11 Mitigation Monitoring and Reporting Program

11.1 Introduction

The LOSSAN Rail Corridor Agency will adopt this Mitigation Monitoring and Reporting Program (MMRP) in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. The purpose of the MMRP is to ensure that the Central Coast Layover Facility project, which is the subject of the Environmental Impact Report (EIR), complies with all applicable environmental mitigation requirements. The mitigation measures for the project will be adopted by the LOSSAN Rail Corridor Agency, in conjunction with the certification of the Final EIR. The mitigation measures have been integrated into this MMRP.

The mitigation measures are provided in Table 11-1. The specific mitigation measures are identified, as well as the implementation phase, monitoring phase, responsible party, monitoring entity, and verification of compliance for each mitigation measure.

The mitigation measures applicable to the project include avoiding certain impacts altogether, minimizing impacts by limiting the degree or magnitude of the action and its implementation, and/or reducing or eliminating impacts over time by maintenance operations during the life of the action.

Public Resources Code Section 21081.6 requires the Lead Agency, for each project that is subject to CEQA, to monitor performance of the mitigation measures included in any environmental document to ensure that implementation does, in fact, take place. The LOSSAN Rail Corridor Agency is the designated CEQA lead agency for the MMRP. The LOSSAN Rail Corridor Agency is responsible for review of all monitoring reports, enforcement actions, and document disposition as it relates to impacts. The LOSSAN Rail Corridor Agency will rely on information provided by the monitor as accurate and up to date and will field check mitigation measure status as required.

This page is intentionally blank.

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
AQ-1 **Construction Valley Fever Plan.** The LOSSAN Rail Corridor Agency and contractor(s) shall prepare a Construction Valley Fever Plan to ensure the implementation of the following measures during construction activities to reduce impacts related to Valley Fever. A. If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive days. B. Heavy construction equipment traveling on un-stabilized roads within the project site shall be preceded by a water truck to dampen roadways and reduce dust from transportation along such roads. C. The LOSSAN Rail Corridor Agency shall notify the San Luis Obispo County Public Health Department and the City not more than 60 nor less than 30 days before construction activities commence to allow the San Luis Obispo County Public Health Department the opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading. D. Prior to any project grading activity, the project construction contractor(s) shall prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups	Prior to Construction; During Construction	Prior to Construction; During Construction	LOSSAN Rail Corridor Agency; Construction Contractor	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers and shall identify safety measures to be implemented by construction contractors during construction. Prior to initiating any grading, the LOSSAN Rail Corridor Agency shall provide the City and the San Luis Obispo County Public Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the LOSSAN Rail Corridor Agency shall submit evidence to the City that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training). E. The LOSSAN Rail Corridor Agency shall work with a medical professional, in consultation with the San Luis Obispo County Public Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site that includes the following information on Valley Fever: • Potential sources/causes • Common symptoms • Options or remedies available should someone be experiencing these symptoms • The location of available testing for infection Prior to any project grading activity, this handout shall have been created by the LOSSAN Rail Corridor Agency. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the project site. The LOSSAN Rail Corridor Agency shall verify						

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
compliance with the Construction Valley Fever Plan during the grading phases of project construction. The LOSSAN Rail Corridor Agency shall also verify notification of the San Luis Obispo County Public Health Department, implementation of the worker training program, and mailing of the educational handout via developer-submitted materials.						
AQ-2 **Naturally Occurring Asbestos Air Toxics Control Measure Compliance.** The LOSSAN Rail Corridor Agency shall prepare a geologic evaluation to determine and describe the extent of serpentine rock on the project site. Depending on the conclusions of the geologic evaluation, the LOSSAN Rail Corridor Agency shall prepare and file: • An exemption request form (if no serpentine is present); • A Mini Dust Control Measure Plan (if less than 1 acre of serpentine is present); or • An Asbestos Dust Control Measure Plan (if more than 1 acre of serpentine is present). If the project requires either a Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan, the LOSSAN Rail Corridor Agency will be required to submit the geologic evaluation and Mini Dust Control Measure Plan or an Asbestos Dust Control Measure Plan to the SLOAPCD for approval prior to any project grading activity.	Prior to Construction	Prior to Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency; San Luis Obispo County Air Pollution Control District		
AQ-3 **Fugitive Dust Mitigation Measures.** Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Projects with grading areas more than 4 acres and/or within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to manage	During Construction	During Construction	LOSSAN Rail Corridor Agency; Construction Contractor	LOSSAN Rail Corridor Agency; San Luis Obispo County Air Pollution Control District		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (Rule 401) (https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/Rule_401.pdf) and minimize nuisance (APCD Rule 402) (https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/Rule_402.pdf) impacts: a. Reduce the amount of the disturbed area where possible; b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: https://ww2.valleyair.org/compliance/dust-control/reducing-dust-emissions/; c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed; d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used; e. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of						

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
freeboard (minimum vertical distance between top of load and top of trailer) or otherwise comply with California Vehicle Code (CVC) Section 23114; "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified; a. All fugitive dust mitigation measures shall be shown on grading and building plans; b. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any						

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
grading, earthwork or demolition (Contact the Compliance Division at 805-781-5912). c. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities; d. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established; e. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD; f. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site; g. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible; h. Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary. **Plan Requirements and Timing.** The LOSSAN Rail Corridor Agency shall submit a Fugitive Dust Control Plan to the APCD for review prior to the issuance of grading permits for the first project phase. **Monitoring.** The LOSSAN Rail Corridor Agency shall verify compliance with the Fugitive Dust Control Measure Plan during the grading phases of project construction.						

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
AQ-4 **Limits of Idling During Construction Phase.** State law prohibits idling diesel engines for more than 5 minutes. All projects with diesel-powered construction activity shall comply with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation to minimize toxic air pollution impacts from idling diesel engines. The specific requirements and exceptions for the on-road and off-road regulations can be reviewed at the following web sites: arb.ca.gov/sites/default/files/classic//msprog/truck-idling/13ccr2485_09022016.pdf and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. In addition, because this project is within 1,000 feet of sensitive receptors, the project applicant shall comply with the following more restrictive requirements to minimize impacts to nearby sensitive receptors. 1. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; 2. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted; 3. Use of alternative fueled equipment is recommended; and 4. Signs that specify no idling areas must be posted and enforced at the site. **Plan Requirements and Timing**. The LOSSAN Rail Corridor Agency shall comply with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation to minimize toxic air pollution impacts from idling diesel engines.	During Construction	During Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure		Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
						Initial	Date
	Monitoring. The LOSSAN Rail Corridor Agency shall verify compliance with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction during all phases of project construction.						
BR-1	**Migratory and Nesting Birds.** If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance to avoid the nesting activities of breeding birds. The results of the surveys will be submitted to the LOSSAN Rail Corridor Agency (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities. Should nesting bird species aside from European starlings (*Sturnus vulgaris*) and house sparrows (*Passer domesticus*) be found, a 300-foot (500 feet for raptors) exclusionary buffer will be established by the biologist. This buffer shall be clearly marked in the field by construction personnel under guidance of the biologist, and construction or clearing will not be conducted within this buffer zone until the biologist determines that the young have fledged or the nest is no longer active. At the discretion of the biologist, the buffer may be reduced if the nest is buffered by existing visual and noise barriers such as hills, walls, buildings, etc. visual and noise barriers are added, or the nesting species is known to tolerate higher levels of disturbance.	Prior to Construction;	Prior to Construction; During Construction, if clearing and grubbing activities occur	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		
BR-2	**State or Federally Regulated Wetlands**. A formal Jurisdictional Delineation will be conducted prior to the initiation of project construction. If any of the aquatic resources identified herein are determined to be regulated by USACE or RWQCB and those features will be subject to a discharge of fill, then the appropriate regulatory permits would be sought and compensatory mitigation for the permanent loss of wetland would be provided at a minimum 1:1 ratio.	Prior to Construction	Prior to Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure		Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
						Initial	Date
	Compensatory mitigation would include a minimum of 1:1 wetland establishment to ensure that the project results in no net loss of wetland.						
CUL-1	**Public Outreach and Educational Display.** Prior to grading activities, the LOSSAN Rail Corridor Agency will hire an individual meeting the Secretary of the Interior's Professional Qualification Standards to carry out archival research and interviews into the history of Southern Pacific Rail Yard and compilation of existing materials such as historic maps. The LOSSAN Rail Corridor Agency will design, fabricate, and install educational displays, based on archival documentation and archaeological data, that explore not only the roundhouse but other important rail yard features such as the powerhouse, plumbing shop, store house, repair tracks, etc. The educational displays will include interpretive panels with historical photographs, maps, and narrative text demonstrating the history of the rail yard, how it appeared in its heyday, and what remained of the site prior to construction of the project. The displays will be placed at the Roundhouse Protected Zone and other suitable locations along the proposed bike and pedestrian trail/walk of history that will run along the west side of the project site.	Prior to Construction	Prior to Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		
CUL-2	**Construction Monitoring and Inadvertent Discovery of Archeological Resources.** Full-time monitoring for archaeological deposits will be conducted in the project site during ground-disturbing construction activities occurring within undisturbed Holocene soils (i.e., cultural-bearing soils related to both prehistoric and historic activities). Monitoring of ground-disturbing activities in disturbed or pre-Holocene soils is not required. Monitoring will be carried out by a qualified archaeologist and Native American monitor from the Salinan Tribe of Monterey and San Luis Obispo Counties. Monitoring will be conducted in accordance with a Monitoring and Discovery Plan to be prepared for the project by an archaeologist meeting the Secretary of the Interior's	During Construction	During Construction, if ground-disturbing activities occur	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
Professional Qualification Standards. This qualified archaeologist will oversee the archaeological monitoring of the area. The Monitoring and Discovery Plan will identify monitoring locations and protocols and include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined in the Monitoring and Discovery Plan shall be implemented.						
CUL-3 **Inadvertent Discovery of Human Remains.** If any previously unrecorded human remains are inadvertently discovered during construction, all ground-disturbing activities in the vicinity of the discovery must cease immediately and a 50-foot-wide buffer will be established around it to secure it from further disturbance. California State law (Health and Safety Code Section 7050.5; PRC Sections 5097.94, 5097.98, and 5097.99) will be followed on state, county, and private land. This law specifies that work will stop immediately in any areas where human remains or suspected human remains are encountered. The LOSSAN Rail Corridor Agency (lead agency) and the San Luis Obispo county coroner will be immediately notified of the discovery. The coroner has 2 working days to examine the remains after being notified by the lead agency. If the remains are determined to be Native American, the coroner has 24 hours to notify NAHC, who will determine the most likely descendant. The NAHC will immediately notify the identified most likely descendant, and the most likely descendant has 48 hours to make recommendations to the landowner or representative for the respectful treatment or disposition of the remains and grave goods. If the most likely descendant does not make recommendations within 48 hours, the area of the property must be secured from further disturbance. If no	During Construction	During Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
recommendation is given, the lead agency or its authorized representative will re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance. This discovery protocol shall be included in the Monitoring and Discovery Plan to be prepared pursuant to Mitigation Measure CUL-2.						
GEO-1 **Prepare Final Geotechnical Report.** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by the LOSSAN Rail Corridor Agency) to verify conditions identified in the Preliminary Geotechnical Design Report prepared for the project. The final geotechnical report shall address and include site-specific recommendations on the following: • Site preparation • Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading • Settlement • Slope stability • Expansive soils • Corrosive soils • Structural foundations • Grading practices In addition to the recommendations for the conditions listed above, the final geotechnical report shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent	Final Design	Final Design	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report.						
GHG-1 **Install Solar Panels to Off-set At Least Forty Percent of CCLF Project Build-out Electricity Demand.** The LOSSAN Rail Corridor Agency shall install solar panels to off-set at least forty percent of CCLF build-out electricity demand. Given the phased nature of CCLF build-out, this measure shall phase in once CCLF electricity demand reaches 68,750 kilowatt hours (kWh) per year.	During Construction	During Operations	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		
GHG-2 **Renewable Diesel for Locomotives.** The LOSSAN Rail Corridor Agency shall require all locomotives to use 100 percent renewable diesel. The use of renewable diesel would reduce locomotive tailpipe CO_2 emissions by approximately 4 percent compared to CARB-certified diesel fuel.	During Operations	During Operations	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		
GHG-3 **Purchase of GHG Emissions Offsets.** The LOSSAN Rail Corridor Agency shall work with the San Luis Obispo County APCD to identify and purchase GHG Emissions Offsets sufficient for project GHG emissions to meet the City's 0.7 MT CO_2e efficiency threshold during full build-out of the project. To determine the required offsets quantity, LOSSAN Rail Corridor Agency shall conduct the following: 1) Field test the locomotives to ascertain idle fuel consumption per hour, 2) Re-quantify project GHG emissions inventory using the actual idle fuel consumption rate, 3) Re-calculate GHG emissions per employee using the revised GHG emissions inventory, and	During Operations	During Operations	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency; San Luis Obispo County Air Pollution Control District		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
4) Calculate the GHG emissions offset requirement needed to achieve 0.7 MT CO_2e per employee. The hierarchy of implementation of GHG off-sets as identified in Mitigation Measure GHG-3 shall follow the APCD Interim CEQA Guidance document, in consultation with the APCD, as follows: 1) On-site GHG mitigation measures 2) SLO County GHG mitigation measures 3) California generated off-sets 4) North American off-sets 5) International off-sets						
HAZ-1 Prepare a Construction and Operation Hazardous Materials Management Plan. Prior to construction, a Hazardous Materials Management Plan (HMMP) shall be prepared by the LOSSAN Rail Corridor Agency that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and include, but not be limited to, the following: • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2)	Prior to Construction	Prior to Construction	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120). • Identification of specific methods for testing and evaluation of soils that may be encountered in areas not yet remediated, and for any on-site soil movement (excavation, stockpiling) or off-site transport or disposal. • Identification of controls that will be used to ensure that grading and/or construction activities do not interfere with ongoing soil remediation.						
HAZ-2 **Halt Construction Work if Potentially Hazardous Materials are Encountered.** All construction contractors shall immediately stop all subsurface activities in the event that potentially hazardous materials are encountered, an odor is identified, or considerably stained soil is visible. Contractors shall follow an approved soil management plan (as part of the HMMP) and all applicable local, state, and federal regulations regarding discovery, response, disposal, and remediation for hazardous materials encountered during the construction process.	During Construction	During Construction	LOSSAN Rail Corridor Agency; Construction Contractor	LOSSAN Rail Corridor Agency		
NV-1 **Employ Noise-Reducing Measures During Construction.** The construction contractor shall employ measures to minimize and reduce construction noise. Noise reduction	During Construction	During Construction	LOSSAN Rail Corridor Agency;	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
measures that will be implemented include, but are not limited to, the following: • Place site equipment on the construction site as far away from noise sensitive sites as possible. • Combine noisy operations to have them occur in the same time period. • The total noise level produced would not be significantly greater than the level produced if the operations were performed separately. • Construction activity will be limited to daytime only between the hours of 7:00 a.m. and 7:00 p.m. (no nighttime construction will be allowed). • Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines. • Select quieter demolition methods, where feasible.			Construction Contractor			
NV-2 **Prepare a Community Notification Plan for Project Construction.** To proactively address community concerns related to construction noise, prior to construction, the LOSSAN Rail Corridor Agency and/or the construction contractor will prepare and maintain a community notification plan. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan will be prepared as necessary to indicate changes to the construction schedule or other processes. The LOSSAN Rail Corridor Agency will identify a project liaison to be available to respond to questions from the community or other interested groups.	Prior to Construction	Prior to Construction	LOSSAN Rail Corridor Agency; Construction Contractor	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
NV-3 **Operational Restrictions.** The LOSSAN Rail Corridor Agency is committed to developing the facility operational plan with the following: **Phase 1:** • **Arriving Trains.** Connect to ground power within 30-minutes of arrival at the facility. • **Departing Trains.** Disconnect from ground power no sooner than 50-minutes prior to departure. **Buildout Phase:** • **Arriving Trains:** Connect to ground power for daytime arrivals (7:00 a.m. to 10:00 p.m.) within 30 minutes of arrival Connect to ground power for one nighttime arrival (10:00 p.m. to 7:00 a.m.) within 25 minutes of arrival • **Departing Trains:** Disconnect from ground power no sooner than 45 minutes prior to departure. **Later Phases:** Under the later phases of the project, trains will access storage tracks using the following approach: • The first train of each day accessing the CCLF would use the easternmost storage track and would not use the train wash. Having the train stored on this track acts as a noise barrier reducing sound levels at sensitive land uses east of the storage facility. • The second train of each day accessing the CCLF will use the westernmost storage track (i.e., next to the service and inspection track) and will not use the train wash. Having the train stored on this track acts as a	Prior to Operations; During Operations	Prior to Operations; During Operations	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
noise barrier reducing sound levels at sensitive land uses west of the storage facility. • The third train each day accessing the CCLF will go through the wash and then access the storage tracks between the easternmost and westernmost storage tracks. • The fourth train each day accessing the CCLF will go through the wash and then layover on the service and inspection track. In this way it will act as a barrier blocking noise from other train movements and noise sources reducing sound levels at sensitive land uses east of the storage facility.						
NV-4 **Noise Monitoring Program.** Prior to construction (any ground-disturbing activities), the LOSSAN Rail Corridor Agency shall prepare a noise monitoring program. The noise-monitoring program will describe how during construction the contractor will monitor construction noise daily during daytime limits. If complaints are received, complaints will be resolved via construction noise monitoring which would identify the noise source, and the implementation of noise reduction measures to meet FTA criteria, where applicable. The noise monitoring program will also describe how during operation, the LOSSAN Rail Corridor Agency or its acoustic consultant (to be retained by the LOSSAN Rail Corridor Agency) will periodically (quarterly) monitor noise levels from operation of the facility to ensure levels are similar to those disclosed in this EIR and Central Coast Layover Facility Project Noise and Vibration Technical Report (Appendix J of this EIR). If construction noise levels exceed the FTA Daytime Guideline of 80 dBA Leq and/or operational noise levels	Prior to Construction; During Construction; During Operations	During Construction; During Operations	LOSSAN Rail Corridor Agency	LOSSAN Rail Corridor Agency		

Table 11-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Responsible Party	Monitoring Entity	Verification Compliance	
					Initial	Date
exceed the levels disclosed in this EIR (EIR Table 3.12-8 Phase 1 Operational Noise Impacts and EIR Table 3.12-10 Later Phases Operational Noise Impacts; and corresponding Appendix J Table 8-2 Phase 1 Operational Noise Impacts and Table 8-4 Later Phases Operational Noise Impacts as identified in the Central Coast Layover Facility Project Noise and Vibration Technical Report (Appendix J of this EIR), the LOSSAN Rail Corridor Agency, in consultation with the acoustic consultant, will identify and implement noise reduction measures to meet disclosed noise levels. Potential noise reduction measures (if required) will be based on the noise source that is causing an identified exceedance, and could include, but not be limited to, reviewing train idling times and decreasing idling times should it be determined there are exceedances, conduct monitoring to identify refined locations for parking trains to provide shielding to the surrounding community.						