



**Program Environmental Document
and Service Development Plan**

Appendix E - CEQA Mitigation Monitoring and Reporting Program

**Coachella Valley-San Gorgonio Pass Rail
Corridor Service Program – Combined Final Tier
1/Program EIS/EIR and ROD**

June 2022



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Mitigation Monitoring and Reporting Program

According to the California Environmental Quality Act (CEQA) Section 15168(a), a local agency may prepare a Program EIR that can be characterized as one large project or a series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. Under CEQA, a Program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program.

In accordance with CEQA and pursuant to Public Resources Code Section 21000 et seq., the Riverside County Transportation Commission (RCTC) prepared a Draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (Draft Tier 1/Program EIS/EIR) (State Clearinghouse No. 2015012066) that identified the potentially significant environmental impacts of the Coachella Valley-San Geronio Pass Rail Corridor Service Program (Program). The Draft Tier 1/Program EIS/EIR identified potentially significant impacts to: Land Use and Planning, Transportation, Visual Quality and Aesthetics, Air Quality and Greenhouse Gases, Noise and Vibration, Jurisdictional Waters and Wetland Resources, Biological Resources, Floodplains, Hydrology, and Water Quality, Geology, Soils, Seismicity, and Paleontological Resources, Hazards and Hazardous Materials, Public Utilities and Energy, Cultural Resources, Parklands and Community Services, and Safety and Security.

Public Resources Code Section 21081.6(a)(1), requires lead agencies to “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.” This Mitigation Monitoring and Reporting Program (MMRP) for the Program is designed to fulfill the requirements of CEQA, pursuant to California Public Resources Code, Division 13, Section 21081.6.

This MMRP identifies the Tier 1/Program-level mitigation strategy proposed in the Tier 1/Program EIS/EIR for any subsequent Tier 2/Project-level environmental clearance that may be required as part of the Program. This includes the impact that is being addressed by the mitigation strategy, the timing of implementation of the mitigation strategy, and the actions to be taken indicating compliance with the mitigation strategy, as described in the Final Tier 1/Program EIS/EIR.

After certification by RCTC, this Tier 1/Program EIS/EIR may be used by RCTC and other agencies as a “first tier” document for later projects, as authorized by Section 15183 (projects consistent with a community plan or zoning) of the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000, et seq.). These Tier 2/Project-level projects are not known at this time but could include adoption of infrastructure-related plans and additional planning activities such as rezoning or adoption of local land use planning documents, with the understanding that site-specific impacts will require additional CEQA analysis. As previously indicated, other agencies may also utilize this Tier 1/Program EIS/EIR for their decisions. However, the extent to which the Tier 1/Program EIS/EIR is relied upon will depend upon whether the actions are consistent with the local agency’s General Plan, identification of new Tier 2/Project-specific impacts requiring additional CEQA review, and whether the other agency chooses to use the Tier 1/Program EIS/EIR. There are no such proposed actions by other agencies currently known.

Table 1. Mitigation Monitoring and Reporting Program

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
Land Use and Planning			
<p>Mitigation Strategy LU-1: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, the identified lead agency or agencies shall determine the extent and duration of construction activities of the Tier 2/Project-level improvement being proposed and develop construction best management practices that shall be implemented by the contractor to reduce noise, air quality, and transportation effects, such as temporary sound barriers and traffic management plans. Depending on the nature of construction activities proposed and the location where construction activities could occur, construction best management practices could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Limit noise generating construction activities to the hours identified in the applicable local jurisdiction’s ordinance and/or policies governing construction activities • Control fugitive dust by watering disturbed areas • Require specifications for construction equipment and idling times 	Potentially significant land use impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Consideration, identification, and inclusion of site-specific construction best management practices to be implemented for the proposed rail infrastructure and/or station facility site. These site-specific best management practices shall be included as part of subsequent Tier 2/Project-level environmental documentation.
<p>Mitigation Strategy LU-2: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, the identified lead agency or agencies shall determine if a construction management plan is required for construction activities of the Tier 2/Project-level improvement being proposed. If required, a construction management plan shall be developed by the contractor and reviewed by the lead agency or agencies prior to construction and implemented during construction activities. The construction management plan shall include, but not be limited to, the following:</p>	Potentially significant land use impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Determination if a construction management plan is warranted for the proposed rail infrastructure and/or station facility site. This site-specific determination shall be included as part of subsequent Tier 2/Project-level environmental documentation.

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> • Measures that minimize effects on populations and communities within the Tier 2/Project Study Area • Measures pertaining to visual protection, air quality, safety controls, noise controls, and traffic controls to minimize effects on populations and communities within the Tier 2/Project Study Area • Measures to ensure property access is maintained for local businesses, residences, and community and emergency services • Measures to consult with local transit providers to minimize effects on local and regional bus routes in affected communities • Measures to consult with local jurisdictions and utility providers to minimize effects on utilities in affected communities 			
<p>Mitigation Strategy LU-3: During a subsequent Tier 2/Project-level analysis, a land use consistency analysis shall be conducted by the identified lead agency or agencies to determine consistency of the Tier 2/Project-level improvement being proposed with the applicable local jurisdictional general plans or programs. If the land use consistency analysis identifies sensitive land uses or environmental resources within the Tier 2/Project-level Study Area, design or siting strategies shall be identified by the lead agency or agencies to avoid or minimize conflicts with sensitive land uses or environmental resources.</p>	<p>Potentially significant land use impacts during construction and operation activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific land use consistency analysis for the proposed rail infrastructure and/or station facility site. This site-specific land use consistency analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy LU-4: During a subsequent Tier 2/Project-level analysis, siting of rail infrastructure and station facilities shall be designed by the identified lead agency or agencies to avoid or minimize conversion of farmland resources.</p>	<p>Potentially significant agricultural resource impacts during</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Consideration and identification of site-specific design features for the proposed rail infrastructure and/or station facility that avoid or minimize conversion of farmland resources. These site-specific design features</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
	construction activities		shall be included as part of subsequent Tier 2/Project-level environmental documentation.
<p>Mitigation Strategy LU-5: During a subsequent Tier 2/Project-level analysis, the identified lead agency or agencies shall determine if the siting of the Tier 2/Project-level improvement being proposed is located within an area mapped as farmland by the California Department of Conservation. If the Tier 2/Project-level improvement is located in an area mapped as farmland, the preparation of a land evaluation and site assessment shall be conducted to determine significance of impacts attributed to the loss or conversion of farmland associated with the siting of the Tier 2/Project-level improvement being proposed.</p>	Potentially significant agricultural resource impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific land evaluation and site assessment, if required, for the proposed rail infrastructure and/or station facility site. This site-specific land use consistency analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.
<p>Mitigation Strategy LU-6: During a subsequent Tier 2/Project-level analysis, the identified lead agency or agencies shall determine if the siting of the Tier 2/Project-level improvement being proposed is located on land enrolled in a Williamson Act contract. Where lands enrolled in a Williamson Act contract are impacted during the siting of rail infrastructure or station facilities, the California Department of Conservation shall be notified by the identified lead agency or agencies and requirements of Government Code Section 51290 51295 and 51296.6 shall be met.</p>	Potentially significant impacts to Williamson Act lands during construction activities	As part of subsequent Tier 2/Project-level analysis	Determination if Williamson Act lands are present where the proposed rail infrastructure and/or station facility is located. This site-specific determination and if applicable, coordination with the California Department of Conservation shall be included as part of subsequent Tier 2/Project-level environmental documentation.
Transportation			
<p>Mitigation Strategy TR-1: During Tier 2/Project-level analysis, a Project specific traffic impact analysis shall be required for the sites identified for the specific rail infrastructure or station facility proposed. The traffic impact analysis shall be</p>	Potentially significant traffic impacts	As part of subsequent Tier	Inclusion of a site-specific traffic impact analysis for the proposed rail infrastructure and/or station facility

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>prepared using the standards and procedures of the applicable local jurisdiction(s) in which the Project is located. The traffic impact analysis may include, but will not be limited to, the following:</p> <ul style="list-style-type: none"> • Analysis of construction related traffic impacts including identification and analysis of: <ul style="list-style-type: none"> ○ Transportation management plans to mitigate construction related traffic, including coordination with emergency providers ○ Alternative work windows or temporary construction features (e.g., shoo fly) to minimize disruption to rail operations during construction ○ Coordination with railroad host, operators and the jurisdiction within which construction will occur ○ Identification of haul routes for construction trucks, construction traffic management strategies, and any re-routing of vehicular, pedestrian, and bicycle routes • Analysis of operational related traffic impacts including identification and analysis of: <ul style="list-style-type: none"> ○ Roadway network impacts and fair share mitigation to mitigate impacts ○ Transportation system management/signal optimization, including retiming, rephrasing, and signal optimization; turn prohibitions; use of one-way street; and traffic diversion to alternative routes • For station facilities, identification and analysis of: <ul style="list-style-type: none"> ○ Roadway network impacts associated with trips resulting from travel activity at stations ○ Station amenities (e.g., parking, alternative modes of transit features, ticketing, emergency access) 	<p>during construction and operational activities</p>	<p>2/Project-level analysis</p>	<p>site. This site-specific traffic impact analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
Visual and Aesthetic Resources			
<p>Mitigation Strategy VIS-1: During the Tier 2/Project-level environmental process, the identified lead agency or agencies shall conduct an inventory of visual or aesthetic resources at the location of specific rail infrastructure and station facility proposed. If visual or aesthetic resources are present, the identified lead agency or agencies shall undertake an analysis associated with the specific rail infrastructure and station facility proposed. The analysis shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Infrastructure/station effects and impacts associated with blocking views of identified visual resources (e.g., local scenic resources, mountain/foothill views) • Infrastructure/station effects and impacts associated with change in visual character (e.g., removal of structures or landscaping) • Infrastructure/station effects and impacts associated with local design criteria and guidelines • Infrastructure/station effects and impacts associated with local lighting design criteria and guidelines <p>Criteria to determine the type of site-specific mitigation for visual resources would be developed by the identified lead agency or agencies in consultation with local jurisdictions during the Tier 2/Project-level environmental process.</p>	<p>Potentially significant visual resource impacts associated with operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Identification, inventory, and impact evaluation analysis for visual/aesthetic resources at the location of the proposed rail infrastructure and/or station facility site. This evaluation analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy VIS-2: To address potential lighting impacts related to nighttime construction lighting, the contractor shall use construction lighting during nighttime that is limited to the minimum necessary for safety and security, and the use of downward facing, cut off fixtures that do not allow spillover onto adjacent land uses. A construction lighting plan shall be developed for each station facility, taking into account local and regional lighting policies, including but not limited to, the Mount Palomar Nighttime Lighting Policy.</p>	<p>Potentially significant lighting and glare impacts during construction and</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Consideration, identification, and inclusion of site-specific lighting best management practices to be implemented for the proposed rail infrastructure and/or station facility site during construction and operation. These site-specific best management practices shall be</p>

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	operational activities		included as part of subsequent Tier 2/Project-level environmental documentation.
Air Quality and Greenhouse Gases			
<p>Mitigation Strategy AQ-1: During Tier 2/Project-level analysis, a site-specific air quality analysis shall be required for the specific rail infrastructure or station facilities proposed. If an air quality analysis is warranted at the Tier 2/Project-level, the air quality analysis shall be prepared using the standards and procedures of the South Coast Air Quality Management District and applicable local jurisdiction(s) in which the Project is located. The air quality analysis shall include analysis of construction and operational air quality impacts, including identification and analysis of:</p> <ul style="list-style-type: none"> • Construction equipment to be used and corresponding air quality emissions that could be generated from construction activities. • Construction and operational traffic impacts analysis, including quantification of construction emissions and comparison with South Coast Air Quality Management District significance thresholds. • Sensitive receptors and exposure of those sensitive receptors to air quality emissions during construction and operational activities. If sensitive receptors are located within or adjacent to the Project site, a health risk assessment to assess cancer risks and non carcinogenic hazards for sensitive receptors may be required. • Best management practices to be implemented during construction activities such as practices to limit idling and construction emissions, the use of ozone precursor emission controls, implementation of diesel 	Potentially significant air quality impacts during construction and operational activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific air quality analysis for the proposed rail infrastructure and/or station facility site. This site-specific air quality analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.

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<p>emission reduction plans, and use of California Air Resources Board certified equipment for pose combustion controls</p> <ul style="list-style-type: none"> If a Project is located within an area designated as non-attainment for federal particulate matter 10 microns or less and particulate matter 2.5 microns or less standards, a particulate matter 10 microns or less and particulate matter 2.5 microns or less hot spot analysis shall be prepared based on guidance provided in Transportation Conformity Guidance for Qualitative Hot Spot Analyses in Particulate Matter 2.5 Microns or Less and Particulate Matter 10 Microns or Less Non-attainment and Maintenance Areas (United States Environmental Protection Agency 2006). As part of the hot spot analyses, a Project-level conformity determination shall include a finding of whether the Project is a Project of Air Quality Concern. 			
<p>Mitigation Strategy GHG-1: During Tier 2/Project-level analysis, a construction energy conservation plan to avoid excess energy consumption shall be required for the specific rail infrastructure or station facility proposed. The construction energy conservation plan shall identify best management practices including, but not limited to, the following:</p> <ul style="list-style-type: none"> Identification of opportunities to use newer, more energy efficient construction equipment, vehicles, and materials Limit construction equipment idling Develop and implement a program encouraging construction workers to carpool or use public transportation for travel to and from construction sites 	<p>Potentially significant energy consumption impacts during construction activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific construction energy conservation plan for the proposed rail infrastructure and/or station facility site. This site-specific construction energy conservation plan shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

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<ul style="list-style-type: none"> Locate construction materials production facilities onsite or in proximity to project work sites Schedule material deliveries during off peak hours to minimize highway congestion 			
<p>Mitigation Strategy GHG-2: During Tier 2/Project-level analysis, an operational energy conservation plan shall be required for the specific rail infrastructure or station facility proposed. The operational energy conservation plan shall identify best management practices, including, but not limited to, the following:</p> <ul style="list-style-type: none"> Limit operational idling at stations Identify state of the art locomotives to maximize fuel efficiency Target market to drivers of single occupancy vehicles to maximize the effects of rail modal use on energy conservation and reduction of greenhouse gas emissions Concentrate bus service routes to feed passengers to train stations Bring dispersed riders to train stations through other methods (e.g., demand response systems [paratransit, taxi, shuttle, call and ride]) 	Potentially significant energy consumption impacts during operational activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific construction energy conservation plan for the proposed rail infrastructure and/or station facility site. This site-specific operational energy conservation plan shall be included as part of subsequent Tier 2/Project-level environmental documentation.
Noise and Vibration			
<p>Mitigation Strategy NOI-1: During Tier 2/Project-level analysis, a site-specific construction noise management plan shall be prepared for the specific rail infrastructure or station facility proposed. The construction noise management plan shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> A detailed construction schedule correlating to areas or zones of onsite Project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual 	Potentially significant noise impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific construction noise management plan for the proposed rail infrastructure and/or station facility site. This site-specific noise management plan shall be included as part of

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<p>operation per day for each type of equipment per phase and indication of anticipated concurrent construction activities on site.</p> <ul style="list-style-type: none"> • Identification of construction noise reduction methods such as shutting off idling equipment, construction of a temporary noise barrier, maximizing the distance between construction equipment staging areas and adjacent sensitive land use receptors. • Identification of construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event the municipality with jurisdiction receives a complaint, the construction noise management plan shall include guidance to ensure the appropriate corrective actions are implemented and a report of the action is provided to the reporting party. Appropriate corrective actions may include stricter enforcement of construction schedule, re location of stationary equipment further from adjacent noise sensitive receptors, reduction in the number of equipment working simultaneously in proximity to the sensitive receptor, erection of temporary noise barriers, or a combination of the above. 			<p>subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy NOI-2: During Tier 2/Project-level analysis, a site-specific noise and vibration assessment shall be prepared for the specific rail infrastructure or station facility proposed. The site-specific noise and vibration assessment shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Identification of adjacent noise sensitive land uses that would be impacted by construction and operation activities associated with the specific rail infrastructure or station facility. 	<p>Potentially significant noise and vibration impacts during construction and</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific noise and vibration assessment for the proposed rail infrastructure and/or station facility site. This site-specific noise and vibration assessment shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

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<ul style="list-style-type: none"> • Identification of construction equipment required to be within 50 feet of existing structures. If construction equipment is required within 50 feet, the assessment will demonstrate that the human annoyance threshold of 78 velocity in decibels (0.032 inches per second peak particle velocity) and structural damage thresholds of 0.2 inches per second peak particle velocity for nonengineered timber and masonry buildings and 0.12 inches per second peak particle velocity for historic age buildings that are extremely susceptible to vibration damage is achieved. • Identification of existing noise levels at the nearest noise sensitive land uses. • Identification of any on site generated noise sources, including generators, mechanical equipment, and trucks and predicted noise levels at property lines from all identified equipment. • Recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the local jurisdiction’s noise regulations or ordinances. Noise reduction measures shall include building noise attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses. 	operational activities		
Biological Resources			
<p>Mitigation Strategy BIO-1: During the Tier 2/Project-level analysis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the specific rail infrastructure or station facility proposed has any potential to impact biological resources. If the specific rail infrastructure or station facility proposed has no potential to impact biological</p>	Potentially significant biological resources impacts during	As part of subsequent Tier 2/Project-level analysis	Determination if biological resources are present where the proposed rail infrastructure and/or station facility is located. If biological resources are present, inclusion of a site-specific

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>resources, no further action will be required. If the specific rail infrastructure or station facility proposed has the potential to impact biological resources, a qualified biologist shall conduct a biological resources assessment report to document the existing biological resources within the Tier 2/Project-level Study Area. The report shall include, but not be limited to, analysis and recommendations on the following topics:</p> <ul style="list-style-type: none"> • Special status species • Nesting birds • Wildlife movement • Sensitive plant communities and critical habitat • Jurisdictional waters • Applicable habitat conservation plans • Other biological resources identified as sensitive by local, state and/or federal agencies <p>Pending the results of the biological resources assessment, design alterations; further technical studies (e.g., protocol surveys); and/or consultations with the United States Fish and Wildlife Service, California Department of Fish and Wildlife, and other local, state, and federal agencies may be required. If the specific rail infrastructure or station facility proposed cannot be designed without complete avoidance, the lead agency shall coordinate with the appropriate resource agency to obtain regulatory permits and implement Project specific mitigation prior to any construction activities.</p>	<p>construction and operational activities</p>		<p>biological resources assessment report shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy BIO-2: If completion of the Project specific biological resources assessment determines that special status plant species have potential to occur on site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project</p>	<p>Potentially significant biological resources</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>If identified by the biological resources assessment, inclusion of site-specific special status plant survey(s) for the proposed rail</p>

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<p>(including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally timed to coincide with the target species identified in the Project specific biological resources assessment. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than 2 years prior to Project implementation. All special status plant species identified on site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the California Department of Fish and Wildlife and/or the United States Fish and Wildlife Service. A report of the survey results shall be submitted to the implementing agency for review. If special status plant species are identified, Mitigation Strategy BIO-3 shall apply.</p>	<p>impacts during construction and operational activities</p>		<p>infrastructure and/or station facility site. The site-specific special status plant survey(s) shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy BIO-3: If federally or state listed and/or California Rare Plant Rank 1 and 2 species are found during special status plant surveys (pursuant to Mitigation Strategy BIO 1), the specific rail infrastructure or station facility proposed shall be redesigned to avoid impacting these plant species where feasible based on coordination with the local jurisdiction and applicable resource agencies. If California Rare Plant Rank 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special status. If so, the same process as identified for California Rare Plant Rank 1 and 2 species shall apply. If special status plants species cannot be avoided and would be impacted by the specific rail infrastructure or station facility proposed, all impacts shall be mitigated for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to the lead agency and/or the local jurisdiction overseeing the Project for approval. The restoration plan shall include, at a minimum, the following components:</p> <ul style="list-style-type: none"> • Description of the Project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type) 	<p>Potentially significant biological resources impacts during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Consideration, identification, and inclusion of site-specific best management practices/mitigation to be implemented for the proposed rail infrastructure and/or station facility site during construction and operation. These site-specific best management practices/mitigation measures shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> • Goal(s) of the compensatory mitigation project (type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved) • Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values) • Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan) • Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule) • Monitoring plan for the compensatory mitigation site, including performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports • Success criteria based on the goals and measurable objectives (said criteria to include numeric criteria to be selected based on the scale of the restoration effort and the restoration technique used) • An adaptive management program and remedial measures to address any shortcomings in meeting success criteria • Notification of completion of compensatory mitigation and agency confirmation • Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism) 			

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>Mitigation Strategy BIO-4: Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with the California Department of Fish and Wildlife and/or United States Fish and Wildlife Service protocols prior to issuance of any construction permits/Project approvals. Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the Project footprint and proceed with development of appropriate avoidance measures, consultation, and permitting, as applicable. If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, additional coordination shall apply.</p>	<p>Potentially significant biological resources impacts during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>If identified by the biological resources assessment, inclusion of site-specific special status habitat assessment and protocol survey(s) for the proposed rail infrastructure and/or station facility site. The site-specific special status habitat assessment and protocol survey(s) shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy BIO-5: Prior to initiation of construction activities (including staging and mobilization), all personnel associated with Project construction shall attend worker environmental awareness program training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the Tier 2/Project-level Study Area. The specifics of this program shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Identification of the sensitive species and habitats • Description of the regulatory status and general ecological characteristics of sensitive resources • Review of the limits of construction and mitigation measures required to reduce impacts on biological resources within the work area 	<p>Potentially significant biological resources impacts during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion and implementation of a site-specific worker environmental awareness program training, if required, during construction activities for the proposed rail infrastructure and/or station facility site. Additional details about the site-specific worker environmental awareness program shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> Preparation of a fact sheet conveying this information shall for distribution to all contractors, their employers, and other personnel involved with construction of the Project Employee documentation associated with worker environmental awareness program attendance and acknowledgment 			
<i>Floodplains, Hydrology, and Water Quality</i>			
<p>Mitigation Strategy HWQ-1: During Tier 2/Project-level analysis, additional floodplain hydrology documentation shall be conducted to determine if the siting of specific rail infrastructure or station facility proposed would encroach into a floodplain. If the siting of specific rail infrastructure or station facility requires encroachment into a floodplain, a floodplain assessment shall be conducted to evaluate the impacts of specific designs on water surface elevations and flood conveyance and evaluate potential flooding risk. Any project that would result in floodplain encroachment shall coordinate with the governing agency or local jurisdiction. Any additional requirements that may be needed shall be determined in coordination with the applicable regulatory agencies.</p>	<p>Potentially significant floodplain hydrology impacts during construction activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>If required, inclusion of a site-specific floodplain assessment for the proposed rail infrastructure and/or station facility site. This site-specific floodplain assessment and coordination with applicable regulatory agencies shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy HWQ-2: Based on the results of the Tier 2/Project-level analysis and recommendations, the construction of specific rail infrastructure or station facility proposed shall comply with the provisions of the National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order Number 2009 0009 DWQ, National Pollutant Discharge Elimination System Number CAS000002) and any subsequent amendments (Order Number 2010 0014 DWQ</p>	<p>Potentially significant water quality impacts during construction activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Consideration, identification, and inclusion of site-specific best management practices to be implemented for the proposed rail infrastructure and/or station facility site during construction activities per NPDES requirements. These site-specific best management practices shall be included as part of</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>and Order Number 2012 0006 DWQ). These provisions shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Construction activities shall not commence until a waste discharger identification number is received from the State Water Resources Control Board Stormwater Multiple Application and Report Tracking System. • Identification of good housekeeping, erosion control, and sediment control best management practices shall be utilized during construction activities. • A stormwater pollution prevention plan shall be prepared. • A rain event action plan shall be prepared. • A notice of termination shall be submitted to the State Water Resources Control Board within 90 days of completion of construction and stabilization of the site. <p>These requirements, and any additional approvals, shall be determined in coordination with the governing agencies or local jurisdiction before construction on a project commences.</p>			<p>subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy HWQ-3: Based on the results of the Tier 2/Project-level analysis and recommendations, the operation of specific rail infrastructure or station facility proposed shall comply with the provisions of the applicable Regional Water Quality Control Board Municipal Separate Storm Sewer System Program. These provisions shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Low impact, site design, and source control best management practices shall be identified to be utilized during operational activities. 	<p>Potentially significant water quality impacts during operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Consideration, identification, and inclusion of site-specific best management practices to be implemented for the proposed rail infrastructure and/or station facility site during operational activities per RWQCB requirements. These site-specific best management practices shall be included as part of</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> A water quality management plan shall be prepared that will be implemented and maintained throughout the life of a project and used by property owners, facility operators, tenants, facility employees, and maintenance contractors. <p>These requirements, and any additional approvals, shall be determined in coordination with the governing agencies or local jurisdiction before operation on a project commences.</p>			<p>subsequent Tier 2/Project-level environmental documentation.</p>
<p><i>Geology, Soils, Seismicity, and Paleontological Resources</i></p>			
<p>Mitigation Strategy GEO-1: During the Tier 2/Project-level analysis, a preliminary geotechnical report shall be prepared by a licensed geotechnical or civil engineer for the specific rail infrastructure or station facility proposed. The preliminary geotechnical report shall include, but not be limited to, analysis and recommendations on the following topics:</p> <ul style="list-style-type: none"> Site preparation Soil bearing capacity Appropriate sources and types of fill Liquefaction Lateral spreading Corrosive soils Structural foundations Grading practices <p>The recommendations identified in the preliminary geotechnical report shall be refined in a final geotechnical report.</p>	<p>Potentially significant geologic impacts associated with Program implementation</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific preliminary geotechnical report for the proposed rail infrastructure and/or station facility site. This site-specific preliminary geotechnical report shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>Mitigation Strategy PAL-1: During the Tier 2/Project-level analysis, the lead agency or agencies shall determine if a paleontological resources assessment report is required for the specific rail infrastructure or station facility proposed. If required, a paleontological resources assessment report shall be prepared for the specific rail infrastructure or station facility proposed. The report shall include, but not be limited to, analysis and recommendations on the following topics:</p> <ul style="list-style-type: none"> • Geologic context of the region and site and the potential to contain paleontological resources • A records search of institutions holding paleontological collections from the Southern California region • A review of published and unpublished literature for past paleontological finds in the area <p>If the paleontological resources assessment report identifies that paleontological resources are present at the site or if the geologic units to be encountered by the Project are designated as having a high paleontological sensitivity by the applicable local jurisdiction and lead agency, a paleontological resources impact mitigation program shall be prepared and implemented by a professional paleontologist as defined under Secretary of the Department of the Interior Standards. The paleontological resource impact mitigation program shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • The qualifications of the principal investigator and monitoring personnel • Construction crew awareness training content, procedures, and requirements • Measures to prevent potential looting, vandalism, or erosion impacts • Location, frequency, and schedule for onsite monitoring activities • Criteria for identifying and evaluating potential fossil specimens or localities 	<p>Potentially significant paleontological resource impacts during construction activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific paleontological resources assessment report for the proposed rail infrastructure and/or station facility site. This site-specific paleontological resources assessment report shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> • A plan for the use of protective barriers and signs or implementation of other physical or administrative protection measures • Collection and salvage procedures • Identification of an institution or museum willing and able to accept any fossils discovered • Compliance monitoring and reporting procedures 			
Hazards and Hazardous Materials			
<p>Mitigation Strategy HAZ-1: During Tier 2/Project-level analysis, a Phase I Environmental Site Assessment shall be conducted to determine the significance of impacts on hazardous waste or materials sites due to the siting of specific rail infrastructure or station facility proposed. The site-specific Phase I Environmental Site Assessment shall adhere to ASTM conforming requirements and include recommendations on if a subsequent Phase II Site Investigation is required for the selected site. The Phase I Environmental Site Assessment shall also include a discussion of observed and/or suspected asbestos containing materials, potential lead-based paint, and other materials falling under the Universal Waste requirements within the selected site.</p>	Potentially significant hazards and hazardous material impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific Phase I Environmental Site Assessment for the proposed rail infrastructure and/or station facility site. This site-specific Environmental Site Assessment shall be included as part of subsequent Tier 2/Project-level environmental documentation.
<p>Mitigation Strategy HAZ-2: During Tier 2/Project-level analysis, a site-specific hazardous materials management program shall be prepared for the specific rail infrastructure or station facilities proposed. The hazardous materials management program shall provide for safe storage, containment, and disposal of chemicals and hazardous materials related to Project construction and operation, including the proper disposal of waste materials. The hazardous materials management program shall include, but should not be limited to, the following:</p> <ul style="list-style-type: none"> • A description of hazardous materials and hazardous wastes used (29 Code of Federal Regulations 1910.1200) 	Potentially significant hazards and hazardous material impacts during construction and	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific hazardous materials management program for the proposed rail infrastructure and/or station facility site. This site-specific hazardous materials management program shall be included as part of subsequent Tier 2/Project-level environmental documentation.

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 Code of Federal Regulations 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 Code of Federal Regulations 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) 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 Code of Federal Regulations 1910) • Instructions on keeping Safety Data Sheets for each on site hazardous chemical (29 Code of Federal Regulations 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 Code of Federal Regulations 1910.120) 	operational activities		
<p>Mitigation Strategy HAZ-3: During Tier 2/Project-level analysis, sites identified for the specific rail infrastructure or station facility proposed shall be screened by the identified lead agency or agencies to determine if land use restrictions or activity use limitations are present. If the site contains land use restrictions or activity use limitations that would be affected by the Project, coordination with the governing agency (Department of Toxic Substance Control or Regional Water Quality Control Board) shall be required. Such coordination shall consist of notifying the local enforcement branch of the agencies that work is planned for a</p>	Potentially significant hazards and hazardous material impacts during construction activities	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific screening to determine any land use restrictions or activity use limitations for the proposed rail infrastructure and/or station facility site. This site-specific screening shall be included as part of subsequent Tier 2/Project-level environmental documentation.

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>restricted property. Notification typically results in a meeting with regulators that would determine the requirements for the property during the Project. A soil management plan and a health and safety plan are typically required to be completed, reviewed, and approved in writing by the governing agency (Department of Toxic Substance Control or Regional Water Quality Control Board). These requirements, and any additional requirements, shall be determined in coordination with the applicable regulatory agencies.</p>			
<p>Mitigation Strategy HAZ-4: During Tier 2/Project-level analysis, a Project specific Fire Control and Emergency Response Plan shall be prepared in coordination with local fire departments for the sites identified for the specific rail infrastructure or station facility proposed. The plan shall describe fire prevention and response practices that shall be implemented during construction and operation to minimize the risk of fire and, in the case of fire, provide for immediate fire suppression and notification.</p>	<p>Potentially significant hazards during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific fire control and emergency response plan for the proposed rail infrastructure and/or station facility site. This site-specific fire control and emergency response plan shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Public Utilities and Energy</p>			
<p>Mitigation Strategy UTL-1: During Tier 2/Project-level analysis, additional water supply documentation shall be conducted by the identified lead agency or agencies to determine water supply impacts (including groundwater basin withdrawals) associated with the operation of rail infrastructure or station facility proposed. If required by the identified lead agency or agencies, this documentation may include, but is not limited to the following:</p> <ul style="list-style-type: none"> • Preparation of a site-specific water supply assessment per Senate Bill 610 requirements 	<p>Potentially significant water supply impacts during operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion and implementation of additional water supply documentation, including avoidance and minimization measures, if required. This site-specific water supply documentation shall be included as part of subsequent Tier 2/Project-level environmental analysis</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> Obtainment of a water supply verification letters from the applicable water purveyor per Senate Bill 221 requirements 			
<p>Mitigation Strategy UTL-2: During Tier 2/Project-level analysis, a site-specific utilities report shall be prepared for the rail infrastructure or station facility proposed. The utilities report will identify the ability for existing utility infrastructure to serve the Project, additional utility infrastructure needs, and local jurisdiction/utility provider coordination. The report shall include, but not be limited to, the following analyses:</p> <ul style="list-style-type: none"> Wastewater/Sewer Infrastructure. Identification of existing sewer infrastructure, sewer capacity, required wastewater/sewer relocations, and site-specific wastewater generation estimates Electrical Infrastructure. Identification of existing electrical infrastructure, electrical capacity, required electrical infrastructure relocations, and site-specific electrical demand estimates Natural Gas Infrastructure. Identification of existing natural gas infrastructure, required natural gas infrastructure relocations, and site-specific natural gas demand estimates 	Potentially significant utility infrastructure impacts during Program implementation	As part of subsequent Tier 2/Project-level analysis	Inclusion of a site-specific utilities report for the proposed rail infrastructure and/or station facility site. This site-specific utilities report shall be included as part of subsequent Tier 2/Project-level environmental documentation.
Cultural Resources			
<p>Mitigation Strategy CUL-1: During subsequent Tier 2/Project-level analysis, a preliminary cultural resource screening shall be conducted by the identified lead agency or agencies to determine if the Tier 2/Project-level improvement being proposed has the potential to impact cultural resources. If the proposed Tier 2/Project-level improvement has the potential to impact cultural resources, a qualified cultural resources specialist shall conduct a cultural resources assessment report to document the existing cultural resources within the Tier</p>	Potentially significant cultural resource impacts during Program implementation	As part of subsequent Tier 2/Project-level analysis	Determination if cultural resources have the potential to be or are present where the proposed rail infrastructure and/or station facility is located. If cultural resources have the potential to be or are present, inclusion of a site-specific cultural

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>2/Project-level Study Area. The report may include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Survey and inventory for archaeological resources, including those determined to be tribal cultural resources, including a review of updated information for the applicable cultural information center and other data repositories. • Survey and inventory for historic, built environment resources, including a review of updated information for the applicable cultural information center and other data repositories. • All identified cultural resources shall be recorded using the appropriate California Department of Parks and Recreation cultural resources recordation forms. • Cultural resources shall be evaluated for eligibility for inclusion in the National Register of Historic Places and California Register of Historical Resources, and evaluations shall be conducted by individuals who meet the Secretary of the Interior’s professional qualification standards in archaeology, history, and/or architectural history. • Documentation of Tier 2/Project-level Section 106 and Assembly Bill 52 Native American consultation efforts and site-specific recommendations and input received from Native American tribes including but not limited to: <ul style="list-style-type: none"> ○ The provision of Native American monitors on site during ground disturbance activities ○ Identification of procedures regarding repatriation of cultural items 			<p>resources assessment report shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<ul style="list-style-type: none"> ○ Notification and early coordination with the Bureau of Indian Affairs (BIA) and applicable Tribal Historic Preservation Officers for Tier 2/Project-level fieldwork and surveys occurring within Native American reservation lands. <p>If the resource is found to be a historical resource/historic property, the agency carrying out implementation of the Tier 2/Project-level improvement shall be required to identify and implement site specific mitigation if the Tier 2/Project-level improvement has a substantial adverse change to the resource, including physical damage, destruction, relocation, or alteration of the property that materially alters in an adverse manner those physical characteristics of the property that convey its significance for inclusion in or eligibility for the NRHP, California Register of Historical Resources, or local register. These Tier 2/Project-level site specific mitigation measures shall be developed in coordination with applicable Section 106 and AB 52 consultation requirements.</p>			
Parklands and Community Services			
<p>Mitigation Strategy PCS-1: During Tier 2/Project-level analysis, recreational resources that would be impacted by the site-specific rail infrastructure improvement or station facility shall be identified, and any physical take of recreational properties shall be evaluated. Measures to avoid or minimize impacts on recreational properties shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Selection of rail station locations that avoid recreational resources • Moving equipment and facilities to another located within existing parkland • Planting vegetation to offset removed vegetation or to establish visual or auditory screening 	Potentially significant parkland or community facility impacts associated with Program implementation	As part of subsequent Tier 2/Project-level analysis	Identification, inventory, and impact evaluation analysis for parkland or community facility resources at the location of the proposed rail infrastructure and/or station facility site. This evaluation analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
Safety and Security			
<p>Mitigation Strategy SS-1: During Tier 2/Project-level analysis, a Project specific collision hazard analysis shall be required and would be prepared in coordination local jurisdictions in which the specific rail infrastructure or station facility is located. The collision hazard analysis shall be prepared in compliance with the Federal Railroad Administration’s Collision Hazard Analysis Guide: Commuter and Intercity Passenger Service (Federal Railroad Administration 2007), which provides a step by step procedure on how to perform a hazard analysis and how to develop effective mitigation strategies that would improve passenger rail safety.</p>	<p>Potentially significant safety and security impacts during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific collision hazard analysis for the proposed rail infrastructure and/or station facility site. This site-specific collision hazard analysis shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
<p>Mitigation Strategy SS-2: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, safety and security certification plans shall be developed for the specific rail infrastructure or station facility proposed. The safety and security certification plan shall be prepared in compliance with the Federal Railroad Administration, Occupational Safety and Health Administration, California Public Utilities Commission, and other applicable agencies and address design, construction, testing and initiation into revenue service.</p>	<p>Potentially significant safety and security impacts during construction and operational activities</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific safety and security certification plan for the proposed rail infrastructure and/or station facility site. This site-specific safety and security certification plan shall be included as part of subsequent Tier 2/Project-level environmental documentation.</p>
Socioeconomics and Communities Affected			
<p>Mitigation Strategy PH-1: During Tier 2/Project-level analysis, any required acquisitions related to the construction of infrastructure improvements (such as sidings, additional main line track, wayside signals, drainage, grade separation structures, and stations) shall be identified. If the proposed Project would have the potential to result in property acquisitions that would require residential or commercial displacement, a relocation mitigation plan shall be prepared, in</p>	<p>Potentially significant relocation impacts during Program implementation</p>	<p>As part of subsequent Tier 2/Project-level analysis</p>	<p>Inclusion of a site-specific relocation mitigation plan, including avoidance and minimization measures for the proposed rail infrastructure and/or station facility site. This site-specific relocation mitigation plan shall be included as part of subsequent Tier</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
<p>consultation with affected property owners. The relocation mitigation plan shall be designed to meet the following objectives:</p> <ul style="list-style-type: none"> • Provide affected property and business owners and tenants a high level of individualized assistance in situations when acquisition is necessary, and the property owner desires to relocate the existing use • Coordinate relocation activities that would result in displacements to ensure all displaced persons and businesses receive fair and consistent relocation benefits • Minimize the permanent closure of businesses and nonprofit agencies as a result of property acquisition • Within the limits established by law and regulation, minimize the economic disruption caused to property owners by relocation • Provide regulatory compliance assistance to those business owners who require complex permitting • The relocation mitigation plan shall include, but not be limited to, the following components: <ul style="list-style-type: none"> ○ A description of the appraisal, acquisition, and relocation process, as well as a description of the activities of the appraisal and relocation specialists ○ A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis ○ Individualized assistance to affected property owners, tenants, or other residents in applying for funding and researching areas for relocation ○ Identification of a single point of contact for property owners, residents, and tenants with questions about the relocation process. This point of contact shall also act to address concerns about the 			<p>2/Project-level environmental documentation.</p>

Mitigation Strategies	Impact Being Addressed	Timing of Implementation	Actions Indicating Compliance
relocation process; it applies to the individual situations of property owners, tenants, and other residents			