega Station parking facility and transit center.	Verify completion of guidelines.	Metro/EMLCA	-Metro -Metro -Before Final Design
	LU2 Architectural feasibility studies and programming will be conducted prior to construction phase of the Project to accommodate the parking facility, transit center and other transit oriented uses with existing plans for the air treatment facility at the same site location. Architectural programming and feasibility studies should provide screening and/or use separation between the air treatment facility and transit oriented uses, so that these measures are implemented during Final Design. The study must demonstrate that the Parking Facility would be oriented to clarify possible way in which the adjacent Air Treatment Facility, Parking Facility, transit center and other transit-oriented uses can coexist and be compatible with the surrounding neighborhood.	Verify preparation of studies.	Design build contractor/ Metro/EMLCA	-Metro -Metro/EMLCA -Before Construction at this area
	LU4 If the ROW Station option is selected for the interim western terminus, station area design guidelines will be prepared prior to construction phase of the project. Metro and Culver City will coordinate guidelines to integrate the station as an interim station within Culver City's transit oriented development process. These guidelines would be compatible to city land use plans.	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Metro/Culver City Planning Dept. -EMLCA/Metro -Before Construction at this area
	LU5 If the Aerial Station Option is selected for the interim western terminus, Metro will coordinate with Culver City regarding station area planning to ensure land use compatibility prior to construction of the Project.	Verify coordination with Culver City.	Metro/EMLCA	-EMLCA/Metro/Culver City Planning Dept. -EMLCA/Metro -Before Construction at this area

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
LAND ACQUISITION, DISPLACEMENT & RELOCATION	**LADR1** Compliance with applicable federal and state laws governing relocation assistance and property acquisition procedures.	Verify compliance.	EMLCA/Metro	-EMLCA/Metro -EMLCA -Before Final Design
	LADR2 Coordinate with the City of Los Angeles during final design of the Mid-City/Exposition LRT Project to assess the feasibility of closing 3rd Avenue without creating a cul-de-sac, thereby eliminating the need to acquire portions of private property.	Verify coordination with City of LA completed	EMLCA/Design build contractor	-LADOT -EMLCA -Final Design & Construction
	LADR3 Coordinate with the City of Culver City during Final Design to establish the easement dedication and sidewalk construction process.	Verify coordination with Culver City.	EMLCA/Design build contractor	-Culver City Public Works -EMLCA -Final Design & Construction
VISUAL QUALITY	**V1** Wherever feasible (as determined by a qualified arborist), specimen trees within the existing median will be relocated to be incorporated into the landscape plan or along adjacent sidewalks where space permits as part of the implementation of guidelines for the Landscape Element of the Exposition Transit Parkway. Landscape guidelines will be prepared before the construction phase of the Project.	Verify study completed.	Design build contractor//EMLCA	-EMLCA -EMLCA -Final Design & Construction
	V2 An embedded trackway enhanced with decorative surfaces will be included as part of the ROW landscaping of the LRT alignment adjacent to Exposition Park.	Review and verify Final design plans.	Design build contractor	-EMLCA -EMLCA/Metro -Final Design & Construction
	V3 All lighting at the park-and-ride lots and station locations will utilize Best Available Technology to reduce spillover to adjacent land uses. All lighting at park-and-ride lots and station locations will be directed away from adjacent residences and landscaping, fences, or other measures to shield adjacent residences from light and glare produced by light standards and vehicle headlights as part of the design development and implementation of the integrated corridor feature sub-element.	Review and verify Final design plans.	Design build contractor	-EMLCA -EMLCA/Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	V4 All walls, structures and fences will be properly screened or incorporate design features to improve appearance and reduce visual intrusion. Feature improvements, at minimum, would include choice of materials, Lead Artist design input and placement as part of the implementation of all sub-elements of landscaping, art, and other Transit Parkway improvements.	Review and verify Final design plans.	Design build contractor	-EMLCA -EMLCA/Metro -Final Design & Construction
	V5 Per Metro Art policy and in accordance with FTA Circular 9400.1A, a public art budget will be established for the incorporation of public art within the Project. The budget will include design, fabrication and installation of Station Artist elements and Lead Artist design fees. Implementation of the Lead Artists designs will be included in the Project's construction's base budget.	Verify budget established.	EMLCA/Metro	-Metro -Metro -Final Design & Construction
	V6 To reduce visual impacts in the segment between Figueroa Avenue and Vermont Avenue, median landscaping will be replaced and LRT Project elements will be designed as part of the Exposition Transit Parkway with Lead Artist and Design/Builder. Project elements will be defined to include lighting, public art, pedestrian access, etc.. Visual barriers in this segment such as fencing and walkways will be discouraged.	Review and verify inclusion into final design landscape plan.	Design build contractor/EMLCA	-EMLCA -EMLCA -Final Design & Construction
	V7 To reduce impact in the Mid-Corridor segment, landscaping, trees and public art and other elements of the Exposition Transit Parkway included in the median ROW will be designed with Lead Artist and Design/Builder. Landscaping would be provided where feasible, to shield the LRT alignment against privacy impacts in residential areas.	Review and verify inclusion into final design landscape plan.	Design build contractor/EMLCA	-EMLCA -EMLCA -Final Design & Construction
	V8 Noise walls and landscape screening will be designed with Design/Builder and Lead Artist input. Landscaping, where feasible, will shield the LRT alignment against privacy impacts in residential areas.	Verify coordination between Design Builder and Lead Artist.	Design build contractor/EMLCA	-EMLCA -EMLCA -Final Design & Construction
	V9 Crenshaw station area design guidelines will be prepared before the construction phase of the Project to maintain views and the visual importance of the West Angeles Cathedral.	Verify completion of guidelines.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	V10 La Brea station area design guidelines will be prepared to minimize the massing and profile of the elevated structure, and to maintain existing views, where possible, to Baldwin Hills.	Verify completion of guidelines.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Construction
	V11 La Cienega station area and parking structure design guidelines will be prepared with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the station and parking structure design. Massing studies along with sun and shadow studies of the building envelope of the parking structure shall be prepared. These studies should inform design guidelines to reduce shadow and privacy impacts.	Verify completion of guidelines.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Construction
	V12 Design guidelines for the Jefferson Boulevard Bridge will be prepared with community input. These guidelines will include consideration of north-south vistas to Baldwin Hills as part of the bridge design.	Verify completion of guidelines and incorporation of community input.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Final Design
	V13 Bridge design at the Jefferson Boulevard Bridge will be integrated into the Exposition Transit Parkway concept to maintain views, where possible to Syd Kronenthal Park.	Verify final design achieves objective.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction
	V14 An opaque wall will be provided in back of the landscaping facing the Baldwin Vista Neighborhood and south of the alignment.	Verify inclusion in Final Design Plans.	Design build contractor/EMLCA	-EMLCA -Metro/EMLCA -Final Design & Construction
	V15 The LRT alignment, bike path and landscaping will be designed as an integral part of the Exposition Transit Parkway. Landscape features and the grading of the existing ROW will provide screening of the LRT alignment from residential areas. A double row of trees will be placed along the bike path in Culver City between Ballona Creek and National Boulevard to provide an additional buffer between the LRT alignment on the ROW and residential areas. A landscape plan, lighting plan and the design of screening features will be coordinated with the community and Lead Artist input during Final Design.	Verify inclusion in Final Design landscape and lighting plans.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	V16 A graded parkway will be constructed between Faye Avenue and Wesley Street.	Verify inclusion in Final Design landscape plan.	Design build contractor	-EMLCA/Metro -Metro/Culver City Public Works -Final Design & Construction
	V17 To reduce impact from reflected glare from embedded track surfaces, landscaping will be provided, where feasible, along the sides of the ROW median, outside of the LRT dynamic envelope.	Verify inclusion in Final Design landscape plan.	Design build contractor/EMLCA	-EMLCA/Metro -Metro -Final Design & Construction
	V18 Jefferson Boulevard widening to the north at the La Cienega grade separation. Landscape any portion of the land acquired to accommodate the grade separation, necessary street widening and parking that would be left vacant.	Verify inclusion in Final Design landscape plan.	Design build contractor	-EMLCA/Metro -Metro -Final Design & Construction
	V19 Develop design guidelines in coordination with Culver City's station area planning process to ensure that visual impacts due to location of the ROW and Aerial stations are minimized.	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Culver City Public Works -Metro/Culver City Public Works -Before Construction
	V20 If the Aerial Station option is selected for the interim western terminus station, Metro shall develop design guidelines in coordination with Culver City's station area planning process before Final Design to ensure that visual impacts are minimized. These guidelines shall also consider the incorporation of vistas or view corridors for the station to Downtown Culver City.	Verify completion of guidelines.	Metro/EMLCA	-EMLCA/Culver City Public Works -Metro/Culver City Public Works -Before Construction at this area only

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	V21 A Mid-City/Exposition LRT Customer Environment and Design Committee will be established by Metro and will contain representatives from the following Metro departments: a. Construction b. Operations c. Planning d. Communications The Committee will serve as a review board to ensure that the final designs adhere to the Metro Design Criteria and are consistent with overall agency goals and the guiding criteria for the Exposition LRT Gateway and Neighborhood Station design.	Verify establishment of committee with proscribed mission.	Metro/EMLCA	-Metro/EMLCA -Metro -Before Final Design/Final Design & Construction
	V22 Where feasible, openings will be provided along the safety wall of the USC/Exposition Park Station's platforms to allow for views through the station.	Verify inclusion in Final Design station plan.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	V23 TPSS sites will be screened with landscaping (to cover necessary fencing) in retail and residential areas.	Verify inclusion in Final Design landscape plan for TPSS sites.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	V24 Conduct an urban design study with the City of Los Angeles before Final Design to develop design guidelines for tree location and replacement. Community input will be included as part of the study. Guidelines for tree replacement consistent with City requirements will be established.	Verify completion of study and preparation of design guidelines with community input.	Metro/City of Los Angeles	-Metro/EMLCA -Metro -Before Final Design
	V25 The sound barrier should be located adjacent to the LRT guideway and south of the Class I bike path along the at-grade segment from Fay Avenue to Wesley Street. Landscape screening will be provided where feasible, between the bike path and the sound barrier to provide visual screening to residential areas north of the Exposition right of way in this segment.	Verify inclusion in Final Design landscape plan and station plan for Venice Robertson Station.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design & Construction

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Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
NOISE AND VIBRATION	**NV1** Sound walls will be constructed approximately eight feet from the near track centerline. They will be constructed at the following locations and according to the specified height: a. Between Van Ness Avenue to Arlington Avenue, on the south side of the ROW, at a height of eight feet; b. Between 2nd Avenue and 7th Avenue, on the south side of the ROW, at a height of eight feet; c. Between 7th Avenue and 9th Avenue, on the south side of the ROW, at a height of eight feet; d. Between Somerset Drive to Buckingham Road, on the south side of the ROW, at a height of six feet; e. Between Buckingham Road and Farmdale Avenue, on the south side of the ROW, at a height of six feet; f. Between La Brea Avenue to 600 feet east of Hauser Boulevard, on the south side of the ROW, at a height of six feet for at-grade sound wall and four feet for the wall along the elevated structure; and g. Between Fay Avenue to Wesley Street, on the north side of the ROW, at a height of six feet. All of the sound walls will incorporate landscape screening or public art features as feasible. Specific heights and lengths may be modified slightly as the design process progresses, but will comply with all federal and state noise regulations.	Verify sound wall construction and incorporation of landscaping requirements.	Design build contractor	-EMLCA -Metro -Final Design & Construction

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Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	NV2 A combination of the following source, path and receiver options will be employed to augment reduction of noise from Mid-City/Exposition LRT operations where necessary to comply with federal and state noise regulations. These methods will be employed where sound walls alone would not fully attenuate LRT noise levels to federal and state noise regulations. The following methods will be employed: a. Sound Absorption Treatment; b. Sound Insulation; c. Relocation of turnouts (switches) to minimize proximately to residence or other sensitive receptors; d. Spring-Rail Frogs will be used where turnouts cannot be relocated to avoid residences or sensitive receptors; and e. Increased wheel and rail maintenance only when all other methods all fail as it is a reoccurring operational expense.	Verify compliance with federal and state noise regulations.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	NV3 The following options to control noise from audible warnings at grade crossings will be employed at the following locations along the ROW: a. Arlington Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in **NV1** will be constructed; b. 7th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in **NV1** will be constructed, the noise walls will extend south for approximately 50 to 100 feet on both the east and the west side of 7th Avenue at a height of eight feet; or if extending the noise wall is infeasible, then sound insulation at affected residences will be put in place; c. 9th Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet and the same sound barrier prescribed in **NV1** will be constructed; d. Buckingham Road: Crossing bell noise will be reduced to 64 dBA at 50 feet and the sound barrier prescribed in **NV1** will be constructed, and sound insulation at affected residences near Buckingham Road will be put	Verify installation of sound insulation as proscribed.	Design build contractor	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	in place. e. Farmdale Avenue: Crossing bell noise will be reduced to 64 dBA at 50 feet, the sound barrier prescribed in **NV1** will be constructed, and sound insulation at affected residences near Farmdale Avenue will be put in place.			
	NV4 The crossover at Station 311 will be relocated to a location between Stations 319 and 337. The crossover at Station 413 will be relocated to a location between Stations 425 and 450 or between Stations 383 and 385.	Verify relocation of crossover is shown in Final Design plans.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	NV5 A spring-rail or moveable frog will be used at the Station 213 crossover.	Verify installation of proscribed devices.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	NV6 A spring rail frog will be used at one of the following locations depending on the Venice/Robertson Design Option selected: a. Station 489 for the LPA or the Aerial Station Option; b. Station 486 for the ROW Option or the North of ROW Option A; c. Station 482 for North of ROW Option B; and d. Station 484 for North of ROW Option C.	Verify installation	Design build contractor	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	NV7 All vibration mitigation will be designed to a performance specification that will reduce vibration levels at all impacted residential locations to below the FTA vibration criterion. The types of mitigation measures listed above provide examples of potential mitigation measures that might be used to meet the performance specification. As shown in Final EIS/EIR **Table 4.6-14**, vibration mitigation will be recommended at vibration-sensitive receptors along 7,300 feet of the corridor. Methods to mitigate vibration impacts may include the following: a. Ballast Mats b. Resilient Fasteners c. Resiliently Supported Ties d. Tire Shred or Recycled Rubber Chip Underlay e. Floating Slabs f. Relocation of Crossovers or Special Trackwork	Verify compliance with FTA vibration criteria.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	NV8 A detailed, site-specific noise impact assessment for the sound studio at 3431 Wesley Street will be performed. The assessment will be performed in accordance with FTA ground-borne noise and vibration impact criteria to measure site-specific impacts from LRT vehicles. Any necessary actions recommended by the assessment to attenuate vibration impacts to the studio will be undertaken by Metro.	Verify completion of study and incorporation of findings into Final Design.	Design build contractor/EMLCA	-EMLCA -Metro/Culver City Public Works -Before Construction
GEOLOGY, SOILS, AND SEISMICITY	**GS1** A geotechnical study for each affected transit structure proposed at La Brea Avenue and La Cienega Boulevard will be required. This technical study will identify design requirements for structures and foundations, which will maintain structural integrity under design earthquake conditions.	Verify completion of study and incorporation of findings into Final Design.	Metro	-EMLCA -EMLCA -Final Design
	GS2 A geotechnical study for each affected transit structure along the proposed Flower Street Eastside design option will be required. This technical study will identify design requirements for structures and foundations which will maintain structural integrity of the undercrossing's design in earthquake conditions.	Verify completion of study and incorporation of findings into Final Design.	Metro	-EMLCA -EMLCA -Final Design

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
EXPOSURE TO HAZARDOUS SUBSTANCES	**H1** Government agency records for database sites, such as adjacent leaking USTs that appear to have the potential to impact the project will be reviewed for site-specific information. Within areas experiencing ground disturbances during construction, any site containing contaminated soil from a previously or currently leaking UST that could affect or be effected by the proposed project will be remediated according to State law. Contaminated soil will be transported to an approved disposal site.	Verify completion of investigation and compliance with required remediation.	Design build contractor/Metro/EMLCA	-EMLCA/Cal. Dept. of Toxic Substances -EMLCA -Construction
	H2 The future geotechnical investigation scope of work will be expanded to include walking observation of the surface soil within areas of the project ROW where there is the appearance of illegal dumping. Borings will be taken at locations that are determined by close-up observations or as a result of the database search to be of environmental concern. Geotechnical soil sampling should include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Soil samples that are suspected of contamination based on field observations and PID readings will be analyzed for suspected chemicals by a certified laboratory. If a site is found to contain contaminated soil it will be removed, transported to an approved disposal location, and remediated according to State law.	Verify completion of investigation and compliance with required remediation.	Metro/Design build contractor/EMLCA	-EMLCA -EMLCA -Before Final Design
	H3 The patch of oil-stained soil with chemical odor observed on the southwest corner of the intersection of Exposition Boulevard and 11th Avenue will be sampled and analyzed for petroleum hydrocarbons with carbon chain definition, PCBs, metals, and volatile organic compounds. If contaminated soil is found, the soil will be removed, transported to an approved disposal location, and the site remediated according to State law.	Verify completion of investigation and compliance with required remediation.	Metro/Design build contractor	-EMLCA -EMLCA -Before Final Design
	H4 The appropriate jurisdictional agency will be notified of soil stockpiles observed adjacent to the ROW in the vicinity of 9th Avenue to 11th Avenue intersections. The owner of this property will be notified to remove this material to an approved disposal location.	Verify issuance of notification and removal of material.	EMLCA	-EMLCA -Metro -Before Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	H5 Additional soil sampling and testing will be conducted in the area of the La Cienega and La Brea Boulevards grade separations to confirm the lack of contaminated materials. In the event that the Eastside Flower Street Design Option is adopted, soil sampling and testing will be conducted in the area of the proposed undercrossing to confirm the lack of contaminated materials. If contaminated soil is discovered, it will be removed, transported to an approved disposal location, and remediated according to State law.	Verify completion of investigation and compliance with required remediation.	Metro	-EMLCA -EMLCA -Before Construction
	H7 A Phase II assessment will be conducted for the Exposition ROW and surface/structured parking facility locations to determine the extent, if any, of soil contamination by lead arsenate (which commonly exists near old railroad tracks). Implement recommendations of the Phase II based on the study's results and remove contaminated soil where ever necessary. This testing will include the site selected for the Venice/Robertson Station.	Verify completion of investigation and compliance with required remediation.	Metro	-EMLCA -EMLCA -Before Construction
WATER RESOURCES	**WR1** A drainage plan will be developed and implemented to ensure that the Mid-City/Exposition LRT is engineered so that no new source of direct water resulting from flooding is created that would affect nearby properties. Secure all necessary Federal and local permits prior to bridge construction over Ballona Creek.	Verify completion of drainage plan.	Design build contractor/EMLCA	-EMLCA/LA Dept. of Public Works -EMLCA -Before Construction
	WR2 To reduce surface runoff, all new surface parking facilities within the Exposition ROW will include permeable surfaces.	Verify inclusion of materials in Final Design specifications.	Design build contractor	-EMLCA -Metro -Before Final Design

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
BIOLOGICAL RESOURCES	**BR1** A biological survey will be conducted to look for raptor species. If raptor species are found on Metro property, the construction schedule will be modified so as not to disturb birds during breeding season.	Verify completion of survey and implementation of required measures to avoid nest disturbance.	Design build contractor/EMLCA	-EMLCA -EMLCA/Cal. Dept. of Fish & Game -Before Construction
	BR2 Metro must give official notification of the project to the California Department of Fish and Game so that they may determine whether the portion of the LRT crossing Ballona Creek requires further mitigation.	Verify notification and inclusion of DFG requirements into Final Design or other construction specifications.	EMLCA/Metro	-Cal. Dept. of Fish & Game -Metro -Final Design & Construction
SAFETY AND SECURITY	**SS1** An at-grade pedestrian and vehicular crossing at Denker Avenue will be provided to allow pedestrians to cross Exposition Boulevard.	Verify inclusion of crossing in Final Design.	Design build contractor	-EMLCA -Metro -Final Design & Construction
	SS2 All stations and parking facilities will be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.	Verify installation of proscribed equipment and establishment of monitoring procedures.	Design build contractor/Metro	-EMLCA -EMLCA -Final Design & Construction/ Operations
	SS3 A security plan for LRT operations will be implemented. The plan will include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.	Verify completion of security plan.	Metro	-Metro -Metro -Operations
	SS4 All stations will be lit to standards that avoid shadows and all pedestrian pathways leading to/from sidewalks and parking areas will be well illuminated.	Verify compliance with appropriate illumination standards.	Design build contractor	-EMLCA -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	SS5 Coordinate and consult with the LAPD, the LA County Sheriff Department, and the Culver City Police Department to develop safety and security plans for the alignment and station areas.	Verify completion of coordination and inclusion of local requirements into Final Design security plan.	Metro	-Metro -Metro -Operations
	SS6 The station design will not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access at stations will be ground-level with clear sight lines.	Verify Final Design plans do not create visual obstructions.	Design build contractor/ Metro/ EMLCA	-EMLCA -Metro -Final Design & Construction
	SS7 Monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety.	Verify periodic completion of monitoring and inclusion of findings into safety operation procedures.	Metro	-Metro/LADOT/Culver City Public Works -Metro -Operations
	SS8 Conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis will determine a design basis for warning devices as required by the California Public Utilities Commission.	Verify completion of Hazard Analysis. Verify inclusion of recommendation into Final Design.	Metro	-EMLCA/Metro -Metro -Before Construction
	SS9 Pavement markings will be provided on Exposition Boulevard along the length of the platforms of the USC/Exposition Park Station. These markings will be provided for motorist safety.	Verify inclusion of required markings into Final Design Plans for USC/Exposition Park Station.	Design build contractor	-EMLCA/LADOT -Metro -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
HISTORIC, ARCHAEO-LOGICAL, AND PALEONTO-LOGICAL RESOURCES	**HAP1 Monitoring of Paleontological Resources.** a. Prior to any earth moving at the Project site, a qualified vertebrate paleontologist approved by the Los Angeles County Museum of Natural History – Vertebrate Paleontology Section (LACMVP) will be retained by Metro or its designated contractor to advise the MTA about mitigation alternatives and planning. b. The paleontologist will assist Metro to develop a Cultural Resource Monitoring and Mitigation Plan (CRMMP) and a discovery clause/treatment plan to be implemented during earth-moving activities along the corridor. The clause/plan will allow for the management, monitoring, recovery and subsequent treatment of any fossil remains uncovered by these activities, and for the archiving and documentation of associated specimen and site data. The mitigation plan will include procedures and lines of communication to be implemented if fossil remains are uncovered by earth-moving activities.	Verify retention of qualified vertebrate paleontologist. Verify completion of CRMMP.	Design build contractor/EMLCA	-EMLCA -Metro -Construction
	HAP2 Scientific Recovery of Paleontological Resources. If fossil remains are found, any earth-moving activity will be diverted temporarily around the fossil site until the remains have been investigated and/or recovered. The mitigation plan will address the treatment of recovered fossil remains including identifying, curating, and catalogued, and reporting of specimens.	Verify completion of mitigation plan and incorporation of findings into construction specifications.	Design build contractor/EMLCA	-EMLCA -Metro -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	HAP3 Jefferson Boulevard Design Option. Prior to the start of the Project earth disturbing activities, Metro will prepare a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) per 36 CFR 800.6 (c), if necessary. The MOA will be prepared in consultation with SHPO, and it will include stipulations for the preparation of a Cultural Resource Monitoring and Mitigation Plan (CRMMP) to be reviewed and approved by SHPO. The CRMMP will establish protocol for data recovery, site monitoring and identifying, curating, and cataloging of discovered archaeologic or historic resources. A draft Memorandum of Agreement was submitted to SHPO in a meeting on October 14, 2004.	Verify coordination with SHPO and execution of MOA.	Metro	-Metro -Metro -Before Construction
	HAP4 Historic American Engineering Record Documentation. Historic American Engineering Record (HAER) documentation will be prepared for the SP/PE Santa Monica Air Line that historically occupied the Exposition Corridor. This report will document the significance of the resource and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, text, and video. This material will be published and made available to the public. In addition, a report documenting the contextual history of Pacific Electric with special emphasis on the Santa Monica Air Line and related Pacific Electric lines, and its significant role in American history, as well as its history in southern California, will be prepared as part of the HAER documentation required above.	Verify completion of HAER.	Metro	-EMLCA/Metro -Metro -Before Final Design
	HAP5 Historic Reference. Historic reference and/or context of the ROW will be included in the Project. The work will convey information to the public regarding the historic context of the ROW and may also reference specific physical components of the SP/PE Santa Monica Airline. The development and oversight of the Project's historical reference will be done by Metro Art and Planning who will use the Metro Dorothy Peyton Gray Library as a reference.	Verify Metro Art and Planning included in project oversight.	Metro	-EMLCA/Metro -Metro -Final Design

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	HAP6 Discovery of Human Remains. If any human remains are encountered during construction, work in the immediate area of the find will be halted and the Los Angeles County Coroner will be contacted. This mitigation measure will ensure proper legal identification and/or documentation, and burial if necessary.	Verify discovery of human remains procedures are included in construction specifications and requirements.	Design build contractor/EMLCA	-EMLCA -EMLCA -Construction
	HAP7 Alternative Design of Catenary System. The catenary system along Exposition Boulevard in the vicinity of Exposition Park and USC will be designed to conform with historic surroundings. All catenary pole alternative designs will be consistent with basic standardized guideway components and will not radically alter the proposed basic design.	Verify alternative catenary designs are included in Final Design for the Expo Park/USC area.	Design build contractor/EMLCA	-EMLCA -Metro -Final Design
PARKLAND & COMMUNITY FACILITIES	**CF1** To fully mitigate the loss of the pedestrian access at Hayden Avenue, Metro shall be required to provide a second pedestrian access point that crosses the Exposition ROW at Wesley Street.	Verify required crossing is included in Final Design.	Design build contractor/EMLCA	-EMLCA/Culver City Public Works -Metro -Final Design
	CF2 A vehicle access road shall be relocated and maintained from Exposition Boulevard north of the right-of-way crossing to connect to the existing entrance at Rancho Cienega Sports Park at Exposition Place. The relocated access road shall provide two-way access close to the existing Exposition Boulevard park entrance and shall be compatible with the station site, bridge structure, and guideway as part of the Project.	Verify access road to Rancho La Cienega Park included in Final Design.	Design build contractor	-EMLCA/LA Dept. of Recreation & Parks -Metro -Final Design
	CF3 Conduct an urban design study with the City of Los Angeles and affected stakeholders to provide design guidelines for improvement of pedestrian station access at the 23rd Street Station and Jefferson Station.	Verify completion of study, preparation of guidelines and incorporation of recommendations into Final Design.	Metro/City of Los Angeles	-EMLCA/Metro -Metro -Before Final Design

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
CONSTRUCTION IMPACTS Construction - Traffic	**C1** Coordinate with the Los Angeles Department of Transportation (LADOT) and Culver City Public Works Department to designate and identify haul routes for trucks and establish hours of operation during final design. These routes will be situated to minimize dust, noise, vibration, and other possible impacts.	Verify completion of coordination with cities of Los Angeles and Culver City. Verify inclusion of haul truck route requirements into Final Design.	EMLCA/Design build contractor	-EMLCA /LADOT/Culver City Public Works -EMLCA -Final Design & Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	C2 A traffic management plan will be prepared to facilitate the flow of traffic during construction. The plan will include the following: a. Implement diversions/detours to facilitate traffic flow throughout the construction zone; b. Temporarily restripe traffic lanes at significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities; c. Temporarily eliminate on-street parking in the vicinity of significantly impacted locations, to the extent that this can increase the number of travel lanes provided during construction activities; d. Implement a public outreach/education program to inform the public about the planned construction process and encourage motorists to consider alternate travel routes. e. Identify alternate temporary on right-of-way parking near neighborhoods affected by parking losses during construction, similar to the method used for the Metro Gold Line.	Verify completion of plan and incorporation into Final Design and construction specifications.	Design build contractor	-EMLCA /LADOT/Culver City Public Works -EMLCA -Construction
	C3 Worksite Traffic Control plans will be developed in cooperation with the LADOT and the Culver City Public Works department to accommodate required pedestrian and traffic movements. LAUSD will be invited to participate as part of MTA's Third Party Coordination Group to develop the plans prior to approval by LADOT and the Culver City Public Works department, as required by City regulations.	Verify completion of plan and incorporation into Final Design and construction specifications.	EMLCA/Design build contractor	-EMLCA -EMLCA -Construction
	C4 LAUSD will be notified of impending impacts on existing school bus routes.	Verify issuance of notification to LAUSD.	EMLCA/Design build contractor	-EMLCA/LAUSD -EMLCA -Final Design

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	C5 Contractors will be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.	Verify worker parking requirements are included in construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C6 Public affairs and construction staff will contact and interview individual businesses, allowing for knowledge and understanding of how these businesses carry out their work. Use this information to develop worksite traffic control plans, identify alternative access routes, and make efforts during construction to maintain business activities.	Verify completion of worksite traffic controls that achieve proscribed objectives.	EMLCA/Design build contractor/EMLCA	-EMLCA/Metro -Metro -Before Construction
Construction - Parking	**C7** Unless required by worksite traffic control plans, construction activities will be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.	Verify completion worksite traffic controls with inclusion of sequential parking removal requirements.	Design build contractor	-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction
Construction - Equity and Environmental Justice Considerations	**C8** Communities and businesses will be provided with the telephone number of the Public Affairs Officers, who will be responsible for responding to questions about construction activities.	Verify the distribution of notices to the public.	Design build contractor/EMLCA	-EMLCA -EMLCA/Metro -Construction
	C9 Notification to property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).	Verify the distribution of notices to the public.	Design build contractor	-EMLCA -EMLCA -Construction
	C10 Coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.	Verify the distribution of notices to the public.	Design build contractor/EMLCA	-EMLCA -EMLCA -Construction
	C11 Temporary special signage will be used to inform customers that merchants and other businesses directly affected by construction are open. The signage will include special and closure information in advance of any future temporary closure.	Verify installation of special signage with closure and access	Design build contractor	-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	Signage will also provide special access directions, if warranted.	information.		
Construction - Visual Quality	**C12** Construction staging areas outside of the Metro ROW will be located adjacent to non-residential land uses wherever possible. If complete avoidance of adjacent residential properties is not possible, then construction staging will be screened with materials and techniques approved by Metro. If located adjacent to single-story residential land uses, views from adjacent residences will be screened with black-out fencing, temporary landscaping, or other means.	Verify staging areas are not located adjacent to residences. Verify that where located adjacent to residences that appropriate screening is installed.	Design build contractor	-EMLCA -EMLCA -Construction
	C13 All construction lighting will be hooded and shielded to minimize spillover and glare. Alternately, screening can be used to shield construction lighting.	Verify construction lighting hoods are required and construction specification and installed in the field.	Design build contractor	-EMLCA -EMLCA -Construction
	C14 Lighting will be directed toward the interior of the construction staging area and shielded so as to avoid or minimize spill over into adjacent residential areas. Lighting techniques are to be approved by Metro.	Verify that construction site lighting does not create spillover light impacts.	Design build contractor	-EMLCA -EMLCA -Construction
Construction - Air Quality	**C15** The following is a list of feasible control measures that SCAQMD recommends to reduce PM_{10} emissions during construction. These mitigation measures will be implemented for all areas where construction for the proposed Project would occur. a. **Diesel Equipment Usage**. Metro will require contractors as part of their contract to minimize use of on-site diesel construction equipment, particularly unnecessary idling. b. **Electric Powered Equipment**. Metro will require contractors to replace diesel-powered machinery with electrically powered machinery, where feasible.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/SCAQMD -EMLCA -Construction

Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	c. **Equipment Emissions**. Construction equipment will be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment will be located as far away as possible from existing residential areas. Low sulfur fuel will be used for construction equipment. d. **Location of Staging Areas**. If required, haul truck staging areas will be approved by the Los Angeles Department of Transportation. When feasible, haul trucks will be staged in non-residential areas away from school buildings and playgrounds. e. **Fugitive Dust Control**. Maintain fugitive dust control program consistent with the provisions of SCAQMD Rules 403 and 1186 for any grading or earthwork activity that may be required. f. **Site Watering**. Site wetting shall occur often enough to maintain a twelve percent (12 percent) surface soil moisture content throughout any site grading or excavation activity. All unpaved parking or staging areas shall be watered at least two times daily, and all on-site stockpiles of debris, dirt, or dusty material shall be covered or watered in accordance with SCAQMD Rule 403. watered in accordance with SCAQMD Rule 403. g. **Truck Covering**. Require all trucks hauling dirt, sand, soil or other loose substances and building materials to be covered. h. **Street Sweeping**. Utilize efficient street sweeping equipment at site access points and all adjacent streets used by haul trucks or vehicles that have been on-site in compliance with SCAQMD Rule 403. i. **Phasing**. To the extent feasible, phase construction activities to minimize concurrent dust generating activities within 2,500-square-foot radius of shaft site locations. j. **Wheel Washing Equipment**. MTA will require the contractor to install wheel/undercarriage-washing equipment or a functional equivalent at tunnel excavations as the first method by which to ensure that haul trucks have clean wheels and undercarriages			

Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	before entering public roadways. The installation of wheel washers alone will not relieve the contractor of their responsibility to eliminate (remove) all track-out from public roadways. Should use of the wheel/undercarriage washing equipment not be effective, the contractor will be responsible for providing alternative solutions in addition to, or instead of, the use of the equipment to ensure elimination (removal) of all track-out from public roadways. This could require the contractor to have a street-sweeper in use any time muck is being removed from the construction site and as often as is required throughout each workday to ensure that public roadways are kept clear of all track-out. k. **Suspend Operations**. Suspend grading operations during second stage smog alerts, and during high winds, i.e., greater than 35 miles per hour. l. **Sidewalk and Window Cleaning**. Metro will implement a sidewalk and window cleaning program, if needed, to reduce construction-related dust impacts to local businesses and residences. m. **MTA Section 01566 Pollution Control Mandates**. All contractors as part of their contract must meet MTA Section 01566 pollution control mandates, which requires that all equipment engines be properly tuned at all times. n. **Coordinate Construction Activities**. Metro will coordinate construction activities with school, daycare, and convalescent centers within the area that may be affected by the proposed Project to minimize air quality impacts to these sensitive receptor locations. In addition, the Metro's Public Affairs Officers will be administering a construction impact program for the benefit of the community. o. **Signage Requirement**. Signs will be posted throughout the proposed alignment area that will include anticipated dates of construction activity, and the telephone number of the construction information desk that can log complaints, or offer additional information regarding the construction process.			

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	p. **VMT Reduction Strategy**. With regard to project construction, Metro will require (through the construction contract administration process) that all contractors implement car/van pool programs throughout the construction process to minimize worker travel related VMT. q. **Dust Suppression**. Dust suppression will be applied in sufficient quantity and frequency to maintain a stabilized surface at all disturbed surface areas. r. **Vehicular Speed**. Vehicle speed will be limited to 15 miles per hour on unpaved roads.			
Construction - Noise and Vibration	**C16** Monitor noise during construction activities. Regular noise monitoring will be performed in areas where it is expected that the contractor would have difficulty meeting the property line noise limits. The monitoring includes regular spot checks supplemented by monitoring in response to complaints.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C17 Noise control will be a construction contract requirement. The noise control requirements may include the following: Limit noisy construction activities, particularly during nighttime hours. Sample restrictions include: requiring pre-drilled piles and restricting the use of jackhammers and other pneumatic and impact devices.	Verify inclusion of requirements into Final Design construction specifications.	EMLCA	-EMLCA -Metro -Construction
	C18 In noise sensitive areas, Metro may require contractors to select construction processes and techniques that create the lowest noise levels. Examples are the mixing of concrete off-site instead of on-site and using hydraulic tools instead of pneumatic tools.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C19 All equipment will be required to have effective commercially available mufflers installed, consistent with best urban construction practice. Construction equipment will be required to meet Metro noise specifications.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	C20 The use of backup alarms will be minimized. Approaches considered for reducing noise intrusion caused by backup alarms include the following: lay out construction sites to minimize the need for backup alarms; use strobe lights in place of backup alarms at night; use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting backup alarms that adjust the alarm loudness up and down depending on ambient noise. The safety implications of any procedures for reducing backup alarm noise will be carefully reviewed before the procedure is implemented.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Final Design & Construction
	C21 Construction sites will be laid out in a manner that the noisiest activities are as far as possible from noise sensitive receptors.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C22 Pile installation will be by drilling not driving per existing Metro guidelines.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C23 Vibration monitoring will be required for any construction process that could cause intrusive or damaging vibration.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	C24 During final design, a detailed analysis of construction noise impacts will be carried out and pre-construction surveys will be conducted at properties where the potential for significant vibration impact has been identified. In addition, measures to mitigate significant noise and vibration impacts will be developed for inclusion in construction contracts.	Verify completion of preconstruction survey. Verify inclusion of recommended vibration measures into Final Design specifications.	Design build contractor	-EMLCA -EMLCA -Final Design
	C25 If temporary sound barriers are required to meet City noise regulations, Metro will review sound barrier designs prior to implementation.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/City of LA/City of Culver City -EMLCA -Final Design & Construction
	C26 The Public Affairs Officer will be responsible for responding to any local complaints about construction noise. The Officer would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures to address the issue. All signs posted at the construction site will list the telephone number for the Officer.	Verify designation of public affairs officer with proscribed responsibilities.	Design build contractor	-EMLCA -EMLCA -Construction
Construction - Water Resources	**C27** A program of best management practices (BMPs) and "Best available technologies" will be implemented to reduce potential impacts to water quality that may result form construction activities. To reduce and/or eliminate construction-related water quality impacts, before the onset of construction activities, Metro or its contractors will obtain coverage under the NPDES General Construction Permit. Construction activities will comply with the conditions in the permit, which include preparation of a stormwater pollution prevention plan, implementation of BMPs, and monitoring to ensure impacts to water quality are minimized. As part of this process, multiple BMPs will be implemented to provide effective erosion and sediment control. These BMPs will be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure may include	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
	the following: a. Employ temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) for disturbed areas; b. Use BMPs that are acceptable to MTA, local jurisdictions, and the Regional Water Quality Control Board to protect storm drain inlets in the construction area and in downstream off-site areas; c. Sweep dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events; and d. Provide grass or other vegetative cover on the construction site as soon as possible after disturbance.			
	C28 Water quality control measures will be implemented to prevent release of sediment to Ballona Creek. Water quality control measures, such as silt barriers/curtains, will be in place before construction activities begin along Ballona Creek.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/Regional Water Quality Control Board (RWQCB) -EMLCA -Construction
Construction - Energy Resources	**C29** A construction energy conservation plan will be implemented. Contractors will be encouraged to adopt construction energy conservation measures that including, but not limited to, the following: a. Use energy-efficient equipment; b. Incorporate energy-saving techniques during construction; c. Avoid unnecessary idling of construction equipment; d. Consolidate material delivery as much as possible to ensure efficient vehicle utilization; e. Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency; f. Encourage construction workers to carpool; and g. Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	**Mitigation Measures**	**Monitoring Action**	**Party Responsible for Implementing Mitigation**	**- Enforcement Agency - Monitoring Agency - Monitoring Phase**
Construction - Safety and Security	**C30** Coordination with and notification provided to LAUSD when vehicular and pedestrian routes to schools are affected.	Verify issuance of notification to LAUSD.	Design build contractor	-EMLCA -EMLCA -Construction
	C31 LAUSD, as well as LADOT and the Culver City Public Works department, will be invited to participate as part of MTA's Third Party Coordination Group to ensure safe and convenient pedestrian routes to schools are maintained, and to publish and distribute school pedestrian route maps.	Verify issuance of invitations to City of Los Angeles and Culver City. Verify distribution of proscribed pedestrian route maps to the public.	Design build contractor	-EMLCA/LAUSD/ LADOT/Culver City Public Works -EMLCA -Construction
	C32 Sufficient notices will be provided to forewarn children and parents when school pedestrian routes are affected.	Verify issuance of notices to affected schools and neighborhoods.	Design build contractor	-EMLCA -EMLCA -Construction
	C33 Coordinate with and notification provided to LAUSD of the schedule for LRT construction. LAUSD will be notified when construction would occur within a half-mile of a LAUSD school.	Verify issuance of notification to LAUSD.	Design build contractor/EMLCA	-EMLCA -EMLCA -Construction
	C34 Installation of appropriate traffic controls (signs and signals) as needed in conformance with LADOT and Culver City Public Works department's standards to ensure pedestrian and vehicular safety during construction.	Verify installation traffic controls in compliance with Los Angeles and Culver City standards as applicable.	Design build contractor	-EMLCA/LADOT/ Culver City Public Works -EMLCA -Construction
	C35 At no charge to LAUSD, an instructional safety program will be provided that will cover safety issues relative to construction of the LRT Project.	Verify creation and delivery of instruction safety program.	EMLCA/Metro	-EMLCA/Metro -EMLCA/Metro -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	C36 Construction will be scheduled and haul routes will be planned to minimize conflicts during school arrival and dismissal times.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA/LAUSD/ Culver City Public Schools -EMLCA -Construction
	C37 Metro will provide the funding for crossing guards in the vicinity of all construction sites and haul routes as warranted in accordance with criterion contained in the *California DOT Traffic Manual*, Chapter 10-07.3, Warrants for Adult Crossing Guards. Where the manual criterion does not warrant placement of crossing guards, crossing guards may be provided during school hours on a site-specific basis considering the conditions and criterion stated in the manual. Crossing guards will be provided during school arrival and departure hours during construction, where related lane closures will divert traffic to residential streets utilized by elementary and middle school students. Teachers or other LAUSD staff will be paid to extend their existing arrival and departure hour right-of-way supervision by two hours at all elementary and middle schools immediately adjacent to the right-of-way during LRT operations.	Verify that funding has been provided for crossing guards and for additional time for teachers and staff as proscribed.	EMLCA/Metro	-EMLCA/Metro -EMLCA/Metro -Construction
	C38 Provide flag persons at construction sites and construction staging areas, as needed, where construction activities compromise the safety of pedestrians and/or motorists while traveling to and from school.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C39 The contractors will be required, in conformance with provisions in the California Vehicle Code, to inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction
	C40 As part of the stipulations of the construction contract, construction vehicles will not be allowed to stage or park along streets bordering school sites. Vehicles used to transport construction workers will be required to park elsewhere. The adequacy of these provisions will be reviewed with the LAUSD School Traffic and Safety Department.	Verify inclusion of requirements into Final Design construction specifications.	Design build contractor	-EMLCA -EMLCA -Construction

MITIGATION MONITORING & REPORTING PLAN MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT				
Impact Area	Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Agency - Monitoring Phase
	C41 The contractor will be responsible for providing security at construction sites at a level that Metro determines to be appropriate in accordance with *MTA Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria*, Volume IX. Metro will provide security patrols at construction staging and construction sites by Los Angeles law enforcement agencies under contract to Metro; install temporary fencing around major construction sites and construction staging areas; install screening to block views of the major construction sites from motorists to avoid distraction; and install appropriate signage and lighting as required by LADOT and Culver City Public Works department.	Verify this provision is included in construction specifications	Design build contractor	-EMLCA/Metro -EMLCA/Metro -Construction
	C42 Citations with fines will be issued for trespassing on construction sites, by LA Law Enforcement Agencies under contract to Metro.	Approve agreement with LACSD reporting scope of activities to be completed	LA County Sheriff's Dept. (LACSD)	-LACSD -LACSD -Construction
	C43 Newsletters will be prepared and distributed to keep the public informed about safety issues during construction. In addition, information booths will be provided at local community events.	Check for Prepare and implement public information program for construction phase	Design build contractor	-EMLCA -EMLCA -Construction
	C44 Standard lighting levels, as required by the City of Los Angeles and Culver City, for detours and existing roadways through and around construction zones will be implemented.	Verify construction traffic control plan including lighting requirements are implemented.	Design build contractors	-Metro/LADOT/Culver City public Works -EMLCA -Construction