

1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that agencies adopting Supplemental Environmental Impact Reports (SEIRs) take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

As part of CEQA (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a monitoring and reporting plan for assessing and ensuring efficacy of any mitigation measures applied to the proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring plan for mitigation measures incorporated into a project or imposed as conditions of approval. The plan must be designed to ensure compliance during project implementation. As stated in Public Resources Code, Section 21081.6 (a)(1):

“The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so, requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.”

Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). The Mitigation Monitoring and Reporting Plan for the Metro Gold Line Foothill Extension – Azusa to Montclair project shall be submitted for adoption by the decision makers prior to action on the project.

This MMRP will be used by the Metro Gold Line Foothill Extension Construction Authority (Construction Authority) to ensure compliance with mitigation measures associated with the Metro Gold Line Foothill Extension Phase 2B - Azusa to Montclair. The proposed project would extend the Metro Gold Line alignment 12.3 miles east, from just east of the Azusa-Citrus Station to the City of Montclair Transcenter, and include six new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

The Mitigation Monitoring and Reporting Plan identifies the potential impacts under each environmental resource that would occur with implementation of the proposed project (Metro Gold Line Foothill Extension – Azusa to Montclair, as set forth in the Metro Gold Line Foothill Extension – Azusa to Montclair project Final EIR, February 2013). Under each identified environmental resource, the significant adverse impact(s), its corresponding mitigation measure(s), and the implementation and monitoring requirements are discussed. The implementation and monitoring requirements that have been set forth in this MMRP are as follows:

- Party Responsible for Implementation of Mitigation
- Implementation Phase

- Party Responsible for Monitoring Activity
- Monitoring Period
- Outside Agency Coordination

A sample mitigation monitoring compliance form is provided at the end of this document. For detailed information regarding environmental resource impact methodology and analysis, please refer to the Final SEIR 3.

ENVIRONMENTAL IMPACT OVERVIEW

Mitigation measures are required of the Metro Gold Line Foothill Extension – Azusa to Montclair project to address significant or potentially significant impact(s) to the following resources:

- Air Quality, Climate Change, Energy (Construction-period only)
- Biological Resources/Ecosystems (Construction-period only)
- Communities, Population and Housing (Construction-period only)
- Community Facilities and Parklands (Construction-period only)
- Cultural Resources (Construction-period only)
- Hazardous Materials (Construction-period only)
- Noise and Vibration
- Safety and Security
- Traffic and Transportation
- Aesthetics

The following resource is considered to have remainder impacts or potential remainder impacts after mitigation

- Noise and Vibration

The impacts in the following resources are anticipated to have no impacts or less-than significant impacts, therefore mitigation is not proposed:

- Air Quality (long term)
- Biological Resources/Ecosystems (long term)
- Climate Change (long term)
- Communities, Population and Housing (long term)
- Community Facilities and Parklands (long term)
- Cultural Resources (long term)
- Energy (long term)
- Geologic Hazards
- Hazardous Materials
- Land Use and Planning
- Safety and Security (Construction-period only)
- Aesthetics
- Water Resources
- Growth Inducing Effects

- Irreversible and Irretrievable Commitments of Resources

The Construction Authority is listed as Responsible Party for the identified mitigation measures. Although the Construction Authority has the ultimate legal responsibility to ensure compliance with this Mitigation Monitoring and Reporting Plan, the Construction Authority may delegate certain implementing and/or reporting actions to its contractors, but under no circumstances will a contractor be allowed to monitor its own reporting activities. Monitoring will be done on an independent basis.

The mitigation measures described are identical to those identified for the 2013 FEIR, subsequent addenda and the 2019 SEIR 1 and 2021 SEIR 2. Although no new or more severe significant impacts requiring mitigation were identified as part of this 2022 Final SEIR 3, previously identified mitigation measures remain in effect and are reiterated below.

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Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
AESTHETICS				
VIS-1. As determined by a qualified arborist, specimen trees within the existing right-of-way shall be relocated. The relocated trees shall be incorporated into the landscape plan or along adjacent public right-of-way where space permits wherever feasible. In cooperation with the cities, landscape guidelines and design strategies shall be prepared prior to the start of construction or any action to trim or remove heritage trees and implemented during the construction phase to minimize the loss of deodar cedars and incorporate new landscaping of quality when called for, consistent with the Metro Rail Design Criteria (MRDC) and in compliance with local jurisdictions' tree preservation ordinances. The MRDC state that landscaping for new facilities shall be designed in conformance with local landscape ordinances and existing plant material shall be preserved, as appropriate.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/During construction	
VIS-2. Temporary construction area screening shall be considered in areas adjacent to roadways, residences, and businesses.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/During construction	
VIS-3. If lighting is required during construction, lighting shall be shielded and directed downward and away from adjacent residential and commercial uses.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction commensurate /During construction	
VIS-4. All lighting at the parking facilities and station locations shall utilize best available technology to reduce spillover to adjacent land uses and shall be directed away from adjacent residences. In addition, landscaping, fences, or other measures to shield adjacent residences from light and glare shall be provided where applicable. All lighting will conform to American National Standards Institute-Illuminating Engineering Society of North America (ANSI-IESNA) standards.	Final design	Construction Authority	Construction Authority/ Final design	Metro

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
<p>VIS-5. All walls, structures, and fences shall be properly screened or incorporate design features to improve appearance and reduce visual intrusion pursuant to the standards established in the MRDC. The goal of the MRDC is to create site-adapted designs that reflect the specific urban context of each station and that enhance the neighborhood context in which the project is proposed. The MRDC include artwork, signage, advertising, landscaping, and guidelines for the selection of materials and finishes. Station design shall feature materials, landscaping, art, and other elements consistent with MRDC and developed by the station design team that includes architects, landscape architects, and lighting experts. Surface treatments shall be provided at the face of safety walls and at roadway/pedestrian portals, and landscaping along safety walls outside of the LRT portal shall be provided where feasible to provide wall screening. Per MRDC, artwork will be provided at each station and will be designed by professional artists. According to the MRDC, careful consideration must be given to station compatibility with proposed future development in the neighborhood of each station, and where applicable, future extensions and/or connecting line transfers. Neighborhood culture and character shall be emphasized through artwork. The Designer should become familiar with the general aspects of the entire system in order to determine how his individual project relates to the whole. The Landscape Architect shall coordinate design and production of construction drawings with Designers and Metro Art to ensure that landscaping, facilities architecture, site engineering and station art are visually and functionally compatible. Coordination is particularly important with regard to the design of lighting, paved surfaces, walls and site furnishings. The Construction Authority shall coordinate with Metro Facilities Maintenance group in the review and comment stage of landscape design review submittals.</p>	Final design	Construction Authority	Construction Authority/ Final design	Metro
<p>VIS-6. The final design of the Towne Avenue flyover structure shall include considerations of materials and design refinements to reduce the height of the flyover structure above the surrounding grade to the lowest height feasible.</p>	Final design	Construction Authority	Construction Authority/ Final design	Metro
AIR QUALITY				
<p>CON-1. Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-2. Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-3. Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exist the project site.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-4. All haul trucks hauling soil, sand, and other loose materials shall maintain at least six (6) inches of freeboard in accordance with California Vehicle Code Section 23114.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-5. All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-6. Traffic speeds on unpaved roads shall be limited to 15 mph. Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-7. Heavy equipment operations shall be suspended during first and second stage smog alerts.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
<p>CON-8. On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.</p>	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
CON-9. Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-10. Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-11. Construction parking shall be configured to minimize traffic interference.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-12. Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-13. Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-14. Portable generators shall be low-emitting and use ultra-low sulfur diesel (<15 parts per million) or gasoline.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-15. Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-16. The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-17. Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-18. The Construction Authority shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
CON-19. LED lighting shall be used for construction activities taking place at night, to the extent feasible.	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
BIOLOGICAL RESOURCES				
BIO-1. During final plan review for each segment of the project, Construction Authority shall review project plans to confirm that none of the drainages would be impacted by the final design. If changes in the design have occurred requiring impacts to drainage(s), the Construction Authority shall retain a qualified biologist/jurisdictional specialist to delineate the jurisdiction of the U.S. Army Corps of Engineering, California Department of Fish and Wildlife, and the Regional Water Quality Control Board. If impacts on jurisdictional resources cannot be avoided, the Construction Authority shall obtain the necessary permits/agreements pursuant to the Clean Water Act and California Fish and Game Code prior to impacting the drainage(s).	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board
BIO-2. Prior to the construction of each segment of the project, the Construction Authority (or its contractor) shall review project plans to determine whether any trees within the impact area require removal or trimming. If trees requiring removal or trimming are present and fit the requirement for protection by the corresponding city's ordinance, the Construction Authority shall retain a qualified biologist/arborist to determine whether any of the trees meet the requirements of the city's ordinance. Should any trees within the impact area meet the criteria specified in the city ordinance, the trees shall be trimmed (or removed and replaced) according to the specifications of the applicable city ordinance.	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
BIO-3. The Construction Authority shall direct the contractor to avoid or minimize removal of vegetation (including ornamental tree and shrub removal) during the breeding season (February 1 to June 30 for nesting raptors and February 15 to September 1 for all other birds). To the extent practicable, the contractor shall conduct vegetation and tree removal activities during the non-breeding season (September 2 through January 31) to limit impacts to nesting birds/raptors.	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board
BIO-4. In the event that removal of vegetation (including ornamental tree and shrub removal) must occur between February 1 and September 1, the Construction Authority (or contractor) shall retain a qualified biologist to conduct a nesting bird/raptor survey of the project impact area or prior to the initiation of construction. The survey shall be conducted no more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. If the biologist detects any active nests within or adjacent to the project impact area (within 150 feet for nesting birds, within 500 feet for raptors), the area(s) supporting bird nests shall be flagged for protection with a buffer determined at the biologist's discretion based on the sensitivity of the species (minimum buffer of 500 feet for raptors). The Construction Authority shall direct the contractor to avoid any activities within the buffer zone until the nests are no longer occupied as determined by the biologist.	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board
BIO-5. The Construction Authority shall direct the contractor to check and maintain daily any equipment operated within or adjacent to a drainage (including storm drains and concrete channels) to prevent leaks of materials that, if introduced to water, could be detrimental to water quality and, as a result, to biological resource that occur downstream of the project site. Cement/concrete, asphalt, paint, petroleum products, or other substances that could be hazardous, shall be prevented from entering the soil or waters. Any of these materials placed in an area that may result in the material entering the drainage shall be removed and disposed of at an appropriate site.	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board
BIO-6. The Construction Authority shall direct the contractor to remove all trash and debris related to the project prior to completion of project activities each day to avoid attracting wildlife to the work site.	Pre-construction/During construction	Construction Authority/ Qualified Biologist	Construction Authority/ Pre-construction/During construction	U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board
CLIMATE CHANGE				
Mitigation measures CON-9 through CON-19 would be incorporated (see Air Quality Section above for more detail).	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
COMMUNITIES, POPULATION, AND HOUSING				
S-1. Schedules for street closures shall be developed in consultation with the study area cities.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/During construction	Corridor Cities
S-2. Advance notice shall be posted on city streets indicating when access would be closed or limited.	Pre-construction/During construction	Construction Authority	Pre-construction/During construction	Corridor Cities
S-3. Signs shall be posted indicating access routes and alternate access points, as well as announcing that affected businesses are open.	Pre-construction/During construction	Construction Authority	Pre-construction/During construction	Corridor Cities
S-4. Newspaper notices shall be placed to indicate street and access closures.	Pre-construction/During construction	Construction Authority	Pre-construction/During construction	Corridor Cities
S-5. The Construction Authority website shall include information regarding planned street and access closures.	Pre-construction/During construction	Construction Authority	Pre-construction/During construction	Corridor Cities
Mitigation measure CTR-3 would be incorporated (see Transportation Section below)	Pre-construction/During construction	Construction Authority	Pre-construction/During construction	Corridor Cities

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
COMMUNITY FACILITIES AND PARKLANDS				
Mitigation measure CTR-3 would be incorporated (see Transportation Section below)	Pre-construction/During construction/Final design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final design	Corridor Cities, other local jurisdictions including the local emergency response agencies (fire and police departments, and ambulance), school districts and other agencies as appropriate
CULTURAL RESOURCES				
<p>CR-1. If buried cultural resources are uncovered during construction, all work shall be halted in the vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated to another area. The Construction Authority will stop construction within 100 feet of the exposed resource until a qualified archaeologist can evaluate the find (see 36 CFR 800.11.1 and CCR, Title 14, Section 15064.5[f]). Examples of such cultural materials might include ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historic trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office (SHPO) Guidelines. All construction equipment operators will attend a preconstruction meeting presented by a professional archaeologist retained by the Construction Authority that will review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.</p> <p>In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code Section 7050.5, California Environmental Quality Act (CEQA) Section 15064.5E, and Public Resources Code Section 5097.98 shall be implemented. No further excavation or disturbance of the area or any nearby area reasonably suspected to overlie adjacent remains until the coroner is contacted and the appropriate steps taken pursuant to Health and Safety Code §7050.5 and Public Resource Code §5097.98. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. If Native American human remains are discovered during project construction, it shall be necessary to comply with state laws relating to the disposition of Native American burials that are under the jurisdiction of the NAHC (Pub. Res. Code Section 5097). For remains of Native American origin, no further excavation or disturbance shall take place until the most likely descendant of the deceased Native American(s) has made a recommendation to the landowner or the person responsible for the excavation work regarding means of treating or disposing of the human remains and any associated grave goods, with appropriate dignity, as provided in the Pub. Res. Code Section 5097.98; or the NAHC is unable to identify a most likely descendant or the descendant fails to make a recommendation within 48 hours after being notified. In consultation with the most likely descendant, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, and this</p>	During construction	Construction Authority/Qualified Archaeologist/ Qualified Paleontological Monitor	Construction Authority/ During construction	Native Americans County Coroner, Native American Heritage Commission, as needed

recommendation shall be implemented expeditiously. If a most likely descendent cannot be located or does not make a recommendation, the project archaeologist and the Construction Authority shall determine a course of action regarding preservation or excavation of Native American human remains, which shall be submitted to the NAHC for review prior to implementation.				
Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
CR-2. Project plans shall specify that a qualified paleontologist shall be contacted in the event that potential paleontological resources are discovered. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground disturbing activities if paleontological resources are discovered. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, the sediments being monitored were previously disturbed. Monitoring may also be reduced if the previously described potentially fossiliferous units are not present or, if present, are determined by qualified paleontologic personnel to have a low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared and shall signify completion of the program to mitigate impacts on paleontological resources.	During construction	Construction Authority/Qualified Archaeologist/Qualified Paleontological Monitor	Construction Authority/ During construction	Native Americans County Coroner, Native American Heritage Commission, as needed
ENERGY				
Mitigation measures CON-9 through CON-19 would be incorporated (see Air Quality section above).	During construction	Construction Authority	Construction Authority/ During construction	South Coast Air Quality Management District (SCAQMD)
HAZARDOUS MATERIALS AND WASTE				
HW-1. A Soil Management Plan shall be prepared once final construction plans are in place, showing the lateral and vertical extent of soil disturbance. The plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify criteria for imported materials.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/ During construction	Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed
HW-2. During project final design, specific soil testing shall be conducted and necessary and appropriate specific means for remediation shall be selected and incorporated into construction or contract documents, such as excavation with offsite disposal or onsite reuse in low risk areas, vapor extraction, or in-situ remediation.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/ During construction	Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed
HW-3. Risk-based cleanup levels shall be established in the Soil Mitigation Plan, which will be reviewed and approved by the oversight agency. Soil that contains soluble concentrations of metals in excess of the Soluble Threshold Limit Concentration (STLC) is considered a California hazardous waste and shall be removed from the site and disposed of in accordance with federal and state regulations.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/ During construction	Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed
HW-4. This mitigation measure remains valid for the Project but is not applicable to the Project Modifications. Groundwater is not anticipated to be encountered, however, if ongoing engineering indicates groundwater may be encountered, testing shall be designed and performed to characterize the groundwater where dewatering is required.	Pre-construction/During construction	Construction Authority	Construction Authority/ Pre-construction/ During construction	Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
<p>HW-5. Hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.</p>	<p>Pre-construction/During construction</p>	<p>Construction Authority</p>	<p>Construction Authority/ Pre-construction/ During construction</p>	<p>Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed</p>
<p>HW-6. A health and safety plan shall be developed and implemented for construction personnel. When ground-disturbing activities begin, the Construction Authority shall identify potential contamination, such as, but not limited to, the presence of underground facilities, buried debris, waste, drums, tanks, and stained or odorous soils, Should such materials be encountered, further investigation and analysis shall be conducted and may include the following actions:</p> <ul style="list-style-type: none"> • Removal and disposal – Identify, remove, transport, and dispose of materials in a licensed Class I, II, or III disposal facility as established by waste profiling procedures. • Recycling – Treat and/or recycle materials at regulated recycling facilities. • Reuse uncontaminated or treated materials on project lands. • Segregate and stockpile the material on plastic sheeting. • Spray the stockpile with water or a South Coast Air Quality Management District-approved dust or vapor suppressant and cover the stockpile with plastic sheeting the prevent exposure to soil. • Provide qualified and trained personnel with personal protective equipment for activities that include, but are not limited to, excavation, segregation, stockpiling, loading, and transporting hazardous substances. 	<p>Pre-construction/During construction</p>	<p>Construction Authority</p>	<p>Construction Authority/ Pre-construction/ During construction</p>	<p>Department of Toxic Substances Control, Regional Water Quality Control Board, local fire departments, as needed</p>

Mitigation Measure

Time Frame for Implementation

NOISE AND VIBRATION				
<p>N-1. Construction shall proceed in accordance with the construction specifications for this project, including but not limited to the following: Noise and Vibration Control Plan. A Noise and Vibration Control Plan shall be developed that demonstrates how the appropriate noise limits will be achieved. The plan shall include measurements of existing noise, a list of the major pieces of construction equipment that will be used, and predictions of the noise levels at the closest sensitive receptors (including residences, hotels, schools, churches, temples, and similar facilities). The noise and vibration control plan shall include measures to minimize vibration impacts during construction. Appropriate vibration mitigation measures include minimizing the use of tracked vehicles, avoiding vibratory compaction, and monitoring vibration near residences to ensure thresholds are not exceeded. The noise and vibration control plan shall be approved by the Construction Authority prior to initiating construction and implemented during construction.</p> <ul style="list-style-type: none"> • Alternative Construction Procedures. Where construction cannot be performed in accordance with the requirement of the noise limits, the Construction Authority shall investigate and implement alternative construction measures that would result in lower sound levels. • Noise Monitoring. The Construction Authority shall conduct noise monitoring to demonstrate compliance with contract noise limits. • Best Management Practices. The Construction Authority shall use the following best management practices for noise abatement wherever practical: <ul style="list-style-type: none"> ○ Use specialty equipment with enclosed engines and/or high performance mufflers when feasible. ○ Locate equipment and staging areas as far as possible from noise-sensitive receptors. ○ Limit unnecessary idling of equipment. ○ Install temporary noise barriers as needed and where feasible. ○ Reroute construction-related truck traffic away from residential street to the extent permitted by the relevant municipality. ○ Avoid impact pile driving where possible. Where geological conditions permit, use quieter alternatives, such as drilled piles or a vibratory pile driver. 	<p>Pre-construction/During construction/Final Design</p>	<p>Construction Authority</p>	<p>Construction Authority/ Pre-construction/ During construction/ Final Design</p>	
<p>N-2. The Construction Authority shall implement complaint resolution procedures, including a contact person and telephone number, to rapidly resolve any construction noise problems.</p>	<p>Pre-construction/During construction/Final Design</p>	<p>Construction Authority</p>	<p>Construction Authority/ Pre-construction/ During construction/ Final Design</p>	

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
N-3. This mitigation measure remains valid for the Project but is not applicable to the Project Modifications. The Construction Authority shall employ noise reduction strategies to reduce noise, including erecting noise barriers, employing building sound insulation, and modifying at-grade audible warning devices and operations (subject to California Public Utilities Commission approval). Final design, locations, and extent of implementation of each of these noise-reducing strategies shall be determined during final design of the project such that the Federal Transit Administration (FTA) noise abatement criteria are most effectively achieved.	Pre-construction/During construction/Final Design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final Design	
N-4. This mitigation measure remains valid for the Project but is not applicable to the Project Modifications. The Construction Authority shall employ vibration reduction strategies such as ballast mats, shredded tire or recycled rubber chip underlay, relocation of crossovers, and special trackwork. Final design, locations, and extent of implementation of each of these vibration-reducing strategies shall be determined during final design of the project such that the FTA criteria are most effectively achieved.	Pre-construction/During construction/Final Design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final Design	
N-5. This mitigation measure remains valid for the Project but is not applicable to the Project Modifications. Prior to construction, the Construction Authority shall contact property owners of residences identified as having noise or vibration impacts listed as significant and unavoidable.	Pre-construction/During construction/Final Design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final Design	
SAFETY AND SECURITY				
SS-1. Work plans, schedules, and traffic control measures shall be coordinated with police and fire service providers prior to and during construction to limit effects on emergency response times.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-2. Incorporate security measures at the construction sites and staging areas. Security features would include, but not limited to, closed-circuit television, onsite guards and security teams, lighting focused on potential access points to the site to deter access, and perimeter fencing to prohibit unauthorized individuals from accessing the construction area.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-3. All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel on a regular basis.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-4. A security plan for LRT operations shall be implemented. The plan shall include both in-car and station surveillance by Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operation personnel security or other local jurisdiction security personnel.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-5. Lighting at all stations shall be to standards that minimize shadows, and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well-illuminated in accordance with Metro Design Criteria.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
SS-6. Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall coordinate and consult with the Los Angeles and San Bernardino County sheriff's department and police departments of the cities adjacent to the alignment to develop and implement safety and security plans for the alignment, parking facilities, and station areas.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-7. The station design shall not include design elements that obstruct visibility or observations or provide discrete locations favorable to crime, and pedestrian access to at-grade, below-grade, and above-grade station entrances/exits shall be accessible at ground level, with clear sight lines.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-8. Metro Rail Operations Center staff/LASD Transit Services Bureau Desk Operations personnel shall monitor pedestrian crossing activity at all locations with adjacent schools and implement appropriate measures to ensure pedestrian crossing safety, as determined by the CPUC.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-9. The Construction Authority shall conduct a hazard analysis before the start of final design, using current safety analysis as a reference. The hazard analysis shall determine a design basis for warning devices, as required by the CPUC.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
SS-10. Traffic warning measures, such as signage, shall be provided at locations adjacent to stations to alert motorists to significant pedestrian activity in the area. Traffic warning measures will be per the California Manual of Uniform Traffic Control Devices specifically Part 10, Traffic Controls for Highway-Light Rail Transit Grade Crossing.	Prior to and during final design/During construction/Post-construction	Construction Authority	Construction Authority/ Prior to and during final design/During construction/Post-construction	Corridor Cities, Metro, California Public Utilities Commission
TRANSPORTATION				
CTR-1. During final design, site- and street-specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each Azusa-Montclair corridor City and with Los Angeles and San Bernardino Counties and implemented to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes will be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall occur during off-peak, weekend or nighttime hours.	Pre-construction/During construction/Final design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final design	Corridor Cities, other local jurisdictions including the local emergency response agencies (fire and police departments, and ambulance), school districts and other agencies as appropriate
CTR-2. Designated haul routes for trucks shall be identified during final design in cooperation with the corridor Cities and implemented throughout the construction process. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the project, if slight physical damage to surface of the haul route roads is found, the road shall be treated as necessary.	Pre-construction/During construction/Final design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final design	Corridor Cities, other local jurisdictions including the local emergency response agencies (fire and police departments, and ambulance), school districts and other agencies as appropriate

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
<p>CTR-3. A Traffic Management Control Plan shall be developed and implemented. The Plan shall be developed in close coordination with local jurisdictions, the local emergency response agencies (including fire departments, police departments, and ambulance services), school districts, and other agencies as appropriate. The Plan shall include, but not be limited to:</p> <ul style="list-style-type: none"> • Providing public information through media alerts, flyers, and the Construction Authority’s website to alert and inform the community about construction activities and schedules, including planned street and access closures. • Providing traveler information through traffic advisor radio, changeable message signs (CMS) that includes detour routes. • Creating a hotline for the community with a direct connection to personnel who can answer questions, provide information, and resolve issues. In addition, field offices shall be opened at specific locations identified as best serving the community and neighborhoods. • Developing specific street closures and phasing plans, and other measures. • Posting advance notices indicating when access would be closed or limited on city streets. • Posting signs indicating access routes and alternate access points, as well as announcing that affected businesses are open. • Placing newspaper notices to indicate street and access closures. • Before any significant rerouting changes are made, fliers shall be provided on buses at least two weeks in advance notifying riders of route modifications. In addition, hoods shall be placed over bus-stop signs notifying riders of what modifications have been made to the bus route. • Posting signage indicating detours for bicycles and pedestrians where roadways and/or sidewalks are closed during construction. • Posting temporary signage warning motorists of pedestrians and bicycles where roadway and/or sidewalk closures create “pinch points” on travel lanes. 	Pre-construction/During construction/Final design	Construction Authority	Construction Authority/ Pre-construction/ During construction/ Final design	Corridor Cities, other local jurisdictions including the local emergency response agencies (fire and police departments, and ambulance), school districts and other agencies as appropriate
<p>LTR-1. In San Dimas, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of San Dimas Avenue and Second Street when warranted.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-2. In La Verne, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersections of White Avenue and First Street, White Avenue and Second Street, Arrow Highway at the Metrolink crossing, Arrow Highway and E Street, and La Verne Avenue and Arrow Highway when warranted.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-3. In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to ensure the signalization of the intersection of Fulton Road and Bonita Avenue when warranted.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont

Mitigation Measure	Time Frame for Implementation	Responsible Party	Monitoring Party/Period	Outside Agency Coordination
<p>LTR-4. (as revised in Addendum 2). In Pomona, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary, to modify the Garey Avenue and Bonita Avenue intersection. There are two (2) alternative mitigation proposals, the selection of which will depend upon further engineering analysis. (A) The first proposed mitigation is to reconfigure the northbound approach to provide two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes. The modification would also include reconfiguring the westbound “receiving leg” to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. Note that this mitigation measure is a modification to the mitigation measure identified in the 2013 FEIR for this intersection. This modification of the mitigation measure is necessary due to the change in the existing condition on Bonita Avenue implemented by the City after completion of the 2013 FEIR, the City’s plans to install two (northbound and southbound) buffered bike lanes on Garey Avenue, and the increased traffic added to this location resulting from the Proposed Project. (B) The second proposed mitigation is widening the roadway and potentially the right-of-way along Bonita Avenue and Garey Avenue to accommodate two exclusive left-turn lanes, one through lane, one shared through/right-turn lane, and two (northbound and southbound) buffered bike lanes for the northbound approach. The modification would also include reconfiguring the westbound “receiving leg” to keep the existing bike lane and accommodate two through receiving lanes, and alignment of receiving lanes in all directions. Pavement widening, signal and related work is included as determined necessary by the City. The Construction Authority shall modify the measure selected in a manner of equivalent or lesser cost determined by the City of Pomona to achieve an equivalent level of mitigation, and in accordance with the locally preferred alternative.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-5. In Claremont, the Construction Authority shall cooperatively work with the City, and contribute funding as necessary to ensure the signalization of the intersection of College Avenue and First Street when warranted.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-6. At the Garey Avenue crossing, the existing Metrolink track circuitry shall be recalibrated to eliminate false gate closures.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-7. The signal at the intersection of Garey Avenue and Bonita Avenue shall be interconnected with the railroad signal and allow for preemption when trains are present.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-8. Bonita Avenue shall be protected/permitted in the east/west direction.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont
<p>LTR-9. Restripe White Avenue between 1st Street and 6th Street. The restriping would create two lanes in the northbound direction and one lane in the southbound direction, as well as a dedicated median turn lane and bike facilities.</p>	During construction/Final design/Post-construction	Construction Authority	Construction Authority/ During construction/ Final design/ Post-construction	Cities of San Dimas, La Verne, Pomona and Claremont