MITIGATION MONITORING & REPORTING PROGRAM
CAL STATE UNIVERSITY, DOMINGUEZ HILLS
CAMPUS MASTER PLAN
FINAL ENVIRONMENTAL IMPACT REPORT
SCH#: 2017081035, September 2019

I. Introduction

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with the California Environmental Quality Act (CEQA), specifically Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines (Cal. Code Regs., tit. 14 Section 15000 et seq.) The MMRP organizes the mitigation measures adopted in conjunction with approval of the Campus Master Plan ("project") into a framework for implementation.

It is the intent of this program to: (1) provide a framework to document implementation of the required mitigation; (2) identify the monitoring methodology, including person responsible for monitoring and frequency of monitoring; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those mitigation measures that are within the responsibility of CSU/CSUDH to implement. The CSU Board of Trustees (Board) has adopted those mitigation measures within its responsibility to implement as binding conditions of approval, and implementation of the measures are fully enforceable by the Board. The CSUDH Department of Facilities Planning, Design and Construction (FPD&C) will have responsibility over the oversight of implementing all mitigation measures contained in this MMRP.

The following table lists each of the mitigation measures adopted by the CSU Board of Trustees in connection with approval of the project, the project phase and timing during which the measure is to be implemented, the person/agency responsible for implementing and monitoring implementation of the measure, the frequency of monitoring and reporting, and the status of compliance with the mitigation measure.

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
Aesthetics				
	No measures required.	N/A	N/A	
Air Quality				
AQ-1	During the project’s grading phase, 2010 or newer diesel haul trucks shall be used to transport on-site soil, to the extent available.	Pre-Construction, Construction	Contractor shall submit vehicle specifications for the haul truck fleet to CSUDH Department of Facilities Planning, Design and Construction (FPD&C) prior to construction. The vehicle specifications shall be available on-site throughout the grading phase.	
AQ-2	All off-road, diesel-powered construction equipment greater than 50 horsepower shall meet Tier 4 emission standards, where available. At a minimum, all off-road, diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards for non-road diesel engines promulgated by the USEPA. In addition, all off-road, diesel-powered construction equipment that is not Tier 4 shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB, provided those devices are commercially available and: (1) achieve the standards of Cal/OSHA; (2) are consistent with the construction equipment warranty requirements; (3) are compatible with equipment specifications of the construction equipment manufacturer; and (4) do not otherwise interfere with the proper functioning of the construction equipment. Any BACT devices used shall achieve emissions reductions that are equal to or greater than a Level 3 diesel emissions control strategy for a similarly-sized engine, as defined by CARB regulations, provided that the devices are	Pre-construction, Construction	Contractor shall submit an inventory of construction equipment to CSUDH FPD&C prior to construction.	

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	commercially available and satisfy the four requirements enumerated above.			
AQ-3	Upon approval of the 2018 Campus Master Plan, CSUDH shall send a letter to SCAQMD and SCAG notifying the agencies of the approved campus development (with information about approved land uses, etc.), and such letter shall specifically request that the agencies include the approved campus development in all future regional growth forecasts. This letter commitment will ensure that campus growth-related emissions are accounted for in future regional emissions inventories.	Post Master Plan Approval	CSUDH to submit a notification letter to SCAQMD and SCAG.	
AQ-4	CSUDH shall develop Green Product educational materials that shall be made available to all campus faculty, staff and students via the campus website, student handbook and orientation materials, and employee handbook and orientation materials. The Green Product educational materials also shall be made available to all residential and non-residential tenants within the University Village portion of the campus. The educational materials shall be tailored to residential, non-residential, and institutional consumers, and include information regarding: (1) the environmental benefits of low VOC/ROG consumer products; (2) the use of cleaning compounds, polishes and floor finishes, cosmetics and personal care products, home, lawn and garden products, and paints and architectural coatings; and, (3) the importance of recycling and purchasing recycled materials.	Pre-construction	CSUDH shall develop Green Product educational materials to be distributed to all campus faculty, staff, and students, and all residential and non-residential tenants within the University Village.	
AQ-5	When residential appliances are offered by homebuilders in the University Village portion of the CSUDH campus, the project shall install Energy Star appliances (specifically, clothes washers, clothes dryers, dish washers, fans and refrigerators).	Pre-occupancy	University Village homebuilders shall provide an inventory of Energy Star appliances installed in the residences to the campus.	

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Biological Resources				
BIO-1	The footprints of new facilities and improvements in areas containing the ephemeral Drainages 1, 2, 3, and 4 shall be designed to avoid any direct impacts. This includes avoidance of grading activities, construction, and/or material laydown. If avoidance is infeasible, mitigation measure BIO-2 will be implemented.	Final Design (Construction Documents)	CSUDH FPD & C shall review all site plans. Campus’ Deputy Building Official approves of drawings and plans.	
BIO-2	The University shall obtain all necessary permits required by the regulatory agencies, including the Corps, CDFW, and RWQCB. The permits may include a nationwide permit under Section 404 of the Clean Water Act, a Streambed Alteration Agreement under Sections 1600–1602 of the Fish and Game Code, and the RWQCB Section 401 Water Quality Certification/Waste Discharge permits.	Pre-Construction	CSUDH shall apply for all applicable regulatory permits.	
BIO-3	Impacts associated with permanently disturbed areas within regulated waters will be mitigated in-kind at a minimum ratio of 1:1. The regulatory agencies (e.g., the Corps, RWQCB) may require final mitigation ratios greater or less than 1:1. The CSUDH, however, will cause implementation of in-kind mitigation at a 1:1 ratio, or the ratio required by the regulatory agencies, whichever is greater. Specific compensatory mitigation determined by each regulatory agency also may include providing adequate funding to a third-party organization, conservation bank, or in-lieu fee program for the in-kind creation or restoration. If mitigation is implemented offsite, mitigation lands shall be located within the Los Angeles River Watershed or vicinity.	Pre-Construction	CSUDH shall apply for necessary Corps and RWQCB permits and implement in-kind mitigation at a 1:1 ratio, or the ratio required by the regulatory agencies, whichever is greater.	
BIO-4A	If the Corps determines that the northern site is jurisdictional under Section 404 of the Clean Water Act, the Corps will initiate a ESA Section 7 consultation process with the USFWS for potential impacts to federally-listed vernal pool fairy shrimp species. The USFWS may require additional protocol-level vernal pool branchiopod surveys to confirm absence of federally-listed branchiopod species. CSUDH shall	Pre-Construction	CSUDH shall apply for Corps 404 permit and submit protocol-level vernal pool branchiopod survey results to Corps, if required.	

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	cause such surveys to be prepared as part of the project’s subsequent Clean Water Act Section 404 permit application process with the Corps. As part of this consultation effort, CSUDH may cause the project’s facilities and improvements to avoid impacts to the project’s vernal pool complex habitat area, along with a buffer zone. If avoidance is infeasible, CSUDH will cause further consultation to occur with the Corps and USFWS as part of the project’s Clean Water Act Section 404 permit application process. As part of that consultation, CSUDH will cause to be implemented any feasible vernal pool mitigation required as part of that regulatory process, including off-setting impacts to the vernal pool complex habitat through mitigation banks, in-lieu fee sites, or permittee-responsible mitigation.			
BIO-4B	If the Corps does not take jurisdiction over the northern site, CSUDH will consult with the USFWS through the ESA Section 10 process to determine the potential for impacts to federally-listed vernal pool fairy shrimp species. The USFWS may require additional protocol-level vernal pool branchiopod surveys to confirm absence of federally-listed branchiopod species. CSUDH shall cause such surveys to be prepared as part of the project’s Section 10 consultation process. If federally-listed vernal pool fairy shrimp species are identified during protocol surveys, as part of this consultation effort, CSUDH may cause the project’s facilities and improvements to avoid impacts to the project’s vernal pool complex habitat area, along with a buffer zone. If avoidance is infeasible, CSUDH will obtain the necessary incidental take permit for impacts to the species/vernal pool complex. Mitigation will be identified in consultation with the USFWS and may include off-setting impacts to the vernal pool complex habitat through mitigation banks, in-lieu fee sites, or permittee-responsible mitigation.	Pre-Construction	CSUDH shall consult with USFWS and apply for an ESA Section 10 incidental take permit, if needed.	
BIO-5	Thirty days prior to the commencement of construction, a preconstruction burrowing owl survey shall be performed by walking through the identified suitable habitat and areas within 500 feet of the	30 Days Prior to Construction	Contractor’s biologist shall conduct pre-construction surveys for burrowing owl.	

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	new facility or improvement impact zone. This shall consist of a single survey with the focused intent of determining whether burrowing owls are still absent from the study area. If no burrowing owls are observed/detected, additional mitigation is not required. If burrowing owls are observed, mitigation measure BIO-6 shall be implemented.		Survey results to be submitted to the campus.	
BIO-6	If the species is present outside the breeding season (September 1 through February 28), passive relocation shall be performed by a qualified biologist. No permits are necessary for this work. Prior to passive relocation of the birds from occupied burrows, potentially suitable burrows within the study area shall be collapsed so that the birds being passively relocated do not occupy a nearby burrow. At least 48 hours shall pass between the start of passive relocation and the collapse of the occupied burrows. This methodology shall ensure that the birds are not present. If the species is found to be present and it is within the breeding season (March 1 through August 31), construction will not occur within 300 feet of the active burrows until it has been confirmed by a qualified biologist that the nesting effort has been completed. At that time, passive relocation can be employed as described above.	Pre-Construction	Contractor's biologist shall conduct pre-construction surveys for burrowing owl. If species are present within breeding season, the contractor's biologist shall install a 300' foot buffer around active burrows. Record and daily log of relocations and field surveys to be submitted to the campus on a monthly basis.	
BIO-7	In the event that construction of new facilities and improvements involves removal of vegetation occurring between February 1 and September 1, CSUDH shall cause to be retained a qualified biologist to conduct a nesting bird/raptor survey of the project impact area prior to the initiation of construction. The survey shall be conducted no more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. If the biologist detects any active nests within or adjacent to the project impact area (within 150 feet for nesting birds, within 500 feet for raptors), the area(s) supporting bird nests shall be flagged for protection with a buffer determined at the biologist's discretion based on the sensitivity of the species (minimum buffer of 500 feet for raptors). No activities shall occur within the buffer zone until the nests are no longer occupied as determined by the biologist.	3 Days Prior to Construction	Contractor's biologist shall conduct nesting bird/raptor surveys of areas to be cleared between February 1 and September 1. If active nests are detected the contractor's biologist shall flag a buffer zone determined at the biologist's discretion based on species sensitivity. Survey results to be submitted to the campus. If nests are present, a site plan showing location(s)	

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			of tree(s) with active nests to be submitted to the campus.	
Cultural Resources				
CUL-1	Retain a Qualified Archaeologist. The project shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior’s Standards for professional archaeology, to carry out all mitigation measures related to cultural resources.	Pre-Construction	Contractor shall retain a qualified archaeologist.	
CUL-2	Survey of Undeveloped Areas Prior to Development. Prior to development or construction of new facilities in portions of the campus which have not previously been developed (particularly the eastern portions of campus which have not been surveyed previously and where the majority of the planned development is located), an archaeological pedestrian survey shall be conducted to identify potentially significant archaeological resources. Resources found to be not significant shall not require mitigation. If a potentially significant site would be impacted by ground-disturbing activities, either the site should be avoided, or a Phase II investigation would be required to evaluate the site for eligibility for listing in the CRHR. After testing, it may be determined that data recovery will be needed.	Pre-Construction	Contractor’s archaeologist shall conduct surveys of previously undeveloped portions of the campus. Pre-construction survey report to be submitted to the CSUDH FPD & C. Phase II investigation to be submitted to the campus, if needed.	
CUL-3	Avoidance of Potentially Eligible Archaeological Sites through Project Design. The preferred mitigation is avoidance of any potentially eligible site through project design. If direct impact to a previously unknown archaeological site, by earth-moving activities cannot be avoided, a Phase II investigation would be necessary to determine significance in accordance with the following measure.	Final Design, Pre-Construction	CSUDH FPD & C shall review all site plans. Campus’ Deputy Building Official to approve drawings and plans. Phase II Investigation to be submitted to the CSUDH FPD & C, if needed.	
CUL-4	Phase II (Evaluation) and Phase III (Data Recovery) Cultural Resources Investigations. Ground-disturbing impacts to any potentially eligible archaeological site shall be avoided to the extent feasible. If avoidance	Pre-construction, Construction	Contractor’s archaeologist shall conduct surveys of previously undeveloped	

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	is not feasible, CSUDH shall ensure that the potentially impacted archaeological site is assessed for significance, as defined by Public Resources Code Section 21083.2 or CEQA Guidelines Section 15064.5(a), through implementation of Phase II investigations. If Phase II testing of any previously unknown archaeological site exhausts the data potential of the site or determines that the site is not significant, data recovery shall not be required. Impacts to a site found to be significant under CRHR Criterion 4 shall be mitigated through a Phase III data recovery program. For such a site, prior to any ground-disturbing activities, a detailed archaeological treatment plan shall be prepared and implemented by a qualified archaeologist. Data recovery investigations will be conducted in accordance with the archaeological treatment plan to ensure collection of sufficient information to address archaeological and historical research questions, and results will be presented in a technical report (or reports) describing field methods, materials collected, and conclusions. Additional testing and/or data recovery phases may involve additional excavation and/or more detailed recordation of resources or more comprehensive archival research. Any cultural material collected as part of an assessment or data recovery effort should be curated at a qualified facility. Field notes and other pertinent materials should be curated along with the archaeological collection. If a resource is found to be significant under CRHR Criterion 1, 2, or 3, alternative mitigation measures may be necessary to reduce the level of impact to less than significant. These measures shall be developed by the qualified archaeologist, in consultation with CSUDH and other stakeholders, as appropriate.		portions of the campus. Contractor's archaeologist shall prepare an archaeological treatment plan, if needed. Pre-construction survey report to be submitted to the CSUDH FP & C. Phase II and Phase III Investigations to be submitted to the campus, if needed. Archaeological Treatment Plan to be submitted to the campus, if needed.	
CUL-5	Construction Monitoring for Archaeological Resources. Prior to construction, a qualified archaeological monitor shall be retained to monitor ground-disturbing activities within portions of the campus that do not currently contain structures. These include areas that are currently paved, landscaped, or undeveloped. The duration and timing of the monitoring shall be determined by the qualified archaeologist in	Pre-Construction, Construction	Contractor shall retain a qualified archaeologist. Contractor's archaeologist shall prepare an Archaeological Monitoring Plan(s). Contractor's	

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	consultation with CSUDH. The archaeological monitor will work under the supervision of the qualified archaeologist. Archaeological monitors will hold at least a Bachelor's degree in Anthropology, Archaeology, History or related field and at least 1-year of construction monitoring experience. The qualified archaeologist will prepare an Archaeological Monitoring Plan for each project undertaken under the Master Plan, which will specify the appropriate frequency and procedure for reporting archaeological monitoring activities, including submittal of a final report to the CSUDH planning office.		archaeologist shall monitor ground-disturbing activities within areas not currently containing structures. Letter of retention or copy of executed contract with qualified archeological monitor shall be provided to CSUDH Planning Department. Archaeological Monitoring Plan. Monthly monitoring reports submitted to the CSUDH Planning Department.	
CUL-6	Inadvertent Discoveries. If previously unknown buried cultural deposits are encountered during any phase of project construction, all construction work within 20 m (60 feet) of the deposit shall cease and the qualified archaeologist shall be consulted to assess the find. If the resources are determined to be Native American in origin, the project archaeologist will consult with CSUDH to continue Native American consultation procedures. As part of this process, it may be determined that a qualified Native American monitor will be required. If the discovery is determined to be not significant, work will be permitted to continue in the area. If a discovery is determined to be significant, a mitigation plan shall be prepared and carried out in accordance with state guidelines. If the resource cannot be avoided, a data recovery plan should be developed to ensure collection of sufficient information to address archaeological and historical research questions, with results presented in a technical report describing field methods, materials collected, and conclusions. Any cultural material collected as part of an assessment or data recovery effort should be curated at a qualified facility. Field notes and other pertinent materials should be curated along with the archaeological collection.	Construction	Contractor’s archaeologist shall notify CSUDH Planning Department within 24-hours of discovery and prepare and implement a treatment plan as appropriate. Mitigation plan submitted to the campus, if needed. Data recovery plan submitted to the campus, if needed. Technical report describing field methods, materials collected, and conclusions submitted to the campus, if needed.	

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CUL-7	A qualified project Principal Paleontologist meeting the Society of Vertebrate Paleontology (SVP) standards shall be identified prior to the commencement of all projects. The Principal Paleontologist shall be tasked with the production of the Paleontological Monitoring Plan, identifying and supervising qualified project paleontological monitors, and overseeing the salvage, identification and curation of paleontological resources.	Pre-Construction	Contractor shall retain a qualified paleontologist. Contractor’s paleontologist shall prepare a Paleontological Monitoring Plan and submit to CSUDH FPD & C. Letter of retention or copy of executed contract with qualified Principal Paleontologist will be provided to CSUDH FPD & C. Paleontological Monitoring Plan to be submitted to the campus.	
CUL-8	The project Principal Paleontologist, as required by CUL-7 shall prepare a Paleontological Monitoring Plan (PMP) for each project initiated under the Master Plan. The PMP shall specify the appropriate frequency for paleontological monitoring and protocols for reporting monitoring activities, including submittal of a final report to the CSUDH planning office. The PMP shall also specify the appropriate buffer to implement in case of paleontological discovery, evaluation and salvage. Finally, the PMP shall provide guidance on the appropriate methods for evaluation and salvage, as well as guidance for resource identification, preparation and curation, including identifying a curatorial repository.	Pre-Construction	Contractor’s paleontologist shall prepare a Paleontological Monitoring Plan. Paleontological Monitoring Plan (PMP) to be submitted to the campus.	
CUL-9	The qualified project Principal Paleontologist shall identify and supervise a qualified paleontological monitor to implement monitoring as prescribed by the PMP. All areas designated as sensitive per the PMP shall be monitored under the direction of the Principal Paleontologist. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow for removal of abundant or large specimens. The	Construction	Contractor’s qualified paleontologist shall monitor all areas designated as sensitive per the PMP. Monthly monitoring reports submitted to the campus.	

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	monitor shall also retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored have previously been disturbed or if the potentially fossiliferous units are not found to be present, or if present, are determined to be have a low potential to contain fossil resources.			
CUL-10	Recovered paleontological specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates and curated into a professional, accredited museum repository with permanent retrievable storage. Curation of recovered paleontological specimens shall be overseen by a Principal Paleontologist.	Construction, Post-Construction	Contractor’s principal paleontologist shall prepare recovered paleontological specimens. Principal Paleontologist to submit evidence of curation (i.e. accession agreement) to the campus.	
CUL-11	A report of findings, with an appended itemized inventory of paleontological specimens, shall be prepared. The report and inventory will signify completion of the program to mitigate impacts on the paleontological resources and be submitted with curated specimens as specified by the Paleontological Monitoring Plan required by CUL-8. Preparation of the inventory shall be overseen by a Principal Paleontologist.	Post-Construction	Contractor’s principal paleontologist shall prepare a report of findings. Report of Findings and Inventory of Specimens to be submitted to the campus.	
CUL-12	Discovery of Human Remains. If human remains are discovered, State of California Health & Safety Code Section 7050.5 stipulates that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). All treatment and disposition of Native American remains shall be compliant with Public Resources Code 5097.98, including completion of inspection by a MLD. The MLD will complete the inspection of the site within 48 hours of being granted access to	Construction	Contractor to notify County Coroner of discovery. County Coroner to make determination of origin and notify NAHC, if needed. NAHC to notify MLD, if required. Site inspection report submitted to the campus.	

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	the site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.			
CUL-13	Retain Qualified Native American Monitor. The Project Applicant shall be required to obtain the services of a single qualified Native American Monitor or two qualified Native American Monitors who would alternate in the provision the necessary monitoring. Under either approach, the Native American Monitor(s) shall be approved by the Tribal Representatives from the Gabrieleno Band of Mission Indians and Gabrieleno Tongva Indians of California. The Monitor must be present during all construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, weed abatement, boring, grading, excavation, and trenching, within the project area. The Native American Monitor(s) will complete monitoring logs daily. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources.	Pre-Construction, Construction	Contractor shall retain a qualified Native American monitor(s). Native American monitor(s) shall monitor all construction-related ground disturbance activities. Letter of retention or copy of executed contract with Native American Monitor(s) shall be provided to CSUDH FPD & C. Evidence of approval of Native American Monitor(s) from Gabrieleno Band of Mission Indians and Gabrieleno Tongva Indians of California. Submittal of daily logs to the campus.	
Greenhouse Gas Emissions				
GHG-1	All project-related development shall comply with applicable standards set forth in Chapter 6, Sustainability Guidelines, of the Guidelines for the 2018 Campus Master Plan. The CSUDH Department of Facilities Services, Office of Sustainability, shall be responsible for reviewing and confirming that all building plans, infrastructure, improvements, and other facets of the project's campus-related development are: (i) consistent with the Guidelines (either by implementing the applicable standards in the Guidelines "as is," or by implementing other strategies that are of equivalent or greater effectiveness, based on the Office of Sustainability's review of technical evidence prepared by a qualified sustainability/GHG	Final Design, Prior to any ground disturbance	CSUDH FPD & C review all architectural drawings and site plans. Campus' Deputy Building Official approves drawings and plans. Architectural drawings and site plans to be submitted to the campus for review.	

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	emissions consultant), and (ii) do not impair the campus’ ability to achieve the goals and objectives of CSU’s 2014 Sustainability Policy. The Office of Sustainability shall complete its review of project-related development activities and approval shall be granted by the campus’ Deputy Building Official prior to commencement of any project-related ground disturbance activities.			
Noise				
NOI-1	Prior to initiation of campus construction, CSUDH shall approve a construction noise mitigation plan that shall be implemented for construction activities, and which will include an appropriate combination of the following: • Temporary acoustic barriers to be installed around stationary construction noise sources within proximity of the residential homes north of Victoria Street and south of University Drive; • Temporary acoustic barriers to be installed around stationary construction noise sources within proximity of the sensitive receptors within the campus; • Construction equipment will be equipped with all feasible noise-reduction devices, and all construction equipment shall be maintained in accordance with manufacturer’s specifications to assure that no noise results from improperly maintained equipment; • Timing of construction activities will be coordinated to the extent feasible to minimize the extent of noisier construction activities, such as demolition, during time periods of more intensive academic instruction; and	Pre-construction	Contractor shall submit a construction noise mitigation plan to CSUDH FPD&C.	

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	• All construction projects pursuant to the proposed project shall be required to implement the above measures for control of construction noise.			
Population and Housing				
	No measures required.	N/A	N/A	N/A
Public Services				
	No measures required.	N/A	N/A	N/A
Traffic and Circulation				
Table MMRP-1 Triggers for Traffic Mitigations can be found on the last page of this MMRP document.				
TRA-1A	*Intersection #1, Victoria St./Drive D* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvement, operations at the intersection would improve to LOS A in the AM peak hour and LOS D in the PM peak hour, thus fully mitigating the project impact: • Install traffic signal at intersection However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the	See Table MMRP-1 - Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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	recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.			
TRA-1B	*Intersection #1, Victoria St./Drive D* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS D in the AM peak hour and to LOS E in the PM peak hour, thus fully mitigating the project impact: • Add second westbound left-turn lane • Add second northbound left-turn lane and convert two-way left turn lane into median east of intersection • Use overlap phasing for the eastbound right-turn movement Note that this is in addition to the mitigation measure identified for this location as needed for 2025. The University’s fair share contribution towards the improvements was calculated to be 65% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and as such, the University cannot guarantee implementation of the improvements. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 - Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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TRA-2A	*Intersection #3, Victoria St./Birchknoll Dr.* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvement, operations at the intersection would improve to LOS B in the AM peak hour and LOS D in the PM peak hour, thus fully mitigating the project impact: • Add second westbound left-turn lane However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	
TRA-2B	*SUNDAY PRE-GAME MITIGATION NEEDED BY 2035* *Intersection #3, Victoria St./Birchknoll Dr.* The traffic management plan for the game will include the following mitigation measure: • temporarily cone an additional east bound through lane With this measure, operations of the intersection will improve to LOS D for the pre-game peak hour and the impact will be reduced to a less than significant level. This addition is feasible due to the 30 plus feet of right of way for the eastbound lanes on Victoria Street. The	Pre-Game in 2035	CSUDH to implement the listed strategies of the TMP for Sunday pre-game.	

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	left-most lane can then be coned to become the left turn lane at Intersection #16.			
TRA-3	*Intersection #5, Central Ave./Charles Willard St.* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvement, operations at the intersection would improve to LOS B in the AM peak hour and LOS C in the PM peak hour, thus fully mitigating the project impact: • Install traffic signal at intersection However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction	
TRA-4	*Intersection #6, Central Ave./Beachey Pl.* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvement, operations at the intersection would improve to LOS A in the AM peak hour and LOS A in the PM peak hour, thus fully mitigating the project impact: • Install traffic signal at intersection	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.			
TRA-5A	*Intersection #13, Avalon Blvd./Victoria St.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS B in the AM peak hour and to LOS D in the PM peak hour, thus fully mitigating the project impact: • Convert eastbound exclusive right-turn lane into an eastbound through/right-turn shared lane • Convert westbound exclusive right-turn lane into an eastbound through/right-turn shared lane • Add second northbound left-turn lane However, these improvements may be physically infeasible due to difficulties with the right of way for the additional northbound left-turn lane because high voltage power lines are located in the median of Avalon Blvd. In addition, this intersection is under the jurisdiction and control of the City of Carson, and, as such, the University cannot guarantee implementation of the improvements. Moreover, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. To the extent the mitigation measures are otherwise feasible, in the event that, prior	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the recommended improvements are infeasible and the identified impact at this intersection is considered significant and unavoidable.			
TRA-5B	*Intersection #13, Avalon Blvd./Victoria St.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS C in the AM peak hour and to LOS D in the PM peak hour, thus fully mitigating the project impact: • Add third westbound through lane instead of converting the west bound right-turn into a shared through/right-turn lane and move median south Note that this is in addition to the mitigation measure identified for this location as needed for 2025. The University’s fair share contribution towards the improvements was calculated to be 68% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and as such, the University cannot guarantee implementation of the improvements. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. To the extent the mitigation measures are otherwise feasible, in the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	construction of the improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the identified impact at this intersection is considered significant and unavoidable.			
TRA-6	*Intersection #22, Figueroa St./190th St./Victoria St.* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvements, operations at the intersection would improve to LOS C in the AM peak hour and to LOS D in the PM peak hours, thus fully mitigating the impact : • Add third westbound through lane • Add third eastbound through lane • Re-phase the signal for protected left-turns for the eastbound and westbound phases. However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	
TRA-7A	*Intersection #24, Main St./Victoria St.* Because the Project would create a deficiency in the AM peak hour that would not exist in the absence of the Project, the University would be responsible for the full cost of this improvement. With implementation of the following improvements, operations at the intersection would improve to LOS C in the AM peak hour and to LOS D in the PM peak hours:	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	• Add westbound exclusive right-turn lane • Add third eastbound through lane However, this intersection is under the jurisdiction and control of the City of Carson and, accordingly, the University cannot guarantee implementation of this improvement. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For this reason, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.			
TRA-7B	*Intersection #24, Main St./Victoria St.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS B in the AM peak hour and to LOS E in the PM peak hour, (i.e. better than for No Project conditions), thus fully mitigating the impact: • Convert westbound exclusive right-turn lane from the 2025 mitigations into westbound through/right-turn shared lane • Add eastbound exclusive right-turn The University’s fair share contribution towards this improvement was calculated to be 70% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, the additional eastbound right-turn lane improvement may be infeasible due to right-of-way constraints. In addition, this intersection is under the jurisdiction and control of the City of Carson, and, as such, the University cannot guarantee implementation of the improvements. Moreover, the City does not currently have an adopted fee program in place to provide the non-	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	CSU portion of the cost of improvements. To the extent the mitigation measures are otherwise feasible, in the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the recommended improvements are infeasible and the identified impact at this intersection is considered significant and unavoidable.			
TRA-8A	*Intersection #26, Avalon Blvd./Del Amo Blvd.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. Implementation of the following improvement would improve operations at the intersection to LOS D in the AM peak hour and to E in the PM peak hour, (i.e. better than for No Project conditions), thus fully mitigating the impact: • Add southbound exclusive right-turn lane The University’s fair share contribution towards this improvement was calculated to be 37% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and, as such, the University cannot guarantee implementation of the improvement. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
TRA-8B	*Intersection #26, Avalon Blvd./Del Amo Blvd.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvement, operations at the intersection would improve to LOS D in the AM peak hour and to LOS E in the PM peak hour, (i.e. better than for No Project conditions), thus fully mitigating the impact: • Convert the westbound exclusive right-turn lane into a westbound through/right-turn shared lane Note that this is in addition to the mitigation measure identified for this location as needed for 2025. The University’s fair share contribution towards this improvement was calculated to be 54% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and, as such, the University cannot guarantee implementation of the improvement. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction	
TRA-9A	*Intersection #9, University Dr./Toro Center Dr.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS D in the AM	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	peak hour and to LOS D in the PM peak hour, thus fully mitigating the project impact: • Install traffic signal at intersection with overlap phasing for the westbound and southbound right-turn movements The University’s fair share contribution towards the improvements was calculated to be 61% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and as such, the University cannot guarantee implementation of the improvements. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the identified impact at this intersection is considered significant and unavoidable.			
TRA-9B	*SUNDAY PRE-GAME MITIGATION NEEDED BY 2035* *Intersection #9, University Dr./Toro Center Dr.* The traffic management plan for the game will include the following mitigation measure: • Officer Control • Temporarily convert one of the two eastbound through lanes into to a second eastbound left-turn lane With these measures, operations of the intersection will improve to LOS A for the pre-game peak hour and the impact will be reduced to a less than significant level.	Pre-Game in 2035	CSUDH to implement the listed strategies of the TMP Sunday pre-game.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
TRA-10	*Intersection #12, Avalon Blvd./Albertoni St.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvement, operations at the intersection would improve to LOS C in the AM peak hour and to LOS D in the PM peak hour, thus fully mitigating the project impact: • Add second exclusive eastbound right-turn lane The University’s fair share contribution towards this improvement was calculated to be 44% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and, as such, the University cannot guarantee implementation of the improvement. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the recommended improvement is infeasible and the identified impact at this intersection is considered significant and unavoidable.	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction.	
TRA-11	*Intersection #23, Broadway/Victoria St.* The Project, in combination with other reasonably foreseeable projects, would have a significant cumulative impact at the intersection. With implementation of the following improvements, operations at the intersection would improve to LOS B in the AM peak hour and to LOS D in the PM peak hour, thus fully mitigating the project impact: • Add third westbound through lane	See Table MMRP-1 -Triggers for Traffic Mitigations.	CSUDH FPD&C to conduct ongoing monitoring during construction	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	• Add eastbound right-turn lane Note that this is in addition to the mitigation measure identified for this location as needed for 2025. The University’s fair share contribution towards the improvements was calculated to be 72% provided that such funds shall be used only for the above improvements that ultimately benefit CSU and the local community. However, this intersection is under the jurisdiction and control of the City of Carson and as such, the University cannot guarantee implementation of the improvements. Additionally, the City does not currently have an adopted fee program in place to provide the non-CSU portion of the cost of improvements. In the event that, prior to the trigger event identified in Table MMRP-1, the City of Carson adopts a transportation impact fee program, supported by all appropriate technical studies, that would provide for the funding and construction of the following improvements at the subject intersection, CSU shall pay its fair share. For these reasons, the identified impact at this intersection is considered significant and unavoidable.			
Sunday Measures Needed by 2035 Please also see MM-TRA-9B and MM-TRA-2B above.				
TRA-12	*Intersection #25, Avalon Blvd./University Dr*. The traffic management plan (TMP) for the game will include the following mitigation measure: • Officer Control • Temporarily provide overlap phasing for the northbound right-turn movement With these measures, operations of the intersection will improve to LOS D for the pre-game peak hour and the impact will be reduced to a less than significant level.	Pre-Game in 2035	CSUDH to implement the listed strategies of the TMP Sunday pre-game.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
TRA-13	*Intersection #41, Victoria St./ Rainsbury Ave.* The traffic management plan for the game will include following mitigation measure: Temporarily extend with cones eastbound right-turn lane for Intersection #1, Victoria St./Gate D, back to before Intersection #41 providing three eastbound through lanes at Intersection #41. With this measure, operations of the intersection will improve to LOS C for the pre-game peak hour and the impact will be reduced to a less than significant level.	Pre-Game in 2035	CSUDH to implement the listed strategies of the TMP Sunday pre-game.	
TRA-14	*Transportation Demand Management Plan* Following Board of Trustees’ approval of the Campus Master Plan, CSUDH shall take the following actions to implement, or continue to implement as applicable, the following Transportation Demand Management strategies to reduce the number of vehicle trips generated by students, faculty, and staff: Following Board of Trustees’ approval of the Campus Master Plan, CSUDH shall take the following actions to implement, or continue to implement as applicable, the following Transportation Demand Management strategies to reduce the number of vehicle trips generated by students, faculty, and staff: 1. TDM Coordinator. CSUDH shall identify an employment position with primary responsibility for overseeing implementation of all TDM strategies listed herein, and task such position with conducting all associated TDM implementation, outreach, marketing, and monitoring activities. 2. Employee Rideshare Opportunities. The TDM coordinator shall be responsible for maintaining, overseeing, and increasing CSUDH employee ridesharing opportunities, including the following:	Following approval of CSUDH Master Plan	CSUDH to implement identified TDM strategies.	

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Mitigation Measure No.	Mitigation Measure	Project Phase	Monitoring Method (Person/Agency Responsible and Frequency)	Compliance (To be completed during implementation]
	a. Maintain and/or provide faculty/staff carpool permit application policies and procedures for reserved carpool parking in carpool zones, from Monday through Friday, 7:00 a.m. – 6:00 p.m. b. Maintain and/or provide faculty/staff Zero Emissions Vehicle (ZEV) and/or Plug-in Hybrid Electric Vehicle (PHEV) permit application policies and procedures for reserved ZEV/PHEV parking in permitted zones, from Monday through Friday, 7:00 a.m. – 6:00 p.m. c. Maintain and/or provide CSUDH faculty/staff with an online ride-matching service to assist with finding carpool partners within the student community. d. As part of the ride-matching/rideshare program, maintain and/or provide CSUDH faculty/staff with a guaranteed ride home program (assuring reliable transportation home in the event of an emergency). e. Maintain and/or provide CSUDH faculty/staff with preferential carpool parking spaces per campus policies and procedures. f. Maintain and/or provide a “one-stop shop” center for faculty/staff information on alternative transportation in and around CSUDH, including parking, parking permits, designated carpool zones throughout the campus, commute planning by public transportation, finding rideshare partners, locating park-n-ride lots, using real-time Metro bus scheduling, identifying bike routes to and from campus, providing daily traffic and weather reports, and providing driving directions, from Monday through Friday, 7:00 a.m. – 6:00 p.m. 3. Student Rideshare Opportunities. The TDM coordinator shall be responsible for maintaining, overseeing, and increasing CSUDH student ridesharing opportunities, including the following: a. Maintain and/or provide CSUDH undergraduate and graduate students with a reduced-cost monthly bus pass program.			

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	b. Maintain and/or provide CSUDH undergraduate and graduate students with an exclusive online ride-matching service to assist with finding carpool partners within the student community. c. As part of the ride-matching/rideshare program, maintain and/or provide CSUDH undergraduate and graduate students with a guaranteed ride home program (assuring reliable transportation home in the event of an emergency). d. Maintain and/or provide CSUDH undergraduate and graduate students with preferential carpool parking spaces per campus policies and procedures. e. Maintain and/or provide a “one-stop shop” center for student information on alternative transportation in and around CSUDH, including parking, parking permits, designated carpool zones throughout the campus, commute planning by public transportation, finding rideshare partners, locating park-n-ride lots, using real-time Metro bus scheduling, identifying bike routes to and from campus, providing daily traffic and weather reports, and providing driving directions, from Monday through Friday, 7:00 a.m. – 6:00 p.m. 4. Other Ridesharing Opportunities. The TDM coordinator shall be responsible for maintaining, overseeing, and increasing CSUDH employee and student ridesharing opportunities, including the following: a. Maintain and/or provide policies and procedures for facilitating Zipcar or equivalent self-service on-demand car sharing on campus (by the Fall 2018 semester). (TDM coordinator to consider expanding Zipcar program to the proposed University Village housing project component, if demand warrants — concurrent with University Village development.) b. Designate on-campus locations for ride-hailing services, including and not limited to, Uber and Lyft. c. Promote all employee, student, and other ridesharing opportunities by all appropriate means, including, and not limited			

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	to, providing informational packets and/or online links to all new employees and students during employee/student orientation. 5. Other Transportation Options. The TDM coordinator shall be responsible for maintaining, overseeing, and increasing other CSUDH employee and/or student transportation options, including the following: a. Maintain and/or provide policies and procedures for a campus walking program to encourage employees and/or students who live within walking distance of campus to walk to and from campus at least 3 days per week. Participants also are to be eligible for the CSUDH guaranteed ride home program (for emergencies) and have access to campus locker and shower facilities. b. Maintain and/or provide policies and procedures for a campus biking program to encourage employees and/or students who live within biking distance of campus to bike to and from campus at least 3 days per week. Participants also are to be eligible for the CSUDH guaranteed ride home program (for emergencies) and have access to campus locker and shower facilities. c. Maintain and/or provide policies and procedures for a campus bus and light-rail program to encourage employees and/or students to use transit to and from campus. The Carson Circuit, Torrance Transit Buses, Long Beach Transit (via Metro Blueline), and Metro and light-rail provide direct service to most parts of the CSUDH campus. Eligible full-time CSUDH students will save 25% on Metrolink tickets; and eligible employees will receive up to 40% reimbursement of the cost of their Metrolink monthly pass.			
Utilities and Services System				
	No measures required.	N/A	N/A	N/A

Table MMRP-1.

Triggers for Traffic Mitigations

Table MMRP-1 identifies specific triggers for each of the mitigation measures identified as being physically feasible. The triggers link the mitigations to the specific component of the Project that causes the impact. For example, Intersection 1 serves the main parking lots for off-campus students, so improvements to this intersection would be triggered by increases in off-campus student enrolment. It may not always be possible for the University to control the timing of improvements since the off-campus facilities that need to be improved are all under the jurisdiction of other entities. Nevertheless, the University will make reasonable efforts to seek their cooperation in implementing the mitigation measures in a timely manner.

Intersection		Recommended Mitigation	Trigger for Implementation
1	Victoria St./Drive D	Signalize	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
		Add 2nd WB left turn lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
3	Victoria St./Birchknoll Dr.	Add 2d WB Left-Turn Lane	Prior to start of construction of mixed-use component, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
5	Central Ave./Charles Willard St.	Signalize	Prior to construction of any of the 3 northern business park buildings, or the construction of either of the 2 northern market-rate apartment buildings, whichever comes first, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
6	Central Ave./Beachey Pl.	Signalize	Prior to construction of any of the 4 southern business park buildings, or the construction of either the southern-most market-rate apartment building or the construction of student aprtments, whichever comes first, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
9	University Dr./Toro Center Dr.	Signalize	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 5,600 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
12	Avalon Blvd./Albertoni St.	Add 2nd Exclusive EB Right-Turn Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
13	Avalon Blvd./Victoria St.	Add 2nd NB Left-Turn Lane, Convert EB Exclusive Right-Turn Lane to a Through/Right-Shared Lane	Prior to occupancy of the mixed-use area, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
		Add 3rd WB Through Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
22	Figueroa St./190th St./Victoria St.	Add 3rd WB Through Lane, Add 3rd EB Through Lane	Prior to occupancy of the mixed-use area, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
		Add 2nd WB Left-Turn Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
23	Broadway/Victoria St.	Add 3rd WB Through Lane, Add EB Right-Turn Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
24	Main St./Victoria St.	Add 3rd EB Through Lane, Add WB Exclusive Right-Turn Lane	Prior to occupancy of the mixed-use area, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
		Add EB Exclusive Right-Turn Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 2,400 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.
26	Avalon Blvd./Del Amo Blvd.	Add SB Exclusive Right-Turn Lane Convert WB Exclusive Right-Turn Lane into an WB Through/Right-Shared Lane	Prior to occupancy of building(s) that would allow off-campus student enrollment to increase more than 800 FTES, and the City has a fee program in place, and the City grants approval for construction of the proposed roadway improvement.