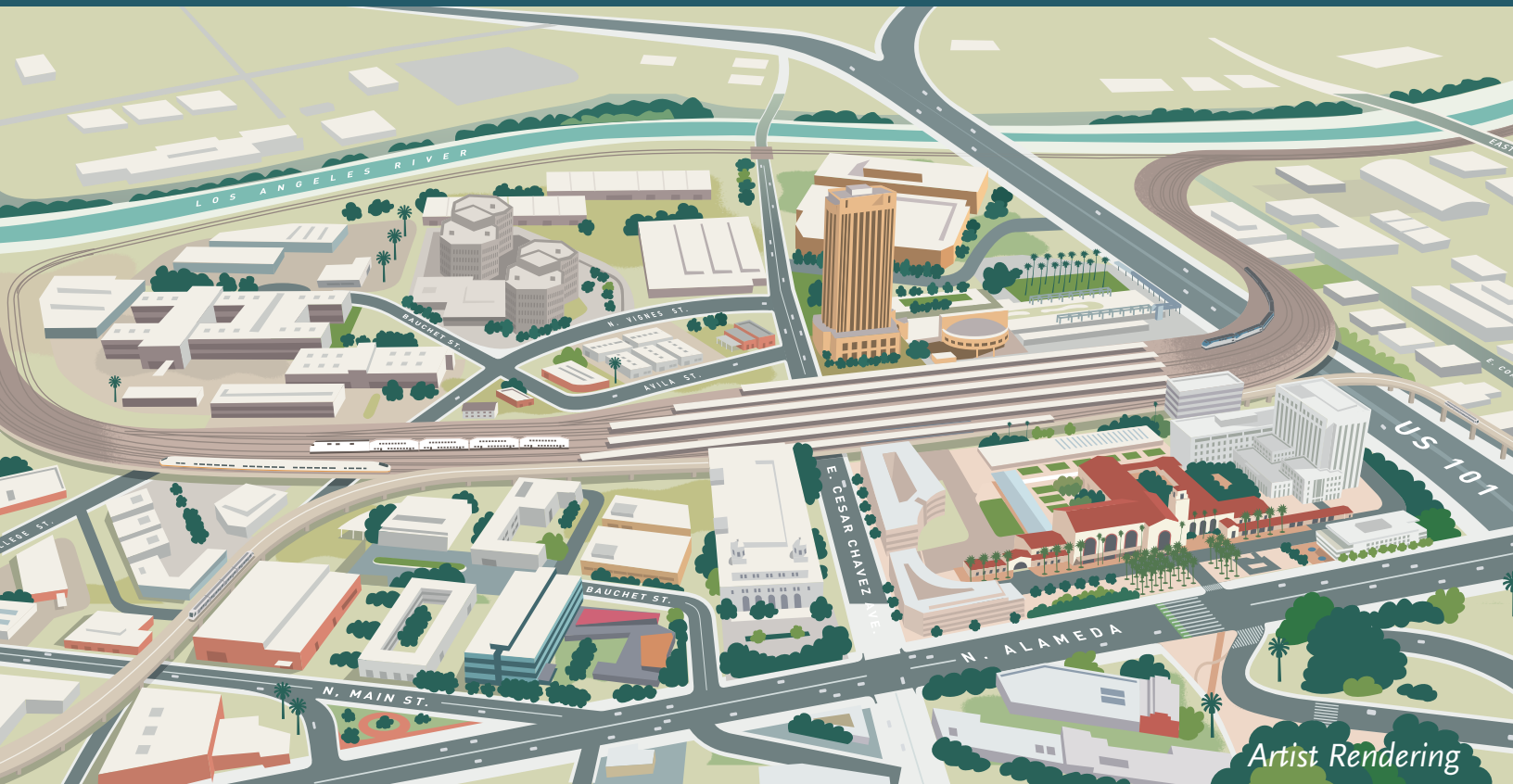


Link Union Station

Final Supplemental Environmental Impact Report Final Revised Mitigation Monitoring and Reporting Program

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Artist Rendering

Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.



Metro

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ACRONYMS

AB	Assembly Bill
BMP	best management practice
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGP	construction general permit
CHC	Cultural Heritage Commission
CHSRA	California High-Speed Rail Authority
CRMMP	Cultural Resource Mitigation and Management Plan
DTSC	Department of Toxic Substance Control
EIR	environmental impact report
ESA	environmental site assessment
FTA	Federal Transit Administration
HABS	Historic American Buildings Survey
HACLA	Housing Authority of the City of Los Angeles
HCM	Historic-Cultural Monument
HMMP	Hazardous materials management plan
HSR	High-Speed Rail
IGP	industrial general permit
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LADOT	City of Los Angeles Department of Transportation
LAHCM	Los Angeles Historic-Cultural Monument
LAUS	Los Angeles Union Station
LID	low impact development
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LUC	Land Use Covenant
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MMRP	Mitigation Monitoring and Reporting Program
MOU	memorandum of understanding
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
OHR	Office of Historic Resources
OSHA	Occupational Safety and Health Administration
PAH	polynuclear aromatic hydrocarbon
PMP	Paleontological Mitigation Plan
PRC	Public Resources Code
RIO	River Improvement Overlay District
ROW	right-of-way;
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
SEIR	Supplemental Environmental Impact Report

SWRCB	State Water Resources Control Board
SWPPP	stormwater pollution prevention plan
TMP	traffic management plan
TPH	total petroleum hydrocarbons
VOC	volatile organic compound
WEAP	worker environmental awareness program

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1.0 Introduction

Consistent with Section 21081.6 of the Public Resources Code, it is required that a lead agency adopts a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment” (Section 15097 of the California Environmental Quality Act [CEQA] Guidelines provides additional direction on mitigation monitoring or reporting). As CEQA lead agency, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The measures contained in the MMRP were developed by Metro in consultation with appropriate agencies, as well as with input received from the public.

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final Environmental Impact Report (EIR) (June 2019), and any subsequent addenda including CEQA Addendum No. 1 (October 2021), and the Final Supplemental Environmental Impact Report (SEIR) (October 2025) are implemented, effectively minimizing the identified environmental effects.

Table 1 includes the mitigation measures and Offsetting Mitigation Measures (OMMs) for the CEQA Modified Proposed Project considered in the Final SEIR. Table 2 includes mitigation measures and OMMs for the Malabar Yard railroad improvements. The OMMs are tracked similar to the mitigation measures in the Final SEIR. One OMM was added to Table 1 for the Modified Proposed Project and eleven OMMs were added to Table 2 for the Malabar Yard railroad improvements.

Minor changes and refinements to the mitigation measures that resulted after Metro’s approval of CEQA Addendum No.1 in October 2021 are indicated by ~~strikeout~~ (deleted) and underline (inserted) markings in Table 1 and Table 2 below. Each mitigation measure identified in Table 1 and Table 2 is categorized by topic and corresponding number, with identification of:

- Compliance Action/Deliverable – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure has been implemented.
- Responsible Party – The entity accountable for implementing the action/deliverable.
- Enforcement Agency – The entity accountable for overseeing the implementation of mitigation.
- Implementation Phase (A or B) – The phase of the project when implementation would occur (as applicable for Modified Proposed Project only).
- Monitoring/Compliance Schedule – The compliance/monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the “Schedule” column. Instead, schedule describes a logical succession of events (e.g., prior to construction, construction).

- Verification of Compliance – The monitor verifies completion of the particular mitigation measure by initialing and dating this column. Conclusion of the monitoring program concludes when all required signatures are obtained in the Verification of Compliance column.

Metro will implement an Environmental Management System consisting of strategic planning, policies, and procedures; organizational structure; staffing and responsibilities; milestones; schedule; and resources devoted to achieving Metro's environmental commitments. The Environmental Management System will also track the implementation of environmental requirements and compliance reports. This system will rely on data from the construction manager/general contractor, consultants, pre-construction services and permitting activities, monitoring, inspections, and other compliance activities. This process will be managed by Metro to demonstrate compliance activities and progress relevant to their regulatory requirements.

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project								
Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance		
						Initial	Date	
Land Use and Planning								
LU-1 Enhance Neighborhood Connectivity: Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro’s LA River Path Project, and Metro’s Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional right-of-way and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A or B	During Final Design of these specific improvements	—	—	
	Prepare infrastructure plans for review and approval by the City of Los Angeles	Metro	City of Los Angeles	Phase A or B	During Final Design of these specific improvements	—	—	
	Implement either Class II or IV type bike lanes along Commercial Street from Alameda Street to Center Street	Contractor	City of Los Angeles	Phase A or B	Construction	—	—	
Transportation and Traffic								
TR-1 Prepare a Construction TMP: During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable. The street closure schedules in the construction TMP shall be coordinated <u>among</u> between the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, <u>Los Angeles Unified School District</u> , and residents to minimize construction-related vehicular traffic impacts during the peak-hour. <u>The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible.</u> LADOT and Caltrans shall be notified in advance of street closures, detours, or <u>temporary lane reductions</u> . During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP: - Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. - Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible. - Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. - Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—	
	Prepare TMP	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Prior to Construction	—	—	
	Implement TMP during construction	Contractor	Metro/City of Los Angeles/Caltrans	Phase A and B	Construction	—	—	

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Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes. - Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements. - Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.							
TR-2 Prepare Rail Operations Temporary Construction Staging Plan: During final engineering design and prior to construction, Metro shall prepare a memorandum of understanding (MOU) with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols <u>shall</u> would be incorporated into applicable construction documents (plans and specifications). Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor would implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance. Throughout the duration of construction, SCRRA shall <u>monitor on-time performance during construction and</u> participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.	Prepare MOUs	Metro	Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction	—	—
	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare temporary construction service plans	Metro/Contractor	Metro and Current Rail Operators (SCRRA, LOSSAN, Amtrak)	Phase A and B	Prior to Construction		
	Participate in weekly construction coordination meetings	Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency	Metro	Phase A and B	During Construction	—	—
TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street): Metro and BNSF shall implement the following two railroad improvements at BNSF’s Malabar Yard: 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of freight storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at grade crossing at 49th Street shall be implemented. 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF’s Malabar Yard and BNSF’s Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented. The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.	Closure of 49 th Street and construction of the 46 th Street Connector	Metro/Contractor	Metro	Phase A	During Construction		

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project								
Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance		
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Aesthetics								
AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.	Coordinate with HACLA on aesthetic enhancements	Metro	Metro	Phase B	During Final Design	—	—	
	Incorporate aesthetic treatments into applicable construction documents (plans and specifications)	Metro	Metro		During Final Design	—	—	
	Apply aesthetic treatments	Contractor	City of Los Angeles (HACLA)		During Construction	—	—	
AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	Prior to Construction	—	—	
	Direct light toward the construction area and install temporary shields (as needed)	Contractor	Metro		During Construction	—	—	
AES-3 Screen Direct Lighting and Glare: During final design, all new or replacement lighting shall comply with <u>Metro Rail Design Criteria</u> (Metro 2013), <u>SCRRA Design Criteria Manual</u> (SCRRA 2014), <u>Illuminating Engineering Society</u> standards (Illuminating Engineering Society 2011a, 2011b, 2014), maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11), and <u>Leadership in Energy and Environmental Design®</u> (LEED®) standards for new construction. In addition, all permanent lighting maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11) and shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.	Incorporate lighting, screening, and glare requirements into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—	
	Install permanent lighting that meets CalGreen requirements directed away from residences and install screening elements as needed.	Contractor	Metro		During Construction	—	—	

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project								
Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance		
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Air Quality and Global Climate Change								
AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403: - Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust. - Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done. - Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. - Securely cover trucks when hauling materials on or off site. - Stabilize the surface of dirt piles if not removed immediately. - Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads. - Minimize unnecessary vehicular and machinery activities. - Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. - Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. The following measures shall also be implemented to reduce construction emissions: - The construction contractor shall prepare and update on a monthly basis Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy. - Ensure that all construction equipment is properly tuned and maintained. - Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions. - Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible. - Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable. These control techniques shall be included in project specifications and shall be implemented by the construction contractor.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—	
	Implement dust control measures	Contractor	Metro		During Construction	—	—	

Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
						Initial	Date
- Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures). - Sequence of operations: - Restrict pile driving to daytime periods. - Combine noisy loud operations to occur in the same time period. - The total noise level produced would not be significantly substantially greater than the level produced if the operations were performed separately. - Avoid nighttime activities to the maximum extent feasible. - Sensitivity to noise increases during the nighttime hours in residential neighborhoods. - Alternative construction methods: - Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible. - Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use. - Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines. - Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers). - Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings. In an effort to keep construction noise levels below FTA’s construction noise or and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities, approximately). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther further away. If FTA’s construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).	Implement additional noise reduction methods (if FTA’s construction noise and vibration criteria are exceeded)	Contractor	Metro		During Construction	—	—
NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions <u>and complaints</u> from the community or other interested groups.	Incorporate contractor responsibilities into applicable construction documents (plans and specifications)	Metro	Metro	Phase A and B	During Final Design	—	—
	Prepare community notification plan/Identify project liaison	Contractor	Metro		Prior to Construction	—	—

Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project							
Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Implementation Phase (A or B)	Monitoring/Compliance Schedule	Verification of Compliance	
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Notes:
AB=Assembly Bill; BMP=best management practice; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction general permit; CHC=Cultural Heritage Commission; CHSRA=California High-Speed Rail Authority; CRMMP=Cultural Resource Mitigation and Management Plan; DTSC=Department of Toxic Substance Control; EIR=environmental impact report; ESA=environmental site assessment; FTA=Federal Transit Administration; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HCM=Historic-Cultural Monument; HMMP=Hazardous materials management plan; HSR=High-Speed Rail; IGP=industrial general permit; LA=Los Angeles; LABOE=Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=Land Use Covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PAH=polynuclear aromatic hydrocarbon; PMP=Paleontological Mitigation Plan; PRC=Public Resources Code; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRA=Southern California Regional Rail Authority; SWRCB=State Water Resources Control Board; SWPPP=stormwater pollution prevention plan; TMP=traffic management plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program

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Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements						
Mitigation Measures	Compliance Action/Deliverable	Responsible Party	Enforcement Agency	Monitoring/Compliance Schedule	Verification of Compliance	
					Initial	Date
OMM MY TR-12 Metro Transit Oriented Communities Program Support: Metro shall provide the City of Vernon with staffing for grant writing services for the Metro Transit Oriented Communities (TOC) Program, which is a program that provides equitable access to a high-quality transportation system allowing people to drive less and access transit more. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites. The TOC Program also provides opportunities for Metro to enhance the transit customer experience at existing Metro stations in the City of Vernon (i.e., Blue Line Station, Transit Stops) and can potentially support development projects on LA Metro owned properties (or adjacent properties). Metro will provide staffing to the City for grant writing services for TOC project applications in an amount not to exceed 2,000 hours.	Provide staffing for grant writing services for TOC project applications up to 2,000 hours	Metro/City of Vernon	Metro	Prior to Operations		

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