



Board Report

File #: 2022-0684, File Type: Contract

Agenda Number: 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinstate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

ISSUE

Metro is the lead agency for the Reinitiated California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the Eastside Transit Corridor Phase 2 project. The Reinitiated Draft EIR was released on June 30, 2022. Pursuant to the California Environmental Quality Act (CEQA), a Locally Preferred Alternative (LPA) would need to be selected by the Board to prepare the Final EIR. As the lead agency for CEQA, the agency can environmentally clear the full alignment to Whittier and the LPA.

A Title VI Service Equity Analysis was developed for the Maintenance Storage Facility site options pursuant to Metro's Title VI Program. A record of the Board action on the Title VI findings, if approved, will be forwarded to the FTA.

Per a Board request at the February 2022 meeting, staff was directed to reinitiate National Environmental Policy Act (NEPA) environmental process. To accomplish this, Board approval is needed for Contract Modification No. 22, PS4320-2003 with CDM Smith/AECOM Joint Venture (JV).

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension proposed from the existing Metro L (Gold) Line terminus station at Atlantic/ Pomona, traveling east in an underground configuration to Citadel Outlets in Commerce. The route then proceeds east along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in Whittier. Proposed stations considered along this route include:

- Relocated Atlantic/Pomona Boulevard station
- Atlantic/Whittier Boulevard station in East Los Angeles
- Commerce/Citadel station in Commerce
- Greenwood Avenue station in Montebello
- Rosemead Boulevard station in Pico Rivera
- Norwalk Boulevard station serving unincorporated Los Nietos, Whittier, and Santa Fe Springs, and
- Lambert Road station in Whittier

In addition to the full project alignment, Initial operating segments (IOS) were introduced to the Board at their February 2022 meeting (Item #2020-0010).

IOS-1 Commerce would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the City of Commerce with connections to the Commerce MSF site option.

IOS-2 Greenwood would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial or at-grade terminal station at the Greenwood station in the City of Montebello.

A summary of the build alternatives is listed and summarized in subsequent sections.

The Measure M Ordinance identifies \$3 billion (2015\$) in funding; with escalation (to year of expenditure or 2029), this funding is estimated at \$4.4 billion from Measure M and other local and state sources. Because the project is comprised of state and local funding only, the Board approved discontinuing the NEPA analysis from the project's environmental process at their February 2020 meeting to align the project to the Board's acceleration goals. With the recent passage of the Infrastructure Investment and Jobs Act (IIJA), these federal funding opportunities were not available pre-pandemic, before the Board discontinued NEPA. At the February 2022 meeting, the Board requested that staff reinitiate NEPA to seek federal funding opportunities. Metro is committed to the

build out of the full project. The Federal Transit Administration (FTA) supports projects with known timelines and with local funding commitments. Therefore, the LPA should align with FTA's processes to streamline the project, making it shovel ready for construction and the best candidate for federal funding. Alternative 3 IOS Greenwood is the best option for meeting the federal requirements of local commitment based on identified local funding sources and a more certain timeline due to the limited number of regulatory agencies requiring extensive coordination, such as Caltrans and US Army Corps of Engineers on the full alignment. Additionally, the Board requested that staff pursue engineering activities to streamline the project, identify alternative project delivery, and reduce project risks. Meanwhile, the CEQA-only environmental clearance process continues for the full alignment and LPA with the Reinitiated Draft EIR released on June 30, 2022, with a 60-day public review period through August 29, 2022.

DISCUSSION

Alternatives Evaluated in the Draft EIR

The Draft EIR evaluates the No Project Alternative and three Build Alternatives, design options, and two maintenance and storage facility (MSF) site options. Descriptions of these project elements are in the attached Draft EIR Executive Summary (Attachment A) and on the project website metro.net/eastside2022 <https://storymaps.arcgis.com/stories/f609c050ef0e405e995c195d3cb8449d>. The following provides a list of each alternative and design options, and MSF options evaluated in the Draft EIR.

- **Alternative 1 Washington:** Existing Atlantic/Pomona terminus to Lambert station
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Alternative 2 IOS Commerce:** Existing Atlantic/Pomona terminus to Citadel/Commerce station with Commerce MSF site option only
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Alternative 3 IOS Greenwood:** Existing Atlantic/Pomona terminus to Greenwood Station in the City of Montebello
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Commerce MSF site option**
- **Montebello MSF site option**

Alternative 1 Washington begins at the existing Atlantic/Pomona terminus station and ends at the Lambert station in the City of Whittier. Alternative 1 is the longest alignment at approximately nine miles, with seven stations and two maintenance and storage facility site options. The alignment includes design options at the Atlantic/Pomona station, Montebello alignment, Montebello MSF lead tracks, and the Greenwood station.

Alternative 2 IOS Commerce begins at the Atlantic/Pomona terminus station and ends at the

Commerce/Citadel station. Alternative 2 is the shortest alignment at approximately 3.2 miles with three stations and only allows connection to the Commerce MSF. The alignment includes design options at the Atlantic/Pomona station.

Alternative 3 IOS Greenwood begins at the Atlantic/Pomona terminus station and ends at the Greenwood station. Alternative 3 is approximately 4.6 miles with four stations and two maintenance and storage facility site options. This alignment includes design options at the Atlantic/Pomona station, Montebello alignment, Montebello MSF site option, and the Greenwood station.

The **Commerce MSF** site option is located in the City of Commerce, and this site supports any of the three build alternatives. The site is located west of Washington Boulevard and north of Gayhart Street. The site is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. The site is approximately 24 acres. The facility would accommodate storage of approximately 100 light rail vehicles.

The **Montebello MSF** site option is located in the City of Montebello. The site can support Alternative 1 and Alternative 3. The site is north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres. The facility would accommodate storage of approximately 120 light rail vehicles. Only one of the two MSF site options would be constructed under the Project.

Table 1 illustrates the project components for each alternative and design option listed in the sections above.

Components	Build Alternatives		
	Alternative 1 Washington	Alternative 2 Commerce/Citadel IOS	Alternative 3 Greenwood IOS
Alignment length	9 miles	3.2 miles	4.6 miles
Length of underground, aerial, and at-grade	Base Alternative		
	3 miles underground; 1.5 miles aerial; 4.5 miles at-grade	3 miles underground 0.1 miles aerial; 0.1 miles at-grade	3 miles underground; 1.5 miles aerial; 0.1 miles at-grade
	Atlantic/Pomona Station Option		
	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment
	Montebello At-Grade Option		
	3 miles underground; 0.5 miles aerial; 5.5 miles at-grade	NA	3 miles underground; 0.5 miles aerial; 1.1 miles at-grade
Station configuration	Base Alternative		
	7 stations: 3 underground (1 relocated/ reconfigured); 1 aerial; 3 at-grade	3 stations: 3 underground (1 relocated/reconfigured)	4 stations: 3 underground (1 relocated/reconfigured); 1 aerial
	Montebello At-Grade Option		
	4 at-grade; 0 aerial	NA	1 at-grade; 0 aerial
MSF site options	2	1	2

Notes:

MSF = Maintenance and Storage Facility

The Base Alternative is the Build Alternative without implementing any design options (Atlantic/Pomona Station Option and/or Montebello At-Grade Option). Design Options are listed in the table if they differ from the Base Alternative.

Total lengths do not include MSF lead track.

The at-grade length includes 0.05-mile of transition from at-grade to underground.

Environmentally Superior Alternative

Under Section 15126.6(a)(b) of the CEQA guidelines, an environmentally superior alternative must be identified to determine which alternative possesses an overall environmental advantage when compared to all other alternatives and alternatives with the potential for avoiding or substantially lessening significant impacts. The Environmentally Superior Alternative is not always the same as the Locally Preferred Alternative because it is primarily an enumeration of the number of impacts. Other measures are used to recommend the Locally Preferred Alternative, including fiscal and performance measures. A summary of the Draft EIR findings related to the environmentally superior alternative is outlined below.

The No Project Alternative would have the greatest number of significant and unavoidable impacts to environmental resources as this alternative would be inconsistent and conflict with regional and local programs, plans, ordinances, and policies related to air quality, GHG, Land Use, and transportation. The No Project Alternative would also be inconsistent with the State's long-term climate strategies. The No Project Alternative's incremental contribution to climate change would also be significant and unavoidable concerning GHG emission reduction plans. The No Project Alternative would also not achieve or address any of the Project objectives since it would not include a new rail service in the project area. Given the conflicts with adopted state, regional and local plans and its inability to meet Project objectives, the No Project Alternative would not be the environmentally superior alternative.

Alternatives 1, 2, and 3 with the Commerce MSF site option, with or without the design option(s), would result in significant and unavoidable impacts to cultural resources related to the demolition of the historic Pacific Metals Company Building and removal of properties within the potential Vail Field Industrial Addition historic district at the Commerce MSF site. Therefore, Alternatives 1, 2, and 3 with the Commerce MSF site option would result in additional significant unavoidable impacts to cultural resources and would not be considered the environmentally superior alternative. Since Alternative 2 only includes the Commerce MSF site option, it would be unfeasible to pursue this alternative because it does not continue east to connect to the environmentally superior MSF option, which is the Montebello MSF.

Alternatives 1 and 3 with the Montebello MSF site option, with or without the design options, would have similar findings of environmental impacts and mitigation measures. While many of the same mitigation measures apply to Alternative 1 and 3 and reduce impacts to less than significant, there is a greater number of properties and public rights-of-way with impacts that must be mitigated under Alternative 1. Additionally, Alternative 1 would require regulatory agency coordination with the United States Army Corps of Engineers and Caltrans with long lead times for review and agreements for the river crossing and I-605 underpass, respectively. The construction duration for Alternative 1 is longer than Alternative 3 due to its length. Because Alternative 1 is a longer alignment compared to Alternative 3 with less impacts such as traffic, noise, and property acquisition, Alternative 3 has been identified as the environmentally superior alternative.

Public Comments Summary

A robust outreach program was developed for the project that included partnering with local Community-Based Organizations (CBO). The CBO Roundtable served as local experts that advised the project team on best outreach practices for enhancing notification and simplifying meeting materials. Several rounds of community meetings were conducted prior to the release of the Draft EIR. At each round of meetings, the project team provided project and design updates, including the approximate timeframe the Draft EIR would be released. These meetings were held in November 2021, March 2022, and June 2022. The June 2022 meetings further highlighted how the community and stakeholders could navigate and comment on the Draft EIR. All meetings were held virtually, however, to provide technical assistance and resources, tech booths/vans were available concurrently with each virtual meeting. The tech booth/vans were located near public facilities with accessibility to transit. In total, 9 tech booths were available over the course of three rounds of outreach, and 14 participants utilized the tech booths.

The Draft EIR was released for public review and comment for 60-days from June 30, 2022, through August 29, 2022. Noticing of its release was done in accordance with CEQA regulations that also extended notification process and included three coordinated rounds of notification that included information on the June meetings, details about the Public Hearings, the official release date of the Draft EIR, and comment methods on the Draft EIR. Public notification incorporated a combination of 53,000 direct mail notices, 92,000 door-to-door drop-offs, required legal notices on local newspapers, social media posts and ads, E-blasts, 676 SMS text messages, podcast, press releases, notices on the project website, information booths at local events, pop-up events, and other methods. The Notice of Availability (NOA) was filed with the California State Clearinghouse and mailed to public and responsible agencies, organizations, elected officials, and other interested parties. The NOA was distributed at the start of the comment period to announce the availability of the Draft EIR and to promote the public hearings.

Table 2 details the four (4) public hearings held as part of the Draft EIR release.

#	Date and Time	In-Person Location/Address
1.	Thursday, July 21, 2022 6-8pm	Kaiser Permanente Medical Offices 5119 Pomona Bl Los Angeles, CA 90022
2.	Saturday, July 30, 2022 10am-12pm	Applied Technology Center High School 1200 W Mines Av Montebello, CA 90640
3.	Thursday, August 11, 2022 6-8pm	Virtual via Zoom In-person livestreaming site: City of Pico Rivera - Council Chamber 6615 Passons Bl, Pico Rivera, CA 90660
4.	Wednesday, August 17, 2022 6-8pm	Whittier Community Center - Gymnasium 7630 Washington Av Whittier, CA 90602

Table 3 provides an overview of the total official submissions and total official comments received by method.

Source	Qty
Website	198
Public Hearings (oral comments)	33
Email	20
Events	7
Post Mail (Letters)	4
Public Hearings	5
Total Official Submissions	268
Total Official Comments	~900

Over the 60-day public comment period, 268 submissions were received, which encompassed approximately 900 comments. The comments were categorized into the following main topics:

- Alternatives - 12%
- Engineering/Design - 24%
- Environmental Topics (18 topics) - 50%
- Planning - 56%

From the comments received regarding the alternatives, 33% supported Alternative 1 Washington, 7% supported Alternative 2 IOS to Commerce, and 11% supported Alternative 3 IOS to Greenwood. The engineering/design comments were related to grade separation, station design, and parking facilities. Comments on environmental topics were in regard to transportation, noise, hazardous materials, public safety (emergency services), and mitigation measures. The planning issues included comments such as costs and funding, public safety at crossings, and impact to businesses.

The Washington Coalition, comprised of the five (5) incorporated cities along the corridor, collectively submitted a letter of support for the project. Letters were also received from key stakeholders such as Presbyterian Intercommunity Hospital (PIH), Caltrans, State Department of Fish and Wildlife, Los Angeles County (LAC) Department of Parks and Recreation, LAC Library, LAC Sanitation Districts, Los Angeles Unified School District (LAUSD) and California Public Utilities Commission (CPUC). The Environmental Protection Agency and US Army Corps of Engineers provided no comment at this time.

As a part of the public participation process, a petition was submitted with approximately 1600 (unverified) signatures endorsing the Transportation System Management Alternative (TSM). The TSM Alternative, which analyzes other transportation modes such as bus improvements and Intelligence Systems Management (ITS), was not studied in the Draft EIR because it is not required by CEQA and the Federal Transit Administration (FTA). As such, the Draft EIR is compliant with CEQA Guidelines Section 15126.6(a), describing a range of reasonable alternatives to the project. Further, the No Project Alternative includes Next Gen bus improvements as the baseline evaluation.

Letters from community groups in East Los Angeles submitted letters expressing concerns about the 60-day public comment period and Metro's actions to expedite the Draft EIR release. During the ongoing outreach efforts beginning in November 2021 and leading up to the release of the Draft EIR, the project team indicated the approximate timeframe the Draft EIR would be released. Section 15105 of CEQA Guidelines requires a Draft EIR to be available for public review no less than 30 days and no longer than 60 days except in unusual circumstances. Typically, Metro provides a 45-day comment period; however, due to the release of the draft EIR in the summer, staff proceeded with a 60-day comment period. In this case, there were no unusual circumstances that have not been experienced during the pandemic. Additionally, the project staff provided several methods for public participation and submission of public comments.

Early Intervention Team (EIT) Engagement

The project team is conducting review sessions with the EIT to engage leadership across the agency as this project reaches a critical stage (i.e., selection of the LPA). The EIT was established in July 2022 to identify and implement strategies to improve successful delivery of projects with a focus on cost control and cost containment that addresses full lifecycle needs. The EIT review engages the full Metro team in identifying specific project risks and mitigation opportunities relevant to this phase of the project, including assessment of project delivery method options for future project phases.

Cost Estimates

At the February Board meeting, the project cost estimates for conceptual design were presented as follows:

Preliminary Cost Estimates (15% design)	Range (\$2021)
Alternative 1 Washington	\$6.1B - \$6.5B
Alternative 2 Commerce (Commerce MSF)	\$4.5 - \$5B
Alternative 3 Greenwood (Commerce MSF or Montebello MSF)	\$5.1B - \$5.3B
(2021\$)	

These estimates were based on a conceptual level of design using a parametric model that stems from prices similar to other projects. For the planning phase, this high level of cost estimating is appropriate for screening alternatives. As the project continues to advance, the project team has been working closely with Program Management's Cost Estimating staff to complete an Independent Cost Estimate (ICE) update. This updated ICE includes several cost factors that were not included in the February estimate, including (1) the mid-point of construction, (2) design and MSF options that were yet to be determined in February, and (3) specifics of the advanced conceptual engineering plans. This exercise produces a cost estimate with greater detail and accuracy for the purposes of establishing budgets, mitigating risks, and supporting the procurement process in the next phases of the project. Critical cost considerations included in the ICE include the following:

- **Contingencies:**

- **Allocated contingency** (design contingency): Risk based cost estimates associated with further refinement of design since details are not complete. As the level of design increases, contingency decreases. Allocated contingency was recalculated consistent with calculations on other new projects, and taking into consideration FTA

requirements.

- **Unallocated contingency** (construction contingency): Estimate of costs associated with unforeseen conditions during the construction phase such as unknown site conditions, schedule delays, trade coordination.
- **Escalation** - reflects uncertain changes in technical, economic, and market conditions over time, such as cost of labor, equipment, and material due to continuing price changes over time. Escalation was estimated at 3.5% per year, calculated to the mid-point of construction.

The table below summarizes the results of the ICE, specifically incorporating added contingencies, escalation, and the application of an accuracy range.

Independent Cost Estimate Breakdown - 15% design Alternative 1 Washington Alternative	Alternative 1 Washington	Alternative 3 IOS Greenwood
Base Alternative (Guideway/tracks, stations, support facilities, systems)	\$4.951B	\$4.000B
Allocated Contingency	\$1.672B	\$1.359B
Unallocated Contingency	\$662M	\$537M
Sub Total (2022\$)	\$7.285B	\$5.896B
Escalation	\$2.884B (2032\$)	\$2.006B (2031\$)
Total Cost Estimate	\$10.169B	\$7.902B

(Estimate as of November 10, 2022)

Although cost contingency percentages are standardized by cost category, there are differences between Alternative 1 and Alternative 3 based upon the project scope for each alternative. Allocated contingencies are percentages applied to standard cost categories for professional services, construction, real estate, vehicles, etc. Depending on the high-risk project element, the percentages can range from 16% to 50%. Alternative 1 considers project elements such as the bridge crossings at Rio Hondo and San Gabriel and the under-crossing at the I-605. These items are not present under Alternative 3. Therefore, contingencies for Alternative 1 are higher. Escalation is also higher for Alternative 1 because it has a longer construction duration compared to Alternative 3, which is a shorter alignment that assumes a shorter construction duration.

Due to the potential volatility of project costs that are unknown in the early phases of design, the team has applied an accuracy estimation with an upper bound (+30%) in accordance with industry best practices developed by the Association for Advancement of Cost Engineering (AACE). This is also consistent with the Board directive to provide cost forecasts in ranges for planning phase projects to reflect uncertainty in earlier project delivery phases. These factors result in an updated project forecast range of \$7.9B to \$10.3B for the Alternative 3 IOS Greenwood, inclusive of the current construction market escalation costs.

Funding Plan

Due to existing funding shortfalls, the full project approved under CEQA will be developed in segments. A funding plan for the Greenwood segment is presented in the following table and is

comprised of local sales tax and state and federal grant funding that is yet-to-be secured. Funding for the project may be available from new state and federal sources that have become available over recent years, as well as existing sources that may become available to Metro in the future. Local tradeoffs (i.e., transfer of funds) from other projects and programs are also included.

New federal funding related to the Infrastructure Investment and Jobs Act and new state funding from the state budget surplus that is designated for rail and transit may be available, and Metro will seek funding from these sources to fund the LPA. Metro will also seek funding from existing state grant programs created by Senate Bill 1 (SB-1) for a significant portion of the funding need. The transfer of existing local sales tax funds may also be required, given the risk that the amount of funding needed cannot be met with federal and state grants. This can happen if grant awards are not successful or are less than requested.

Funding Plan for IOS-3

Uses	IOS Greenwood
Total, Uses	\$7.9
Sources - Secured	
Other Local (Sales Tax, 3% Contribution)	\$0.5
Measure R	\$1.3
Measure M	\$1.6
Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions.

The funding plan for the remaining project to Whittier includes additional yet-to-be-secured federal, state, and local funding. The plan to Whittier assumes the existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and potential funding sources for the completion of the project when additional funding is available from these programs over time after funding the LPA. We will target moving forward with the Whittier segment in 2035 after completing the LPA when additional yet-to-be secured funding is expected to be available. The exact timing will depend on the success in getting needed local, state, and federal funding. The local funding requires prioritizing this segment of the Project. Our success in obtaining state and federal funding will depend on the availability of these funds and the relative competitiveness of the project.

LPA Selection and Recommendation

Per CEQA, a LPA needs to be selected by the Board to advance the selected alternative into the Final EIR. Should the Board approve the staff recommendation, the selected LPA and full alignment will be environmentally cleared through CEQA, making the project shovel ready and competitive for funding. All build alternatives have been studied extensively through the Draft EIR, engineering

design, and technical studies. Metro has also conducted ongoing communications with stakeholders, corridor cities, and unincorporated Los Angeles County to provide updates on significant milestones of the project. The project team also held meetings in November 2021 to introduce to the public the design options: the Atlantic/Pomona open-air station concept and the at-grade section in Montebello. June 2022 meetings introduced the specific locations of the MSF locations. Most recently, staff hosted a meeting on November 9, 2022, to introduce the draft LPA and updated cost estimates.

Understanding that Metro would need to build the project in phases because of funding shortfalls, it is recommended that Alternative 3 IOS to Greenwood (Atlantic/Pomona Station to Greenwood Station) be selected as the LPA with the open underground station at the Atlantic/Pomona station, at-grade guideway in Montebello including the at-grade Greenwood station and the Montebello MSF site option. Furthermore, Alternative 3 IOS to Greenwood is identified as the environmentally superior alternative.

Additionally, the FTA prefers a project with a known timeline and with local funding commitment. Although the Board may select LPA at any time; however, a committed funding plan is important for FTA Full Funding Grant for the initial segment. ~~Based on the funding available in 2029 for the project per Measure M of \$4.4 billion (2029\$), there is a funding short fall of \$3.5 billion for the recommended LPA compared to the full alignment of \$5.7B.~~ Based on the secured funding for the project, there is yet-to-be-secured funding of \$4.6 billion for the recommended LPA compared to the full alignment of \$6.8 billion. Therefore, it is recommended that LPA proceed into the NEPA process to seek federal funding for the highest cost project elements, such as the underground segment and MSF.

The Metro Board's approval of environmentally clearing through CEQA the full project alignment to Whittier with a terminus Lambert Station represents the commitment of the eventual buildout of this Project. This project will address regional mobility, equity, and environmental and economic benefits for the communities along the corridor.

Title VI Maintenance Storage Facilities Analysis

The Title VI Service Equity Analysis is to ensure that the proposed MSF locations are selected per Metro's Title VI Program and in compliance with Title VI of the Civil Rights Act of 1964. The analysis determined whether the introduction of the Eastside Transit Corridor Phase 2 project will have a disparate impact on the minority population or a disproportionate burden on the low-income population. A record of the Board's action on the Title VI findings will be forwarded to the FTA. The findings concluded that neither the Commerce MSF nor the Montebello MSF has a disparate impact, with the absolute and relative differences both being negative numbers that are below the thresholds of the absolute and relative difference. The Commerce MSF and Montebello MSF sites would both have a disparate impact on Limited English Proficiency populations. The Commerce site has the larger absolute difference at 60.3% and the Montebello site at 53.4%

Contract Modification

Per a Board request (File #2022-0274) at the February 2022 meeting, staff was directed to reinstitute the NEPA process because of the recent influx of federal opportunities the project can compete for nationally. Additionally, the Board requested to advance engineering activities to streamline the project into the most efficient project delivery method. To reinstitute the NEPA process, a contract

modification is needed to the existing contract for professional environmental services, which is Contract Modification No. 22, Contract No. PS4320-2003, with CDM Smith/AECOM Joint Venture (JV). The contract modification for engineering services is anticipated to be presented at the January Board meeting.

Risks

Delaying the selection of an LPA will delay the start of the Final EIR and impact the overall Project schedule. This would also delay the NEPA process, leading to a loss of opportunities to seek federal funding. Moreover, not pursuing engineering activities could increase risks for the project as it advances to project delivery.

Equity Platform

The Project will benefit communities along the eastern portion of Los Angeles County with a high-quality, reliable light rail system. The full project alignment traverses six (6) Equity-Focused Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the LPA. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include but are not limited to Whittier College, East Los Angeles College, Citadel Outlets, the Historic Whittier Boulevard Shopping, and Presbyterian Intercommunity Hospital. The Project and LPA will fulfill a gap in high-quality transit services that currently exist in the eastern portion of Los Angeles County. The LPA recommendation, should the Metro Board approve Alternative 3 IOS Greenwood, would serve the highest concentration of EFCs in East Los Angeles and the cities of Commerce and Montebello.

Upon the selection of the LPA, several planning activities will be initiated, including First Last Mile (FLM) planning and TOC Implementation Plans. The project team anticipates re-engaging the CBO Roundtable for these activities and possibly including more CBOs to conduct FLM planning, walk audits, outreach, and other activities. The TOC Corridor Baseline Assessment process will also begin, which supports corridor communities by providing TOC Grant Writing, Baseline Assessments, and Technical Assistance Program around affordable housing production and community stabilization. The Baseline will be prepared in collaboration with jurisdictions along the corridor and with deep stakeholder engagement throughout the process. The Baseline Assessments will be a resource of information for municipalities and community members that will highlight positive opportunities to leverage the transit infrastructure investments for equitable TOCs and identify potential risks and vulnerabilities. The Baseline Assessment is critical at this stage to begin station planning efforts early to ensure equitable development and prevent unintended consequences such as displacement and gentrification. Several cities along the corridor are updating their long-range plans; by including these resources and tools, vulnerable communities along the corridor could experience a positive outcome.

Extensive outreach efforts will continue along the corridor to engage project stakeholders through various outreach methods through the Final EIR and upcoming activities. The project team will

continue collaborating with the CBO Roundtable to discuss project milestones and enhance outreach methods.

DETERMINATION OF SAFETY IMPACT

Approval of the Draft EIR and selection of an LPA will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2022-23 budget contains approximately \$8M in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this is a multi-year contract modification, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital. These funds are not eligible for bus or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the recommended LPA described in this report. This is not recommended as it may delay the project delivery and would risk the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

NEXT STEPS

Should the Board select the LPA, staff will initiate work on the Project's Final EIR. The full project alignment to Whittier will also be included in the Final EIR. After completion of the Final EIR, staff anticipates returning to the Board in Summer/Fall 2023 for certification of the Final EIR.

Upon Board approval, staff will execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM, a Joint Venture, to initiate the NEPA process for the project.

ATTACHMENTS

Attachment A - Draft Environmental Impact Report Executive Summary

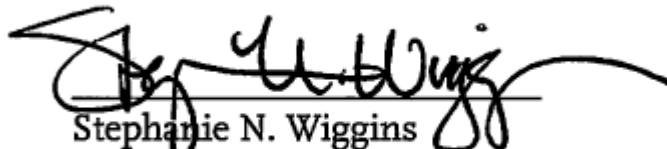
Attachment B - Eastside Transit Corridor Phase 2 Project Map

Attachment C - Eastside Transit Corridor Phase 2 Title VI Equity Analysis: Siting and Location of

Maintenance and Storage Facility Sites
Attachment D - Procurement Summary
Attachment E - Contract Modification/Change Order Log
Attachment F - DEOD Summary

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Executive Summary

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
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June 2022

Executive Summary

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Executive Summary

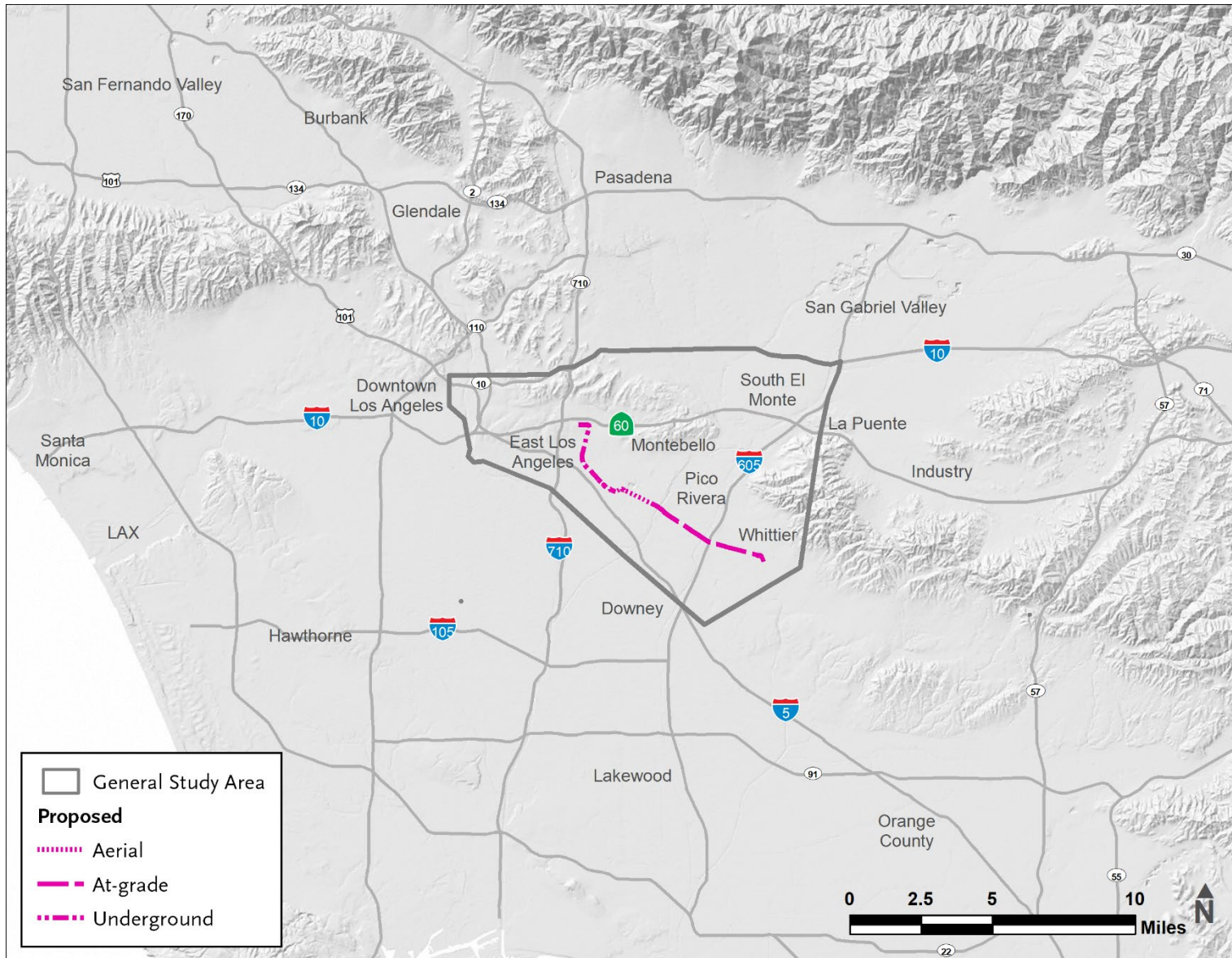
ES.1 Introduction

The intent of this Executive Summary is to provide a synopsis of the Los Angeles County Metropolitan Transportation Authority (Metro) Eastside Transit Corridor Phase 2 Project (Project) and its potential effects on the environment. The Executive Summary is an overview of the main elements of the document, including: purpose and process of the Recirculated Draft Environmental Impact Report (Draft EIR); project history, public review, and project objectives; descriptions of the alternatives considered; summary of the environmental analysis and comparison of alternatives; and areas of controversy and issues to be resolved. More detailed discussion, analysis, and information is contained within the Recirculated Draft EIR and the Appendices.

The Project would extend the Metro L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier within the Gateway Cities subregion of Los Angeles County. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles and include maintenance and storage facility (MSF) site options and design options, depending on the Build Alternative. A diverse mix of land uses are located along the alignment, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers.

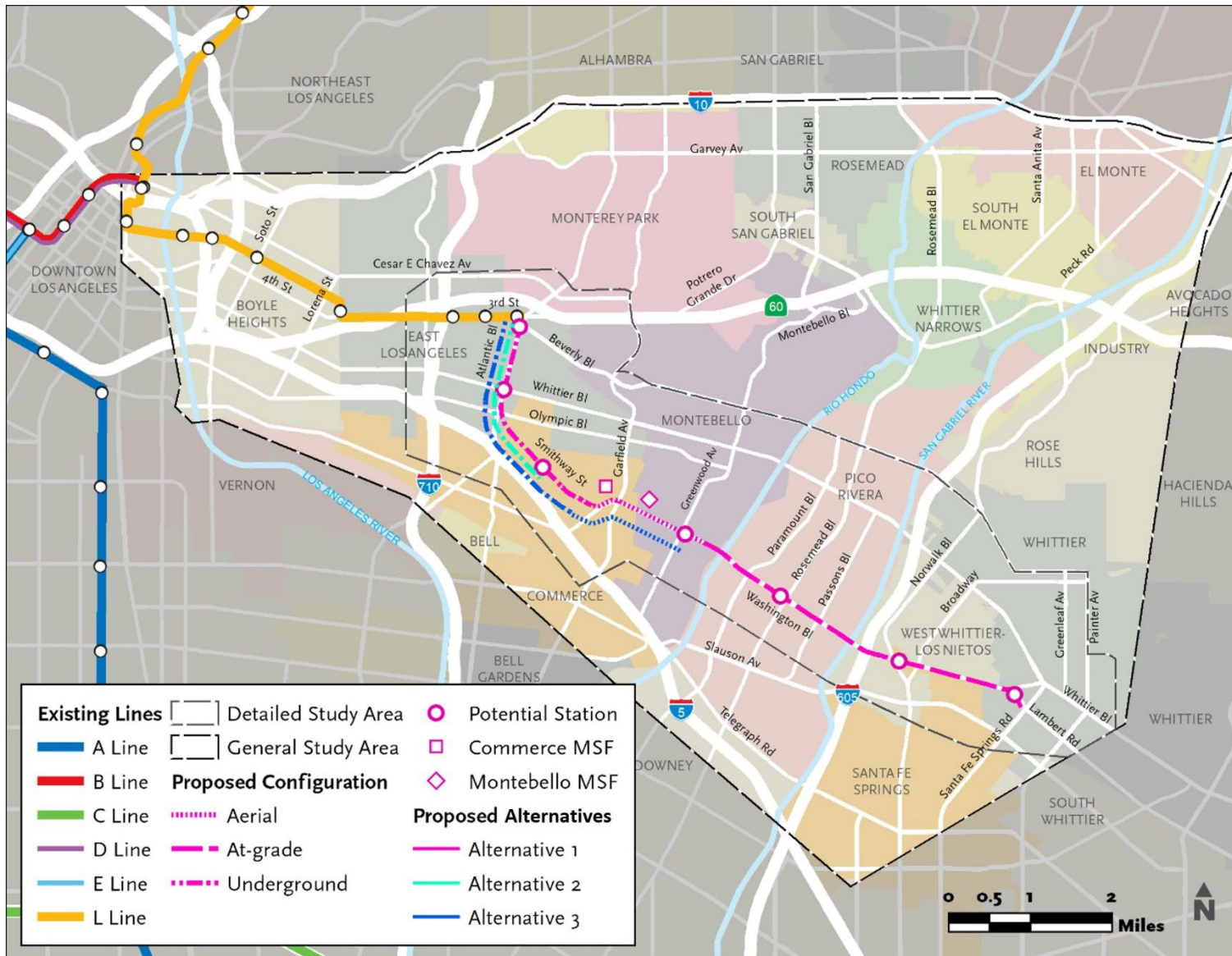
For purposes of describing the Project, two study areas have been defined. The general study area (GSA) is regional in scope and scale and consists of a wider area that is expected to be served by the Project. The GSA currently has limited transportation options, which contributes to long travel delays connecting to and from downtown Los Angeles and would be served by improved access to LRT. The detailed study area (DSA) encompasses the local area within approximately two miles from the Project alignment. **Figure ES.1** shows the Project's regional location and **Figure ES.2** shows the Project's GSA and DSA.

Below is a summary of the Recirculated Draft EIR, highlighting the Project alternatives considered and their impact findings and conclusions.



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.1. Regional Location Map



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.2. General Study Area and Detailed Study Area

ES.2 Purpose of the Recirculated Draft Environmental Impact Report

This Recirculated Draft EIR satisfies the requirements of the California Environmental Quality Act (CEQA)¹ and CEQA Guidelines² to inform decision-makers and the public about the potential significant environmental impacts of the Project; ways to avoid significant effects through a review of Build Alternatives, MSF site options, and design options; required mitigation measures that would minimize or reduce impacts to less than significant levels; and impacts that would be significant and avoidable. As the lead public agency, Metro has the principal responsibility for approving the Project and will use this Recirculated Draft EIR to consider the environmental consequences of the Project. Lead public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In approving the Project, Metro will balance the Project's environmental, economic, social, and transportation benefits compared to its significant and unavoidable impact on the environment. As such, this Recirculated Draft EIR is an informational public document to be used to analyze the significant environmental effects of the Project, identify alternatives, and disclose potential ways to reduce or avoid the possible change to the environment. Significant effects on the environment are defined as a substantial adverse change in the physical conditions which exist in the area affected by the Project.³

Environmental Review Process

This document is a recirculation of an earlier Draft EIR/Environmental Impact Statement (EIS) that was issued for public review on August 22, 2014. Per CEQA Guidelines,⁴ Metro is required to recirculate when significant new information is added to the EIR after the public review notice was given, such as changes to either the Project or environmental setting. Since August 2014, the project definition has been refined; as such, on May 31, 2019, a Notice of Preparation (NOP) and Notice of Intent (NOI) of a Recirculated Draft EIR/EIS was issued.

The Project's environmental review process began in January 2009, when the Metro Board of Directors (Metro Board) approved the Project's Alternatives Analysis (AA) which identified two build alternatives for environmental review. The Project was identified in Metro's 2009 and 2020 Long Range Transportation Plan (LRTP) and is a transit project funded by local tax Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A NOP and NOI to prepare a Draft EIR/EIRS was originally issued in 2010 with two build alternatives – State Route 60 (SR 60) and Washington Boulevard, as well as a No Build and Transportation Systems Management (TSM) Alternative. To address initial environmental concerns, outreach efforts to agencies affiliated with the Project were conducted, including agency scoping meetings, participation in a Technical Advisory Committee, and 37 individual agency coordination meetings. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

¹ Per Public Resources Code Section 21000, et seq.

² California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq. (CEQA Guidelines).

³ California Code of Regulations, Title 14, Chapter 3, Section 15002(g).

⁴ California Code of Regulations, Title 14, Chapter 3, Section 15088.5(a).

The Draft EIR/EIS was released on August 22, 2014, for a public comment period of 60 days. Based on the volume and scope of comments received on the Draft EIR/EIS, in November 2014, the Metro Board determined that additional technical investigation would be needed to address major areas of concern raised on both build alternatives. As a result, three north-south connection options for the Washington Boulevard Alternative were developed and shared at community meetings held in March 2016, June 2016, and February 2017 and extensive community feedback was collected and assessed. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Metro Board approval as part of a refined Washington Boulevard Alternative.

In May 2017, the Metro Board advanced the No Build Alternative and three refined build alternatives for environmental review: SR 60 Alternative, Washington Boulevard Alternative, and a Combined Alternative (defined as full build out of both the SR 60 and Washington Boulevard Alternatives). The Federal Transit Administration (FTA) published a Notice of Intent (NOI) in the Federal Register to initiate the EIS process (pursuant to the National Environmental Policy Act (NEPA)), and Metro issued NOP (pursuant to CEQA) on May 31, 2019. The NOI/NOP informed the public of the Build Alternatives, provided notice of a 45-day scoping period, and issued a notice of intent to release a Supplemental/Recirculated Draft EIS/EIR. The NOI/NOP also described consideration of adopting a Locally Preferred Alternative (LPA) by the Metro Board based on the findings of the Supplemental/Recirculated Draft EIS/EIR.

Issues and constraints within or along the SR 60 Alternative became more evident as further technical environmental analysis, additional engineering design, and Metro policy and program updates were completed. Conflicts with future improvements along the SR 60 freeway and environmental challenges associated with running parallel or in an aerial configuration along the SR 60 corridor created engineering and environmental challenges. The Combined Alternative compounded these technical challenges as it required the addition of an underground wye junction at the current terminus of the Metro L (Gold) Line.

In February 2020, the Metro Board approved withdrawal of the SR 60 and Combined Alternatives and the discontinuation of the NEPA analysis. Following this Metro Board action, FTA and cooperating agencies were notified of the decision to discontinue the NEPA environmental study (Supplemental Draft EIS) and advance a Recirculated Draft EIR pursuant to CEQA.

Consistent with CEQA Guidelines,⁵ Metro requests public and agency reviewers submit comments on this Recirculated Draft EIR during a 60-day public comment period. This comment period includes public hearings throughout the DSA to present findings of the Draft EIR and solicit public comments on the document. Opportunities for the public to provide comments and participate in public hearings are identified in Chapter 6, Public Outreach.

After circulation of the Recirculated Draft EIR and review of public and agency comments, the Metro Board can consider and select an LPA. Public and agency comments received on the Recirculated Draft EIR will be considered as part of the LPA selection process. If an LPA is selected by the Metro Board, Metro will then prepare a Final EIR including written responses to public and agency comments. The Metro Board may then adopt the findings of the Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Project.

⁵ California Code of Regulations, Title 14, Chapter 3, Section 15088.5(f)(1).

ES.2.2 Project Objectives

East Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of Metro L (Gold) Line is located approximately four miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no rail connection for communities located to the east. By extending the existing Metro L (Gold) Line into eastern Los Angeles County, the Project will enhance access and mobility to communities located further east and provide connectivity to other destinations along Metro's regional transit system. Further, the Project will reduce travel times and the need for transfers within the system. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County. In support of the goals documented in Metro's 2020 LRTP and Metro's Vision 2028 Strategic Plan, the Project Objectives include the following:

- Enhance regional connectivity and air quality goals by extending the existing Metro L (Gold) Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to activity centers and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

ES.3 Alternatives Considered/Project Description

Metro has identified three Build Alternatives as well as a No Project Alternative that are considered and included in this Recirculated Draft EIR. The Build Alternatives include Alternative 1 Washington (Atlantic Boulevard to Lambert Station), Alternative 2 (Atlantic to Commerce/Citadel Initial Operating Segment [IOS]), and Alternative 3 (Atlantic to Greenwood IOS). The three Build Alternatives have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further

into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in the city of Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the “base Alternative” (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). A summary of the three Build Alternatives and design options are provided below.

ES.3.1 Build Alternatives

Three Build Alternatives, two design options, and two MSF site options evaluated in this Draft EIR include:

- Alternative 1: Washington (Atlantic Boulevard to Lambert station)
 - Design Option 1: Atlantic/Pomona Station Option
 - Design Option 2: Montebello At-Grade Option
 - Commerce MSF site option
 - Montebello MSF site option
- Alternative 2: Atlantic to Commerce/Citadel IOS
 - Design Option 1: Atlantic/Pomona Station Option
 - Commerce MSF site option
- Alternative 3: Atlantic to Greenwood IOS
 - Design Option 1: Atlantic/Pomona Station Option
 - Design Option 2: Montebello At-Grade Option
 - Commerce MSF site option
 - Montebello MSF site option

Table ES-1 summarizes the components for each Build Alternative.

Table ES-1. Summary of Build Alternatives Components

Components	Build Alternatives		
	Alternative 1 Washington	Alternative 2 Atlantic to Commerce/Citadel IOS	Alternative 3 Atlantic to Greenwood IOS
Alignment length	9 miles	3.2 miles	4.6 miles
Length of underground, aerial, and at-grade ²	Base Alternative¹		
	3 miles underground; 1.5 miles aerial; 4.5 miles at-grade ³	3 miles underground 0.1 miles aerial; 0.1 miles at-grade ³	3 miles underground; 1.5 miles aerial; 0.1 miles at-grade ³
	Atlantic/Pomona Station Option		
	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment
	Montebello At-Grade Option		
	3 miles underground; 0.5 miles aerial; 5.5 miles at-grade	NA	3 miles underground; 0.5 miles aerial; 1.1 miles at-grade
Station configuration	Base Alternative¹		
	7 stations: 3 underground (1 relocated/reconfigured); 1 aerial; 3 at-grade	3 stations: 3 underground (1 relocated/reconfigured)	4 stations: 3 underground (1 relocated/reconfigured); 1 aerial
	Montebello At-Grade Option		
	4 at-grade; 0 aerial	NA	1 at-grade; 0 aerial
Major (signalized) at-grade intersection crossings	Base Alternative¹		
	11	0	0
	Montebello At-Grade Option		
Major aerial crossings	15	NA	4
	Base Alternative		
	6	0	6
	Montebello At-Grade Option		
Freight rail crossings	5	4	5
	1 undercrossing at I-605	0	0
River crossings ⁵	2	0	0
TPSS facilities ⁶ ,	8	3	4
MSF ⁶ site options	2	1	2

Notes:

¹ The Base Alternative is the Build Alternative without the implementation of any design options (Atlantic/Pomona Station Option and/or Montebello At-Grade Option). Design Option are listed in the table if they differ from the Base Alternative.

² Total lengths do not include MSF lead track

³ The at-grade length includes 0.05-mile of transition from at-grade to underground.

⁴ Freight rail crossings would be grade separated and would not occur in the at-grade configuration.

⁵ The Base Alternative with design options would have the same number of river crossings.

⁶ The Base Alternative with design options would have the same number of TPSS facilities.

Key:

TPSS = Traction Power Substation; MSF = Maintenance and Storage Facility; O&M = Operations and Maintenance; NA = Not Applicable

The Build Alternatives would operate approximately 21.5 hours daily, seven days per week, from 4:00 am to 1:30 am. Construction activities are anticipated to occur over the course of approximately 60 months to 84. Revenue service is anticipated to begin in 2035, but availability and source of funding may change and allow construction to initiate sooner.

Figure ES.3, Figure ES.4, and Figure ES.5 shows the alignments and station locations for the Build Alternatives

ES.3.2 No Project Alternative

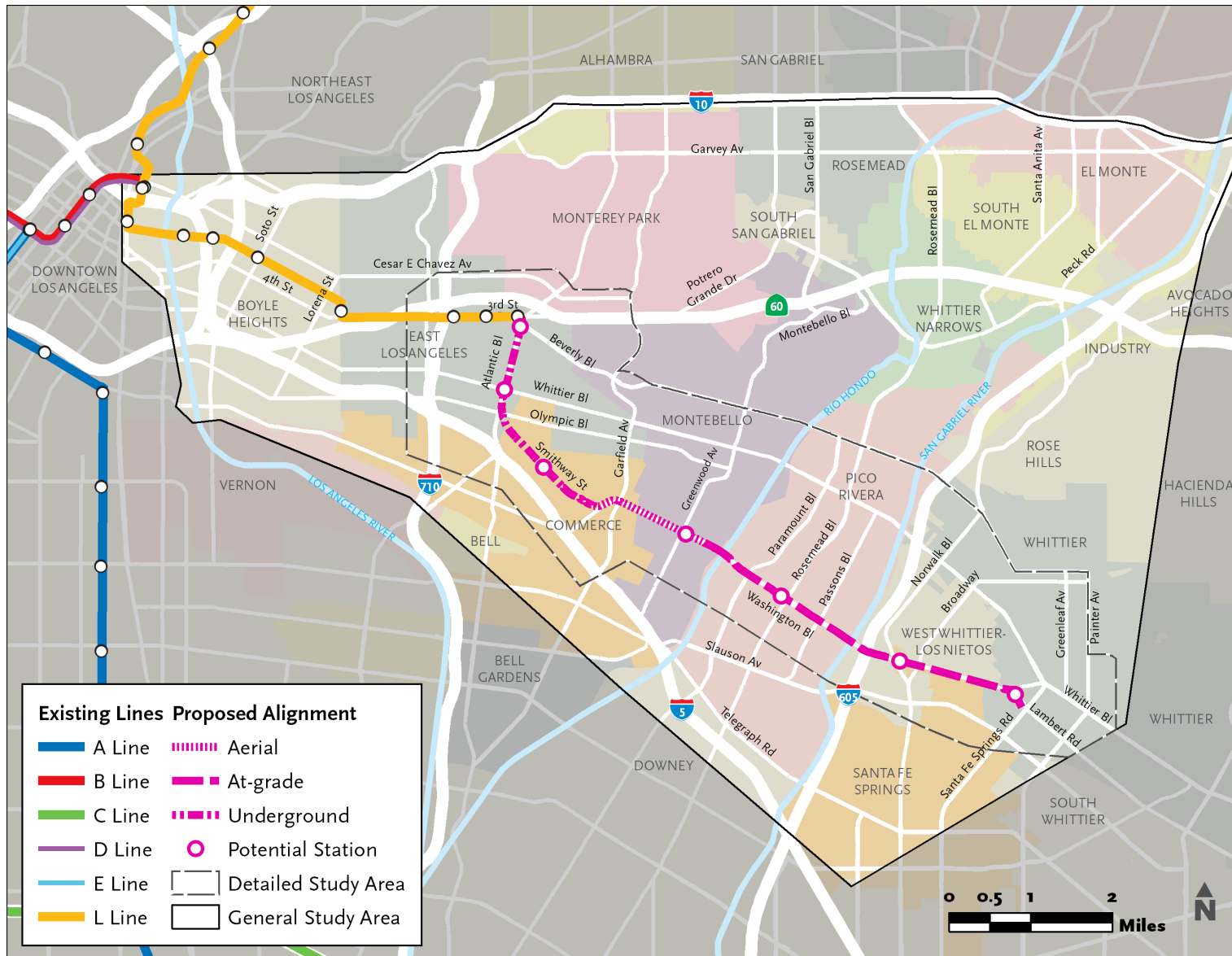
Pursuant to CEQA Guidelines,⁶ the No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service and include planned regional projects through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via Measure R or Measure M sales tax measures that were approved by voters. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 LRTP and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS).

ES.4 Environmental Analysis

The Recirculated Draft EIR identifies the potential environmental impacts of the Project alternatives and discusses design features or mitigation measures that would avoid or substantially reduce these impacts to less than significant levels. Project measures are incorporated as part of the Project and consists of design features, best management practices, or other measures required by law and/or permit approvals. Where relevant, these are included as part of the Project alternatives, MSF site options, and design options. Mitigation measures are the additional actions, not otherwise part of the Project that would be applied to avoid, minimize, or compensate for significant impacts identified. Mitigation measures are required where significant impacts have been identified based on the impact analyses for operation or construction of the Project alternatives, MSF site options, and design options.

Table ES-2 presents a summary of impacts by environmental resources and **Table ES-3** identifies the environmental impacts, required mitigation measures, and impact remaining after mitigation (as applicable) for the Project alternatives.

⁶ California Code of Regulations, Title 14, Chapter 3, Section 15126.6(e)(2).



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.3. Alternative 1 Washington



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.4. Alternative 2 Atlantic to Commerce/Citadel IOS



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.5. Alternative 3 Atlantic to Greenwood IOS

Table ES-2. Summary of Impacts by Environmental Resource

Alternative		Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	Green House Gas Emissions	Hazards and Haz-Materials	Hydrology and Water Quality	Land Use	Noise and Vibration	Population and Housing	Public Services and Recreation	Transportation	Tribal Cultural Resources	Utilities and Service Systems	Growth Inducing Impacts
No Project Alternative		NI	SU	NI	NI	NI	NI	SU	NI	LTS	NI	NI	NI	NI	SU	NI	NI	NI
Alt 1 ^{1,2}	Commerce MSF	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
	Montebello MSF	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
Alt 2 ¹	Commerce MSF ¹	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
Alt 3 ^{1,2}	Commerce MSF	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
	Montebello MSF	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.

Notes:

- 1 The Atlantic/Pomona Station design option would be applied to all three Build Alternatives. In comparison with Base Alternatives, this design option would require less cut-and-cover construction which may reduce the severity of significant geological and cultural resources impacts during construction. However, overall findings of significant and unavoidable impacts for would still apply for all Build Alternatives with this design option.
- 2 The Montebello At-Grade design option would be applied as part of Alternative 1 and Alternative 3. In comparison with the Base Alternatives, this design option includes an at-grade configuration east of Garfield Avenue along Washington Boulevard which would avoid property acquisitions and reduce the severity of significant geological and cultural resources impacts during construction. However, additional transportation mitigation would need to be applied for the at-grade configuration between Garfield Avenue and Montebello Boulevard and the overall findings of significant and unavoidable impacts for Alternative 1 and 3 would still remain with this design option.

Key:

NI = No Impact; LTS = Less Than Significant; LTSM = Less Than Significant with Mitigation; SU = Significant and Unavoidable

Table ES-3. Summary of Impact Evaluation of Recirculated Draft EIR

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Aesthetics	AES-1	Vistas	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AES-2	Scenic Highways	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	AES-3	Visual Character	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AES-4	Light and Glare	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Air Quality	AQ-1	Air Quality Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AQ-2	Regional Criteria Pollutant Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	AQ-3	Localized Pollutant Concentrations	Alt 3:	Less Than Significant	None	Less Than Significant
			Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AQ-4	Other Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HR-1	Human Health Risks	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Biological Resources	BIO-1	Protected Species	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM BIO-1 (Bat Emergence Surveys) • MM BIO-2 (Bat Nesting Survey) • MM BIO-3 (Bat Exclusion Plan and Measures) • MM BIO-4 (Bird Nesting Survey) 	Less Than Significant
			Alt 2:	Potentially Significant	• MM BIO-4 (Bird Nesting Survey)	Less Than Significant
			Alt 3:	Potentially Significant	• MM BIO-4 (Bird Nesting Survey)	Less Than Significant
	BIO-2	Riparian Habitat/ Sensitive Natural Communities	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) • MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant
	BIO-3	Movement of Fish and Wildlife Species	Alt 1:	Less than Significant	None	Less Than Significant
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	BIO-4	Policies/ Ordinances	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	CUL-1	Historical Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-2 (Historical Resource Archival Documentation for the Pacific Metals Company Building) MM CUL-3 (Interpretive Program for the Pacific Metals Company Building) MM CUL-4 (Protection Measures for Dal Rae Restaurant Sign) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition) 	Less Than Significant (If Montebello MSF Site Option is selected) or Significant Unavoidable (If Commerce MSF Site Option is selected)

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition) 	Significant Unavoidable (Commerce MSF Site Option would be selected)
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-2 (Historical Resource Archival Documentation for the Pacific Metals Company Building) MM CUL-3 (Interpretive Program for the Pacific Metals Company Building) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition) 	Less Than Significant (If Montebello MSF Site Option is selected) or Significant Unavoidable (If Commerce MSF Site Option is selected)
	CUL-2	Archaeological Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-7 (Site of the Battle of Rio San Gabriel) MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
	CUL-3	Disturbance of Human Remains	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Energy	ENG-1	Energy Consumption	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	ENG-2	Energy Plans	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Geology, Soils, Seismicity, and Paleontological Resources	GEO-1	Exposure to Seismic Hazards	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-2	Soil Erosion	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-3	Soil Stability	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-4	Expansive Soils	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-5	Paleontological Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	<p>Significant Unavoidable when tunneling using a TBM;</p> <p>Less Than Significant for all other construction and during operations</p>
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	<p>Significant Unavoidable when tunneling using a TBM;</p> <p>Less Than Significant for all other construction and during operations</p>
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	<p>Significant Unavoidable when tunneling using a TBM;</p> <p>Less Than Significant for all other construction and during operations</p>

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Greenhouse Gas Emissions	GHG-1	Emission Generation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GHG-2	Conflicts	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	HAZ-1	Transport, Storage, Use, or Disposal of Hazardous Materials	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HAZ-2	Release of Hazardous Materials	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-3	Hazardous Materials Within One-Quarter Mile of a School	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-5	Airport Land Use Plans	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-6	Emergency Response or Emergency Evacuation Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HAZ-7	Wildland Hazards	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Hydrology and Water Quality	HWQ-1	Water Quality	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
	HWQ-2	Groundwater Supplies and Recharge	Alt 1:	Potentially Significant	MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers)	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HWQ-3(i)	Erosion and Siltation	Alt 1:	Potentially Significant	MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River)	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HWQ-3(ii)	Surface Runoff	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HWQ-3(iii)	Stormwater Drainage	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HWQ-3(iv)	Flood Flows	Alt 1:	Potentially Significant	• MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers)	Less Than Significant
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	HWQ-4	Inundation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	HWQ-5	Water Management	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
Land Use and Planning	LUP-1	Dividing an Established Community	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	LUP-2	Plan, Policy or Regulation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Noise and Vibration	NOI-1	Ambient Noise	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-1	Ambient Noise	Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-1	Ambient Noise	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant
Population and Housing	PPH-1	Unplanned Population Growth	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	PPH-2	Displacement	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Public Services and Recreation	PSR-1	Public Services	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	PSR-2	Increased Recreation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	PSR-3	New Recreation Facilities	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Transportation and Traffic	TRA-1	Conflict with Programs, Plans, and Policies	Alt 1:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
			Alt 2:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
			Alt 3:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
	TRA-2	Conflict with CEQA Guidelines	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	TRA-3	Design Hazards or Incompatible Uses	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	TRA-4	Inadequate Emergency Access	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Tribal Cultural Resources	TCR-1	Historical Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
	TCR-2	Native Tribal Significance	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM TCR-1 (Tribal Cultural Resources Training) MM TCR-2 (Retain a Native American Monitor) MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
Utilities and Service Systems	UTL-1	Relocation or Construction	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-2	Water Supplies	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-3	Wastewater	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-4	Solid Waste	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-5	Regulations	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Less Than Significant	None	Less Than Significant
Growth Inducing	GRW-1	Growth Inducing	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

ES.4.1 Significant and Unavoidable Impacts

According to the environmental impact analysis, there are no feasible mitigation measures to reduce significant impacts on historical resources if the Commerce MSF is selected (Impact CUL-1) or paleontological resources (Impact GEO-5) to less than significant. According to the environmental impact analysis, there are also no feasible measures to reduce the Project's cumulatively significant contribution to the cumulatively significant impacts on historical resources if the Commerce MSF is selected (Impact CUL-1) or paleontological resources (Impact GEO-5). As such, the construction of the Project would result in significant and unavoidable impacts related to Historical Resources if the Commerce MSF is selected (Impact CUL-1) and Paleontological Resources (Impact GEO-5) as discussed in Section 3.6, Cultural Resources, and Section 3.16, Geology, Soils, Seismicity & Paleontological Resources, of this Recirculated Draft EIR.

ES.5 Comparison of Alternatives

Table ES-4 provides a comparison of those resources that have significant and unavoidable impacts under one or more Alternatives and identifies the impact determination for each Alternative.

Table ES-4. Comparison of Impact Determinations by Alternative for Environmental Resources with Significant and Unavoidable Impacts

Alternative		Environment Resource with Significant and Unavoidable Impacts					
		Air Quality	Cultural Resources	Geology, Seismicity, Soils, and Paleontological Resources	Greenhouse Gas Emissions	Land Use	Transportation and Traffic
No Project Alternative		SU	NI	NI	SU	SU	SU
Alternative 1	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
	Montebello MSF ¹	LTS	LTSM	SU	LTS	LTS	LTSM
Alternative 2	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
Alternative 3	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
	Montebello MSF ¹	LTS	LTSM	SU	LTS	LTS	LTSM

Source: CDM Smith/AECOM JV, 2022.

Note:

¹ Alternative 1 with the Montebello MSF site option would have greater severity and number of impacts that would need to be mitigated compared Alternative 2 with the Montebello MSF site option, given its longer at-grade alignment and number of potential stations.

Key:

NI = No Impact; LTS = Less Than Significant; LTSM – Less Than Significant with Mitigation; SU = Significant and Unavoidable

ES.5.1 Environmentally Superior Alternative

Based on the comparison of environmental analysis summarized above and described in detail in Chapter 5, Comparison of Alternatives, Alternative 3 with the Montebello MSF site option would be the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives 1, 2, and 3 with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build of the Alternative 1 with Montebello MSF site option.

ES.6 Public Outreach

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach meetings for the Alternatives Analysis (AA) and continuing through 2022 for the efforts related to this Recirculated Draft EIR. As part of this extensive outreach, Metro has informed elected officials, agency staff, community stakeholders, and the general public of the status of the Project, including progress of the environmental review process.

The Project's history includes the publications of the following documents: the 2009 AA (Attachment A of Appendix T), the 2014 Draft EIS/ EIR, and the 2017 Post Draft EIS/EIR Technical Study. In 2007, Metro began outreach for the Project, with community engagement representing an integral component of the environmental process for the published documents mentioned above. A summary of these efforts is discussed in this section and presented in more detail in Chapter 6, Public Outreach.

The scoping period during the preparation for the Draft EIS/EIR began with the publication of the Notice of Preparation/Notice of Intent on January 25, 2010 and continued through April 14, 2010. During the 80-day scoping period, Metro hosted a total of five scoping meetings, four public meetings and one agency meeting, between February 22 and 27, 2010. The meetings were attended by more than 300 people. In addition to the official scoping meetings, Metro also participated upon request in various city and stakeholder events to enhance the outreach effort and increase awareness during the scoping period. For a detailed list of the scoping meeting dates and times, please refer to Attachment A1 of Appendix S. In compliance with CEQA and NEPA, an NOA was released to notify the public regarding the availability of the 2014 Draft EIS/EIR for its public review and comment. A 60-day public review period began on August 22, 2014 and ended on October 21, 2014.

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles. One meeting was held in East Los Angeles Library on May 13, 2019 from 5:30 to 7:30 pm. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public.

ES.7 Areas of Controversy and Issues to Be Resolved

ES.7.1 Areas of Controversy

The following areas of controversy and concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:

- Impacts to businesses during construction
- Traffic impacts due to reduction of lanes on Washington Boulevard
- Impacts to parking and need for parking
- Noise levels during construction
- Safety for students at nearby schools
- Security at stations

ES.7.2 Issues to be Resolved

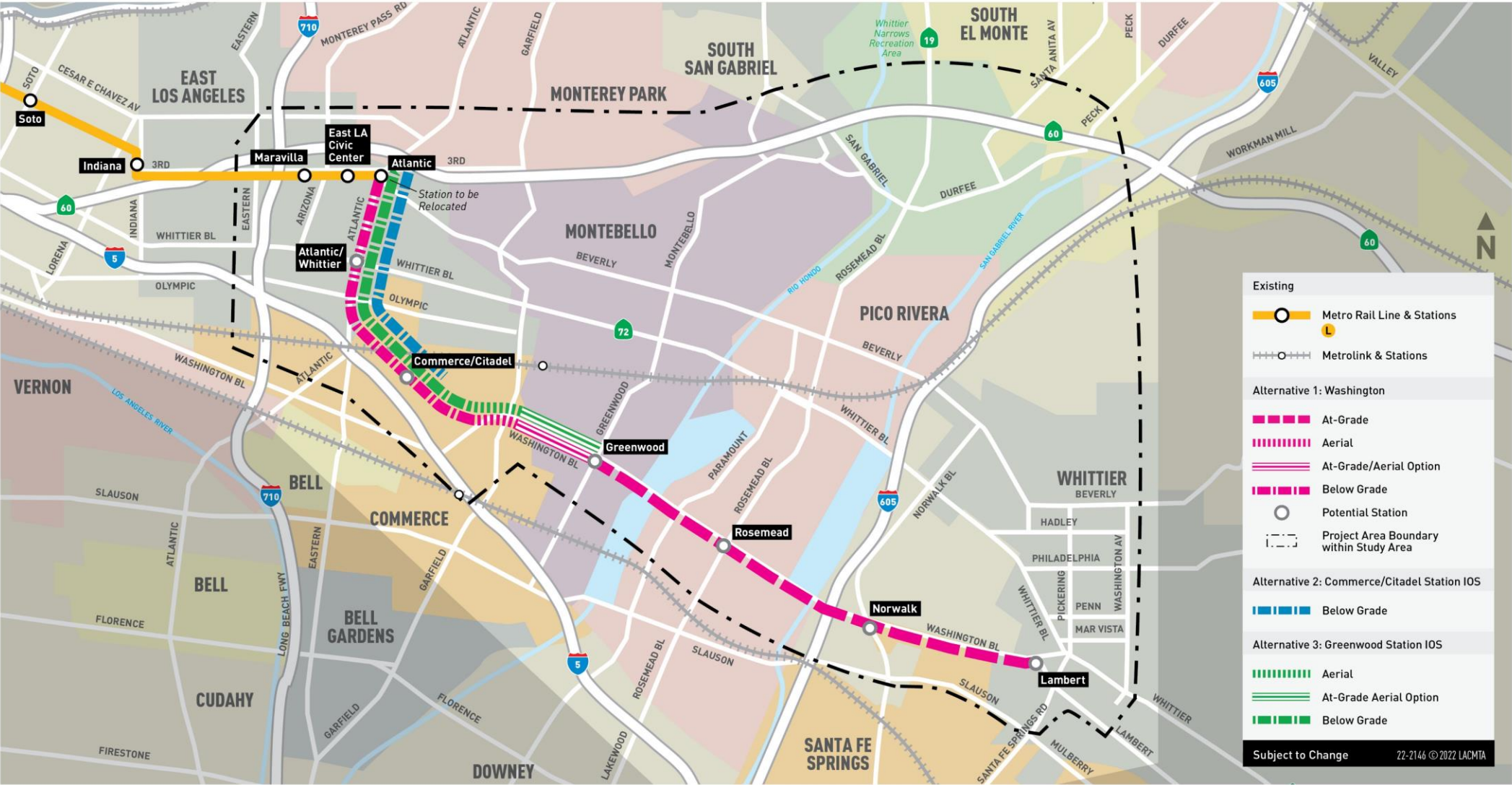
The following issues are to be resolved as the Project proceeds through the environmental process and stakeholder coordination:

- Selection of Maintenance and Storage Facility
- Selection of Design Options
- Selection of the LPA: The Metro Board will select an LPA after circulation of the Recirculated Draft EIR
- Funding Shortfall
- Design Refinements

Attachment B

Eastside Transit Corridor Phase 2

Project Alternatives



Eastside Phase 2 Transit Corridor

Title VI Maintenance Storage Facility Analysis

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Table 6-3 Limited English Proficiency in the Affected Cities

Table 6-4 Limited English Proficiency in the Affected Area (within 0.25 mile of MSF Site Option)

Table 6-5 Impacted Jobs and Businesses Located within the MSF Site Boundaries

Table 6-6 Impacted Jobs and Businesses Adjacent to the MSF Site Boundaries

Table 7-1 Difference between Minority Populations in the Affected Area and LA County

Table 7-2 Difference Between LEP Populations in the Affected Area and LA County

Table 7-3 Summary of Disparate Impacts to Minority Population and LEP Population

Figures

Figure 1-1 Project Map

Figure 5-1. Land Use Map of the City of Commerce

Figure 5-2. Land Use Map of the City of Montebello

Figure 5-3 Overview Map of MSF Candidate Sites on Washington Alternative

Figure 5-4 - Commerce MSF Site

Figure 5-4 – Montebello MSF Option

1) Executive Summary

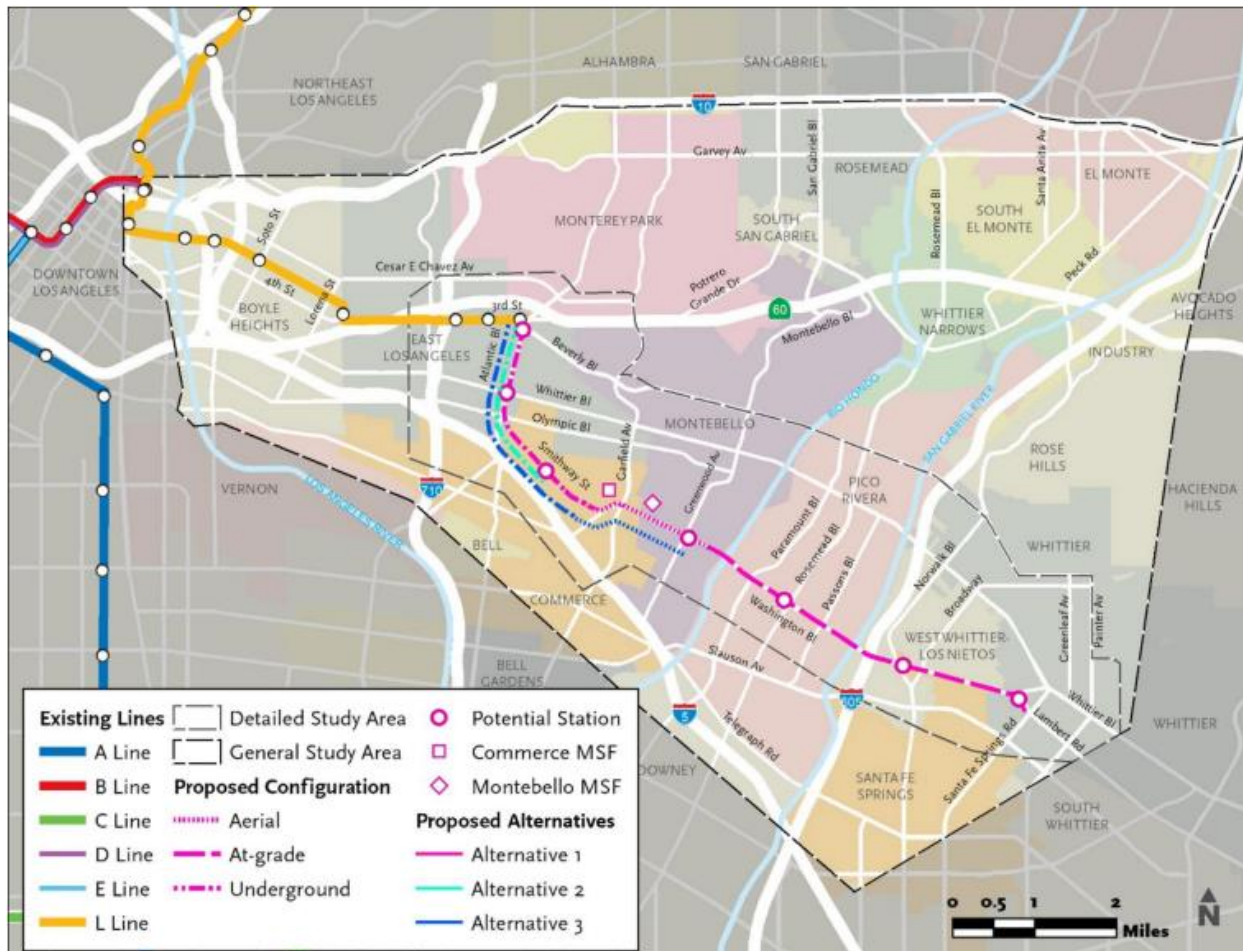
1.1 Overview

The Eastside Transit Corridor Phase 2 Project (Project) would extend the Metro L line, a light rail transit line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the City of Whittier within the Gateway Cities subregion of Los Angeles County. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers. The extension would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles and include the build out of one (1) maintenance and storage facility (MSF) site option. The alignment includes design options, depending on the Build Alternative.

As part of the Advanced Conceptual Engineering (ACE) design for the Project, numerous site concepts were proposed and developed for the (MSF). The purpose of the MSF is to serve as a base for rail operations and to conduct maintenance activities in conjunction with the Project as well as fulfilling existing regional needs

The purpose of this Title VI Equity Analysis is to ensure the MSF site options proposed by the Project are selected without regard to race, color, or national origin per Title VI of the Civil Rights Act of 1964 (42 United States Code Section 2000d) and in compliance with 49 Code of Federal Regulations (CFR) Section 21.9 (Non-Discrimination in Federally-Assisted Programs of the Department of Transportation. The Title VI Equity Analysis has been prepared to meet the requirements of the Federal Transit Administration (FTA) Circular 4702.1B and the Los Angeles Metropolitan Transportation Authority (Metro). Administrative Code Section 2-50-015.

Figure 1 -1 Project Map



1.2 Title VI Study Conclusions

Five MSF option sites were studied for the Washington Alternative. Three option sites were studied in the city of Commerce, one in Santa Fe Springs and a site in Montebello. All three Commerce MSF option sites had similar parcel acquisitions within the same area and had similar MSF site layouts. Commerce Option 1 had an elevated wye configuration, and that option was moved forward. The Santa Fe Springs option was withdrawn from analysis due to a new development planned and constructed. This info was provided by the city and a city coordination meeting. An MSF site option in Montebello has been further designed and included as an option that could accommodate the regional maintenance and storage needs with variations for aerial and at-grade tracks. The MSF site options evaluated in this Title VI Equity Analysis are the Commerce MSF and Montebello at grade and aerial MSF. The disparate impact for each MSF option is summarized in Table 1-1.

Table 1-1 Summary of Disparate Impacts to Minority Population and LEP Population		
Affected Area	Disparate Impact to Minority Population	Disparate Impact to LEP Population
Commerce MSF		•
Montebello MSF		•

2) Project Background and Purpose

2.1 History

In 2014 the Draft EIS/EIR studied the Santa Fe Springs and Commerce MSF options for Washington Alternative. In the 2017 Post technical Study the underground segment along Atlantic Boulevard was introduced and this expanded options for MSF site options. In 2020 the City of Montebello requested to analyze option sites in Montebello and one site was identified in coordination with City Staff. This site has an at grade and an aerial option.

2.2 Purpose

Metro's Administrative Code includes Title VI requirements in Chapter 2-50-015, Determination of Site or Location of Facilities. This provision applies to, but is not limited to, storage facilities, maintenance facilities, operations centers, etc. This provision does not apply to bus shelters, transit stations, fixed guideways or ancillary facilities such as power substations. Metro is required to complete a Title VI Equity Analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. The analysis, which must compare the equity of impacts of various siting alternatives, must occur before the selection of the preferred alternative.

- Title VI of the Civil Rights Act of 1964 (42 United States Code Section 2000d) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."
- FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, requires an equity analysis to ensure that the location of a maintenance, storage, or operation facility is selected without regard to race, color, or national origin

2.3 Public Outreach

During the 60-day public review period, Metro held four public hearings in communities surrounding the Project in September and October 2014. A total of 528 participants attended these four meetings which also included 120 speakers providing public input and 148 participants providing written comments. Hearing one was held in Pico Rivera on September 27, 2014, hearing two was held in Montebello on September 29, 2014. Hearing three was in East Whittier on September 30, 2014 and hearing four was held in South El Monte on October 1, 2014.

During the 2017 Post Draft EIS/EIR Technical Study phase, Metro hosted ten community meetings and held a total of 110 briefings throughout the communities surrounding the Project and hosted two tours of Metro facilities and construction sites. Engagement efforts focused not only on general Project awareness, but also toward engaging the Washington Boulevard Coalition and SR-60 Coalition stakeholders as well as East Los Angeles in the unincorporated area of Los Angeles County. For the 2017 public meetings, Metro hosted five public community meetings in February 2017 in the cities of Whittier, Montebello, South El Monte, Commerce, and the unincorporated community of East Los Angeles to update the community and receive input on the 2017 Post Draft EIS/EIR Technical Study

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles. One meeting was held in East Los Angeles Library on May 13, 2019, from 5:30 pm to 7:30 pm. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public.

Post scoping there were 3 community meetings in 2020 focusing on the SR60 corridor and the potential withdrawal of the SR60 alignment. There were four community meetings in 2021 taking place on the afternoon of November 15, evening of November 15, November 16 and November 17 in East Los Angeles, Montebello and Pico Rivera respectively. Additionally, there were six in person community events that occurred prior to the community meetings.

Since that time, the Project team has held several rounds of community meetings to update the public on major milestones. In June 2022, two virtual meetings held to provide updates on the release of the environmental document and to provide detailed information on the maintenance storage facility options for the public to comment. The meetings on June 27 and 29, 2022, were held prior to the release of the draft EIR that also included in person tech services locations in East Los Angeles and Whittier. There was a total of 169 participants and 98 comments at the June 2022 meetings.

In July and August of 2022, Metro held four public hearings to present key findings in the Draft EIR. Meeting in person were held at these corridor communities in East Los Angeles, Montebello, Pico Rivera and Whittier.

3) Methodology

3.1 Demographic and Socioeconomic Data

For this Title VI MSF report the Affected area is defined as the area located within a 0.25 mile around the boundaries of the MSF site. The Affected cities that are within the boundaries are the cities of Commerce and Montebello.

The data used in the report is taken from the U.S. Census Bureau and used block group level data. This data is used in the analysis for both the Affected Cities and Affected Area.

3.2 Definitions

The following definitions are provided from FTA Circular 4702.1B Chapter 1 and Metro's Administrative Code Section 2-50-20.

Census Block Group: A census block group consists of clusters of blocks within the same census tract. A census block group is the smallest geographical unit for which the U.S. Census Bureau publishes sample.

Disparate Impact: Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.

Limited English Proficient (LEP) Populations: LEP populations refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. Minority Persons: A minority person is one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander.

Minority Population: A minority population refers to any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed Department of Transportation (DOT) program, policy, or activity

National Origin. National origin means the particular nation in which a person was born, or where the person's parents or ancestors were born.

4) Regulatory Framework

FTA's Circular 4702.1B, Chapter III, General Requirements

Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part."

Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin." For purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations: The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.

When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Metro's Administrative Code, Chapter 2-50, Title VI Requirements and Public Hearings

Metro's Administrative Code includes Title VI requirements. Chapter 2-50-005, Major Services Changes, of Metro's Administrative Code states that "all major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then forwarded to the FTA with a record of the action taken by the Board." As such, the Eastside Phase 2 Transit Corridor Project is classified as a major service change due to it falling under category 1 of Metro's Administration Code 2-50-005(B)(1) which states "A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the

lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months.”

5) Affected environment/existing conditions

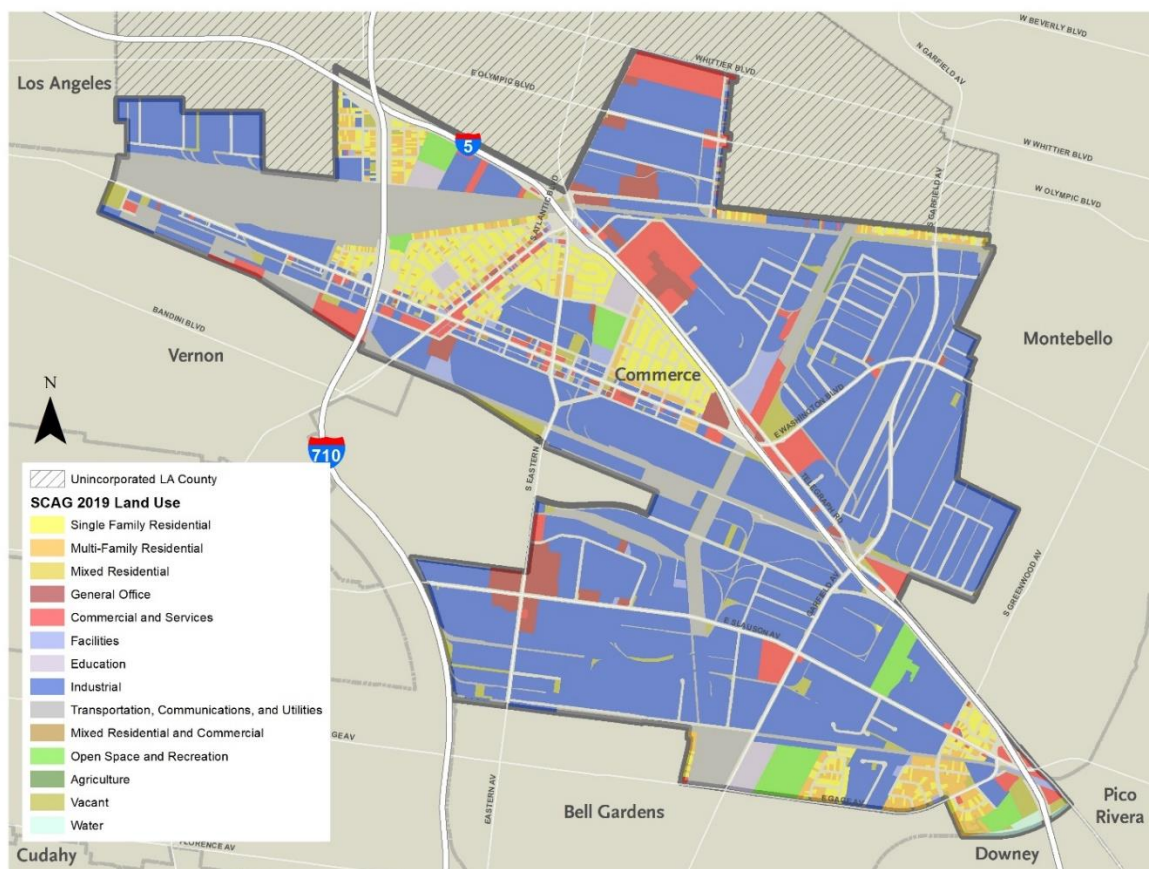
5.1 Affected Cities

The “Affected Area” is defined as areas within a 0.25 mile around the boundaries of the MSF site options. “Affected Cities” are those jurisdictions within the proposed MSF site options. For this Project the MSF site options are located in cities of Commerce and Montebello.

5.2 City of Commerce

The City of Commerce, incorporated in 1960 encompasses approximately 6.6 miles. and is generally bounded by the cities of Los Angeles, Vernon, Montebello and Maywood. The MSF site is within a primarily existing industrial area of which a number of warehouse properties are served by Burlington Northern Santa Fe Railroad (BNSF). The majority of this site is commercial and light industrial and warehousing.

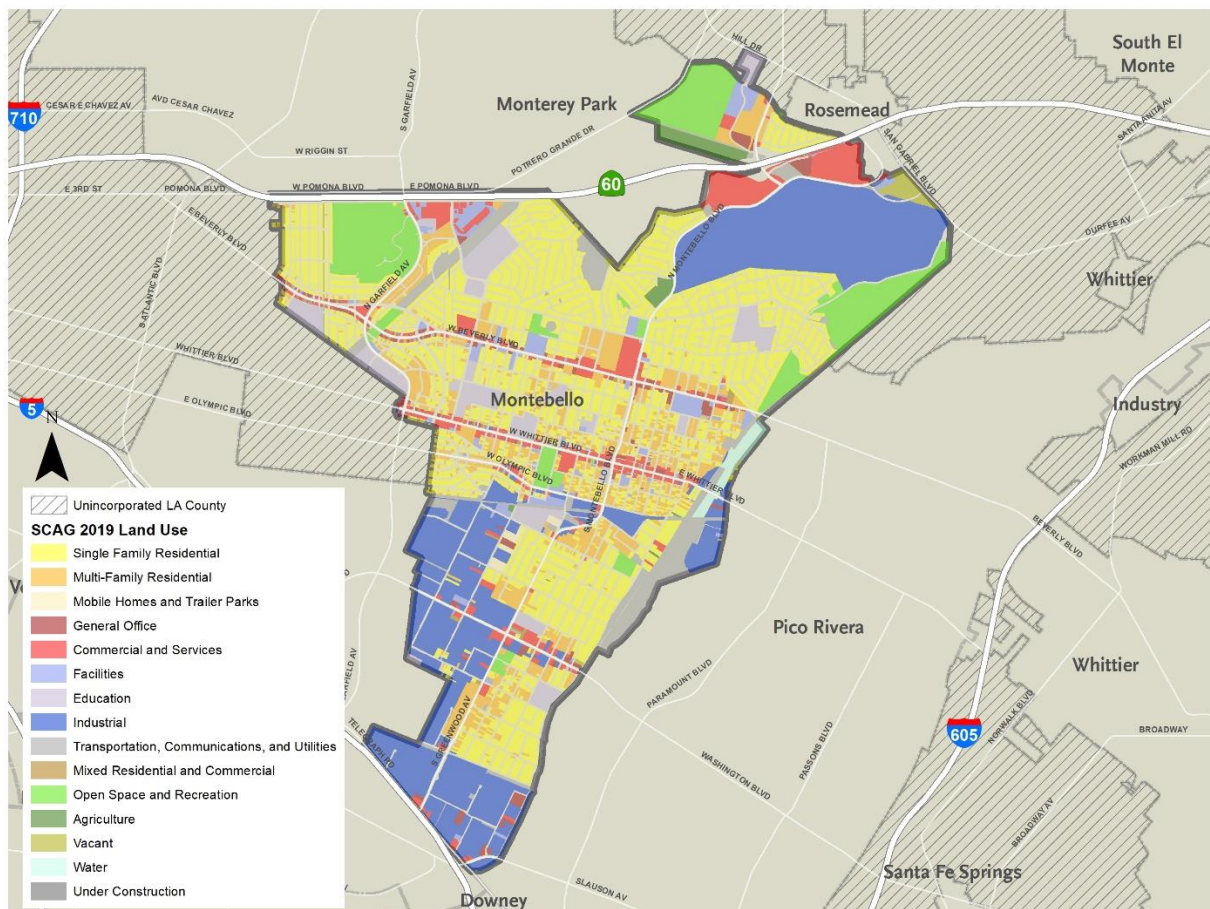
Figure 5-1. Land Use Map of the City of Commerce



5.3 City Of Montebello

The City of Montebello, incorporated in 1920 encompasses approximately 8.45 miles. Montebello is generally bounded by the cities of Monterey Park, Commerce, Pico Rivera and Los Angeles. The City of Commerce has a residential population of 64,353. The MSF site is primarily composed of a commercial and industrial area.

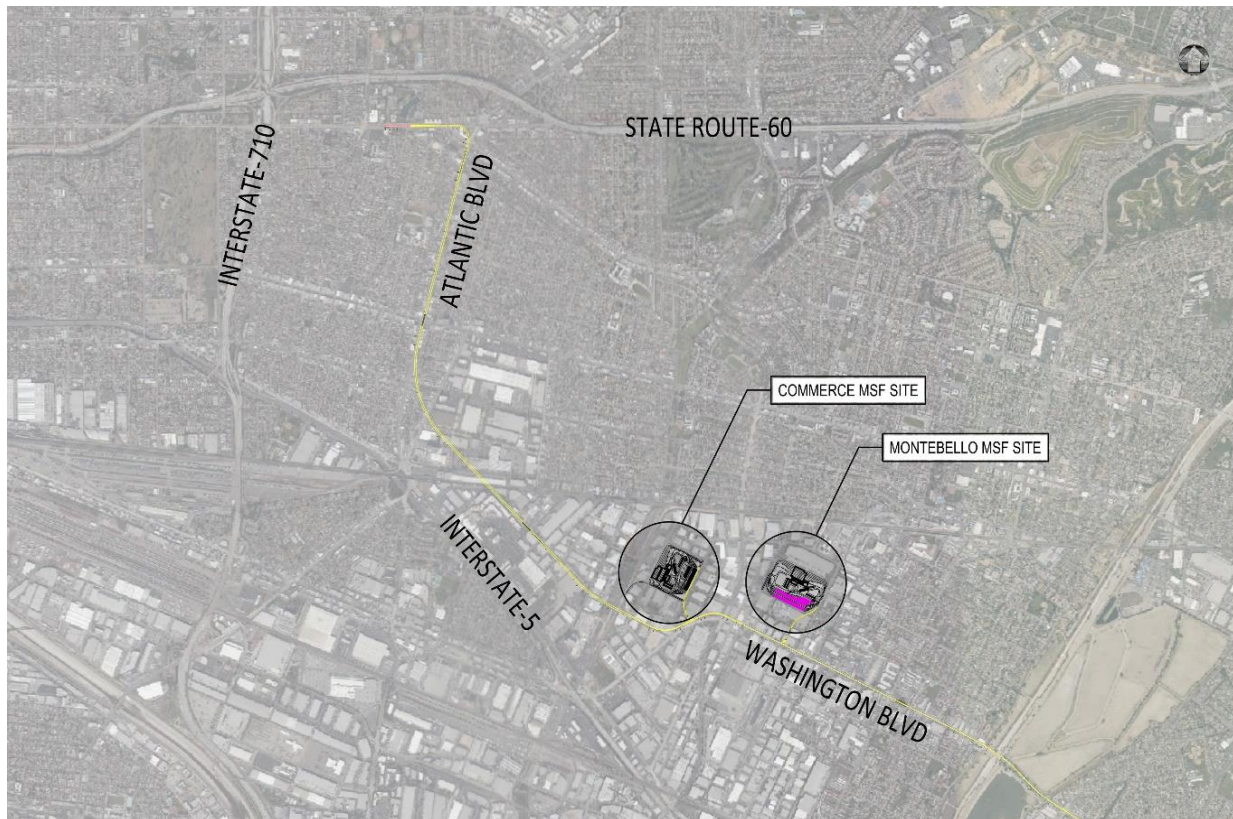
Figure 5-2. Land Use Map of the City of Montebello



5.4 MSF Site Options

In general, an MSF site is approximately 20 to 25 acres in size which is typical for a dedicated storage capacity of 80 to 100 light rail vehicles. The Commerce and Montebello sites can both accommodate 100 cars with increased capacity at the Montebello site for up to 120 cars. This acreage does not include the right-of-way for bringing in the yard lead tracks from the main line to the MSF facility.

Figure 5-3 Overview Map of MSF Candidate Sites on Washington Alternative



5.5 City of Commerce Site

This site is approximately 24.4 acres in area with an additional 7 acres for the yard leads and is located in the City of Commerce. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connections. The site is bounded by Gayhart Street on the southwest, Davis Avenue and Washington Boulevard to the east, Fleet Street to the north and Saybrook Avenue to the west. The majority of the nearby parcels are commercial or light industrial uses on all sides of the property. There are no residential homes located near the site. The closest residences are located over 100 feet away from the site. The site is within a primarily existing industrial area of which a number of warehouse properties are served by Burlington Northern Santa Fe Railroad (BNSF). The majority of this site is developed and occupied by commercial and light industrial and warehousing.

Figure 5-4 - Commerce MSF Site

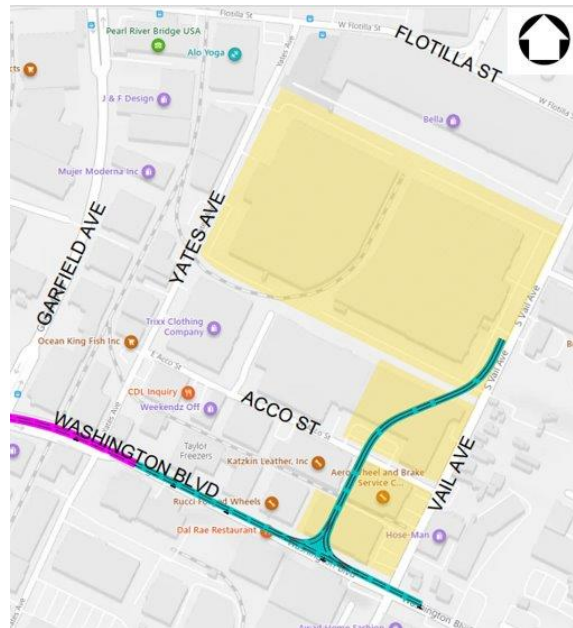


5.6 City of Montebello Site

5.6.1 Aerial Wye Option

Two options have been evaluated for the yard lead tracks and is dependent on the main line configuration remaining aerial from Garfield Avenue to Montebello Blvd with an aerial station at Greenwood Blvd or descending to grade with an at-grade station at Greenwood. This site is approximately 31 acres in area with an additional 9 acres for the yard leads and is located in the City of Montebello. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connection. The site is bounded by Flotilla Street on the north, Washington Boulevard on the south, Yates Avenue on the west, and Vail Avenue to the east. An aerial wye may be operationally preferred and would not require at-grade train movements across Washington or require the closure of Acco Street. Both options are feasible. The majority of the nearby parcels are commercial or light industrial uses on all sides of the property. There are no residential homes located near the site. The closest residences are located 1,000 feet from the site.

Figure 5-4 – Montebello MSF Option



5.6.2 At-grade Wye Option

This site is approximately 31 acres in area with an additional 9 acres for the yard leads and is located in the City of Montebello. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connection. With an at-grade wye, the main tracks are tangent at-grade and provide space in the median for placement of single No. 10 crossovers on either side of the MSF yard lead track connections that cross the eastbound lanes of Washington Boulevard. Yard lead track vehicle movements from the main tracks across the eastbound traffic lanes into the yard will be via traffic signals. Provisions for railroad crossing gates will be evaluated. An at-grade wye will require Acco Street a local street, which is north of Washington Blvd, to be discontinued with cul-del-sacs on both sides of the yard lead tracks.

6) Demographic and Socioeconomic Characteristics of the Affected Area

The data used in this study is demographic and socioeconomic from the US Census Bureau, ACS 5 Year estimates for the Affected Cities of Commerce and Montebello and their respective Affected Areas.

6.1 Minority Population

Table 6-1 presents the total population and minority share for the population for LA county and for each of the Affected Cities.

Table 6-1 Total and Minority Population in the Affected Cities			
Jurisdiction	Total Population	Total Minority Population	Minority Share of the Population
LA County	10,014,009	7,428,740	73.4%
Commerce	12,378	12,085	98%
Montebello	62,640	58,180	93%

Table 6-2 presents population and minority share of the total population of the Affected Area for each MSF site option. The Commerce MSF has a smaller total population than the Montebello MSF. Both sites have a similar minority share of the population with Commerce having a higher minority percent share 49.8% and Montebello having a slightly lower minority percent share 49.6%.

Table 6-2 Total and Minority Population of Affected Area (within 0.25 mile of MSF Site)			
Affected Area	Total Population	Total Minority Population	Minority Share of the total population
Commerce MSF	1453	723	49.8%
Montebello MSF	3335	1,653	49.6%

6.2 Limited English Proficiency

Table 6-3 shows the share of residents with LEP populations in the Affected Cities. Spanish is the most common language spoken for each community. Montebello does have a percentage of the LEP population with other Indo-European language and 3% Asian/Pacific language while Commerce has 0% for both.

Table 6-3 Limited English Proficiency in the Affected Cities				
Jurisdiction	Any LEP Language	Spanish	Other Indo-European Language	Asian/Pacific Island Language
LA County	13%	9%	1%	3%
Commerce	20%	20%	0%	0%
Montebello	16%	13%	<1%	3%

Table 6-4 shows the share of residents with LEP populations in the Affected Area. For both sites Spanish is the most common other language spoken for each community. The Affected areas have a higher

percent of LEP populations compared to LA County at 13%. The Commerce MSF has a higher percentage of Spanish speakers than the Montebello MSF with 73.3%.

Table 6-4 Limited English Proficiency in the Affected Area (within 0.25 mile of MSF Site Option)				
Affected Area	Any LEP Language	Spanish	Other Indo-European Language	Asian/Pacific Island Language
Commerce MSF	73.3%	73.3%	0.0%	0.0%
Montebello MSF	66.4%	66.4%	0.0%	0.0%

6.3 Minority Owned Businesses

Table 6-5 shows the impacted businesses within the MSF sites. There are 18 impacted business in the Commerce MSF and 8 in the Montebello MSF. The analysis to determine if these businesses are identified as minority owned will take place during the National Environmental Policy Act (NEPA) process. The same process will be done for the impacted business that are adjacent to the MSF sites shown in table 6-6. A minority-owned business is defined as a business with 51 percent or more of its stock or equity being owned, operated, and controlled on a daily basis by one or more (in combination) American citizens of the following ethnic minorities: Black, Asian/Asian Pacific Islander, Hispanic, and Native American. There will be no residential property acquisitions for this Project and the areas of both the Commerce and Montebello MSF are primarily commercial and industrial.

Table 6-5 Impacted Jobs and Businesses Located within the MSF Site Boundaries					
MSF Site Option	Impacted On-Site Jobs	Total Impacted Businesses	Identified Minority-Owned Businesses	Unknown Minority-Owned Status	Percent Share of Minority-Owned Business
Commerce	1,983	18	N/A	18	N/A
Montebello	1,038	8	N/A	8	N/A

Table 6-6 Impacted Jobs and Businesses Adjacent to the MSF Site Boundaries					
MSF Site Option	Impacted Off-Site Jobs	Total Impacted Adjacent Businesses	Identified Minority-Owned Businesses	Unknown Minority-Owned Status	Percent Share of Minority-Owned Business
Commerce MSF	518	21	N/A	21	N/A
Montebello MSF	708	28	N/A	28	N/A

7) Assessment and Conclusion

7.1 Disparate Impact Assessment

A disparate impact refers to a valid neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color, or national origin. A disparate impact will be deemed to have occurred if the absolute difference between the percentage of the minority population within the Affected Area and the overall percentage of the minority population in LA County is at least 5 percent, or if there is a 20 percent or greater difference between the percentages of these two groups.

7.2 Minority Population

Table 7-1 Difference between Minority Populations in the Affected Area and LA County					
Affected Area	Percent Minority Population	Absolute Difference	At Least 5% Absolute Difference	Relative Difference	20% or Greater Relative Difference
LA County	73.4%				
Commerce MSF	49.8%	-23.6%	No	-47.39%	No
Montebello MSF	49.6%	-23.8%	No	-47.98%	No

Table Notes:

a Minority status is defined by race/ethnicity categories of individuals self-identifying as Hispanic and non-Hispanic African American, Asian and Pacific Islanders, Two or More Races, or Other Non-White race categories.

b A disparate impact will be deemed to have occurred if the absolute difference between the percentage of the minority population adversely affected by the MSF and the overall percentage of the minority population in Los Angeles County is at least 5%, or if there is a 20% or greater difference between the percentages of these two groups.

c The Relative Difference is the Absolute Difference divided by the Percent Minority Employees/Business owners for each MSF option.

7.3 Limited English Proficiency Population

Table 7-2 Difference Between LEP Populations in the Affected Area and LA County					
Affected Area	LEP Population	Absolute Difference	At Least 5% Absolute Difference	Relative Difference	20% or Greater Relative Difference
LA County	13%				
Commerce MSF	73.3%	60.3%	Yes	82.25%	Yes
Montebello MSF	66.4%	53.4%	Yes	80.43%	Yes

7.4 Mitigation Measures

The Commerce and Montebello sites both have land uses that are compatible for a MSF site. The majority of the nearby parcels are commercial or light industrial uses on all sides of the properties. The cities of Montebello and Commerce have given input on the locations of the MSFs. Community meetings were held in June 2022 to receive feedback and to share information with the public about the location of the MSF site options.

There are no residential displacements anywhere in the project area. Under CEQA, the owners of the private property have state constitutional guarantees through the California Relocation ACT. Under this ACT, Metro would provide relocation assistance and benefits private property owners that are impacted by the project. During the upcoming NEPA process, displacement and relocation will be evaluated. If this assessment results in a mitigation, then the project will need to comply with the Uniform Relocation Act.

7.5 Conclusions

The cities where the MSF sites are located are comprised of primarily minority populations with the city of Montebello at 93% and the City of Commerce at 98% compared to LA County at 73.4%. The area of the MSF sites has lower minority populations than the cities where they are located with Montebello MSF at 49.8% and Commerce MSF at 49.6%. Table 7-3 summarizes the disparate impacts to the affected areas. Neither the Commerce MSF or the Montebello MSF has a disparate impact with the absolute and relative differences both being negative numbers that are below the thresholds of the absolute and relative difference. The Commerce MSF and Montebello MSF sites would both have a disparate impact to LEP populations. The Commerce site has the larger absolute difference at 60.3% and the Montebello site at 53.4%. The MSF sites were determined based on community and city input, operational and engineering compatibility and minimizing environmental impacts.

Table 7-3 Summary of Disparate Impacts to Minority Population and LEP Population		
Affected Area	Disparate Impact to Minority Population	Disparate Impact to LEP Population
Commerce MSF		•
Montebello MSF		•

8 References

Los Angeles County Metropolitan Transportation Authority (Metro). Administrative Code, Chapter 2-50, 2-50-015.

Los Angeles County Metropolitan Transportation Authority (Metro). Title VI Program Update. October 2019.

Los Angeles County Metropolitan Transportation Authority (Metro). Eastside Transit Corridor Phase 2 Final Maintenance and Storage Facility Feasibility Report

U.S. Department of Transportation, Federal Transit Administration (FTA). 2012. Circular FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, October 1, 2012.

American Community Survey (ACS) 2016-2020 Data

2019 Annual Land Use - SCAG

PROCUREMENT SUMMARY

**EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/PS4320-2003**

1.	Contract Number: PS4320-2003			
2.	Contractor: CDM Smith/AECOM, a Joint Venture			
3.	Mod. Work Description: Technical and outreach services to reinstate the National Environmental Policy Act (NEPA) environmental clearance process and extend period of performance through 12/31/2024.			
4.	Contract Work Description: Environmental work for the Eastside Transit Corridor Project.			
5.	The following data is current as of: 10/20/2022			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:		Contract Award Amount:	\$2,203,584
	07/31/2007			
	Notice to Proceed (NTP):		Total of Modifications Approved:	\$25,381,895
	08/09/2007			
	Original Complete Date:		Pending Modifications (including this action):	\$4,748,305
	06/04/2008			
	Current Est. Complete Date:		Current Contract Value (with this action):	\$32,333,784
	12/31/2024			
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Jenny Cristales-Cevallos		Telephone Number: (213) 547-4256	

A. Procurement Background

This Board Action is to approve Contract Modification No. 22 issued in support of technical and outreach services to reinstate the NEPA environmental clearance process. This Contract Modification also extends the period of performance from December 30, 2022 through December 31, 2024.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board awarded firm fixed price Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase II of the Los Angeles Eastside Transit Corridor.

A total of 21 modifications have been executed to date.

Refer to Attachment E - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$127,623.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,875,928	\$3,121,409	\$4,748,305

The variance between the ICE and negotiated amount is due to the inclusion of outreach services and the level of effort needed to conduct analysis and update the Environmental Impact Statement (EIS) to meet FTA requirements for the NEPA process per the Board's request. Costs associated with outreach services are project management tasks and support at progress and technical meetings as needed.

**CONTRACT MODIFICATION/CHANGE ORDER LOG
EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES / PS4320-2003**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Draft Environmental Impact Statement /Report (EIS/EIR)Option	Approved	03/04/2009	\$11,418,071
2	Perform Draft EIS/EIR and extend period of performance (POP) through 5/31/12.	Approved	04/29/2011	\$395,643
3	Review previous studies, perform additional research and prepare an analysis of how the Sunnyvale decision impacts the corridor.	Approved	06/07/2011	\$72,258
4	Add SR 60 LRT Alternative North Option, remove New Starts related task and add Qualitative and Quantitative Analyses.	Approved	07/05/2011	\$0
5	No cost POP extension through 2/28/13.	Approved	04/18/2012	\$0
6	Updates to the Administrative Draft EIS/EIR, preparation to the DEIS/DEIR and various modeling processes, extend POP through 2/28/14.	Approved	02/27/2013	\$1,165,737
7	Professional outreach services due to changes in the project schedule and a seven-month extension through 9/30/14.	Approved	02/28/2014	\$221,877
8	No cost POP extension through 10/31/14.	Approved	10/01/2014	\$0
9	Technical and professional services due to changes in the project schedule and a five-month extension through 2/28/15.	Approved	10/29/2014	\$71,209
10	No cost POP extension through 6/30/15.	Approved	01/12/2015	\$0
11	No cost POP extension through 7/31/15.	Approved	05/28/2015	\$0
12	Further study on the two alternatives evaluated in the Draft	Approved	07/16/2015	\$2,898,336

	EIS/EIR and POP extension through 1/31/17.			
13	Addressing Caltrans requirements related to Hazardous Materials Limits of Waste.	Approved	04/06/2016	\$43,771
14	Develop additional technical analysis for three underground routing connection concepts as part of the refinement for the Washington Blvd study.	Approved	08/18/2016	\$324,875
15	Reallocation of existing tasks to cover additional project management, engineering, and planning work and extending POP through 12/31/17.	Approved	06/16/2017	\$0
16	Additional tasks in preparation for re-initiation of environmental process and POP extension through 2/28/18.	Approved	10/04/2017	\$233,364
17	No cost POP extension through 7/31/18.	Approved	01/03/2018	\$0
18	Reinitiated environmental clearance study and POP extension through 10/31/21.	Approved	10/25/2018	\$7,847,298
19	No cost POP extension through October 31, 2018.	Approved	05/21/2018	\$0
20	Evaluation of one build alternative and prepare a CEQA only document for the project and reallocation of tasks no longer required and POP extension through 10/31/22.	Approved	02/25/2021	\$689,456
21	No cost POP extension through 12/31/22.	Approved	8/25/2022	\$0
22	Technical and outreach services to reinitiate the NEPA environmental clearance process and POP extension through 12/31/24	Pending	Pending	\$4,748,305
	Modification Total:			\$30,130,200
	Original Contract:		07/31/2007	\$2,203,584
	Total:			\$32,333,784

DEOD SUMMARY

**EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/PS4320-2003**

A. Small Business Participation

CDM Smith/AECOM (JV) made a 16.32% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 93% complete and the current level of DBE participation is 15.62%, representing a slight shortfall of 0.70%.

CDM Smith/AECOM JV has a shortfall mitigation plan on file. The JV explained that the DBE shortfall is due in part to Metro approving in February 2020 that the project would not seek federal funding, and therefore did not require environmental clearance under the National Environmental Policy Act (NEPA). As a result, half of the planned scope of work for Morgner Technology Management's (Morgner) was no longer needed. However, in July 2022, Metro instructed the JV to prepare a scope and budget to re-initiate the NEPA environmental clearance process. The JV anticipates the NEPA environmental clearance will begin in January 2023, at which time, Morgner will commence work on the NEPA reports. The JV further reported that it expects to see an increase in DBE subcontractor utilization as work begins to ramp up in January 2023. In the current modification, CDM Smith/AECOM JV is proposing 38.13% DBE participation.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor contract progress to ensure that the JV meets and/or exceeds its commitments.

Small Business Commitment	DBE 16.32%	Small Business Participation	DBE 15.62%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	D'Leon Consulting Engineers	Hispanic American	8.58%	3.36%
2.	LKG-CMC, Inc.	Caucasian Female	3.20%	1.95%
3.	Morgner Technology	Hispanic American	4.54%	2.64%
4.	AIM Consulting Services	Hispanic American	Added	0.54%
5.	Barrio Planners	Hispanic American	Added	3.55%
6.	Galvin Preservation Associates (GPA)	Caucasian Female	Added	0.05%

7.	JBG Environmental	Caucasian Female	Added	0.25%
8.	Translink Consulting	Asian Pacific Female	Added	1.45%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	Added	1.70%
10.	Arellano Associates	Hispanic American	Added	0.04%
11.	Environmental Treatment and Technology	Hispanic American	Added	0.09%
Total			16.32%	15.62%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

An illustration of a yellow and grey Metro Rail train with 'Go Metro' and 'M' logos on its front. The train is on a track next to a city street. In the background, there are palm trees, a blue sky, and a multi-story building. On the sidewalk, several people are depicted: a man with a suitcase, a woman with a shopping bag, a person with a dog, a child, a woman standing, a man on a bicycle, and a person walking. A large yellow tree trunk is on the left side of the frame.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming

November 16, 2022



Metro

Recommendation

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA)
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: Initial Operating Segment (IOS) Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; including Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) options, and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project, and
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

Measure M Project Timeline



Measure M expenditure plan allocates \$3 billion (2015\$) starting 2029 with opening 2035-2037. The Board recommendations are consistent with Measure M for the full alignment.

Project Build Alternatives

Alternative 1 Washington

- Approx. 9 miles
- Atlantic Boulevard – Lambert Station
- Commerce or Montebello MSF site option

Alternative 2 IOS Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option



Alternative 3 IOS Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

Design options

- Underground open-air station at Atlantic/Pomona (ex. Memorial Park Metro L)
- At-grade segment in the City of Montebello with an at-grade Greenwood station

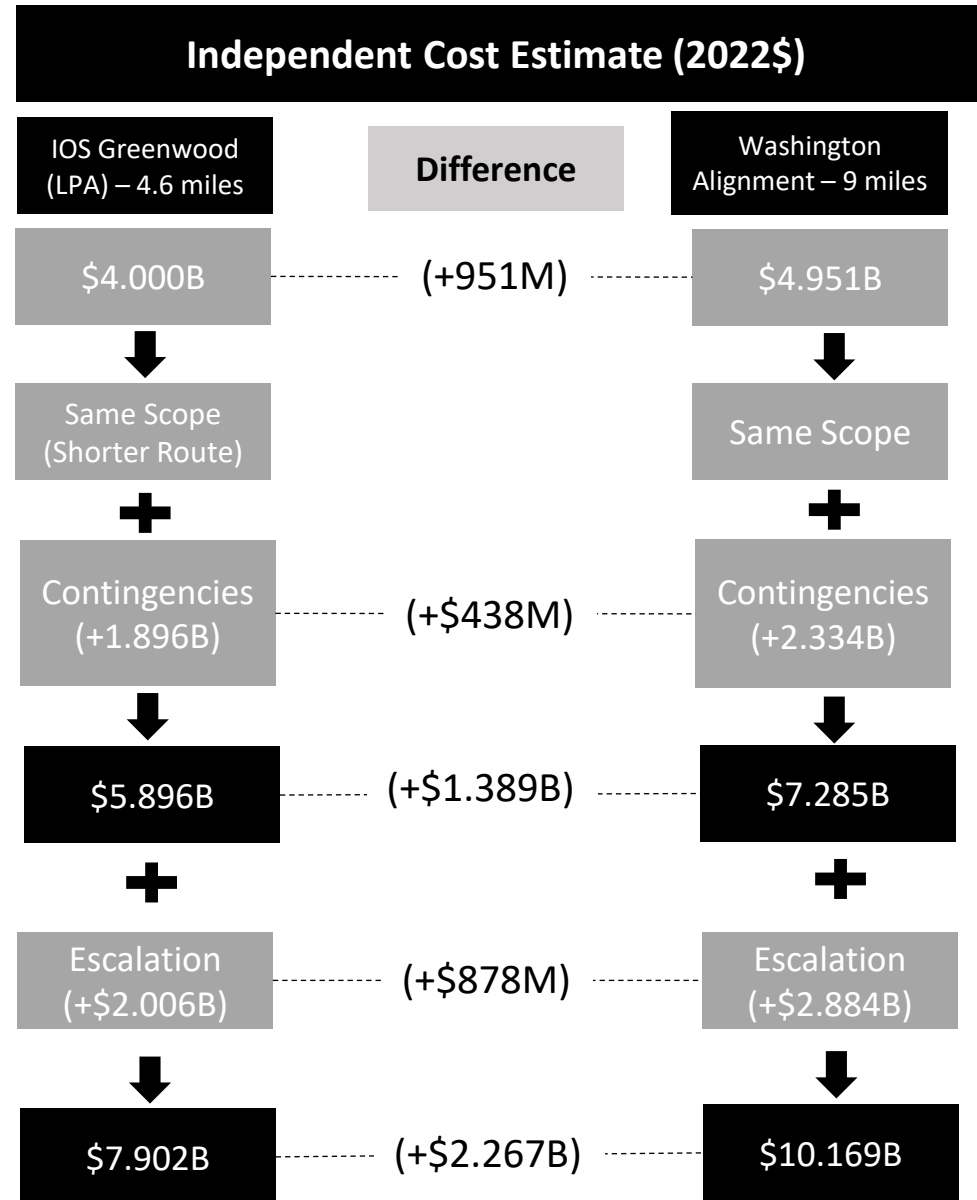
Maintenance Storage Facility Options

Commerce MSF: Capacity 100 LRV

Montebello MSF: Capacity 120 LRV

Project Cost Estimate Update

- Project scope based upon board approved design change to underground Atlantic alignment.
- Escalation and contingency included in accordance with lessons learned and recent projects with FTA oversight.
- Recognizing industry best practices for estimating projects with this level of design and remaining uncertainty, applying an upper bound of 30% to cost estimates. This results in YOE costs between \$7.9B and \$10.2B.
- Updating the estimate based on the above factors is an element of our Early Intervention strategies to ensure transparency to the Board and improve project delivery with a focus on cost control and containment.



Proposed Funding Plan

Uses	IOS Greenwood
Total, Uses	\$7.9

Sources - Secured	
Other Local (Sales Tax, 3% Contribution)	\$0.5
Measure R	\$1.3
Measure M	\$1.6

Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions.

- The proposed LPA funding plan is comprised of local funding from the sales tax measures and yet-to-be-secured state and federal sources.
- Local tradeoffs from other projects and programs are also considered.
- Metro will seek federal funding related to the Infrastructure Investment and Jobs Act and state funding from the state budget surplus and SB-1 grant programs.
- Completion to Whittier assumes existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and future funding sources available yet to be secured.

Recommended Locally Preferred Alternative (LPA)

**Recommended LPA: Alternative 3 IOS Greenwood
with design options**

- Underground open-air station at Atlantic/Pomona Station
- At-grade Greenwood station
- Montebello Maintenance Storage Facility



Findings from Draft EIR

- Environmentally Superior Alternative (CEQA) possesses an overall environmental advantage
- Higher environmental benefits
- Supports regional connectivity
- New transit access to communities who otherwise not served by the Metro rail network
- Includes the Montebello MSF that reduces significant and unavoidable impacts and meets the regional operational needs

Next Steps

- Proceed with the selected LPA and full project alignment into the Final EIR
- Approve contract modification for environmental services to proceed with NEPA to seek federal funding for the project
- Engineering professional services contract anticipated at the January meeting.
- Execute Master Cooperative Agreements with local jurisdictions to begin early next year
- Freezing the project definition once the project has reached 30% design.