Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2024-0190, **File Type:** Project **Agenda Number:** 11.

PLANNING AND PROGRAMMING COMMITTEE
MAY 15, 2024

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the Board selected full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project;

B. APPROVING the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E-Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello;

C. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

D. ADOPTING, in accordance with CEQA, the:
1. Findings of Fact and Statement of Overriding Considerations, and
2. Mitigation Monitoring and Reporting Plan (MMRP); and

E. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

On April 26, 2024, the Final Environmental Impact Report (Final EIR) for the Eastside Transit Corridor Phase 2 (Project) was released for a 10-day public review period per CEQA guidelines. Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be certified by the Board. The Executive Summary of the Final EIR is included in Attachment A. Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan (Attachment B) and the Findings of Fact and Statement of Overriding Conditions (Attachment C). The Project is a Measure R

and Measure M project that is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Board's approval of the Project's environmental document also provides for the inclusion of five park-and-ride facilities for the full 9-mile Project (which includes two park-and-ride facilities for the LPA to the Greenwood Station) and a Maintenance and Storage Facility (MSF) in the City of Montebello.

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately nine-mile light rail transit (LRT) extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting , the Board approved the Locally Preferred Alternative (LPA), a 4.6-mile extension of the E-Line to Greenwood Station with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility located in the City of Montebello. The Board authorized staff to include the full nine-mile Project alignment to Whittier in the Final EIR per the California Environmental Quality Act (CEQA). In addition, the Board directed staff to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process for the LPA to pursue federal funding for this segment of the project.

The area surrounding the Project is home to approximately 722,000 residents and is a job center for approximately 274,000 employees. Recent growth projections show the residential population increasing by approximately 11% and jobs increasing by approximately 25% by 2042. The Project would traverse through densely populated, low-income, and heavily transit-dependent communities with major activity centers. About 119,759 people who live within ½ mile of the stations along the full alignment are identified as disadvantaged communities, low-income communities, and/or low-income households. Of this population, 49% identify as a Minority (or person of color) while 15% are transit-dependent and living below the federal poverty level, according to the American Community Survey.

Besides Metrolink and the Metro C-Line, there are currently no mass transit projects in the eastern/southeast region of Los Angeles County. The Eastside Phase 2 Project is anticipated to serve commuters in one of the most highly traveled corridors in the state of California.

The 4.6-mile Initial Operating Segment (IOS) of the Project is expected to serve over 11,000 average weekday boardings by the year 2042, and add 5,857 new daily transit riders. The LPA will ease traffic congestion by reducing 8,000 vehicle miles traveled (VMT) daily, and it will reduce greenhouse gas emissions on the order of 8,429 metric tons of carbon dioxide equivalent (MTCO2e) over the Project life.

Once fully built to the Lambert Station terminus, the Project is expected to serve over 15,000 average weekday boardings, an increase of 7,700 in daily transit ridership. The Project will reduce daily VMT by over 10,000 vehicle miles and reduce greenhouse gas emissions on the order of 9,664 MTCO2e over the Project life.

The Project will enable transit-oriented development and in-fill growth opportunities for underutilized

lands in eastern LA County to accommodate increased population and economic demands. The construction and operation of the full Project are projected to create approximately 1,493 to 1,606 jobs and generate approximately $1 billion per year in economic activity for the region, based on preliminary economic analysis for the environmental analysis. Additional information on the Project is provided in the Executive Summary (Attachment A).

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 the refinement of alternatives and the Recirculated Draft EIR. Metro has informed elected officials, agency staff (e.g., the Washington Coalition and other local, state, and federal partnering agencies), community stakeholders, and the general public of the status of the Project during each phase, including the progress of the environmental review process.

The following is a summary of the public meetings held that helped inform the Board's decision for the selection of the Project Definition and the LPA:

- June 2019 - Six public Scoping meetings (total of 573 participants) following the release of a Notice of Preparation (NOP) on May 31, 2019, to inform the public of Metro's intent to prepare a Supplemental/Recirculated Draft EIS/EIR
- February 2020 - Three post-Scoping community meetings (total 234 participants) in anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the February 2020 Metro Planning and Programming Committee and Metro Board meeting
- August-November 2021 - Six outreach events with community members (total 440 engagements) along the corridor
- November 2021 - Four community meetings for project updates (total 276 participants)
- January and March 2022 - Two business meetings in East Los Angeles to notify business owners and tenants of Project updates including preliminary station design options, and discuss potential impacts to businesses and mitigation measures for the recirculated Draft EIR
- March 2022 - Four community meetings (total 307 participants) to provide project status updates and information on the station design efforts
- July-August 2022 - Four public hearings (total 164 attendees) following the June 30, 2022 release of the Recirculated EIR to receive public comments on the Recirculated Draft EIR
- November 9, 2022 - Virtual Community Meeting (total 60 participants) to share information on the staff recommended LPA prior to the November 2022 Metro Board Planning and Programming Committee meeting
- November 16, 2022 - Metro Planning and Programming Committee and the December 1, 2022 Metro Board meeting to receive public comment on staff recommendations for approving the full nine-mile project through CEQA and the LPA (IOS Greenwood) with design options.

Metro also coordinated with cities and stakeholders in the run-up to the release of the Final EIR to inform the public about the Project and the public review period. In addition, the Project team has utilized a variety of forums and platforms, languages, and access methods for engaging people of color, low-income, limited English proficiency populations, and persons with disabilities, as noted in the Discussion section in more detail.

DISCUSSION

California Environmental Quality Act (CEQA)

Metro, as the CEQA lead agency and proponent for the Project, has, in coordination with the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier, and LA County (for the unincorporated communities of East Los Angeles and West Whittier-Los Nietos), completed an environmental impact report (EIR) for the proposed Project. If the Metro Board Certifies the EIR and approves the proposed Project, thereby completing the CEQA environmental clearance, the Project will be eligible to commence right-of-way acquisition, utility relocation, and other construction activities.

CEQA requires that Metro balance, as applicable, the economic, social, technological, and other benefits of the Project against its unavoidable impacts when considering project approval and certification. CEQA Guidelines Section 15091(a) states that no public agency shall approve or carry out a project which identifies one or more significant environmental effects unless the public agency makes written findings for each of the identified significant effects, accompanied by a brief explanation of the rationale for each finding.

Prior to approving the proposed Project, the Board must find that notwithstanding the disclosure of these significant and unavoidable impacts, there are specific overriding reasons for approving this Project and that these reasons serve to override and outweigh the Project's significant unavoidable effects. CEQA requires that support be provided in writing of the specific reasons for approving a project when significant impacts cannot be avoided or substantially lessened. These findings are included in the Project's Statement of Overriding Considerations (Attachment C).

Section 21081.6 (Assembly Bill 3180) of the California Public Resources Code requires the Lead Agency(for each project that is subject to CEQA) to monitor performance of the mitigation measures included in the environmental document to ensure that mitigation does, in fact, take place after a project is approved. Therefore, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures. The purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Project are properly carried out. Metro is responsible for assuring full compliance with the provisions of the MMRP (Attachment B).

Community Outreach

Prior to the Board's selection of the LPA, Metro released the Recirculated Draft EIR for a 60-day public review and comment period, which transpired between June 30 and August 29, 2022. Prior to releasing the Draft EIR, Metro conducted numerous outreach efforts to notify the public about the project, the public review period, and how to comment on the Project. Noticing of its release was done in accordance with CEQA regulations that also extended the notification process and included three coordinated rounds of notification that included information on the June 2022 meetings, details about the Public Hearings, the official release date of the Draft EIR, and comment methods of the Draft EIR.

Public notification for the Draft EIR incorporated a combination of 53,000 direct mail notices, 92,000 door-to-door drop-offs, required legal notices (English and Spanish) in local newspapers, social

media posts and ads, e-blasts, 676 SMS text messages, podcasts, press releases, notices on the project website, information booths at local events, pop-up events, and other methods. The notifications were distributed to residents and business owners near the project area, CBOs, agency stakeholders, elected officials, etc. Both English and Spanish-speaking staff members and Spanish translators were present at public hearings and outreach events to engage the public. In addition, the project team engaged a CBO roundtable with representatives from eight CBOs including Self Help Graphics & Art, Mundo Maya Foundation, Los Angeles County Bicycle Coalition, Strength Based Community Change, Public Matters, Women in Non-Traditional Employment Roles, Disability Rights California, and Alma Family Services. The project team also conducted door-to-door business outreach to at least 49 businesses in East Los Angeles and provided project information to students, parents, and staff in several school districts in East Los Angeles, Montebello, Commerce, and Whittier, and collaborated with the California Association for Bilingual Education (CABE) podcast in Whittier.

The Notice of Availability (NOA) for the Draft EIR 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 to the public (e.g., agency and community stakeholders, property owners, Draft EIR commenters, and elected officials) at the start of the comment period to announce the availability of the Draft EIR and to promote the public hearings.

Over the 60-day public comment period, a total of 301 comment submissions were received, which encompassed approximately 900 comments. The Washington Coalition, comprised of the five incorporated cities along the corridor, collectively submitted a letter of support for the project. As part of the public participation process, a petition was submitted with approximately 1,600 (unverified) signatures endorsing the Transportation System Management Alternative (TSM). The TSM Alternative, which analyzes other transportation modes such as bus improvements and Intelligent Transportation Systems (ITS) solutions, was not studied in the Draft EIR for two reasons. First, the TSM alternative was analyzed in the initial environmental document released in 2014 and the analysis did not find sufficient transportation benefits to meet Project objectives. Second, a TSM analysis 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.

Since the Board selected Lambert Station as the terminus of the full nine-mile Project and the IOS Greenwood Station as the LPA in December 2022, staff has been working with internal and external stakeholders, including various cities and agencies to resolve the Draft EIR comments. Metro staff has been engaging the elected officials, corridor cities and community members during the preparation of the Final EIR to provide project status updates and ongoing station design efforts and provide stakeholders the opportunity to ask questions.

Since December 2022, the Project team has held over 75 stakeholder meetings, including briefings with elected officials, corridor cities, Washington Coalition, Gateway Cities Council of Government, and local, state, and federal partnering agencies (such as FTA, Caltrans, CPUC), key third-party utility owners, a project community-based organization (CBO) roundtable, and key community stakeholders. The project team attended 6 local community events to provide information. In addition, in partnership with subcontracted CBOs, the project team conducted 7 First/Last Mile (FLM) technical

walk audits, 4 rail tours, 7 pop-up events, 8 FLM community walk/wheel audits, and an online FLM community survey. Project development has been directly influenced by this engagement.

Comments received - both during the formal commenting period, as well as afterward - cover a wide range of topics, including concerns for construction impacts and property acquisition, additional traffic and grade crossing analysis and mitigation, parking capacity, station design and access, project alignment vertical profile, and other issues. Staff completed various technical studies to respond and incorporate comments and reflect design refinements including, but not limited to:

- A grade separation study for an aerial yard lead track option for the Maintenance and Storage Facility located in the city of Montebello
- Additional interlockings for the Atlantic/Whittier Station, Greenwood Station, and Lambert Station, with a design option for relocating an existing crossover from the existing Atlantic Station to be between Maravilla Station and East LA Civic Center Station for meeting the Metro Rail Design Criteria (MRDC) for revenue services and safety standards for rail operations and maintenance.

Responses to all comments received during the Project's Draft EIR 60-day Public Review and Comment period were drafted and are included in Appendix B of the Final EIR. A confirmed final project definition/design for the Final EIR and 15% Advanced Conceptual Engineering (ACE) Plans were completed in early April 2024.

The Notice of Availability (NOA) for the Final EIR 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 Final EIR and to promote the public hearings. For consistency with earlier environmental documents, the Final EIR can be accessed via the Metro project website (metro.net/eastsidephase2 <https://metro.net/eastsidephase2>). The Final EIR will also be published on the State Clearinghouse (<https://ceqanet.opr.ca.gov/>).

A digital copy of the Final EIR will be mailed to agencies, impacted parcel owners, and Draft EIR commenters. The printed copies of the Final EIR will be made available at the following library locations along the project corridor:

1. Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
2. East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
3. Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
4. Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640
5. Pico Rivera County Library, 9001 Mines Avenue, Pico Rivera, CA 90660
6. Los Nietos County Library, 8511 Duchess Drive, Whittier, CA 90606
7. Whittier Central Library, 7344 Washington Avenue, Whittier, CA 90602
8. Sorensen County Library, 6934 Broadway Avenue, Whittier, CA 90606

For the Final EIR, Metro also issued social media announcements, English and Spanish notices on the project website, newspaper ads, shared bilingual project e-blasts to over 2,400 email database contacts and MMS (texts) to 130 cell phones as well as distributed 45,000 printed notices through door-or-door notifications along the corridor, a mailed notice to over 31,000 stakeholders, and over

5,000 fliers at seven information booths at local events, seven pop-up events, and drop offs at public counters. These notifications were distributed to Draft EIR commenters, residents, business owners, CBOs, agency stakeholders, elected officials, etc.

Project Cost

As presented in December 2022 when the LPA was approved by the Board, the project team worked closely with Program Control's Cost Estimating staff in November 2022 and completed an Independent Cost Estimate update. With consideration of appropriate contingencies and escalation, the forecasted cost estimates are $10.169B for the full nine-mile Project and $7.902B for the LPA (IOS Greenwood) based on the advanced conceptual engineering design plan (15% design).

Funding Plan

The Measure M Ordinance identifies $3 billion (2015$) in Measure M and other local, state, and federal funding for the Project. Because the Measure M Ordinance funding is less than the current cost estimates, the full project approved under CEQA will be developed in segments. The funding plan for the LPA (IOS Greenwood) was presented to the Board in December 2022 and is comprised of committed Measure R, Measure M, and other local sources, and state and federal grant funding that is yet-to-be secured.

Uses	IOS Greenwood
Total, Uses	$7.9

Sources - Secured	
Local (Sales Tax, 3% Contribution)	$3.4
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

Metro will seek funding from existing state grant programs for a significant portion of the funding need, which may include the Transit and Intercity Rail Capacity Program (TIRCP), Regional Improvement Program (RIP), and the Solutions for Congested Corridors Program and Local Partnership Program created by the Senate Bill 1 (SB-1). Metro will also seek existing and new federal funding related to the Infrastructure Investment and Jobs Act to fund the LPA, which may include Capital Investment Grants, Congestion Mitigation & Air Quality Program (CMAQ), National Infrastructure Project Assistance Program (MEGA), and Local and Regional Project Assistance (RAISE). 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. Local tradeoffs (i.e., transfer of funds) from other projects and programs may also be considered.

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. Metro will continue seeking funding opportunities for the Whittier segment while completing the LPA. 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. Metro's success in obtaining state and federal funding will depend on the availability of these funds and the relative competitiveness of the project.

Staff will continue the development of a funding strategy for the LPA and the full Project to address the funding gap. As the project progresses to key milestones, staff will continue coordinating with the Early Intervention Team (EIT) to identify project risks and mitigation opportunities to control the project costs, including assessment of project delivery method options for future project phases, value engineering, working with local stakeholders to refine right-of-way acquisition assumptions, exercise cooperative agreements, streamline the permitting process with cities, etc.

National Environmental Protection Act (NEPA)

Metro will seek financial assistance from the Federal Transit Administration (FTA) to carry out the engineering and construction for the Project, starting with the LPA. Staff is working in coordination with FTA to initiate Categorical Exclusion for future geotechnical borings along the LPA and to determine appropriate NEPA document (e.g., Environmental Assessment and Findings of No Significant Impact (FONSI) and timing to reinitiate NEPA clearance and enter Project Development if and when appropriate. The NEPA clearance is necessary to ensure the environmental document is inclusive of all information required to meet federal environmental guidelines and to allow the Project to be eligible for federal funding. The FTA supports projects with known timelines and with local funding commitments. Staff will work with the FTA to complete the NEPA document and the Project should be positioned to compete for Federal funding opportunities that become available.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not affect the safety of Metro customers and/or employees because this Project is in the planning phase and no construction or operational safety impacts result from this Board Action.

FINANCIAL IMPACT

Following the Board's approval of the Project and certification of the Final EIR, Metro will file a Notice of Determination (NOD) with the State Clearinghouse and the CEQA process is anticipated to be complete in Spring 2024.

The Board's certification of the full Project alignment to Whittier with a terminus at Lambert Station would represent Metro's commitment to the eventual buildout of this Project. While the Project will be built in phases pending funding availability, the Board's certification would allow staff to continue

advancing the design, start the right-of-way acquisition and relocation process, and advance utility relocation work starting with the LPA to the Greenwood Station. Metro staff will continue to inform communities as a part of the completion of the Final EIR process in Spring 2024 and will continue to engage the communities and key stakeholders and coordinate with FTA to reinitiate the NEPA clearance process and continue project design development in Summer/Fall 2024.

Impact to Budget

Funding for this action comes from Measure R, 35% Transit Capital, Measure M funds, as well as state grant funds that have been awarded to the Project. The FY 2023-24 budget contains approximately $13M in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this Project is a multi-year environmental planning process, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board certification of the Project is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. 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 transit-dependent households along the LPA. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exists. 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, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

Since the selection of the LPA, Metro has been in collaboration with corridor cities and community stakeholders along the corridor through various outreach methods during the preparation of the Final EIR. The Final EIR project refinements have been directly influenced by this engagement. Metro has also initiated several planning activities, including First/Last Mile (FLM) planning and Transit Oriented Communities (TOC) Implementation Plans for all 7 stations along the full alignment. The project team has and will continue to engage CBOs for FLM and TOC planning, walk audits, outreach, and other activities.

Several cities along the corridor are updating their long-range plans, general plans, and/or corridor plans which may affect land uses around the proposed Metro stations for this Project. Metro's TOC grant writing and technical assistance funding programs make planning and capital dollars available to corridor cities. The assistance helps these cities be more competitive in applying for funding for projects that further affordable housing community stabilization, and other TOC activities. Metro's Countywide TOC Corridor Baseline Assessment process is being refined. Once completed, Metro will support corridor communities by providing program resources around affordable housing production and community stabilization. The project team will continue collaborating with the corridor cities, community stakeholders, and the CBO Roundtable to discuss project milestones and enhance

outreach methods.

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 could defer or not approve the Project, not certify the Final EIR, and/or not adopt the Findings and Statement of Overriding Considerations or the MMRP. However, this action is not recommended as it would jeopardize the Project schedule and delay progress toward revenue operations by Year 2035-2037 per Measure M. Delaying the Project would delay these efforts and add cost.

NEXT STEPS

Upon Board approval, Project staff will file the Notice of Determination (NOD) for the Project with the Los Angeles County Clerk and State of California Clearinghouse.

Staff will continue to engage the communities and key stakeholders as the Project develops. This includes coordination with FTA in submitting a request to reinitiate the NEPA clearance process by this summer and continue project design development in Summer/Fall 2024.

To be consistent with other projects' successful progress and delivery, Project staff will also coordinate with Los Angeles County, corridor cities including the Cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, and the Gateway Cities Council of Government (GCCOG) for the formation of a corridor city manager technical advisory committee and with necessary technical liaison support by Summer/Fall 2024.

ATTACHMENTS

Attachment A - Executive Summary
Attachment B - Mitigation Monitoring and Reporting Program
Attachment C - Findings of Fact and Statement of Overriding Considerations
Attachment D - Outreach Summary for CEQA Efforts

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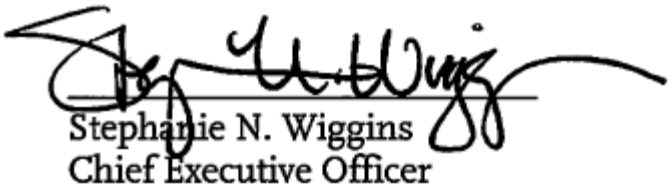

Attachment A

Los Angeles County
Metropolitan Transportation Authority

Executive Summary

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

Executive Summary

April 2024

Prepared for:
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State Clearinghouse Number: 2010011062

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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 Project would extend the Metro E Line (formerly 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 approximately 4.6 to 9.0 miles east. **Section ES.3** and **Section ES.4** provide an overview of the Alternatives analyzed in the Recirculated Draft EIR and the Build Alternatives that were advanced by the Final Environmental Impact Report (Final EIR) by the Metro Board of Directors (Metro Board). **Section ES.4.1.4** discusses the design refinements that have occurred subsequent to publication of the Recirculated Draft EIR on June 30, 2022.

This Final EIR for the Eastside Transit Corridor Phase 2 (Project) has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.) by the Los Angeles County Metropolitan Transportation Authority (Metro), which is the lead agency for the Project. This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project. All references or citations in this Final EIR to the Recirculated Draft EIR refer to the version of the Recirculated Draft EIR released for public review and comment on June 30, 2022 and not as modified by this Final EIR. Consistent with CEQA Guidelines Section 15132, This Final EIR incorporates the Eastside Transit Corridor Phase 2 Recirculated Draft EIR (State Clearinghouse No. 2010011062) by reference, in its entirety, as revised by the Corrections and Additions contained in Chapter 3 of this Final EIR. The Final EIR will be finalized upon certification by Metro's decision-making body, the Metro Board.

ES.2 Purpose of this Environmental Impact Report

In accordance with CEQA Guidelines Sections 15088, 15089, and 15132, Metro, as Lead Agency, has prepared this Final EIR for the Project. This section provides an overview of the purpose of this Final EIR for the Project. This Final EIR has been prepared to comply with the requirements of CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA guidelines (California Cod of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.).

This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project. It is required by CEQA guidelines section 15132 to include the Draft EIR or a revision of the draft; comments and recommendations received on the Recirculated Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Recirculated Draft EIR; responses to comments received regarding the Recirculated Draft EIR; and any other relevant information added by the lead agency.

Refinements to Project since circulation of the Recirculated Draft EIR and corrections and additions to the Recirculated Draft EIR, are provided in Chapter 2, Design Refinements, and Chapter 3, Corrections and Additions, of the Final EIR respectively. Chapter 4 of this Final EIR provides a list of persons,

organizations, and agencies that provided comments on the Recirculated Draft EIR, a reproduction of the text of the public comments received on the Recirculated Draft EIR, and Metro's responses to the public comments. The original comment submissions, as well as any graphics, charts, and attachments included with the submissions, are provided in their entirety in **Appendix A**.

As described in Chapter 2 of the Final EIR, the Projects' design refinements and are the result of further advancement of the conceptual engineering for the Project and are not considerably different from the Alternatives and the design options analyzed in the Recirculated Draft EIR. As demonstrated in Chapter 2 of the Final EIR, the refinements to the Project would not alter the conclusion of the Draft EIR regarding the potentially significant impact of the Project or result in any new substantially more severe significant environmental impacts.

As described in Chapter 3 and 4 of the Final EIR, the Projects' corrections and additions are primarily the result of public comments and community outreach conducted as part of the Recirculated Draft EIR circulation pursuant to CEQA Guidelines Section 15105. As such, the corrections and additions include minor corrections and clarifications, as well as updates to relevant plans, policies, and permits. Such refinements and modifications would not be considered "significant new information" pursuant to CEQA Guidelines Section 15088.5 as the modifications have been made to the Project already described in the Recirculated Draft EIR and have been made largely as a result of public outreach and discourse such that the public has not been deprived of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect.

ES.2.1 Environmental Review Process

ES.2.1.1 Notice of Preparation and Scoping Meetings

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach activities, workshops, and meetings for the Alternatives Analysis (AA), and continuing through the present time for the efforts related to this Final EIR. Pursuant to CEQA, Metro issued a Recirculated Notice of Preparation (NOP) on May 31, 2019 for the Recirculated Draft EIR. The NOI/NOP included three Build Alternatives (State Route [SR] 60 Alternative, Washington Alternative, and Combined Alternative) and a No Build Alternative. Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. In 2020, in anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the Metro Planning and Programming Committee and the Metro Board, Metro staff prepared for and planned three community meetings in February 2020 to provide a comprehensive Project update. Metro hosted another round of meetings in November 2021 to provide a Project update and share information on the ongoing station design efforts. As a follow-up to the community meeting series hosted in November 2021, Metro conducted additional meetings in March 2022 focused on sharing information on the ongoing station design efforts with specific communities and cities and providing stakeholders with the opportunity to ask questions. Leading up to the release of the Recirculated Draft EIR, the outreach program initiated partnering efforts with local Community Based Organizations (CBO), that served as local experts. The CBOs advised the team on ways to enhance community outreach methods, including notification to underserved corridor communities and neighborhoods, and provided local task and event staffing support.

ES.2.1.2 Recirculated Draft EIR Public Review Period

The Recirculated Draft EIR was released for public review for 60 days from June 30, 2022 through August 29, 2022. To inform agencies, stakeholders, and the community about the release of the Recirculated Draft EIR, a notice of availability was distributed through agencies, organizations, elected officials, and other interested parties. A newspaper notice was published in the Los Angeles Times, La Opinion (Spanish), Whittier Daily News, and Eastside Sun. In addition, Metro distributed a public mailer that included information on the release of the Recirculated Draft EIR, how to access the document, ways to provide comments, details on the community information sessions and public hearings, and how to use the new virtual interactive tool. Community pop-up events were held to provide additional information to the public surrounding the availability of the Draft EIR for review and comment. Other outreach efforts included social media postings, a second mailing, display of banners, distribution of flyers and lawn signs, distribution of a toolkit to stakeholders for spreading the information to other neighborhood and community members, slides provided to cities for posting on their cable channel, and postings on Metro's website and news blog.

The Recirculated Draft EIR was made available online at the California State Clearinghouse website, the Metro project webpage, and StoryMap, and printed copies were made available at the seven repository sites along the corridor and at Metro Headquarters. The public could provide comments on the Recirculated Draft EIR at public hearings, via an online comment form, U.S. mail, and a dedicated helpline (for voice-recorded comments) for the Project. Metro conducted four public hearings – three in-person and one virtual with in-person remote viewing access at a central site along the corridor – to provide information on the Recirculated Draft EIR and receive verbal and written public comments. Metro staff was also available to informally answer questions and provide information in a workshop-type setting immediately before and after the formal public hearings. **Appendix B** of the Final EIR includes the Outreach Summary Report which provides more detailed information on outreach efforts, including activities occurring after publication of the Recirculated Draft EIR.

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 E 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 E 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 E Line (formerly 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 Project Background

The easterly extension of the Metro E Line is being constructed in phases. In November 2009, the first phase from Los Angeles Union Station to Atlantic Station was completed, and planning was initiated for the second phase. This second phase, known as the Eastside Transit Corridor Phase 2 Project, is the subject of this Final EIR.

A Draft Environmental Impact Statement (EIS)/EIR was released for public review in August 2014. Partially in response to comments from stakeholders and regulatory agencies on the Draft EIS/EIR, the Metro Board directed staff to conduct additional technical studies including identifying a new north-south connection to Washington Boulevard, addressing agency comments regarding the State Route (SR) 60 Alternative and exploring a Combined Alternative. Based on the technical analysis and feedback received through public meetings and stakeholder workshops, the Eastside Transit Corridor Phase 2 Post Draft EIS/EIR Technical Study Report was approved by the Metro Board in November 2017 with an updated Project Definition to move forward for environmental review and analysis (Metro 2017).

The Federal Transit Administration (FTA) published a Notice of Intent (NOI) in the Federal Register on May 29, 2019 to initiate the EIS process (U.S. Department of Transportation FTA 2019), and Metro issued a Notice of Preparation (NOP) pursuant to the CEQA on May 31, 2019. The NOI/NOP included three Build Alternatives (SR 60 Alternative, Washington Alternative, and Combined Alternative) and a No Build Alternative.

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. In addition, conflicts with future improvements along the SR 60 freeway were also identified. In February 2020, the Metro Board approved the withdrawal of the SR 60 and Combined Alternatives, the discontinuation of the National Environmental Policy Act (NEPA) analysis, and the preparation of a Recirculated Draft EIR pursuant to CEQA to address the Washington Alternative.

The Recirculated Draft EIR evaluated three Build Alternatives and the No Project Alternative. The three Build Alternatives (Alternative 1 Washington [Alternative 1], Alternative 2 Atlantic to Commerce/Citadel IOS [Alternative 2], and Alternative 3 Atlantic to Greenwood IOS [Alternative 3]) have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. A more detailed description of the Build Alternatives is provided in Chapter 2 of the Recirculated Draft EIR. The Recirculated Draft EIR also evaluated several design options and two maintenance storage facility (MSF) site options. The Recirculated Draft EIR was released for public review by agencies, organizations, and the public for 60 days from June 30 through August 29, 2022. During this period,

301 comment submissions were received. One additional comment submission was received three months after the close of the comment period.

On December 1, 2022, the Metro Board selected Alternative 3 with the two design options (Atlantic/Pomona Station Option, the Montebello At-Grade Option), and the Montebello MSF as the Locally Preferred Alternative (LPA). Factors evaluated in selecting the LPA included consideration of the environmentally superior alternative identified in the Recirculated Draft EIR, as well as which Build Alternative had the best opportunity for federal funding opportunities relative to meeting the federal requirements for local funding commitment and the timeline of required coordination with regulatory agencies. (Alternative 1 would have a higher cost and would require extensive coordination with the California Department of Transportation [Caltrans] and the U.S. Army Corps of Engineers [USACE].)

In addition to identifying the LPA as Alternative 3 with the design options and the Montebello MSF, the Metro Board adopted a motion for continuing the CEQA process for the LPA and the full alignment with a terminus at Lambert station in Whittier (Alternative 1). The Metro Board did not advance Alternative 2 for further environmental evaluation in the Final EIR because it would only connect to the Commerce MSF, which would have a significant unavoidable impact on cultural resources and would not continue east to connect to the environmentally superior Montebello MSF option. Pursuant to the Metro Board motion, this Final EIR advances Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF.

While the Metro Board is not advancing Alternative 2 to the Final EIR, Chapter 3, Corrections and Additions, and Chapter 4, Responses to Comments, address all alternatives, design options, and MSF site options evaluated in Recirculated Draft EIR.

Following the action of the Metro Board and receipt and review of public comments, the conceptual engineering of the Project has continued to progress. This has resulted in the consideration of refinements to the overall project design and performance that are applicable to Alternative 1 and Alternative 3, including changes that are incorporated into Alternative 1 and Alternative 3 as new project components or as optional changes that will be further considered as the engineering advances. The Design Refinements are described and evaluated in detail in Chapter 2 of the Final EIR, and are not considerably different from Alternative 1 and Alternative 3 and the design options analyzed in the Recirculated Draft EIR and in **Section ES.4** below.

ES.4 Project Description

Pursuant to the Metro Board decision on December 1, 2022, as discussed in **Section ES.3**, the Final EIR advances the evaluation of the following alternatives:

- Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF
- Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF (LPA)

Alternative 3 (LPA) is described in greater detail in this section. Followed by additional information on Alternative. A complete description of Alternative 1 is provided in Chapter 2, Project Description, of the Recirculated Draft EIR.

Consistent with CEQA Guidelines Section 1526.6(e), Metro also identified a No Project Alternative that was evaluated in the Recirculated Draft EIR. The No Project Alternative is summarized in **Section ES.4.4**.

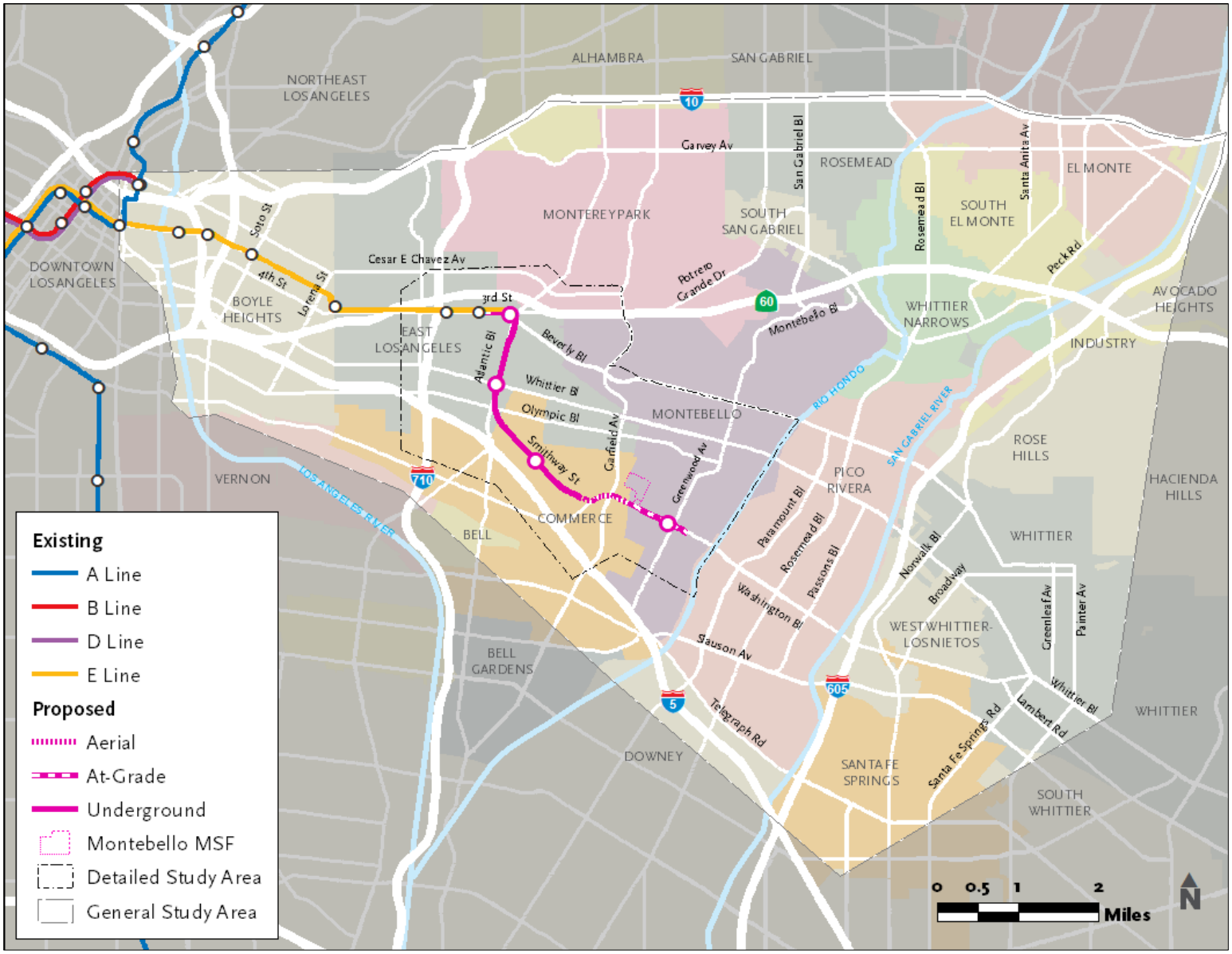
ES.4.1 LPA

The LPA would extend the Metro E Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the city of Montebello. The LPA would include a relocated open-air shallow underground Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The LPA would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment. The LPA is shown on **Figure ES.1**.

An MSF and other ancillary facilities, including overhead catenary system (OCS), tracks, cross passages, ventilation structures, traction power substations (TPSS), track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities, would also be constructed along the Project alignment.

ES.4.1.1 Project Alignment and Stations

The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration to avoid disrupting existing BNSF Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration, run along Washington Boulevard to Carob Way, and then continue east in an at-grade configuration. The alignment would terminate at the at-grade Greenwood station in the city of Montebello.



Source: Metro; CDM Smith/AECOM JV, 2021.

Figure ES.1. Locally Preferred Alternative

The following stations would be constructed under the LPA:

- Atlantic Pomona Open-Air Station – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona Station.

- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.

- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.

- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the city of Montebello. This station would have a parking facility near the intersection of Greenwood Avenue and Washington Boulevard.

ES.4.1.2 Maintenance and Storage Facility

An MSF in the city of Montebello would be constructed to provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service and would connect to the mainline with one lead track. The MSF would also provide office space for Metro rail operation staff, administrative staff, and communications support staff. The MSF would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other roles.

The Montebello MSF is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres in size and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging.

The guideway alignment with the Montebello MSF would daylight from an underground to an aerial configuration west of the intersection of Gayhart Street and Washington Boulevard. The lead tracks would be in an at-grade configuration from Washington Boulevard, paralleling S. Vail Avenue and remain at-grade to connect to the Montebello MSF. Through access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained.

The Montebello MSF would require the acquisition of several properties with commercial and industrial uses. The parcels within the Montebello MSF and in the vicinity are classified as Heavy

Manufacturing under the city of Montebello zoning code. A significant portion of the Montebello MSF is occupied by an industrial/commercial paving business.

ES.4.1.3 Ancillary Facilities

The LPA would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and the MSF. The LPA would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The aerial and at-grade alignment would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

ES.4.1.4 Design Refinements

As described in **Section ES.3**, following the action of the Metro Board and receipt and review of public comments on the Recirculated Draft EIR, the conceptual engineering of the Project has continued to progress. The following refinements to the overall project design and performance that have occurred subsequent to publication of the Recirculated Draft EIR. The Design Refinements, which are fully evaluated in Chapter 2 of the Final EIR, are not considerably different from Build Alternatives and design options analyzed in the Recirculated Draft EIR. Chapter 2 of the Final EIR includes an evaluation of the refinements and determines that the refinements would not result in any material difference in impacts compared to those described for Alternative 3 in the Recirculated Draft EIR, and would not involve new significant environmental impacts or a substantial increase in the severity of previously identified impacts.

- Guideway Refinement – an optional refinement of the aerial and at-grade guideway configurations where the aerial tracks would transition from an aerial to an at-grade configuration further east of the location evaluated under the base Alternative 1 and 3 in Recirculated Draft EIR and further west of the location evaluated under the Montebello At-Grade Option evaluated for Alternative 1 and 3 in the Recirculated Draft EIR. The lead tracks to the MSF would be aerial as evaluated for the base Alternative 1 and 3 in the Recirculated Draft EIR.

- Crossover Refinements – four new or revised crossover locations from those evaluated in the Recirculated Draft EIR (four locations are applicable to Alternative 1 and three locations are applicable to Alternative 3).

    - Maravilla crossover (Optional for Alternative 1 and Alternative 3) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station, located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.

    - Atlantic/Whittier Station crossover (Alternative 1 and Alternative 3 component) – a new underground crossover just north of the proposed Atlantic/Whittier station that increases the size of the underground station footprint that was analyzed in the Recirculated Draft EIR.

- Greenwood crossovers (Alternative 1 and Alternative 3 component with the Montebello At-Grade Option or Guideway Refinement) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.

- Lambert crossover (Alternative 1 component) – a new at-grade crossover and tail tracks south of the Alternative 1 terminus at Lambert station. This crossover is applicable to Alternative 1 but not applicable to the Project.

ES.4.2 Alternative 1

Alternative 1 would include the same Project components as the LPA described above, however, it would extend the at-grade Project alignment for approximately 4.5 miles eastward to a terminus at Lambert station in the city of Whittier. The Alternative 1 alignment would cross the Rio Hondo and San Gabriel River and the Rio Hondo Spreading Grounds, and the existing San Gabriel River and Rio Hondo bridges on Washington Boulevard would be replaced with new bridges designed to carry both the LRT facility and the four-lane roadway. Alternative 1 would also cross below the Interstate (I) 605 overpass on Washington Boulevard.

The Alternative 1 alignment includes the following three additional stations:

- **Rosemead** – This station would be at-grade with a center platform located in the center of Washington Boulevard west of Rosemead Boulevard in the city of Pico Rivera. This station would provide a surface parking facility near the intersection of Rosemead and Washington Boulevards. Access to the station would be provided through an entrance located west of the Rosemead Boulevard and Washington Boulevard intersection. A secondary entrance would be located on the western side of the station platform that would be accessible with a mid-block pedestrian crossing.

- **Norwalk** – This station would be at-grade with a center platform located in the median of Washington Boulevard east of Norwalk Boulevard in the city of Santa Fe Springs. This station would provide a surface parking facility near the intersection of Norwalk and Washington Boulevards. Access to the station would be provided via an entrance located east of Norwalk Boulevard and a secondary station entrance west of Boer Avenue.

- **Lambert** – This station would be at-grade with a center platform located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This station would provide a surface parking facility near the intersection of Lambert Road and Washington Boulevard. Two entrances to the station would be provided at each end of the platform.

ES.4.3 Construction, Operations, and Permit Requirements

The following description of project construction and operations and required permits and approvals applies to both the LPA and Alternative 1 unless otherwise specified.

ES.4.3.1 Description of Construction

The major construction activities include guideway construction (underground, aerial, and at-grade); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; LRT operating systems installation including TPSS and OCS; parking facilities; the MSF; and construction of other ancillary facilities. Alternative 1 would also include bridge demolition and bridge construction, including construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River, and work within the California Department of Transportation (CALTRANS) right-of-way.

In addition to adhering to regulatory compliance, the development of the LPA or Alternative 1 would employ conventional construction methods, techniques, and equipment. All work for the development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with the regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria (MRDC) (Metro 2018), California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

The construction is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that overall construction activities should be relatively short in duration at any one point. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices (MUTCD) standards. Typical roadway construction traffic control methods and devices would be followed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity within parking facilities, and/or on parcels that would be acquired for the proposed stations and MSF. Construction staging areas would be used to store building materials, construction equipment, assemble the tunnel boring machine (TBM), temporary storage of excavated materials, and serve as temporary field offices for the contractor.

ES.4.3.2 Description of Operations

The operating hours and schedules would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line (effective 2019). It is anticipated that trains would operate every day from 4:00 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 minutes mid-day and until 8:00 pm, and every 15 minutes in the early morning and after 8:00 pm. On weekends, trains would operate every 10 minutes from 9:00 am to 6:30 pm, every 15 minutes from 7:00 am to 9:00 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7:00 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

ES.4.3.3 Required Permits and Approvals

Metro will comply with all applicable federal, state, and local environmental regulations and will responsibly and reasonably mitigate significant environmental impacts resulting from the LPA in accordance with Metro policies and applicable laws. The Project would require various environmental permits and/or approvals. **Table ES-1** and **Table ES-2** list the anticipated agency/jurisdiction and permit/approval required for the LPA.

Table ES-1. Required Agency/Jurisdiction Approvals

Agency/ Jurisdiction	Approval	Applicable Alternative
USACE	Section 404, 408	Alternative 1
CDFW	1602 Streambed Alteration Agreement	Alternative 1
Caltrans	Permit approvals for encroachment on I-605	Alternative 1
DTSC	Hazardous materials cleanup	Alternative 1 and LPA
CPUC	Grade Separations, Crossings, State Safety Oversight	Alternative 1 and LPA
Metro	Certification of Recirculated Draft EIR, adoption of Findings and Statement of Overriding Considerations, adoption of the Mitigation Monitoring and Reporting Program as Lead Agency under CEQA	Alternative 1 and LPA

Key:
Caltrans = California Department of Transportation
CEQA = California Environmental Quality Act
DTSC = Department of Toxic Substance Control
USCACE = United States Army Corps of Engineers
CDFW = California Department of Fish and Wildlife
CPUC= California Public Utilities Commission
MMRP= Mitigation Monitoring and Reporting Program

Table ES-2. Required Agency/Jurisdiction Permits

Agency/Jurisdiction	Permits	Applicable Alternative
State Water Resources Control Board	NPDES Dewatering permit, Los Angeles County MS4 NPDES Package, Industrial General Permit; Construction General Permit and SWPPP	Alternative 1 and LPA
Regional Water Quality Control Boards	Section 401	Alternative 1
SCAQMD	Consultation to identify best practices for construction emissions, Clean Air Act Title V permit (if required)	Alternative 1 and LPA
BNSF Railroad	Encroachment permits	Alternative 1 and LPA
UPRR	Encroachment permits	Alternative 1 and LPA
Los Angeles County Flood Control District	Permits	Alternative 1
Los Angeles County Department of Public Works	Permits	Alternative 1 and LPA

Agency/Jurisdiction	Permits	Applicable Alternative
Los Angeles County Sanitation Districts	Permits	Alternative 1 and LPA
Los Angeles County and cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier	Permits and/or discretionary actions required	Alternative 1 (all jurisdictions) and LPA (Los Angeles County, cities of Commerce and Montebello)

Key:
BNSF = Burlington Northern Santa Fe
NPDES= National Pollutant Discharge Elimination System
SWPPP = Stormwater pollution prevention plan
MS4 = Municipal Separate Storm Sewer System
SCAQMD = Southern Coast Air Quality Management District
UPRR = Union Pacific Railroad

ES.4.4 No Project Alternative

Pursuant to CEQA Guidelines,[1] 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.5 Environmental Analysis

The 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 Build Alternatives and consists of design features, best management practices, or other measures required by law and/or permit approvals. Mitigation measures are the additional actions, not otherwise part of the Build Alternatives 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 Build Alternatives. The LPA and Alternative 1 have one impact that cannot be mitigated and would remain significant and unavoidable. An overall summary of environmental impacts is presented in **Section ES.7**.

According to the environmental impact analysis for the LPA and Alternative 1, there are no feasible mitigation measures to reduce significant impacts on paleontological resources (Impact GEO-5) to less than significant. Further, 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 paleontological resources (Impact GEO-5). As such, the construction of the Project would result in significant and unavoidable impacts related Paleontological Resources (Impact GEO-5) as discussed in Section 3.6 of the Recirculated Draft EIR.

The No Project Alternative would not result in the same significant environmental impacts of the Project; however, the No Project Alternative would have the greatest number of significant and

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

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.

Table ES-3 provides a comparison of those resources that have significant and unavoidable impacts under the LPA, Alternative 1, and the No Project Alternative and identifies the impact determination for each. An overall summary of environmental impacts for the LPA, Alternative 1, and the No Project Alternative is presented in **Section ES.7**.

Table ES-3. Comparison of Impact Determinations by Alternative for Environmental Resources with Significant and Unavoidable Impacts

Alternative	Environment Resource with Significant and Unavoidable Impacts				
	Air Quality	Geology, Seismicity, Soils, and Paleontological Resources	Greenhouse Gas Emissions	Land Use	Transportation and Traffic
No Project Alternative	SU	NI	SU	SU	SU
Alternative 1[1]	LTS	SU	LTS	LTS	LTSM
LPA[1]	LTS	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 to the LPA, 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.6 Alternatives to Reduce Significant Impacts

CEQA Guidelines Section 15126.6(a) requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The CEQA Guidelines emphasize that the selection of the project alternatives should be based primarily on the ability to reduce significant impacts relative to Project "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The CEQA Guidelines further direct that the range of alternatives by guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. Based on an analysis of these alternatives, an environmentally superior alternative is identified.

ES.6.1 Environmentally Superior Alternative

Under Section 15126.6(a) of the CEQA Guidelines, an "environmentally superior alternative" must be identified in order to determine which alternative possesses an overall environmental advantage when compared to all other alternatives evaluated in the Recirculated Draft EIR. The environmentally superior alternative can inform decisionmakers as part of the Project approval process. However, Metro is not required under CEQA to select the environmentally superior alternative as the locally approved project.

Based on the environmental analysis presented in the Recirculated Draft EIR, Alternative 3 with the Montebello MSF site option, with or without the design alternatives, was identified as 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.

All Build Alternatives, design options, and MSF site options would have significant and unavoidable impacts during construction relative to paleontological resources, as shown in **Table ES-3.** While this impact would be similar for all Build Alternatives and options, the severity of impacts and applicability of mitigation measures relative to other resources areas help distinguish environmental superiority among alternatives.

ES.7 Summary of Environmental Impacts and Mitigation

Table ES-4 provides an overall summary of environmental impacts for the two Build Alternatives advanced in the Final EIR.[2] **Table ES-5** provides impact evaluations for each environmental resource assessed in the Final EIR for the two advanced Build Alternatives before and after mitigation. Mitigation measures are actions required to reduce the adverse effect(s) identified in the Environmental Impact Report. Revisions to mitigation measures are shown in Chapter 3 of the Final EIR. Final mitigation measures are provided in Chapter 5 of the Final EIR.

[2] These alternatives include Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF and Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF (LPA).

Table ES-4. 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	SU	NI	NI	NI	SU	NI	NI	NI
Alt 1[1]	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
LPA[2]	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 Includes Alternative 1 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option and the Montebello MSF
2 The LPA includes Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF.
Key: NI = No Impact; LTS = Less Than Significant; LTSM = Less Than Significant with Mitigation; SU = Significant and Unavoidable

Table ES-5. 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
			LPA:	Less Than Significant	None	Less Than Significant
	AES-2	Scenic Highways	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
	AES-3	Visual Character	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AES-4	Light and Glare	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Air Quality	AQ-1	Air Quality Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-2	Regional Criteria Pollutant Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-3	Localized Pollutant Concentrations	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	AQ-4	Other Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HR-1	Human Health Risks	Alt 1:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			LPA:	Less Than Significant	None	Less Than Significant
Biological Resources	BIO-1	Protected Species	Alt 1:	Potentially Significant	¶ 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
			LPA:	Potentially Significant	¶ MM BIO-4 (Bird Nesting Survey)	Less Than Significant
	BIO-2	Riparian Habitat/ Sensitive Natural Communities	Alt 1:	Potentially Significant	¶ MM BIO-5 (Invasive Plant and Infectious Tree Disease Mitigation Plan) ¶ MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species)	Less Than Significant
			LPA:	Less than Significant	None	Less Than Significant
	BIO-3	Movement of Fish and Wildlife Species	Alt 1:	Less than Significant	None	Less Than Significant
			LPA:	No Impact	None	No Impact
	BIO-4	Policies/ Ordinances	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Cultural Resources	CUL-1	Historical Resources	Alt 1:	Potentially Significant	¶ MM CUL-1 (Protection Measures for the Golden Gate Theatre) ¶ MM CUL-4 (Protection Measures for Dal Rae Restaurant Sign)	Less Than Significant
			LPA:	Potentially Significant	¶ MM CUL-1 (Protection Measures for the Golden Gate Theatre)	Less Than Significant
	CUL-2	Archaeological Resources	Alt 1:	Potentially Significant	¶ MM CUL-7 (Site of the Battle of Rio San Gabriel) ¶ MM CUL-8 (Unknown Archaeological Resources)	Less Than Significant
			LPA:	Potentially Significant	¶ MM CUL-8 (Unknown Archaeological Resources)	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	CUL-3	Disturbance of Human Remains	Alt 1:	Potentially Significant	¶ MM CUL-9 (Unanticipated Discovery of Human Remains)	Less Than Significant
			LPA:	Potentially Significant	¶ MM CUL-9 (Unanticipated Discovery of Human Remains)	Less Than Significant
Energy	ENG-1	Energy Consumption	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	ENG-2	Energy Plans	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	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
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-2	Soil Erosion	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-3	Soil Stability	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GEO-4	Expansive Soils	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	GEO-5	Paleontological Resources	Alt 1:	Potentially Significant	¶ 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)	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations
			LPA:	Potentially Significant	¶ 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)	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations
Greenhouse Gas Emissions	GHG-1	Emission Generation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	GHG-2	Conflicts	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	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
			LPA:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-2	Release of Hazardous Materials	Alt 1:	Potentially Significant	¶ MM HAZ-1 (Phase II Environmental Site Assessment) ¶ MM HAZ-2 (Soil and Groundwater Management Plan) ¶ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ¶ MM HAZ-4 (Safety Manuals and Construction Work Plans) ¶ MM HAZ-5 (Hazardous Building Survey and Abatement)	Less Than Significant
			LPA:	Potentially Significant	¶ MM HAZ-1 (Phase II Environmental Site Assessment) ¶ MM HAZ-2 (Soil and Groundwater Management Plan) ¶ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ¶ MM HAZ-4 (Safety Manuals and Construction Work Plans) ¶ 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
			LPA:	Less Than Significant	None	Less Than Significant
	HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 1:	Potentially Significant	¶ MM HAZ-1 (Phase II Environmental Site Assessment) ¶ MM HAZ-2 (Soil and Groundwater Management Plan) ¶ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ¶ MM HAZ-4 (Safety Manuals and Construction Work Plans) ¶ MM HAZ-5 (Hazardous Building Survey and Abatement)	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			LPA:	Potentially Significant	¶ MM HAZ-1 (Phase II Environmental Site Assessment) ¶ MM HAZ-2 (Soil and Groundwater Management Plan) ¶ MM HAZ-3 (Contractor Specifications for Hazardous Materials) ¶ MM HAZ-4 (Safety Manuals and Construction Work Plans) ¶ MM HAZ-5 (Hazardous Building Survey and Abatement)	Less Than Significant
	HAZ-5	Airport Land Use Plans	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
	HAZ-6	Emergency Response or Emergency Evacuation Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HAZ-7	Wildland Hazards	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
Hydrology and Water Quality	HWQ-1	Water Quality	Alt 1:	Potentially Significant	¶ 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
			LPA:	Potentially Significant	¶ 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
			LPA:	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
			LPA:	Less Than Significant	None	Less Than Significant
	HWQ-3(ii)	Surface Runoff	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	HWQ-3(iii)	Stormwater Drainage	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	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
			LPA:	No Impact	None	No Impact
	HWQ-4	Inundation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	No Impact	None	No Impact
	HWQ-5	Water Management	Alt 1:	Potentially Significant	¶ 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
			LPA:	Potentially Significant	¶ 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
			LPA:	Less Than Significant	None	Less Than Significant
	LUP-2	Plan, Policy or Regulation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	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	¶ 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 (Replaced by MM NOI-1) ¶ MM NOI-8 (Public Notification of Construction Operations and Schedules) ¶ MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) ¶ MM NOI-10 (Construction Staging) ¶ 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	LPA:	Potentially Significant	¶ 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 (Replaced by MM NOI-1) ¶ MM NOI-8 (Public Notification of Construction Operations and Schedules) ¶ MM NOI-9 (Tunneling Boring Machine Spoil Removal Equipment) ¶ MM NOI-10 (Construction Staging) ¶ 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	¶ MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) ¶ MM NOI-4 (Construction Staging Area) ¶ MM NOI-5 (Haul Routes) ¶ MM NOI-7 (Replaced by MM NOI-1) ¶ MM NOI-8 (Public Notification of Construction Operations and Schedules) ¶ MM NOI-9 (Tunneling Boring Machine Spoil 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
	NOI-2	Ground Borne Vibration	LPA:	Potentially Significant	¶ MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) ¶ MM NOI-4 (Construction Staging Area) ¶ MM NOI-5 (Haul Routes) ¶ MM NOI-7 (Replaced by MM NOI-1) ¶ MM NOI-8 (Public Notification of Construction Operations and Schedules) ¶ MM NOI-9 (Tunneling Boring Machine Spoil 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
Population and Housing	PPH-1	Unplanned Population Growth	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PPH-2	Displacement	Alt 1:	No Impact	None	No Impact
			LPA:	No Impact	None	No Impact
Public Services and Recreation	PSR-1	Public Services	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PSR-2	Increased Recreation	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	PSR-3	New Recreation Facilities	Alt 1:	No Impact	None	No Impact
			LPA:	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
			LPA:	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
			LPA:	Less Than Significant	None	Less Than Significant
	TRA-3	Design Hazards or Incompatible Uses	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	TRA-4	Inadequate Emergency Access	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	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	¶ 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
			LPA:	Potentially Significant	¶ 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	¶ 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
			LPA:	Potentially Significant	¶ 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
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-2	Water Supplies	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-3	Wastewater	Alt 1:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-4	Solid Waste	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
	UTL-5	Regulations	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant
Growth Inducing	GRW-1	Growth Inducing	Alt 1:	Less Than Significant	None	Less Than Significant
			LPA:	Less Than Significant	None	Less Than Significant

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Attachment B

Los Angeles County
Metropolitan Transportation Authority

Chapter 5 Mitigation Monitoring and Reporting Program

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

5. Mitigation Monitoring and Reporting Program

5.1 Introduction

Section 21081.6 of the California Public Resources Code requires that, upon certification of an EIR, a lead agency must adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." As stated in Section 21081.6, the reporting or monitoring program must be designed to ensure compliance during project implementation. Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting and identifies that a public agency may delegate reporting or monitoring responsibilities to another public agency or private entity, but the lead agency remains responsible for ensuring that implementation of the mitigation measure occurs. As lead agency for the Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP).

5.2 Purpose

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR are implemented effectively reducing or avoiding significant adverse environmental impacts resulting from Project implementation. The MMRP for the Eastside Transit Corridor Phase 2 Project is presented in tabular format, designed to ensure compliance with all mitigation measures identified in the Final EIR. Each mitigation measure presented in the table is categorized by environmental topic and mitigation number assigned in the Final EIR. The table identifies the following components for each mitigation measure:

- Monitoring Action: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented
- Responsible Party for Implementing Mitigation: The entity accountable for the action
- Enforcement Agency and Monitoring Phase: The agency/ices responsible for overseeing the implementation of mitigation, as well as the timing for implementation to occur

5.3 Applicability

As discussed in Chapter 1, on December 1, 2022, the Metro Board of Directors voted to advance Alternative 1 with the design options and the Montebello maintenance and storage facility (MSF) and Alternative 3 with the design options and the Montebello MSF (the Locally Preferred Alternative [LPA]) for further evaluation in this Final EIR. **Table 5-1** constitutes the MMRP for Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF. The column titled "Applicable Alternative" identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3. Several mitigation measures that address biological resources, cultural resources, and hydrology and water quality are only applicable to Alternative 1.

Table 5-2 provides project measures for the Project. Project measures are design features, best management practices (BMPs), or other measures required by law and/or permit approvals. The column titled "Applicable Alternative" identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3. Similar to mitigation measures, certain project measures that address biological resources and hydrology and water quality are only applicable to Alternative 1.

5.3.1 Mitigation Measures

Table 5-1. Alternative 1 and Alternative 3 with Design Options and Montebello MSF Mitigation Monitoring and Reporting Program

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Biological Resources				
MM BIO-1: Up to a year prior to demolition work occurring at bridges, and in coordination with California Department of Fish and Wildlife (CDFW), bat emergence surveys and nighttime surveys shall be conducted at each affected bridge site to confirm whether bats are roosting on or within 100 feet of any of the bridges affected by construction activities. Surveys shall include identification of any trees within 100 feet of the bridges affected by construction activities that could provide hibernacula or nursery colony roosting habitat. Surveys shall be scheduled by Metro or the contractor. Surveys shall be conducted using ultrasonic detectors and night vision technology in order to capture species and emergence locations. Surveys shall include species classification of detected bat calls to help identify bat species roosting within 100 feet of the construction area. If it is determined that bat species are roosting on or within 100 feet of the bridges affected by construction activities, MM BIO-3 shall be implemented.	Perform bat surveys up to a year prior to demolition work at bridges. If bats are present, implement MM BIO-3.	Metro Construction contractor	1. Metro / CDFW 2. Pre-construction	1
MM BIO-2: Prior to demolition work occurring at bridges and outside of the bird nesting season for cliff swallows (February 15 to September 15), inactive swallow nests on or within 100 feet of the affected bridges shall be surveyed by a qualified biologist to determine whether they are occupied by roosting bats. Nests shall be removed prior to overwintering use by bats and in a manner that ensures they do not fall to the ground or are otherwise destroyed unless absence of bats is confirmed through inspection by a qualified bat biologist.	Within 100 feet of bridges to be demolished, survey inactive swallow nests for roosting bats. Unoccupied nests to be removed by qualified biologist and occupied nests to be removed by qualified biologist in consultation with CDFW.	Construction contractor	1. Metro 2. Pre-construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM BIO-3: If it is determined that bat species are roosting on or within 100 feet of the affected bridges, consultation with CDFW shall be conducted prior to initiating construction, a CDFW-approved bat exclusion plan shall be developed, and the following measures shall be implemented along with any additional measures required by CDFW to avoid impacts on bat species: ■ At least six months prior to construction at the affected bridges, alternative roosting sites shall be researched and surveyed by a qualified biologist, and alternative bat habitat (e.g., concrete Oregon wedge enclosure, bat houses, etc.) shall be developed and installed, in coordination with CDFW, at nearby locations to provide alternative habitat for bats displaced by project construction. ■ Bat exclusion measures shall be explored and implemented on the bridges and within 100 feet of the affected bridges including tree roosts, or as determined by a qualified bat biologist, to the maximum extent feasible to reduce the potential for bat presence during construction. Bat exclusionary measures could include expandable foam placed in expansion joints and crevices, and sheet plastic fitted with one-way exits in areas where bats are potentially roosting. Bat exclusion shall only be installed during the fall and winter seasons, generally after September 30, to avoid impacts on maternal and juvenile bats. No less than six weeks prior to construction, a qualified biologist shall survey the area to confirm that exclusionary measures have been successful and that no bats remain in the exclusion area. If any bats remain within the exclusion area, appropriate measures shall be developed and implemented, in coordination with CDFW prior to construction at the affected bridges, to prevent impacts on bats.	If bats are identified in accordance with MM BIO-1, consult with and get approval from CDFW on a bat exclusion plan. Measures identified in the CDFW bat exclusion plan to be implemented by qualified biologist in consultation with CDFW.	Metro Construction contractor	1. Metro / CDFW 2. Pre-construction	1
MM BIO-4: Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, prior to pile driving near active bird nests, and prior to tree trimming during the maintenance period, the following shall occur:	Implement measures to avoid nesting birds prior to pile driving and the construction and maintenance	Construction contractor	1. Metro 2. Pre-construction and	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ If construction is scheduled to occur during the bird nesting season (generally February 15 through September 15, and as early as January 1 for some raptors), vegetation that will be impacted by the Project shall be removed in advance of the construction activities and outside the nesting season, if feasible, to avoid take of birds, raptors, or their eggs. If this is not feasible, prior to the implementation of construction activities, one nesting bird survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established and vegetation removal within the buffer shall be postponed until the nest is vacated and juveniles have fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests. ■ The following shall occur if Alternative 1 is selected and approved: ○ Swallow Nesting and Exclusion. Demolition work occurring at the Washington Boulevard bridges shall either occur outside of the swallow nesting period (February 15 through September 15) or Metro shall exclude swallows from areas along the bridges where demolition activities would cause nest damage or abandonment (i.e., on any part of the bridges) using netting. The netting shall remain in place until August 1 or until construction activities at the site are complete. The netting shall be anchored such that swallows cannot attach their nests to the structure through gaps in the net. If swallows begin building nests on the structure after net installation, the mud placed by the swallows shall be removed and the net's integrity repaired.	period that would remove or disturb vegetation and structures providing bird nesting habitat If construction would occur during nesting season, remove vegetation prior to nesting season or conduct nesting bird survey. If active nests are identified, establish a no-work buffer around the nest. For Alternative 1, Schedule construction outside the swallow nesting period (February 15 through September 15) or exclude swallows from areas where construction activities cause nest damage or abandonment. If demolition of bridges occurs between February 15 and September		maintenance period	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
○ Swallow Nesting Inspection. If demolition of the Washington Boulevard bridges occurs between February 15 through September 15, the portion of the bridges where construction activities would occur shall be subject to weekly inspection for nesting activity in that time period. If cliff swallows begin colonizing the bridge(s) prior to beginning bridge work, all nest precursors (e.g., mud placed by swallows for construction of nests) shall be washed down at least once daily until swallows cease trying to construct nests. This activity shall not result in harm or death to adult swallows. This weekly inspection and washing activity shall occur until April 1; after that period, no washing activity shall occur to prevent harm or death to eggs or nestlings. ○ Swallow Nest Removal. Swallow nests on the Washington Boulevard bridges shall be removed in the fall after nesting season (February 15 to September 15), consistent with MM BIO-2, to further discourage swallows from nesting on the bridges during construction activities occurring within 100 feet of the bridges and only after nests are confirmed to be inactive.	15, inspect bridge weekly for nesting and wash nesting precursors daily until April 1. Remove inactive nests after nesting season during construction within 100 feet of the bridges.			
MM BIO-5: Prior to construction, the contractor shall prepare an Invasive Plant and Infectious Tree Disease Mitigation Plan to minimize the introduction or migration of invasive plant species into other construction areas. The plan shall be implemented where construction activities cross the rivers and spreading grounds and shall include, at a minimum, the following: ■ Construction vehicles and equipment shall be cleaned of pathogens and/or invasive or diseased plants and/or seeds with compressed water or air, or similar compression device, before leaving the area of exposed soil during the course of construction. ■ Cleaning of equipment shall occur within a designated containment area to avoid the spread of pathogens, invasive plant seeds, or plant parts.	Prepare and implement Invasive Plant and Infectious Tree Disease Mitigation Plan for construction across rivers and spreading	Construction contractor	1. Metro 2. Construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Materials removed from construction equipment pursuant to this measure shall be disposed of at an appropriate disposal facility in accordance with applicable laws and regulations. ■ Trees removed during construction shall be inspected for contagious tree diseases, and diseased trees shall not be transported from the Project site without first being treated using best available management practices relevant for each tree disease observed.				
MM BIO-6: In accordance with the Invasive Plant and Infectious Tree Disease Mitigation Plan identified in MM BIO-5 for construction across rivers and spreading grounds, the contractor shall wash soil and plant material off all equipment tires and treads or otherwise clean the construction vehicles and equipment as specified in the Plan before moving from one construction area, or area of exposed soil to another (or moving to and from the staging area to the area of exposed soil).	Implement Invasive Plant and Infectious Tree Disease Mitigation Plan for construction across rivers and spreading grounds.	Construction contractor	1. Metro 2. Construction	1
Cultural Resources				
MM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS/Golden Gate Theater. The contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource. Building protection measures shall be implemented in conjunction with MM NOI-1 through MM NOI-15. ■ The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the building category and the potential for ground borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to the historical resource. An architectural historian or historical	Prepare pre-construction baseline survey and building protection report. Final design documents to be reviewed by a qualified historian or historical architect. Implement building protection measures based on results of the building protection report.	Construction contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review final design documents prior to implementation of measures. ■ The contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historical resource has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey. ■ A post-construction survey shall also be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.	Conduct post-construction survey with a mitigation measure implementation assessment prepared by qualified architectural historian or historical architect.			
MM CUL-4: Protection Measures – Avoidance for the Dal Rae Restaurant Sign. If Alternative 1 is selected, the contractor shall conduct a pre-construction baseline survey, implement building protection measures, and conduct a post-construction survey of the Dal Rae Restaurant Sign in relation to at-grade alignment construction with a sliver property acquisition adjacent to the historical resource. ■ The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the potential for damage related to improvements within the sliver property acquisition. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification	Conduct a pre-construction baseline survey that identifies protection measures to be reviewed by a qualified architectural historian or historical architect.	Construction contractor	1. Metro 2. Pre-construction/ Construction / Post-construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Standards (36 CFR Part 61) shall review proposed protection measures. ■ The contractor shall implement building protection measures such as fencing or sensitive construction techniques based on final project design. ■ A post-construction survey shall be undertaken to ensure that no significant impacts had occurred to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measure.	Implement building protection measures. Conduct a post-construction survey with a mitigation measure implementation assessment prepared by a qualified architectural historian or historical architect.			
MM CUL-7: Site of the Battle of Rio San Gabriel. Archaeological monitoring during ground disturbance shall be conducted at the Site of the Battle of Rio San Gabriel, in accordance with the project Cultural Resources Monitoring and Mitigation Plan (CRMMP). The project alignment between Bluff Road in the east and the eastern boundary of the Rio Hondo Spreading Grounds in the west are within the territory through which the Battle of Rio San Gabriel took place and are considered sensitive for cultural resources related to the battle. If monitoring does not reveal any archaeological artifacts, then there would be no effect on the Site of the Battle of Rio San Gabriel. If archaeological artifacts are discovered, the qualified archaeologist shall assess the significance of the find and then implement the treatment measure plan, if necessary. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.	Monitor during ground disturbance at the Site of the Battle of Rio San Gabriel in accordance with the CRMMP (MM CUL-8). If artifacts are encountered, halt work until a qualified archaeologist assesses find and implements treatment measures plan if necessary.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1
MM CUL-8: Unknown Archaeological Resources. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal	Provide cultural resources training for workers, including how to	Construction contractor Qualified archaeologist /	1. Metro	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
framework protecting cultural resources, typical kinds of cultural resources that may be found within the project area, and proper procedures and notifications for if cultural resources are inadvertently discovered. In addition, the contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits are likely to be located within the Area of Direct Impact (ADI) based on background research and a geoarchaeological analysis. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report. The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation. The CRMMP shall also require that a qualified Archaeologist in prehistoric and historical archaeology (36 CFR Part 61) be retained prior to ground-disturbing activities. The CRMMP will be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in MM TCR-1, a Native American monitor shall be retained if treatment involves work at a prehistoric site, or to monitor ground disturbing activities at other locations determined appropriate during tribal consultation. An archaeological monitor will be retained for work at locations identified as sensitive during tribal consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be	proceed if cultural resources are discovered. Complete pedestrian survey of private property parcels. Develop and implement a CRMMP as specified in the mitigation measure. If artifacts are encountered, halt work until a qualified archaeologist assesses and, if necessary, develops treatment measures. If treatment involves work at a prehistoric site, retain Native American monitor (see also MM TCR-1).	Native American monitor	2. Pre-construction / Construction	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.				
MM CUL-9: Unanticipated Discovery of Human Remains. If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner shall contact the Native American Heritage Commission (NAHC) and identify a Most Likely Descendant (MLD) pursuant to PRC Section 5097.98 and CEQA Guidelines Section 15064.5. The MLD may inspect the site within 48 hours of being notified and issue recommendations for scientific removal and nondestructive analysis. If the MLD fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance at their discretion. Work may be resumed at the discretion of Metro but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.	Follow procedures for consultation and treatment if human remains are discovered, including suspending work in the immediate vicinity of the discovery.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
Geology, Soils, Seismicity, and Paleontological Resources				
MM GEO-1: The contractor shall retain a qualified paleontologist and a qualified paleontological monitor to carry out the following tasks: Prepare a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) that includes identification and mapping of the areas of high sensitivity to be monitored during construction. These areas are defined as all areas within the Older alluvium in the project site where planned excavation will exceed three feet below the surface or three feet into undisturbed sediments and all areas within the Younger alluvium in the project site where planned excavation will exceed 10 feet below the surface or 10 feet into undisturbed sediments. The qualified paleontologist shall supervise the qualified paleontological monitor to monitor excavation in areas identified as likely to contain paleontological resources with the exception of TBM excavation, where monitoring is infeasible. The qualified paleontologist shall retain the	Retain qualified paleontologist and paleontological monitor to prepare a PRMMP and identify and monitor excavation areas where paleontological resources are likely to occur, excluding TBM excavation.	Construction contractor Qualified paleontologist / paleontological monitor	1. Metro 2. Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units are determined to have low potential to contain fossil resources.				
MM GEO-2: Monitoring for paleontological resources and salvage of fossils shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall specify that the qualified paleontologist and the qualified paleontological monitor are equipped to salvage fossils and samples of sediment as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Since Older alluvium yields small fossil specimens (microvertebrate fossils) likely to go unnoticed during typical large-scale paleontological monitoring, the PRMMP shall identify that matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates that these units do possess small fossils, a matrix sample of 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.	Paleontological monitor to salvage fossils/sediment samples as they are unearthed in compliance with procedures identified in the PRMMP (MM GEO-1).	Construction contractor Qualified paleontologist / paleontological monitor	1. Metro 2. Construction	1 3/LPA
MM GEO-3: The Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction, in accordance with standards for recovery, reporting, and curation established by the Society of Vertebrate Paleontology (SVP). The qualified paleontologist shall make certain that recovered specimens be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrate and vertebrate fossils.	Prepare recovered specimens for identification and preservation, in compliance with procedures identified in the PRMMP (MM GEO-1).	Metro Qualified paleontologist / paleontological monitor	1. Metro 2. Construction / Post-construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM GEO-4: Curation of specimens shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall identify criteria for identifying specimens to be curated into a professional accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the professional accredited museum repository, shall signify completion of the program to mitigate impacts to paleontological resources.	Catalogue and submit recovered specimens to a professional accredited museum repository in compliance with procedures identified in the PRMMP (MM GEO-1).	Metro Qualified paleontologist / paleontological monitor	1. Metro 2. Construction / Post-construction	1 3/LPA
Hazards and Hazardous Materials				
MM HAZ-1: Phase II Environmental Site Assessment (ESA). Before any substantial ground disturbance occurs on or near the properties with documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment to determine the potential presence of petroleum hydrocarbons, metals (i.e., lead that was aerially deposited and lead chromate) that exceed thresholds established by the California Health and Safety Code and Title 22, and VOCs in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment Report prepared for Alternative 1 (Washington Alternative) (Kleinfelder 2021). The Phase II ESA shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles Regional Water Quality Control Board (RWQCB) and/or the Department of Toxic Substances Control (DTSC). If the Phase II ESA identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure HAZ-2. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.	Metro to retain qualified professional to conduct Phase II Environmental Site Assessment.	Metro	1. Metro 2. Pre-construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM HAZ-2: Soil and Groundwater Management Plan. Prior to excavation, a site-specific soil and groundwater management plan shall be prepared by Metro's contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, the shall include the following: ■ Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel; ■ Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods; ■ Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies; ■ Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area. ■ Prior to excavation, the Contractor shall prepare the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker safety manuals and	Contractor to prepare a site-specific soil and groundwater management plan in consultation with relevant agencies as specified in the mitigation measure. Construction contractors to develop safety manuals and construction work plans and implement training requirements. Stop work if contaminated groundwater is encountered, notify Los Angeles RWQCB, sample groundwater suspected of contamination, and develop remediation plan if warranted.	Construction contractor	1. Metro / Los Angeles RWQCB / DTSC (if warranted) 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
construction work plans and training requirements, per MM HAZ-4. ■ Metro's contractor shall sample groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify RWQCB. In coordination with the RWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.				
MM HAZ-3: Contractor Specifications. Metro shall include in its contractor specifications the following requirement relating to hazardous materials: ■ During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding U.S. Environmental Protection Agency (USEPA) Regional Screening Levels and/or Department of Toxic Substances Control (DTSC) Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be halted and materials tested. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under Mitigation Measure HAZ-2 above, shall be prepared and implemented.	Metro to include hazardous materials requirements in contractor specifications. Contractor to inspect and monitor soil and groundwater for signs of contamination. If contamination detected, halt work and test materials. If necessary, develop an investigation and site-specific management plan. (MM HAZ-2)	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM HAZ-4: Safety Manuals and Construction Work Plans. The contractor shall prepare site-specific Safety Manuals and Construction Work Plans that address worker health and safety to protect the general public and workers in the construction area for Metro's review and approval. The Safety Manuals and Construction Work Plans shall be prepared in accordance with State and California Division of Occupational Safety and Health (Cal/OSHA) regulations. Copies of the plans shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The plans shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The plans shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.	Contractor to provide site-specific Safety Manuals and Construction Work Plans as specified in the mitigation measure.	Construction contractor	1. Metro 2. Pre-construction	1 3/LPA
MM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a California Division of Occupational Safety and Health (Cal/OSHA) certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and PCB-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed.	Metro to retain qualified contractor to evaluate hazardous building materials. Contractor to determine the presence or absence of hazardous building materials or equipment, prepare and submit a workplan if necessary, and prepare and submit documentation of proper removal if required.	Metro Cal/OSHA certified contractor	1. Metro / Relevant Oversight Agency (if required) 2. Pre-construction / Construction / Post-construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Hydrology and Water Quality				
MM HWQ-1: If water is present in the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River, the work area shall be isolated so that construction does not occur in water. The work area isolation method shall be determined through an agreement between Metro and Los Angeles County Flood Control District (LACFCD) and shall involve use of a coffer dam, a by-pass channel, management of the water in the system by LACFCD, or other means.	Isolate water present in the work area.	Metro Construction contractor	1. Metro / LACFCD 2. Pre-construction / Construction	1
MM HWQ-2: To compensate for potential loss of flood storage due to placement of light rail transit (LRT) bridge piers or enhanced bridge supports in federally authorized and Los Angeles County Department of Public Works (LACDPW) flood control facilities, Metro shall construct compensatory mitigation within the impacted flood control facility based on the volume of the flood storage loss and hydraulic analysis in compliance with applicable Federal, state, and local requirements, such as the Rivers and Harbors Act Section 408 program. Exact compensatory mitigation requirements shall be determined based on the volume of the loss of flood storage and a hydraulic analysis of the impacts on flood storage and flood flows. The compensatory storage must allow floodwaters to flow freely into and out of the storage area in a similar manner as pre-Project conditions. In general, the compensatory mitigation shall occur at or below the elevation of the impact and the hydraulics of the mitigation design must function to prevent any change in flood elevations upstream of the Detailed Study Area (DSA) of Alternative 1. The area chosen for compensatory mitigation must be free draining (e.g., pooled water must be able to flow out of the storage area as floodwaters recede) and shall comply with drainage requirements of LACDPW. A hydrology report to assess changes in hydrologic activity, velocity of flows, and water availability onsite and downstream of the Project and assess scour or erosion at the Project site will be prepared and submitted to CDFW in conjunction with the Lake and Streambed Alteration Notification for the Project.	Conduct hydraulic analysis of impacts of LRT bridge piers or supports on flood storage/flows. Construct compensatory mitigation within impacted flood control facilities as required by federal, state, and local requirements. Prepare hydrology report and submit to CDFW.	Metro Construction contractor	1. Metro / U.S. Army Corps of Engineers, LACDPW / CDFW 2. Pre-construction / Construction	1

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Noise and Vibration				
MM NOI-1: Metro shall require the Contractor to develop a construction noise control plan and a construction noise monitoring plan to minimize noise impacts. The construction noise plan shall include construction noise performance criteria. At a minimum, the performance criteria shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria of 80 dBA for nighttime work and 90 dBA for daytime work at residential properties, or 100 dBA at commercial or industrial properties for daytime or nighttime work. These criteria shall be measured at the boundary of any occupied property where the noise is being received.	Contractor to prepare noise control plan and construction noise monitoring plan with performance criteria as specified in the mitigation measure for Metro review/approval.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
MM NOI-2: Metro shall require the Contractor to use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors, such as residences, schools, and hospitals where practicable. Metro's Contractor shall use cast-in-drilled hole (CIDH) or drilled piles rather than impact pile drivers if necessary to meet construction noise performance criteria established in the construction noise control plan and construction noise monitoring plan.	Use CIDH or drilled piles at locations containing noise- and vibration-sensitive receptors where necessary to meet noise performance criteria (MM NOI-1).	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-3: Metro shall require the Contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors as necessary to ensure compliance with applicable construction noise performance criteria as specified in the construction noise monitoring plan developed under MM NOI-1. During construction, Metro shall perform audits to monitor the effectiveness of the noise barriers.	Contractor to install temporary noise barriers as specified.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-4: Metro shall require the Contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable.	Locate construction equipment and material staging areas away from sensitive receptors.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-5: Metro shall require the Contractor to route construction traffic and haul routes along roads in areas without receptors sensitive to noise and vibration, where practicable.	Route construction traffic and haul routes through areas without noise-sensitive receptors, where practicable. Obtain approval of construction traffic and haul routes from Metro. Cross-reference to compliance with MM TRA-1 traffic management plan.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-6: Metro shall require contractors to use best available control technologies to limit excessive noise when working near residences (e.g., piling noise shrouds) where practicable.	Use best available noise control technologies where practicable.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-7: (MM NOI-1 has been revised to clarify that FTA general construction noise criteria for nighttime construction work shall not be exceeded).	Comply with MM NOI-1	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-8: Metro shall notify the public, including schools, of construction operations and schedules. Metro shall provide a construction-alert publication and set up a Construction Hotline that shall reply to complaints within 2 working days.	Notify public of construction activities/ schedules. Establish a Construction Hotline and respond to complaints.	Metro	1. Metro 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-9: Metro shall require the Contractor to comply with FTA goundborne noise and vibration criteria confirmed in the construction noise monitoring plan for tunnel construction, including spoil removal and transport of segmental tunnel lining. This shall include, where necessary, methods such as installation of temporary tunnel track with smooth rail and wheels, and/or car speeds that limit structure-borne noise and vibration, or use of spoil removal conveyor.	Use spoil removal conveyor for the TBM. If a spoil removal conveyor is not practicable, submit a justification to Metro for approval. Follow noise reducing specifications.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-10: Metro shall require the Contractor to not stage trucks in residential areas.	Do not stage trucks in residential areas.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-11: Metro shall require temporary and permanent tunnel vent fans to be located away from residences. Metro shall require that noise from these shall be attenuated to comply with the noise control plan and local code requirements for fixed stationary heating, ventilation, and air conditioning (HVAC) or other machinery noise.	Place ventilation fans away from sensitive receptors. Implement measures to attenuate noise levels as specified.	Metro Construction contractor	1. Metro 2. Construction	1 3/LPA
MM NOI-12: Within the tunnel, Metro shall reduce operational vibration impacts through use of track support systems which incorporate resilience, such as ballast mats, high resilience track fasteners, resiliently supported ties or floating track slabs as necessary to be below FTA criteria for frequent annoyance from operational vibration. FTA criteria for frequent annoyance is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses, including schools, for more than 70 events per day.	Within the tunnel, use track support systems if necessary to be below FTA criteria for frequent annoyance from operational vibration.	Metro Construction contractor	1. Metro 2. Design / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
MM NOI-13: Metro shall reduce vibration impacts where necessary to be below FTA criteria for frequent annoyance due to gaps at switches by methods such as installing ballast mats or other resilient fixings under conventional switches to "decouple" the train vibration from the track supporting structure or using a monoblock frog or other low vibration switches. FTA criteria for frequent annoyance from operational vibration is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses including schools for more than 70 events per day.	Use equipment that reduces vibration at switches if necessary to be below FTA criteria for frequent annoyance from operational vibration.	Metro Construction contractor	1. Metro 2. Design / Construction	1 3/LPA
MM NOI-14: Metro shall identify selected properties that may be susceptible to vibration damage within 100 feet of the alignment to determine the baseline structural integrity and condition of walls and joints using methods such as photographic documentation of the interior walls and/or exterior façade as a basis for comparison after construction is completed.	Metro to identify properties that may be susceptible to vibration damage and determine baseline conditions for comparison after construction is completed.	Metro	1. Metro 2. Pre-construction	1 3/LPA
MM NOI-15: Metro shall require the Contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration impact and reduce the risk of damage to susceptible structures. The construction vibration control plan shall specify implementation of vibration control measures to ensure that vibration during construction activities shall not exceed peak particle velocity (ppv) 0.2 inches per section (ips) at any non-engineered timber and masonry building.	Contractor to develop a construction vibration control plan and a construction vibration monitoring plan for Metro for review and approval.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
Transportation and Traffic				
MM TRA-1: The contractor shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:	Prepare a traffic management plan to facilitate traffic flow in and around	Metro Construction contractor	1. Metro	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Where feasible, schedule construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours. ■ Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. ■ Contractors shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published school pedestrian routes. ■ Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas. ■ Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation. ■ Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access). ■ Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.	construction zone that includes the components specified in the mitigation measure.		2. Pre-construction / Construction	

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures. ■ Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities. ■ Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction. ■ Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters. ■ Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted. ■ Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided. ■ Construction flaggers shall be implemented any time a construction ingress or egress is located within 200 feet of a schools' student entrance during school hours. ■ Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools. ■ Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period.				

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Tribal Cultural Resources				
MM TCR-1: Tribal Cultural Resources Training. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate Tribal Cultural Resources training. The training shall instruct the personnel regarding the legal framework protecting Tribal Cultural Resources, typical kinds of Tribal Cultural Resources that may be found within the project area, and proper procedures and notifications if Tribal Cultural Resources are inadvertently discovered.	Provide Tribal Cultural Resources training to all construction personnel involved in ground-disturbing activities.	Construction contractor	1. Metro 2. Pre-construction	1 3/LPA
MM TCR-2: Retain a Native American Monitor. A Native American monitor shall be retained for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring the qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.	Retain a Native American monitor as specified in the mitigation measure for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government.	Metro	1. Metro 2. Construction	1 3/LPA
MM TCR-3: Unknown Tribal Cultural Resources. The contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits, and Tribal Cultural Resources are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Tribal consultation. The CRMMP shall encompass both archaeological and Tribal Cultural Resources and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private	Complete pedestrian survey of private property parcels. Develop and implement a CRMMP as specified in the mitigation measure. Retain qualified Native American	Construction contractor Qualified archaeologist / Native American monitor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
property parcels in the ADI that were not accessible during the preparation of this Eastside Transit Corridor Phase 2 EIR. The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified resources would be determined significant. Should significant deposits be identified during earth-moving activities, where feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation or other methods of disposition in consultation with the Tribe. The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission (NAHC)'s Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried Tribal Cultural Resources or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. If resources are Native American in origin and may also be Tribal Cultural Resources, treatment and curation of these resources shall be determined in consultation with the Tribe. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.	monitor and qualified archaeologist with authority to stop work and develop treatment measures if buried resources are discovered. (See also MM CUL-8.)			

5.3.2 Project Measures

As in **Section 5.3**, project measures are design features, BMPs, or other measures required by law and/or permit approvals. **Table 5-2** provides project measures for the Project. The column titled "Applicable Alternative" identifies if the mitigation measures is applicable to Alternative 1 only or if it is applicable to both Alternative 1 and Alternative 3.

Table 5-2. Alternative 1 and Alternative 3 with Design Options and Montebello MSF Project Measures

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Geology, Seismicity, Soils, and Paleontological Resources				
PM GEO-1: The Build Alternatives shall be designed and constructed per the Metro Rail Design Criteria (MRDC). The MRDC incorporates various design specifications from the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), the State of California, the County of Los Angeles, and other sources by reference. Key compliance sections of the MRDC relative to geology and soils are Section 5.3, Section 5.4, Section 5.6, and MRDC Section 5 Appendix, Metro Supplemental Seismic Design Criteria. Section 5.6 of the MRDC provides detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting. In addition, Caltrans and the County of Los Angeles Building Code (based on the California Building Code [CBC]) have independent design criteria for bridges and aerial structures (Caltrans) and building structures (County of Los Angeles) that are also required. In accordance with the MRDC, geotechnical report recommendations shall be incorporated into the project plans and specifications. These recommendations shall be a product of final design and shall address potential subsurface hazards. Without these report recommendations, the project plans and specifications shall not be approved and the Build Alternatives will not be allowed to advance into the final design stage or into construction.	Ensure Project is designed in compliance with MRDC, the California Seismic Hazards Mapping Act, industry standards, and recommendations contained in the design level geotechnical report.	Metro	1. Metro 2. Pre-construction	1 3/LPA
Hazards and Hazardous Materials				
PM HAZ-1: Operational BMPs for the Build Alternatives shall include but not be limited to: ■ Cleaning and maintenance products shall be required to be labeled with appropriate cautions and instructions for handling, storage and disposal. Staff shall be required to use, store, and dispose of these materials properly in accordance with label directions. ■ Storage and disposal of hazardous materials and waste shall be conducted in accordance with all applicable federal and state regulatory requirements, such as the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response,	Label cleaning and maintenance products with cautions and instructions for handling, storage and disposal. Use, store, and dispose of these materials in accordance with	Construction contractor Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Compensation, and Liability Act (CERCLA), the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act, and if a spill does occur, it shall be remediated in accordance with all applicable federal and state regulatory requirements and in coordination with DTSC and/or LARWQCB. ■ The contractor shall coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained. Metro shall be included in all correspondence with third parties. ■ All new LRT guideway, stations, and crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. ■ Compliance with applicable Los Angeles County and city requirements pertaining to emergency vehicle access as well as the California Building Code and California Fire Code standards shall ensure that sufficient ingress and egress routes are maintained and provided to the new stations.	directions and regulatory requirements. Comply with regulations related to proper transportation, use, and storage of hazardous materials. Design all new LRT guideway, stations, and crossings in accordance with MRDC and coordinate with fire and police protection officials during design.			
PM HAZ-2: Construction BMPs for the Build Alternatives shall include but not be limited to: ■ Metro's contractor shall be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases in accordance with USEPA, SWRCB, DTSC, Cal/OSHA, and the SCAQMD. ■ Development of a stormwater pollution prevent plan (SWPPP) in accordance with the State Water Resources Control Board Construction Clean Water Act Section 402 General Permit conditions, and subject to regular inspections by applicable jurisdiction(s) to ensure compliance. The SWPPP shall include specifications for the following but not limited to:	Obtain permits and comply with appropriate regulatory agency standards. Implement SWPPP and associated BMPs in accordance with the SWRCB General Construction Permit. Transport hazardous	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
○ Maintain proper working conditions for vehicles and equipment to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. ○ Conduct servicing, refueling, and staging of construction equipment only at designated areas where a spill would not flow to drainages. Conduct equipment washing, if needed, only in designated locations where water would not flow into drainage channels. ○ Implement drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. ○ Report hazardous spills to the designated Certified Unified Program Agency (CUPA) (i.e., Los Angeles County Fire Department Health Hazardous Materials Division or Santa Fe Springs Department of Fire-Rescue) and implement clean up immediately and proper disposal of contaminated soil at a licensed facility. ○ Establish properly designed, centralized storage areas to keep hazardous materials fully contained. ○ Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. ○ Implement monitoring program by the construction site supervisor that includes both dry and wet weather inspections. ■ Transportation of hazardous materials shall comply with State regulations governing hazardous materials transporting included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. This includes:	materials and dispose of contaminated soils and hazardous building materials in accordance with regulations. Follow standard practices and prepare a Traffic Management Plan (see MM TRA-1).			

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
○ Require all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation license issued by the California Highway Patrol. ○ Require the transport of hazardous materials via routes with the least overall travel time. ○ Prohibit the transportation of hazardous materials through residential neighborhoods. ○ Require transporters to take immediate action to protect human health and the environment in the event of spill, release, or mishap. ○ Incorporate restrictions on haul routes into the construction specifications according to local permitting requirements. ■ Contaminated soils and hazardous building materials and wastes shall be disposed of in accordance with federal, state, and local requirements at landfills serving the Los Angeles County region. ■ Traffic control during construction shall follow local jurisdiction guidelines. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. ■ Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved with authorities having jurisdiction in coordination with local fire and police departments prior to construction.				
PM HAZ-3: Operational (post construction) BMPs for the MSF Site Options shall include but not be limited to: ■ If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds of 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance per Chapter 6.95 California Health and Safety Code, Metro shall prepare a Hazardous Materials Business Plan (HMBP) in accordance with all related requirements of the California Health and Safety Code, chapter 6.95, Articles 1	If needed, prepare and submit a Hazardous Materials Business Plan (HMBP) in accordance with the California Health and Safety Code.	Construction contractor Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
and 2. The plan shall be reviewed and recertified every year and amended as required by the Health and Safety Code, Chapter 6.95, Articles 1 and 2. ■ Compliance with applicable City of Montebello design criteria (as applicable) pertaining to emergency vehicle access as well as the California Fire Code standards shall ensure that sufficient ingress and egress routes are provided to the MSF site options.	Comply with applicable city design criteria pertaining to emergency vehicle access as well as California Fire Code standards.			
PM HAZ-4: Construction BMPs for the MSF Site Options shall include but not be limited to: ■ Cal/OSHA regulates worker exposure during construction activities that disturb LBP. Any ACMs, if present, require appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403. ■ PCB-containing fluorescent light fixtures and electrical transformers that are not labeled "No PCBs," shall be assumed to contains PCBs, and shall be removed prior to demolition activities and be disposed of by a licensed and certified PCB removal contractor, in accordance with local, State, and federal regulations. The removal and disposal of the electrical transformers shall be the responsibility of the utility owner. ■ Standard practices shall be followed that include scheduling of lane and/or road closures and detours to minimize disruptions and preparation of a Traffic Management Plan (see MM TRA-1) that is approved with the authorities having jurisdiction in coordination with local fire and police departments prior to construction.	Ensure any asbestos-containing materials (ACMs), are abated prior to demolition, per SCAQMD Rule 1403. Remove items expected to contain PCBs prior to demolition and dispose of property. Ensure electrical transformers are removed by the utility owners. Follow standard practices and prepare a Traffic Management Plan (see MM TRA-1) approved with authorities having jurisdiction and in coordination with fire and police departments.	Metro Construction Contractor Utility Owners	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
PM HAZ-5: Construction BMPs for the Commerce/Citadel station site may include but not be limited to: ■ Metro's contractor shall sample soil suspected of contamination (obvious signs of contamination includes indicators such as odors, stains, or other suspect materials) for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known to be contaminated, Metro's contractor shall: o Segregate and stockpile the excavated material in a way that will facilitate measurement of the stockpile volume. o Spray the stockpile with water or an SCAQMD approved vapor suppressant and cover the stockpile with a heavy-duty plastic (i.e., Visqueen) to prevent soil volatilization in the atmosphere or exposure to nearby workers. ■ Existing groundwater monitoring wells shall remain under ongoing groundwater investigations associated with off-site sources.	Sample soils suspected of contamination and if contaminated, segregate and stockpile, spray with water or a vapor suppressant, and cover. Allow existing groundwater monitoring wells under ongoing groundwater investigations associated with off-site sources to remain.	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
Hydrology and Water Quality				
PM HWQ-1: Operational (post-Project) BMPs for the Build Alternatives (may include but shall not be limited to): ■ Design to reduce impervious surfaces. ■ Treatment of stormwater runoff using infiltration BMPs such as detention basins or tanks, infiltration basins, bioretention facilities media filters, porous pavement, or vegetated filter strips to remove particulate pollutants.	Install post-project BMPs to minimize stormwater pollution, as required in National Pollution Discharge Elimination System (NPDES) permits, low impact development standards, and local policies.	Construction contractor Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
PM HWQ-2: Construction BMPs for the Build Alternatives (may include but shall not be limited to): ■ Establishment of an erosion and sediment control plan prior to the initiation of construction activities that includes BMPs such as: o Use of natural drainage, detention ponds, sediment ponds, or infiltration pits to allow runoff to collect and to reduce or prevent erosion. o Use of barriers to direct and slow the rate of runoff and to filter out large-sized sediments. o Use of downdrains or chutes to carry runoff from the top of a slope to the bottom. o Control of the use of water for irrigation so as to avoid off-site runoff. ■ Development of a SWPPP subject to regular inspections by applicable jurisdictions to ensure compliance. The SWPPP shall include specifications for the following, but shall not be limited to: o Properly designed, centralized storage areas to keep hazardous materials fully contained. o Keeping spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials. o Monitoring program to be implemented by the construction site supervisor that includes both dry and wet weather inspections. ■ Implementation of BMPs designed to reduce erosion of exposed soil including, but not limited to, soil stabilization controls, water for dust control, perimeter silt fences, placement of straw wattles, and sediment basins. o If ground disturbing activities must take place during the rainy season when the potential for erosion is greater, the BMPs selected shall focus on erosion control and keeping soil and sediment in place.	Prepare and implement a SWPPP and erosion control plan in compliance with SWRCB's NPDES Construction General Permit.	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
○ End-of-pipe soil/sediment control measures (e.g., basins and traps) shall be used as secondary measures. ○ Ingress and egress from construction sites shall be carefully controlled to minimize off-site tracking of soil. ■ Locating staging areas outside of the spreading grounds and rivers where possible. ■ Implementation of drainage and grading plans and BMPs designed to protect water quality such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. ■ To protect fish and wildlife species, Metro shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting or similar material, in stream areas. Metro shall require the use of certified weed-free material for erosion control when working in areas of exposed soil. ■ Metro shall not allow drill cuttings, drilling mud, and/or materials or water contaminated with bentonite, or any other substance deemed deleterious to fish or wildlife, to enter the stream or be placed where they may be washed into the stream. Any contaminated water/materials from the drilling and/or project activities shall be pumped or placed into a holding facility and removed for proper disposal. The contractor shall develop a frac-out contingency plan, which will establish operational procedures and responsibilities for the prevention, containment, and clean-up of frac-outs associated with proposed drilling activities.				

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
PM HWQ-3: Avoidance of In-Water Work (Applies to Alternative 1 only) ■ To the extent feasible, construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River shall be scheduled to occur in the dry season when there is no water.	To the extent feasible, ensure construction work within the Rio Hondo, Rio Hondo Spreading Grounds, and San Gabriel River is scheduled during the dry season.	Metro Construction Contractor	1. Metro 2. Pre-construction / Construction	1
PM HWQ-4: Flood Events (Applies to Alternative 1 Only) ■ If a flood event inundates LRT tracks within the DSA of Alternative 1 during operation of the Project, operation of the train system shall not occur. ■ If a flood event occurs in the DSA of Alternative 1 during construction of the Project, construction activities shall cease, and equipment and materials shall be moved to a safe location outside of the floodwaters.	Cease operation of the train system if tracks are inundated by flood waters. If a flood event occurs during construction, cease construction activities and move equipment and materials to a safe location outside of floodwaters.	Metro Construction Contractor	1. Metro 2. Construction / Post-construction	1
Land Use and Planning				
PM TRA-1, as detailed below, shall be implemented during construction of the Build Alternatives.				

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Noise				
PM NOI-1: Operational (post-Project) design standards for the Build Alternative may include but are not limited to: ■ Design per Metro Rail Design Criteria (MRDC) to reduce operational noise of the TPSSs which would mandate the location of traction power substations (TPSS) to be 45 dBA at 50 feet or at the setback line of the nearest building or occupied area, whichever is closer.	Design each TPSS in accordance with the MRDC to ensure noise does not exceed 45 dBA at 50 feet or at the setback line of the nearest building or occupied area.	Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
PM NOI-2: Construction activities shall comply with Metro's baseline specifications Section 01 56 19, Construction Noise and Vibration Control. Although Metro, as a state-chartered transportation agency, is exempt from local noise ordinances, the agency is committed to consistency with local construction noise limits whenever feasible and reasonable in accordance with its own construction specifications. Metro's contractor shall utilize control measures from Metro's specifications that effectively minimize noise and vibration impacts in the community. Some mitigation measures shown in Section 3.11, Noise and Vibration, are based on the provisions set forth in Section 01 56 19 and are refined to have more specificity towards the Project-related impacts concerning noise and vibration. Under PM NOI-2, the Project shall comply with the entirety of Metro's baseline specifications Section 01 56 19 and Metro's contractor would utilize control measures from its own specifications that effectively minimize noise and vibration impacts in the community, such as: ■ Conducting at-grade construction activities adjacent to residential neighborhoods during the daytime whenever practicable. ■ Requiring special permits for construction within a specified distance and a specified time period for residential zones during the nighttime and weekends. ■ Using construction equipment with effective noise-suppression devices whenever feasible.	Comply with Metro's baseline specifications Section 015619, Construction Noise and Vibration Control. Wherever feasible, be consistent with local construction noise limits. Utilize control measures from contractor specifications that effectively minimize noise and vibration.	Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Using noise control measures, such as enclosures and noise barriers, as necessary to protect the public and achieve compliance with Metro's noise limits. ■ Conducting all operations in a manner that will minimize, to the greatest extent practicable, disturbance to the public in areas adjacent to the construction activities and to occupants of nearby buildings.				
Public Services and Recreation				
PM PSR-1: Operational BMPs for the Build Alternatives (may include but would not be limited to): ■ The contractor shall coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained. Metro shall be included in all correspondence with third parties. ■ Metro shall supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities, as needed to ensure that adequate police protection services are provided.	Coordinate with fire and police protection officials when designing grade crossings. Supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new LRT facilities as needed.	Metro Construction contractor	1. Metro 2. Pre-construction / Post-Construction	1 3/LPA
Transportation				
PM TRA-1: Operational BMPs for the Build Alternatives shall include the following: ■ Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards. ■ Additional enhancements to the existing signalized crosswalks, such as marked crosswalks, shall further improve pedestrian circulation and non-motorized access to transit stations.	Ensure implementation of BMPs during project operation to ensure safety, including maintain safe pedestrian, bicyclist, and vehicular access,	Metro Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas. ■ Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions. ■ New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with Metro Rail Design Criteria (MRDC) and standards. ■ Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections and shall be determined during preliminary engineering. ■ Proposed bicycle facilities that intersect the Build Alternatives at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections. ■ Project operations shall not preclude vehicle or truck access along Washington Boulevard and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections. ■ Stations and grade crossings shall be designed in accordance with Metro Rail Design Criteria (MRDC), including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. ■ The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide	compliance with applicable criteria and safety standards such as for traffic circulation and grade crossings, and do not allow uncontrolled mid-block crossing of tracks.			

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
Station Design Standards Policy), to ensure emergency vehicle access and building standards ensure that response times are maintained and at acceptable levels. ■ Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers, high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms. ■ Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible. ■ Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between LRVs and eastbound traffic along Washington Boulevard. ■ Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.				
PM TRA-2: Construction BMPs for the Build Alternatives shall include the following: ■ Cooperation with the corridor cities and the County shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements. ■ Pedestrian access to adjacent properties along the Build Alternatives shall be maintained during construction. ■ Construction-related traffic circulation changes shall generally be localized to the work area.	Ensure implementation of BMPs during project construction that includes ensuring pedestrian, bicyclist, and vehicular access is maintained, fire and police station access is	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
■ Construction activities shall comply with California Division of Occupational Safety and Health Administration (Cal/OSHA) and Metro safety and security programs. ■ Safety for pedestrians, bicyclists, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists shall be maintained during construction; methods may include signage, partial lane closures, and construction barriers. ■ Access to the LACFD Fire Station 50 on Saybrook Avenue shall be maintained during construction and the launch of the TBM. ■ Metro shall coordinate with staff of the East Los Angeles Sheriff Station, LACFD Fire Station 50, and PIH Health Whittier Hospital in advance of any construction activities to preserve station access. ■ Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with authorities having jurisdiction and local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the Traffic Management Plan (see MM TRA-1) during construction to coordinate emergency response routing. ■ The Project shall be designed and constructed per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as Cal/OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).	maintained, construction complies with applicable criteria and safety standards, and roadway disruption is minimized to the degree feasible.			
PM TRA-3: Operational BMPs for the MSF include the following: ■ Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue. ■ Minor changes to traffic circulation, such as new or modified driveways shall be designed according to applicable State, Metro, and city design criteria and standards. ■ Any roadway changes shall be designed according to applicable MRDC, state, and local design criteria and standards where	Implement BMPs during MSF operation to ensure pedestrian, bicyclist, and vehicular access is maintained during MSF operations.	Metro Maintenance contractor	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Project Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase	Applicable Alternative(s)
applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.	Design traffic circulation and roadway changes in accordance with applicable criteria and standards.			
PM TRA-4: Construction BMPs for the MSF (must include but not be limited to): ■ Access to nearby properties shall be maintained throughout the course of construction, and alternative routes shall be available for any streets requiring a full closure (e.g., use of Acco Street shall be routed to Flotilla Street or Washington Boulevard for the Montebello MSF).	Ensure access to nearby properties is maintained during construction, and provide alternative routes for any streets requiring a full closure.	Metro Construction contractor	1. Metro 2. Pre-construction / Construction	1 3/LPA
Growth-Inducing				
PM GRW-1: Metro shall coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable and safe areas for development in the Project corridor.	Coordinate with local jurisdictions and Los Angeles County on governance strategies, plans, policies, and economic development strategies in station areas.	Metro	1. Metro 2. Pre-construction / Construction / Post-Construction	1 3/LPA

Key:
ACM = asbestos-containing material
ADA = Americans with Disabilities Act
ADI = Area of Direct Impact
BMPs = Best Management Practices
CA MUTCD = California Manual of Uniform Traffic Control Devices
dBA = A-weighted decibel
DSA = detailed study area
DTSC = Department of Toxic Substances Control
EIR = Environmental Impact Report
ESA = Environmental Site Assessment
FHWA = Federal Highway Administration
HMBP = Hazardous Materials Business Plan
NAHC = Native American Heritage Commission
NPDES = National Pollution Discharge Elimination System
PCB = polychlorinated biphenyls
PIH = Presbyterian Intercommunity Hospital
PRC = Public Resources Code
PRMMP = Paleontological Resource Mitigation and Monitoring Plan

Cal/OSHA = California Division of Occupational Safety and Health Administration
Caltrans = California Department of Transportation
CBC = California Building Code
CDFW = California Department of Fish and Wildlife
CEQA =
CFR = Code of Federal Regulations
CIDH = cast-in-drilled hole
CPUC = California Public Utilities Commission
CRMMP = Cultural Resources Monitoring and Mitigation Plan
CUPA = Certified Unified Program Agency
HVAC = heating, ventilation, and air conditioning
LACDPW = Los Angeles County Department of Public Works
LACFCD = Los Angeles County Flood Control District
LACFD = Los Angeles County Fire Department
LBP = Lead-Based Paints
LPA = Locally Preferred Alternative
LRT = Light Rail Transit
LRV = light rail vehicle
MLD = Most Likely Descendant
MMRP = Mitigation Monitoring and Reporting Program
MRDC = Metro Rail Design Criteria
MSF = maintenance and storage facility
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RWQCB = Regional Water Quality Control Board
SCAQMD = South Coast Air Quality Management District
SWRCB = State Water Resources Control Board
SWPPP = stormwater pollution prevent plan
SVP = Society of Vertebrate Paleontology
TBM = tunnel boring machine
TPSS = traction power substations
USEPA = U.S. Environmental Protection Agency
VdB = vibration decibels

Attachment C

Los Angeles County
Metropolitan Transportation Authority

Findings of Fact and Statement of Overriding Considerations

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

Metro

Findings of Fact and Statement of Overriding Consideration

April 2024

Prepared for:
Los Angeles County Metropolitan Transportation Authority
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State Clearinghouse Number: 2010011062

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1. INTRODUCTION

1.1 Overview

This document presents the findings required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], § 21000 et seq.) for each of the significant environmental effects identified in the Final Environmental Impact Report (FEIR) (SCH No. 2010011062) that was prepared for the Los Angeles County Metropolitan Transportation Authority (Metro) Eastside Transit Corridor Phase 2 Project (Project). In this document, "the Project" refers to the locally preferred alternative (LPA), which is Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello maintenance and storage facility (MSF), as described in detail in the Recirculated Draft EIR and refined in the Final EIR. The Project, including the refinements in the Final EIR, is discussed in more detail in Section 1.6 and all alternatives analyzed in the Recirculated Draft EIR and Final EIR are discussed in Section 3 of this document.

This document also includes a Statement of Overriding Considerations, pursuant to CEQA, which states the reasons why the benefits of the Project outweigh the Project's unavoidable significant adverse effects.

1.2 Statutory Requirements

CEQA (PRC Section 21081), and the CEQA Guidelines (Title 14 California Code Regulations Section 15091), require that:

a. No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

    1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

    2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

    3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR.

b. The findings required by subdivision (a) shall be supported by substantial evidence in the record.

c. The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

d. When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

e. The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

f. A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" Section 15093(b) of the CEQA Guidelines requires for those significant impacts that cannot be avoided or substantially lessened, the lead agency is required to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

Section 21081.6 of CEQA also requires public agencies to adopt a mitigation monitoring and reporting program (MMRP) for assessing and ensuring the implementation of proposed mitigation measures. Pursuant to Section 21081.6, public agencies are required to provide that the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures.

Pursuant to the requirements listed above, this Findings of Fact and Statement of Overriding Considerations presents the required findings which are supported by substantial evidence in the record. Additionally, this Findings of Fact and Statement of Overriding Considerations includes a statement of overriding considerations that explains the specific reasons why the social, economic, legal, technical, or other beneficial aspects of the Project outweigh the Project's unavoidable adverse environmental impact and why the Lead Agency is willing to accept such impact. This statement is based on the Recirculated Draft EIR and Final EIR and/or other substantial evidence in the record.

The mitigation measures identified in the MMRP for the Project to avoid or reduce the significant effects on the environment are identified within this Findings of Fact and Statement of Overriding Considerations. The Project MMRP is provided under separate cover.

1.3 Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation (NOP) and other public notices issued by Metro in conjunction with the Project
- The Recirculated Draft EIR dated June 2022, including all associated appendices and documents that were incorporated by reference

- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Recirculated Draft EIR, and responses to those comments (Chapter 4, Responses to Comments, of the Final EIR)
- The Final EIR dated April 2024 including all associated appendices and documents that were incorporated by reference
- The MMRP (Chapter 5 of the Final EIR)
- All findings and resolutions adopted by Metro in connection with the Project, and all documents cited or referred to therein
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Project
- All documents submitted to Metro by agencies or members of the public in connection with development of the Project
- All actions of Metro with respect to the Project
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings

1.4 Document Organization

The CEQA Findings of Fact and Statement of Overriding Considerations was prepared to meet the latest CEQA Statutes and Guidelines. The document is organized into the following sections:

- Section 1. Introduction
  - Section 1.1 Overview
  - Section 1.2 Statutory requirements
  - Section 1.3 Record of proceedings
  - Section 1.4 Document Organization
  - Section 1.5 Public and Agency Outreach
  - Section 1.6 Project Summary
- Section 2. Statement of Significant Impacts and Required Findings
  - Section 2.1 Environmental Impacts Found to be Significant and Unavoidable
  - Section 2.2 Environmental Impacts Found to be Less Than Significant with Mitigation
  - Section 2.3 Environmental Impacts Found to be Less Than Significant

- Section 2.4 Environmental Resources Found Not to be Impacted
- Section 2.5. Cumulative Impacts

- Section 3. Alternatives and Mitigation Measures
  - Section 3.1 Alternatives
  - Section 3.2 Design Options and MSF Options
  - Section 3.3 Findings for the Environmentally Superior Alternative
  - Section 3.4 Findings for Mitigation Measures
- Section 4. Findings on Changes to the Recirculated Draft EIR
  - Section 4.1. Changes to the Draft EIR
  - Section 4.2 Findings Regarding Changes to the Recirculated Draft EIR
- Section 5. Statement of Overriding Considerations
  - Section 5.1. Significant and Unavoidable Impacts
  - Section 5.2. Overriding Considerations
  - Section 5.3. Conclusion

1.5 Public and Agency Outreach

Metro has complied with CEQA and the CEQA Guidelines during the preparation of the EIR for the Project. The Recirculated Draft EIR, dated June 2022, was prepared after soliciting input from the public, responsible agencies, and affected agencies through the Recirculated Draft EIR scoping process. The "scoping" of the Recirculated Draft EIR was conducted using several of the tools available under CEQA. In accordance with Section 15063 of the CEQA Guidelines, a NOP was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on May 31, 2019. The NOP was posted in the Los Angeles County Clerk office for 30 days; and comments on the NOP were accepted through July 31, 2019. Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. The NOP was also submitted to the California Office of Planning and Research (State Clearinghouse) to officially solicit participation in determining the scope of the Recirculated Draft EIR. Information requested and input provided during the NOP comment period regarding the scope of the Recirculated Draft EIR are included in the Recirculated Draft EIR.

The Recirculated Draft EIR was circulated for a 60-day public review and comment period starting on Thursday, June 30, 2022, and concluding on Monday, August 29, 2022. The public review period was conducted pursuant to CEQA and its implementing guidelines, which requires a 45-day review period. The document and the Notice of Completion (NOC) were distributed to the California Office of

Planning and Research (State Clearinghouse). Relevant agencies also received copies of the document. A Notice of Availability (NOA) was distributed to agencies and community stakeholders. The NOA informed them of where they could view the document and how to comment. Hard copies of the Recirculated Draft EIR (and electronic copies of the supporting technical reports) were made available for public review at the Metro Headquarters and local libraries. An electronic copy of the document was also posted online, and hard copies were made available by request. The NOA was filed with the County Clerks on June 30, 2022. A total of 297 written comment letters were received on the Recirculated Draft EIR.

A Final EIR has been completed and includes the Recirculated Draft EIR, comments received on the Recirculated Draft EIR, written responses to the comments received, a list of persons and agencies commenting on the Recirculated Draft EIR, and revisions and changes to the Recirculated Draft EIR.

1.6 Project Summary

1.6.1 Project Location and Setting

The Project would extend the Metro E Line (formerly Metro L [Gold] Line) approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the city of Montebello. The alignment is located in the unincorporated Los Angeles County community of East Los Angeles and the cities of Commerce and Montebello.

For purposes of describing the Project, two study areas have been defined. The General Study Area (GSA) is regional in scope and scale, whereas the Detailed Study Area (DSA) encompasses an area approximately 0.5-miles to 2-miles from the Project alignment's centerline. The purpose of the GSA is to establish the study area for environmental resources that are regional in scope and scale, such as regional transportation, including vehicle miles traveled (VMT) and regional travel demands, population, housing, and employment. The DSA establishes a study area to evaluate environmental resources that are more sensitive to the physical location of the Project. The GSA and DSA are shown in **Figure 1**.

Source: Metro; CDM Smith/AECOM JV, 2024.

Figure 1. Project Alignment and Study Areas

1.6.2 Project Purpose and 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 E 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. Many residents within the GSA, defined in Section 1.6.1, encounter long travel delays connecting to and from downtown Los Angeles and beyond. If unaddressed, these mobility challenges pose a risk to future population and economic growth, including challenges for transit dependent populations, pedestrian and bicycle safety, capacity constraints on existing infrastructure, inefficiency of goods movement, poor air quality conditions, and other environmental considerations. If no action is taken, these transportation challenges will continue to grow. In support of the goals documented in Metro's 2020 Long Range Transportation Plan (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 E 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

Project Objectives are met to varying extents by creating benefits, both to the region and to local communities. By extending the existing Metro E Line into eastern Los Angeles County, the Project will enhance access and mobility and provide connectivity to other destinations along Metro's regional system. Further, the Project will reduce travel times and the need for transfers within the system by providing a one-seat ride via the Regional Connector. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the mobility 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.

1.6.3 Project Description

1.6.3.1 Project

As shown in **Figure 1**, the Project would extend the Metro E Line approximately 4.6 miles and include a relocated open-air shallow underground Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The Project would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment.

An MSF in the city of Montebello and other ancillary facilities, including overhead catenary system (OCS), tracks, cross passages, ventilation structures, traction power substations (TPSS), track crossovers, emergency generators, radio tower poles and equipment shelters, and other facilities, would also be constructed along the Project alignment.

1.6.3.2 Guideway Alignment

The guideway would begin at the eastern end of the existing East Los Angeles Civic Center Station, transitioning from at-grade to underground at the intersection of South La Verne Avenue and East 3rd Street. The guideway would then turn south and run beneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. The underground guideway would then curve southeast, running under Smithway Street near the Citadel Outlets in the city of Commerce. After crossing Saybrook Avenue, the guideway would daylight from underground to an aerial configuration to avoid disrupting existing BNSF Railway tracks. The aerial guideway would continue east then merge into the center median of Washington Boulevard at Gayhart Street. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration, run along Washington Boulevard to Carob Way, and then continue east in an at-grade configuration. The alignment would terminate at the at-grade Greenwood station in the city of Montebello with trail tracks that cross Montebello Boulevard and extend just to the east of Carob Way.

1.6.3.3 Maintenance and Storage Facility

The Project includes an MSF in the city of Montebello shown in **Figure 1**. The MSF would provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRV) that are not in service and would connect to the mainline with one lead track. Additionally, the MSF would provide office space for Metro rail operation staff, administrative staff, and communications support staff and would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative personnel, security personnel and other roles.

The MSF is north of Washington Boulevard and south of Flotilla Street between Yates Avenue and Vail Avenue. The site is approximately 30 acres and is bounded by Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. Additional acreage would be needed to accommodate the lead track and construction staging. The lead tracks to the MSF would be in an at-grade configuration from Washington Boulevard, paralleling Vail Avenue, and would remain at-grade to connect to the MSF. Through-access on Acco Street to Vail Avenue would be eliminated and cul-de-sacs would be provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. Acco

Street is an undivided two-lane road and is functionally classified as a local street under the California Road System.

The MSF would require acquisition of several properties with commercial and industrial uses. The parcels within the MSF and in the vicinity are classified as Heavy Manufacturing under the city of Montebello zoning code. A significant portion of the MSF is occupied by an industrial/commercial paving business.

1.6.3.4 Ancillary Facilities

The Project would require a number of additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, TPSS, train control houses, electric power switches and auxiliary power rooms, communications rooms, radio tower poles and equipment shelters, and the MSF. The Project would have an underground alignment of approximately 3 miles in length between La Verne and Saybrook Avenue. Per Metro's Fire Life Safety Criteria, ventilation shafts and emergency fire exits would be installed along the tunnel portion of the alignment. These would be located at the underground stations or public right-of-way (ROW). The Project alignment would travel along the median of the roadway for most of the route. The precise location of ancillary facilities would be determined in a subsequent design phase.

1.6.3.5 Proposed Stations

The following stations would be constructed under the Project:

- Atlantic/Pomona station – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.

- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.

- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.

- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the city of Montebello. This station would provide a surface parking facility near the intersection of Greenwood Avenue and Washington Boulevard.

Station public area designs and amenities would comply with the Systemwide Station Design Standards and the Metro Art Program Policy as contained in the Metro Rail Design Criteria (MRDC) and Architectural Standard and Directive Drawings, as required by the Metro Systemwide Station

Design Standards Policy. Design elements include, but are not limited to, station pin signs, entrance portal canopies, platform canopies, plaza paving and landscaping, station interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Escalators and elevators would be located in aerial and underground stations. Station entry portals would be implemented at underground stations. Station access would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the requirement for a seamless project boundary as described in the Metro First/Last Mile Guidelines and in the MRDC. Details regarding most of these items, including station area planning and urban design, would be determined at a later phase in compliance with Metro design standards as referenced above.

1.6.3.6 Design Refinements

Following the Metro Board of Directors' selection of the LPA (Project) in December 2022 and receipt and review of public comments on the Recirculated Draft EIR, the conceptual engineering of the Project continued to progress. This has resulted in the consideration of refinements to the overall project design and performance that are identified and analyzed in Final EIR, including new project components and optional changes that will be further considered as the engineering advances. The Design Refinements which are evaluated in Chapter 2 of the Final EIR are not considerably different from the Project (Alternative 3 and the design options) analyzed in the Recirculated Draft EIR. The Design Refinements would not result in any new significant impact or a substantial increase in the severity of a significant impact than identified for Alternative 3 and the design options in the Recirculated Draft EIR.

The Design Refinements consist of the following:

Guideway Refinement – This is an optional refinement of the aerial and at-grade guideway configurations. Under the optional Guideway Refinement, the aerial tracks would transition from aerial to an at-grade configuration further east than the base Project between Vail Avenue and Maple Avenue. The lead tracks to the MSF would be in an aerial configuration from Washington Boulevard and then would transition to at-grade as the track approaches the MSF. This would result in 0.9 miles of aerial alignment as opposed to 0.5 miles under the base Project.

Crossover Refinements – Crossovers are mechanical track installations along a double-track alignment that allow trains traveling in either direction on either track to move to the other track and continue traveling in the same direction without stopping. The operation and construction of crossovers were considered in the evaluation of the guideway alignment in the Recirculated Draft EIR. The Crossover Refinements consist of three new or adjusted crossover locations that were not previously evaluated. Two locations are project components and one is an optional refinement. One additional new crossover was evaluated in the Final EIR for Alternative 1 that is south of the Alternative 1 terminus at Lambert station that is not applicable to the Project.

- Atlantic/Whittier Station crossover (Project component) – a new underground crossover just north of the proposed Atlantic/Whittier station. This crossover increases the size of the underground station footprint compared to the station as analyzed in the Recirculated Draft EIR.

- Greenwood crossovers (Project component) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.

- Maravilla crossover (Optional) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station. The Maravilla crossover is located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.

1.6.3.7 Description of Construction

Construction of the Project would include a combination of elements. The major construction activities include guideway construction (at-grade, aerial, underground); decking and tunnel boring for the underground guideway; station construction; demolition; utility relocation and installation work; street improvements including sidewalk reconstruction and traffic signal installation; retaining walls; light rail transit (LRT) operating systems installation including TPSS and OCS; parking facilities; the MSF; and construction of other ancillary facilities.

In addition to adhering to regulatory requirements, the development of the Project would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMP). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, MRDC (Metro 2018), Architectural Standard and Directive Drawings, California Building Code, Metro Operating Rules, and Metro Sustainability Principles.

Project construction is expected to last approximately 60 to 84 months. Construction activities would shift along the corridor so that construction activities should be relatively short in duration at any one point, although construction of the open-air and each underground station would last approximately 12 to 18 months and construction of the at-grade station would last approximately 6 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Typical roadway construction traffic control methods and devices would be employed including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Properties adjacent to the Project's alignment would be used for construction staging. The laydown and storage areas for construction equipment and materials would be established in the vicinity of the Project within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Construction staging areas would be used to store building materials and construction equipment, assemble the tunnel boring machine (TBM), provide temporary storage of excavated materials, and locate temporary field offices for the contractor.

1.6.3.8 Description of Operations

The operating hours and schedules for the Project would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line (effective 2019). It is anticipated that trains would operate every day from 4 am to 1:30 am. On weekdays, trains would operate approximately every 5 to 10 minutes during peak hours, every 10 to 12 minutes mid-day and until 8 pm, and every 15 minutes in the early morning and after 8 pm. On weekends, trains would operate every 10 minutes from 9 am to

6:30 pm, every 15 minutes from 7 am to 9 am and from 6:30 pm to 7:30 pm, and every 20 minutes before 7 am and after 7:30 pm. These operational headways are consistent with Metro design requirements for future rail services.

2. STATEMENT OF SIGNIFICANT IMPACTS AND REQUIRED FINDINGS

This section discusses the significant impacts and mitigation measures identified for the Project and makes findings for all significant impacts identified in the Final EIR. The Recirculated Draft EIR and Final EIR focus on the Project's effect on the environment that Metro, as the CEQA Lead Agency and project proponent, has determined to be significant in accordance with CEQA regulations. As described in Chapters 3 and 4 of the Recirculated Draft EIR and Chapter 2 of the Final EIR, the Project could result in significant environmental impacts in the following issue areas, prior to mitigation:

- Biological Resources
- Cultural Resources
- Geology, Seismicity, Soils, and Paleontological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise and Vibration
- Transportation and Traffic
- Tribal Cultural Resources

The impacts for all resource areas analyzed in the Final EIR are presented based on the following impact determinations:

- Significant and Unavoidable
- Less than Significant with Mitigation
- Less than Significant
- Not to be impacted

The following information is provided for each topic:

- *Impact* – specific description of the environmental effects identified in the Final EIR.
- *Reference* – notation of the specific section in the Recirculated Draft EIR, Final EIR, or other information source that support the findings.

- *Mitigation Measures* – mitigation measures (if any) identified in the Final EIR to avoid or reduce impacts determined to be significant.

- *Findings* – the findings made in accordance with Section 21081 of CEQA which identifies the significance of the environmental impacts after mitigation (as applicable) and identifies the applicable of the three possible findings for each significant impact, as provided in Section 15091 of the CEQA Guidelines.

In the making the findings, Metro has considered the project measures identified in the Recirculated Draft EIR and as revised in the Final EIR, which are components of the project, including design features, best management practices, or other measures required by law and/or permit approvals. The impacts, the mitigation measures, and Metro's findings identified herein would be the same for the base Project and the Project with optional Guideway Refinement and/or the Project the optional Maravilla Crossover. The only difference between the base Project and the Project with the optional Guideway Refinement is a 0.4 mile difference in aerial and at-grade guideway configuration, the configuration of the lead tracks to the MSF, and the location of the aerial to at-grade guideway transition. The only difference between the base Project and the Project with the optional Maravilla crossover is a slightly larger area of construction/disturbance, a slight increase in temporary disruption of traffic, transit, bicycle and pedestrian accesses, and reconstruction of a small portion of existing track.

2.1 Environmental Impacts Found to be Significant and Unavoidable

2.1.1 Geology, Seismicity, Soils, and Paleontological Resources

2.1.1.1 Paleontological Resources

The Project would have a significant impact related to geology, seismicity, soils, and paleontological resources with respect to the following significance threshold:

- Impact GEO-5: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact

The Project is located in paleontologically sensitive geologic units where paleontological resources are likely to be present. The loss of these resources could occur during Project construction from soil disturbance, including excavation, tunneling, and construction of underground stations.

Monitoring for paleontological resources can be implemented during excavation where the excavation site is reasonably accessible and visible, where soil spoils can be reasonably observed, and where construction methods do not completely destroy any potential specimen. However, monitoring is not feasible during tunnel boring activities because the tunnel boring machine (TBM) operates by grinding

material as it moves forward, making it impossible to preserve fossils or bones. The tunnel boring for the Project would occur in sediments with a high sensitivity for paleontological resources, and thus, construction using the TBM would result in significant direct impacts on paleontological resources. The impact would be the same for the Project with the optional Guideway Refinement and/or the Project with the optional Maravilla crossover.

Reference

Section 3.6.6.5, Impact GEO-5: Paleontological Resources, of the Recirculated Draft EIR, pages 3.6-42 through 3.6-43. Section 2.4.6.5 and Section 3.2.8 of the Final EIR.

Mitigation Measures

Mitigation measures listed below would reduce impacts on paleontological resources to less than significant in areas that can be monitored. However, there is no known way to monitor or mitigate tunnel boring impacts on paleontological resources because of how the TBM operates. Implementation of the Project would result in significant and unavoidable impacts related to paleontological resources. There are no feasible measures that would mitigate these impacts to less than significant.

MM GEO-1: The contractor shall retain a qualified paleontologist and a qualified paleontological monitor to carry out the following tasks: Prepare a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) that includes identification and mapping of the areas of high sensitivity to be monitored during construction. These areas are defined as all areas within the Older alluvium in the project site where planned excavation will exceed three feet below the surface or three feet into undisturbed sediments and all areas within the Younger alluvium in the project site where planned excavation will exceed 10 feet below the surface or 10 feet into undisturbed sediments. The qualified paleontologist shall supervise the qualified paleontological monitor to monitor excavation in areas identified as likely to contain paleontological resources with the exception of TBM excavation, where monitoring is infeasible. The qualified paleontologist shall retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units are determined to have low potential to contain fossil resources.

MM GEO-2: Monitoring for paleontological resources and salvage of fossils shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall specify that the qualified paleontologist and the qualified paleontological monitor are equipped to salvage fossils and samples of sediment as they are unearthed to avoid construction delays and empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Since Older alluvium yields small fossil specimens (microvertebrate fossils) likely to go unnoticed during typical large-scale paleontological monitoring, the PRMMP shall identify that matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates that these units do possess small fossils, a matrix sample of 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils.

MM GEO-3: The Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction, in accordance with standards for recovery, reporting, and curation established by the Society of Vertebrate Paleontology (SVP). The qualified paleontologist shall make certain that recovered specimens be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrate and vertebrate fossils.

MM GEO-4: Curation of specimens shall occur in compliance with the Paleontological Resource Mitigation and Monitoring Plan (PRMMP) required by mitigation measure MM GEO-1. The PRMMP shall identify criteria for identifying specimens to be curated into a professional accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the professional accredited museum repository, shall signify completion of the program to mitigate impacts to paleontological resources.

Finding

Significant impacts on paleontological resources in areas that can be monitored would be mitigated through implementation of mitigation measures MM GEO-1 through MM GEO-4 requiring a qualified paleontologist to monitor excavation in areas identified as likely to contain paleontological resources and making certain that recovered specimens be prepared for permanent preservation and curated into an appropriate repository in compliance with the PRMMP. However, for the reasons stated above regarding use of a TBM, there is no known way to monitor tunnel boring impacts on paleontological resources. Metro finds that the impact on paleontological resources during tunnel boring would be significant and no feasible mitigation measures exist to mitigate these impacts. Thus, for areas that can be monitored, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1 that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on paleontological resources; for areas where the TBM would be used and monitoring is not feasible, Metro adopts CEQA Finding 3 that specific technological considerations make mitigating the impact on paleontological resources from the TBM infeasible.

2.2 Environmental Impacts Found to be Less Than Significant with Mitigation

2.2.1 Biological Resources

2.2.1.1 Protected Species

The Project would have less than significant impacts with mitigation measures related to biological resources with respect to the following significance threshold:

- Impact BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?

Impact

The Project is located in an area where migratory birds could nest in street trees. Potential impacts on nesting birds could result from increased noise or vibration associated with ongoing operations, such as increased concentration of human activity at stations. However, the Project would run under and along existing roads in a highly urbanized environment, which already experiences noise and vibration levels that likely discourage birds from nesting close to the proposed alignment. Therefore, the Project would not likely alter existing nesting behavior within the Biological Resource Study Area (BRSA).

However, disturbances to vegetation and structures providing bird nesting habitat during the bird nesting season could adversely affect migratory birds. Disturbances to vegetation and structures providing bird nesting habitat during the bird nesting season, without mitigation, could result in significant impacts on migratory birds.

The analysis found that the Project would not impact special-status species or bats under Impact BIO-1. Special status species would not be impacted because of the developed nature of the BRSA and lack of suitable habitat along the alignment.

Reference

Section 3.3.6.1, Impact BIO-1: Protected Species, of the Recirculated Draft EIR, pages 3.3-20 through 3.3-21; Section 2.4.3.1 and Section 3.2.5 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts related to migratory birds to less than significant.

MM BIO-4: Prior to the implementation of construction activities (e.g., demolition of structures, excavation, grading, construction of access roads) that would result in removal of or disturbances to vegetation and structures providing bird nesting habitat, prior to pile driving near active bird nests, and prior to tree trimming during the maintenance period, the following shall occur:

- If construction is scheduled to occur during the bird nesting season (generally February 15 through September 15, and as early as January 1 for some raptors), vegetation that will be impacted by the Project shall be removed in advance of the construction activities and outside the nesting season, if feasible, to avoid take of birds, raptors, or their eggs. If this is not feasible, prior to the implementation of construction activities, one nesting bird survey shall be conducted 72 hours prior to construction or maintenance that shall remove or disturb suitable nesting habitat during the breeding season. The survey shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare a survey report within 24 hours of conducting the survey, documenting the presence or absence of any active nest of a migratory bird. If an active nest is located, an appropriate no-work buffer shall be established and vegetation removal within the buffer shall be postponed until the nest is vacated and

juveniles have fledged (minimum of six weeks after egg-laying) and when there is no evidence of a second attempt at nesting. Buffers may be as large as 300 feet for migratory bird nests and 500 feet for raptor nests.

Finding

Significant impacts on migratory birds would be mitigated by requiring nesting bird surveys to be performed prior to implementation of construction and maintenance activities that disturb areas providing bird nesting habitat, and by requiring that, if any active nests are located, a no-work buffer would be established until the nest is vacated. For the reasons stated above, Metro finds that, through implementation of mitigation measure MM BIO-4, the Project's impacts related to migratory birds, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on biological resources with respect to Impact BIO-1.

2.2.2 Cultural Resources

2.2.2.1 Historical Resources

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

Impact

Construction of the Project has the potential to cause vibrations and ground settlement adjacent to the Golden Gate Theater, is a historic property, which could result in a significant impact. Vibration levels from construction activities along the proposed alignment would include the use of a TBM, bulldozers, dump trucks, and vibratory rollers. The use of impact pile drivers would be avoided whenever possible to eliminate the potential of vibration impacts (such as minor cosmetic structural damage) at nearby sensitive receptors. As a result of the preliminary construction vibration estimates, construction activities are predicted to exceed the Federal Transit Administration (FTA) vibration damage impact criteria at the closest residences and commercial properties. Therefore, without mitigation, a significant impact on the Golden Gate Theater would occur.

The analysis found that the Project would result in less than significant impacts or no impacts on the following historic resources: the Vail Field Industrial Addition, Pacific Metals Company, Goodyear Warehouse, Greenwood Elementary School, South Montebello Irrigation District Building, and the William and Florence Kelly House.

Construction of the Project would acquire six contributing resources to the Vail Field Industrial Addition, which is potential historic district, resulting in the physical demolition of these district contributors and would impair the significance of the potential historic district, by removing in an adverse manner some of the physical characteristics of the historical resource that conveys its significance. The six contributing resources would be acquired primarily as ROW acquisition to enable

construction of the guideway. However, the demolition of these peripheral contributors would leave the core of the potential historic district intact with a sufficient number of contributors with characteristics to still convey its historical significance and would be eligible for listing in the California Register of Historical Resources (CRHR). The Project would not have a substantial adverse change on the Vail Field Industrial Addition and would result in a less than significant impact.

The alignment would be aerial near two historic properties located in an industrial setting, the Pacific Metals Company building and the Goodyear Warehouse. The new aerial structure would introduce a new visual element but would not limit views or change the historic character of the buildings. The alteration of the setting with the new visual element of the aerial structure would not materially impair its significance and would result in a less than significant impact.

The alignment and Greenwood station would be at-grade near three historic properties: the Greenwood Elementary School, the South Montebello Irrigation District Building and William and Florence Kelly House. These resources would not be physically demolished, destroyed, relocated, or altered. Due to the considerable distance between the Greenwood Elementary School and Washington Boulevard, no visual impacts on this historical resource or its setting are anticipated from the at-grade alignment or station and there would be no impact. The at-grade alignment would introduce new visual, audible, and atmospheric elements within the immediate surroundings of the South Montebello Irrigation District Building and William and Florence Kelly House. The setting of the buildings is modern and adjacent to a major road. Therefore, the setting of these buildings has already been extensively modified and includes modern infrastructure and uses. Although the Greenwood station would introduce a permanent visual element directly in front of the South Montebello Irrigation District Building and the William and Florence Kelly House, the relative height of the raised platform will not block any significant views of these historical resources, such as the view of the façades from the sidewalk or the westbound side of Washington Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the South Montebello Irrigation District Building and the William and Florence Kelly House would not be materially impaired.

Reference

Section 3.4.6.1, Impact CUL-1: Historical Resources, of the Recirculated Draft EIR, pages 3.4-38 through 3.4-40; Section 2.4.4.1 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on the Golden Gate Theater to less than significant.

MM CUL-1: Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine (TBM) Specifications for CVS/Golden Gate Theater. The contractor shall conduct a pre-construction baseline survey and building protection report, implement building protection measures as specified in the building protection report, and conduct a post-construction survey of the CVS/Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource. Building protection measures shall be implemented in conjunction with MM NOI-1 through MM NOI-15.

- The contractor shall conduct a pre-construction survey to establish baseline, preconstruction conditions and to assess the building category and the potential for ground borne vibration to cause damage. Geotechnical investigations shall be undertaken to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis shall inform the development of appropriate support mechanisms for cut and fill construction areas or areas that could experience differential settlement as a result of using a tunnel boring machine (TBM) in close proximity to the historical resource. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review final design documents prior to implementation of measures.

- The contractor shall implement building protection measures as identified in the building protection report to protect the structure from vibration damage. This may include methods such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. If the building protection report determines the historical resource has the potential to be impacted by differential settlement caused by TBM construction, appropriate building protection measures shall be identified and implemented such as the use of an earth pressure balance or slurry shield TBM. The implementation of the required measures and their effectiveness shall be documented in a post-construction survey.

- A post-construction survey shall also be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.

Finding

Significant impacts associated with vibrations and ground settlement during construction would be mitigated by building protection measures to be put in place, such as ground improvements and/or use of lower vibration-generating construction equipment, as identified in a pre-construction survey and building protection report. For the reasons stated above, Metro finds that, through implementation of MM CUL-1, the Project's impacts related to a substantial adverse change in the significance of a historical resource pursuant to 15064.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-1.

2.2.2.2 Archaeological Resources

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-2: Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to 15064.5?

Impact

The California Historical Resources Information System (CHRIS) records search, additional archival research, outreach, and field survey failed to identify any archaeological sites within the Area if Direct Impact (ADI) for archaeological resources. However, it is possible that unknown archaeological resources lay buried within the ADI. The project DSA has been used by Native American peoples for thousands of years and was used with increasing intensity throughout the historic period. Significant buried archaeological resources may exist within the ADI, and it is possible these archaeological materials could be unearthed during project excavation activities. The alignment is largely within the public ROW that has been disturbed with utility and street construction, but these disturbances are relatively shallow. Shallow construction work, such as for the at-grade portions of the alignment, has limited potential to encounter intact archaeological resources due to prior disturbance, but other proposed construction activities have the potential to encounter intact archaeological resources. Tunnel boring would occur through areas that may have unknown archaeological resources. The TBM does not allow for discovery of intact archaeological resources because the method of construction limits observation of impacted soils. However, the TBM would only be used at depths containing soils deposited prior to human occupation, and thus archaeological resources are not anticipated to be present where the TBM would be operated. However, other proposed construction activities have the potential to encounter intact archaeological resources. Deeper impacts within Holocene soils, such as the installation of piles for aerial structures and the excavation required for the TBM launch pit and extraction pit, have the potential to encounter deeply buried resources. Therefore, construction of the Project has the potential to disturb and destroy a significant archaeological resource, which, without mitigation, would result in a significant impact.

Reference

Section 3.4.6.2, Impact CUL-2: Archaeological Resources, of the Recirculated Draft EIR, pages 3.4-43 through 3.4-44; Section 2.4.4.2 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on unknown archaeological resources to less than significant.

MM CUL-8: Unknown Archaeological Resources. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate cultural resources training. The training shall instruct the personnel regarding the legal framework protecting cultural resources, typical kinds of cultural resources that may be found within the project area, and proper procedures and notifications for if cultural resources are inadvertently discovered.

In addition, the contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits are likely to be located within the Area of Direct Impact (ADI) based on background research and a geoarchaeological analysis. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of the Eastside Transit Corridor Phase 2 Cultural Resources Impacts Report.

The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth-moving activities, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation.

The CRMMP shall also require that a qualified Archaeologist in prehistoric and historical archaeology (36 CFR Part 61) be retained prior to ground-disturbing activities. The CRMMP will be a guide for monitoring activities. If buried cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, halt work in that area and within 50 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. As detailed in MM TCR-1, a Native American monitor shall be retained if treatment involves work at a prehistoric site, or to monitor ground disturbing activities at other locations determined appropriate during tribal consultation. An archaeological monitor will be retained for work at locations identified as sensitive during tribal consultation that require a tribal monitor or other locations identified as likely to contain archaeological resources. Identified areas shall be monitored by, or under the supervision of, the qualified Archaeologist, in accordance with the Project CRMMP. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated.

Finding

Significant impacts associated with the potential for Project construction to disturb and destroy a significant unknown archaeological resource would be mitigated by requiring that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan (CRMMP) be prepared, which would establish protections for unanticipated discoveries of archaeological resources. For the reasons stated above, Metro finds that, through implementation of MM CUL-8, the Project's impacts related to a substantial adverse change in the significance of a unique archaeological resource pursuant to 15064.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-2.

2.2.2.3 Disturbance of Human Remains

The Project would have less than significant impacts with mitigation measures related to cultural resources with respect to the following significance threshold:

- Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Impact

There are no known cemeteries or archaeological sites including human remains within the ADI. However, unknown human burials may exist within the ADI, and it is possible these burials could be unearthed during project excavation activities. Therefore, construction of the Project has the potential to disturb and destroy an unknown burial which, without mitigation, could result in a significant impact.

Reference

Section 3.4.6.3, Impact CUL-3: Disturbance of Human Remains, of the Recirculated Draft EIR, pages 3.4-46 through 3.4-47; Section 2.4.4.3 and Section 3.2.6 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts related to the disturbance of human remains to less than significant.

MM CUL-9: Unanticipated Discovery of Human Remains. If human remains are discovered, work in the immediate vicinity of the discovery shall be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner shall contact the Native American Heritage Commission (NAHC) and identify a Most Likely Descendant (MLD) pursuant to PRC Section 5097.98 and CEQA Guidelines Section 15064.5. The MLD may inspect the site within 48 hours of being notified and issue recommendations for scientific removal and nondestructive analysis. If the MLD fails to make recommendations, then Metro and/or the landowner may rebury the remains in a location not subject to further disturbance at their discretion. Work may be resumed at the discretion of Metro but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project while consultation and treatment are conducted.

Finding

Significant impacts associated with the potential for Project construction to disturb and destroy an unknown burial would be mitigated by requiring the establishment of procedures for consultation and proper treatment if human remains are discovered. For the reasons stated above, Metro finds that, through implementation of MM CUL-9, the Project's impacts related to the disturbance of any human remains, including those interred outside of formal cemeteries, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on cultural resources with respect to Impact CUL-3.

2.2.3 Hazards and Hazardous Materials

2.2.3.1 Release of Hazardous Materials

The Project would have less than significant impacts with mitigation measures related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the hazardous materials. Effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater.

Parcels within one-quarter mile of the Project's alignment have confirmed releases of hazardous materials, including petroleum hydrocarbons, volatile organic compounds (VOCs), and metals. In addition, other potentially affected parcels within one-quarter mile of the Project's alignment may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties). Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. There is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. In addition, utility relocation could result in treated wood waste (TWW) that requires disposal. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which, without mitigation, would be a significant impact.

Construction of the MSF would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing materials, lead-based paints, or polychlorinated biphenyls (PCBs).Thus, construction of the MSF would potentially create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials, which, without mitigation would be a significant impact.

Reference

Section 3.8.6.2, Impact HAZ-2: Release of Hazardous Materials, of the Recirculated Draft EIR, pages 3.8-39 through 3.8-43; Section 2.4.8.2 and Section 3.2.9 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials to less than significant.

MM HAZ-1: Phase II Environmental Site Assessment (ESA). Before any substantial ground disturbance occurs on or near the properties with documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II Environmental Site Assessment to determine the potential presence of petroleum hydrocarbons, metals (i.e., lead that was aerially deposited and lead chromate) that exceed thresholds established by the California Health and Safety Code and Title 22, and VOCs in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment Report prepared for Alternative 1 (Washington Alternative) (Kleinfelder 2021).

The Phase II ESA shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the Los Angeles Regional Water Quality Control Board (RWQCB) and/or the Department of Toxic Substances Control (DTSC). If the Phase II ESA identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure HAZ-2. Metro shall consult with the Los Angeles RWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.

MM HAZ-2: Soil and Groundwater Management Plan. Prior to excavation, a site-specific soil and groundwater management plan shall be prepared by Metro's contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles Regional Water Quality Control Board (RWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, this shall include the following:

- Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;
- Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent, including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods;

- Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies;
- Minimum requirements for site-specific health and safety plans, to protect the general public and workers in the construction area.
- Prior to excavation, the Contractor shall prepare the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to contractors who shall be responsible for developing their own construction worker safety manuals and construction work plans and training requirements, per MM HAZ-4.
- Metro's contractor shall sample groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, the contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify RWQCB. In coordination with the RWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.

MM HAZ-3 : Contractor Specifications. Metro shall include in its contractor specifications the following requirement relating to hazardous materials:

- During all ground-disturbing activities, the contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding U.S. Environmental Protection Agency (USEPA) Regional Screening Levels and/or Department of Toxic Substances Control (DTSC) Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be halted and materials tested. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under Mitigation Measure HAZ-2 above, shall be prepared and implemented.

MM HAZ-4: Safety Manuals and Construction Work Plans. The contractor shall prepare site-specific Safety Manuals and Construction Work Plans that address worker health and safety to protect the general public and workers in the construction area for Metro's review and approval. The Safety Manuals and Construction Work Plans shall be prepared in accordance with State and California Division of Occupational Safety and Health (Cal/OSHA) regulations. Copies of the plans shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The plans shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The plans shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.

MM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a California Division of Occupational Safety and Health (Cal/OSHA) certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and PCB-containing equipment. If such substances are found to be present, the contractor shall prepare and submit a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed.

Finding

Significant impacts associated with the potential for Project construction to expose the public or environment to a hazard involving the release of hazardous materials would be mitigated by requiring a Phase II ESA prior to ground disturbing activities, preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas, requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted, requiring preparation and implementation of site-specific worker health and safety plans, and requiring testing for and abatement of hazardous building materials. For the reasons stated above, Metro finds that, through implementation of MM HAZ-1 through MM HAZ-5, the Project's impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect related to hazards and hazardous materials with respect to Impact HAZ-2.

2.2.3.2 Hazardous Materials Sites (Government Code Section 65962.5)

The Project would have less than significant impacts with mitigation measures related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, create a significant hazard to the public or the environment?

Impact

Two parcels on the proposed MSF site identified as Site 17 (APNs 6336-003-071 and 6336-003-050), would be located on hazardous materials sites included on the Cortese list. The parcels are on the Cortese List as a Closed LUST Cleanup site. Additionally, three parcels listed as Site 15 (APNs 6336-002-018, 6336-002-019) and Site 16 (APN 6336-002-020) are identified on the Cortese list as a closed Land Disposal site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill. Construction activities that disturb existing soil contamination from hazardous materials release sites

or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Ground-disturbing activities occurring on sites included on a list of hazardous materials sites could potentially encounter soil or groundwater contamination during construction of the Project, which, without mitigation, could result a significant impact.

The analysis found that the Project would have less than significant impact at the Commerce/Citadel station site. This site (APN 6336-019-031), identified as Site 10, would be located on hazardous materials site included on the Cortese list. The parcel is listed as a Closed Leaking Underground Storage Tank (LUST) Cleanup site. Soil cleanup was overseen and deemed completed by the Regional Water Quality Control Board (RWQCB) as of December 18, 1996. The RWQCB indicated that no further action/remediation was required at the Citadel property. However, the RWQCB shall be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources. Thus, the impact would be less than significant without mitigation.

Reference

Section 3.8.6.4, Impact HAZ-4: Hazardous Materials Sites (Government Code Section 65962.5), of the Recirculated Draft EIR, pages 3.8-54 through 3.8-57; Section 2.4.8.4 and Section 3.2.9 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-1 through MM HAZ-5, as presented in **Section 2.2.3.1** above, would reduce impacts related to Hazardous Material Sites (Government Code Section 65962.5) to less than significant.

Finding

Significant impacts associated with the potential for Project construction to expose the public or environment to a hazard involving the release of hazardous materials would be mitigated by requiring a Phase II ESA prior to ground disturbing activities, preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas, requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted, requiring preparation and implementation of site-specific worker health and safety plans, and requiring testing for and abatement of hazardous building materials. For the reasons stated above, Metro finds that, with implementation of MM HAZ-1 through MM HAZ-5, the Project's impacts related to sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect related to hazards and hazardous materials with respect to Impact HAZ-4.

2.2.4 Hydrology and Water Quality

2.2.4.1 Water Quality

The Project would have less than significant impacts with mitigation measures related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact

The Project has the potential to encounter, dewater, and dispose of groundwater during ground disturbing construction activities, tunnel boring or excavation for the underground guideway, and relocation of utilities. If groundwater needs to be dewatered, a significant impact would occur if the groundwater is contaminated. While construction of the Project would not occur directly within any of the known contaminated sites identified in the area, construction could encounter groundwater contaminated with hazardous materials from sources such as underground storage tanks. Thus, construction of the Project may release contaminated groundwater into nearby surface water and groundwater, which, without mitigation, would be a significant impact.

The analysis found that the Project would have less than significant impact related to erosion, sedimentation and pollutants from construction sites. Construction activities that disturb the ground, such as excavation and grading, have the potential to increase erosion and sedimentation around proposed construction and staging areas, and could potentially result in a temporary increase in suspended solids running off construction sites. In a storm event, construction site runoff could result in sheet erosion of exposed soil. If not adequately controlled, contaminated water runoff from these areas would have the potential to degrade surface water quality in surface water bodies near the alignment. To reduce any potential impacts related to stormwater runoff, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared to comply with the Construction General Permit. Implementation of the SWPPP would ensure that the applicable provisions of the Clean Water Act (CWA) and Urban Runoff Pollution Control from the Los Angeles County Municipal Code would be met, and pollutant discharges would be properly controlled. Los Angeles Regional Water Quality Control Board (LARWQCB) MS4 permit also specifies that permittees must implement a program to control runoff from construction activities. As part of this, an erosion and sediment control plan would be established prior to the initiation of construction activities. Thus, impacts would be less than significant.

Reference

Section 3.9.6.1, Impact HWQ-1: Water Quality, of the Recirculated Draft EIR, pages 3.9-26 through 3.9-29; Section 2.4.9.1 and Section 3.2.10 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-2 and MM HAZ-3, identified in **Section 2.2.3.1** above, would reduce impacts on water quality to less than significant.

Finding

Significant impacts associated with the potential for Project construction to result in dewatering of contaminated groundwater would be mitigated by requiring preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas and requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted. For the reasons stated above, Metro finds that, with implementation of MM HAZ-2 and MM HAZ-3, the Project's impacts related to violating any water quality standards or waste discharge requirements or otherwise substantially degrading surface or groundwater quality, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on hydrology and water quality with respect to Impact HWQ-1.

2.2.4.2 Water Management

The Project would have less than significant impacts with mitigation measures related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact

The groundwater basin underlying the Project is not subject to a sustainable groundwater management plan and, thus, no conflict with a sustainable groundwater management plan would occur.

However, construction of the Project would conflict with the LA Basin Plan if it were to degrade beneficial uses of the Rio Hondo or San Gabriel River or result in an exceedance of a Total Maximum Daily Load (TMDL) established for those rivers. Construction of the Project has the potential to encounter, dewater, and dispose of groundwater during ground disturbing activities, tunnel boring or excavation for the underground guideway, or relocation of utilities. If groundwater needs to be dewatered, a significant impact would occur if the groundwater is contaminated. While construction of the Project would not occur directly within any of the known contaminated sites identified in the area, construction could encounter groundwater contaminated with hazardous materials from sources such as underground storage tanks. Thus, construction of the Project may release contaminated groundwater into nearby surface water and groundwater, which could conflict with the LA Basin Plan and, without mitigation, result in a significant impact.

Reference

Section 3.9.6.5, Impact HWQ-5: Water Management, of the Recirculated Draft EIR, pages 3.9-58 through 3.9-61; Section 2.4.9.5 and Section 3.2.10 of the Final EIR.

Mitigation Measures

Implementation of MM HAZ-2 and MM HAZ-3, identified in **Section 2.2.3.1** above, would reduce impacts related to conflicts with water quality and management plans to less than significant.

Finding

Significant impacts associated with the potential for Project construction to result in dewatering of contaminated groundwater would be mitigated by requiring preparation of a Soil and Groundwater Management Plan to identify and delineate contaminated areas and requiring contractors to inspect soil and groundwater for signs of contamination and to take appropriate site-management measures when warranted. For the reasons stated above, Metro finds that, with implementation of MM HAZ-2 and MM HAZ-3, the Project's impacts related to conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on hydrology and water quality with respect to Impact HWQ–5.

2.2.5 Noise and Vibration

2.2.5.1 Ambient Noise

The Project would have less than significant impacts with mitigation measures related to noise with respect to the following significance threshold:

- Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact

Construction of the Project would result in a significant noise impact from general construction activities, the use of pile drivers, nighttime noise, tunnel ventilation, tunneling activities, and on-road truck traffic. Construction noise estimates for construction activities are predicted to exceed the FTA daytime noise limits at 29 noise sensitive receptors. Construction at night is not expected to occur under typical conditions; however, unforeseen schedule or operational limitations may require certain construction activities to occur at night at points along the alignment. If construction at night must occur, construction noise activities would be predicted to exceed the FTA nighttime noise limits of 80 dBA at nearby residential receptors. Therefore, without mitigation, a significant impact would occur.

Without mitigation, construction staging areas for the Atlantic/Pomona Open-Air Station, connection to the existing Metro system, and the TBM receiving pit would have a significant construction noise impact on 10 residential properties if the staging area is located to the west of the alignment and a significant construction noise impact on nine residential properties if the staging area is located to the east of the alignment. Construction staging areas for Greenwood station would be located to the south of Washington Boulevard would, without mitigation, have a significant construction noise impact on two adjacent properties if the staging area is located to the west of the alignment and construction noise impacts on three residential properties if the staging area is located to the east of the alignment.

The MSF is located in an industrial area with the nearest sensitive receptors (such as residences, schools, churches, or parks) being more than 1,000 feet away with intervening buildings. Noise levels

from construction would not exceed the FTA criteria for residential receivers of 90 dBA through the day or 80 dBA at night. However, noise levels would exceed the FTA criteria for commercial or industrial receivers of 100 dBA through the day or 100 dBA at night at one industrial building immediately adjacent to the site. Therefore, without mitigation, a significant impact would occur.

Reference

Section 3.11.6.1, Impact NOI-1: Ambient Noise, of the Recirculated Draft EIR, pages 3.11-28 through 3.11-32; Section 2.4.11.1 and Section 3.2.12 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts on ambient noise to less than significant.

MM NOI-1: Metro shall require the Contractor to develop a construction noise control plan and a construction noise monitoring plan to minimize noise impacts. The construction noise plan shall include construction noise performance criteria. At a minimum, the performance criteria shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria of 80 dBA for nighttime work and 90 dBA for daytime work at residential properties, or 100 dBA at commercial or industrial properties for daytime or nighttime work. These criteria shall be measured at the boundary of any occupied property where the noise is being received.

MM NOI-2: Metro shall require the Contractor to use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors, such as residences, schools, and hospitals where practicable. Metro's Contractor shall use cast-in-drilled hole (CIDH) or drilled piles rather than impact pile drivers if necessary to meet construction noise performance criteria established in the construction noise control plan and construction noise monitoring plan.

MM NOI-3: Metro shall require the Contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors as necessary to ensure compliance with applicable construction noise performance criteria as specified in the construction noise monitoring plan developed under MM NOI-1. During construction, Metro shall perform audits to monitor the effectiveness of the noise barriers.

MM NOI-4: Metro shall require the Contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable.

MM NOI-5: Metro shall require the Contractor to route construction traffic and haul routes along roads in areas without receptors sensitive to noise and vibration, where practicable.

MM NOI-6: Metro shall require contractors to use best available control technologies to limit excessive noise when working near residences (e.g., piling noise shrouds) where practicable.

MM NOI-7: (MM NOI-1 has been revised to clarify that FTA general noise criteria for nighttime construction work shall not be exceeded)

MM NOI-8: Metro shall notify the public, including schools, of construction operations and schedules. Metro shall provide a construction-alert publication and set up a Construction Hotline that shall reply to complaints within 2 working days.

MM NOI-9: Metro shall require the Contractor to comply with FTA goundborne noise and vibration criteria confirmed in the construction noise monitoring plan for tunnel construction, including spoil removal and transport of segmental tunnel lining. This shall include, where necessary, methods such as installation of temporary tunnel track with smooth rail and wheels, and/or car speeds that limit structure-borne noise and vibration, or use of spoil removal conveyor.

MM NOI-10: Metro shall require the Contractor to not stage trucks in residential areas.

MM NOI-11: Metro shall require temporary and permanent tunnel vent fans to be located away from residences. Metro shall require that noise from these shall be attenuated to comply with the noise control plan and local code requirements for fixed stationary heating, ventilation, and air conditioning (HVAC) or other machinery noise.

Finding

Significant noise impacts associated with Project construction would be mitigated by reducing construction noise levels experienced by sensitive receptors through means such as the use of noise buffers, maximizing the distance between noise generating activities and sensitive receptors to the degree feasible, minimizing noise generation such as through the use of equipment mufflers to the degree feasible, and establishing a Construction Hotline to resolve noise issues. For the reasons stated above, Metro finds that, with implementation of MM NOI-1 through MM NOI-11, the Project's impacts related to increases in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on noise with respect to Impact NOI-1.

2.2.5.2 Ground-Borne Vibration or Ground-Borne Noise

The Project would have less than significant impacts with mitigation measures related to noise with respect to the following significance threshold:

- Impact NOI-2: Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Impact

Corridor-wide vibration levels are predicted to exceed the FTA frequent criterion of 72 vibration decibels (VdB) at 54 residences during operations. These impacts are due to the proximity of residences to proposed switches, and proximity to the tunnel section of the alignment. One vibration impact is predicted to reach 80 VdB at Kipp Raices Academy, 668 Atlantic Boulevard close to the alignment, exceeding an FTA Category 3 receptor (institutional land uses such as schools, libraries, and museums), which, without mitigation, would result in a significant impact.

Use of construction related equipment and heavy-machinery such as TBMs, bulldozers, dump trucks, vibratory rollers, pile drivers, and machinery to remove excavation spoils from the TBM could result in vibration damage to structures and annoyance to residences and other FTA Category 2 land uses (buildings used for sleeping such as residences, hotels, and hospitals). As a result of the preliminary construction vibration estimates, construction activities are predicted to exceed the FTA impact criteria at the closest residences and commercial properties. Construction activities would be carried out in compliance with Metro's baseline specifications Section 015619, Construction Noise and Vibration Control would reduce impacts, however additional measures would be required to reduce impacts to less than significant.

Reference

Section 3.11.6.2, Impact NOI-2: Ground-Borne Vibration or Ground-Borne Noise, of the Recirculated Draft EIR, pages 3.11-43 through 3.11-47; Section 2.4.11.2 and Section 3.2.12 of the Final EIR.

Mitigation Measures

The following mitigation measures, discussed in Section 1.8.5.1, would be implemented: MM NOI-2, MM NOI-4, MM NOI-5, MM NOI-7, MM NOI-8, and MM NOI-9. Additionally, the following mitigation measures would be implemented to reduce impacts related to ground-borne vibration and noise.

MM NOI-12: Within the tunnel, Metro shall reduce operational vibration impacts through use of track support systems which incorporate resilience, such as ballast mats, high resilience track fasteners, resiliently supported ties or floating track slabs as necessary to be below FTA criteria for frequent annoyance from operational vibration. FTA criteria for frequent annoyance is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses, including schools, for more than 70 events per day.

MM NOI-13: Metro shall reduce vibration impacts where necessary to be below FTA criteria for frequent annoyance due to gaps at switches by methods such as installing ballast mats or other resilient fixings under conventional switches to “decouple” the train vibration from the track supporting structure or using a monoblock frog or other low vibration switches. FTA criteria for frequent annoyance from operational vibration is an exceedance of 72 vibration decibels (VdB) at residential uses and 75 VdB at daytime institutional uses including schools for more than 70 events per day.

MM NOI-14: Metro shall identify selected properties that may be susceptible to vibration damage within 100 feet of the alignment to determine the baseline structural integrity and condition of walls and joints using methods such as photographic documentation of the interior walls and/or exterior façade as a basis for comparison after construction is completed.

MM NOI-15: Metro shall require the Contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration impact and reduce the risk of damage to susceptible structures. The construction vibration control plan shall specify implementation of vibration control measures to ensure that vibration during construction activities shall not exceed peak particle velocity (ppv) 0.2 inches per section (ips) at any non-engineered timber and masonry building.

Finding

Significant vibration impacts associated with Project operation would be mitigated by reducing vibratory impacts caused by steel wheels rolling over steel rails at rail joints during the passby of LRT vehicles at sensitive receptors and by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. Significant vibration impacts associated with Project construction would be mitigated by reducing construction vibration levels experienced by sensitive receptors through means such as limiting the use of impact pile drivers, maximizing the distance between vibration generating activities and equipment from sensitive receptors to the degree feasible, routing haul routes away from sensitive receptors as feasible, collecting baseline data for monitoring vibration impacts and developing a construction vibration control plan to minimize vibration impact and reduce the risk of damage to susceptible structures. For the reasons stated above, Metro finds that, with implementation of MM NOI-2, MM NOI-4, MM NOI-5, MM NOI-7, MM NOI-8, MM NOI-9, and MM NOI-12 through MM NOI-15, the Project's impacts to ground-borne vibration or ground-borne noise related to the generation of excessive ground-borne vibration or ground-borne noise levels, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect of noise and vibration with respect to Impact NOI-2.

2.2.6 Transportation and Traffic

2.2.6.1 Conflict with Programs, Plans, and Policies

The Project would have less than significant impacts with mitigation measures related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact

The Project would include construction of bored tunnels, cut-and-cover underground segments, transition structures, and aerial and at-grade segments. At locations with cut-and-cover underground segments and aerial segments, temporary closures of some intersections, lanes, or sidewalks may be necessary during construction, which may disrupt bus service. As the Project would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. However, due to the temporary roadway closures, lane closures, and sidewalk closures, the Project would result in significant impacts related to transit during construction.

Construction activities would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during project construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered a significant impact.

Temporary sidewalk closures would be required along construction areas, including during construction of at-grade and aerial segments and along 3rd Street during construction of the transition from the existing at-grade alignment to an underground configuration. For the aerial segment, the erection of falsework (temporary support structures) and the installation of the aerial guideway columns may affect sidewalk access. Temporary sidewalk closures may also occur at other locations along the alignment such as constructing the transition from aerial to at-grade. Although temporary, the potential disruptions to pedestrian circulation would, without mitigation, result in a significant impact to pedestrian conditions during project construction.

Temporary lane closures may affect existing and proposed bike routes along the alignment and proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours. Montebello Bus Line 50, which operates on Washington Boulevard, would require temporary rerouting and relocation of bus stops during construction of the MSF. Construction of the MSF would require the permanent closure of Acco Street to through traffic and cul-de-sacs would be constructed on either side of the lead tracks. Proposed bicycle facilities along Flotilla Street and Vail Avenue could interfere with and could require temporary closures during construction activities of the MSF. Therefore, without mitigation, construction of the Project would result in a significant impact related to bicycle and pedestrian circulation.

Reference

Section 3.14.6.1, Impact TRA-1: Conflict with Programs, Plans, and Policies, of the Recirculated Draft EIR, pages 3.14-22 through 3.14-29; Section 2.4.14.1 and Section 3.2.15 of the Final EIR.

Mitigation Measures

The following mitigation measure reduce impacts on transportation and traffic to less than significant.

MM TRA-1: The contractor shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:

- Where feasible, schedule construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours.
- Designated routes for project haul trucks shall be located along the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60, I-5, and I-605). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, Paramount Boulevard, Rosemead Boulevard, Slauson Avenue, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Contractors shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published school pedestrian routes.

- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.
- Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access).
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures.
- Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities.
- Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters.
- Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if substantially rerouted.
- Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided.
- Construction flaggers shall be implemented any time a construction ingress or egress is located with 200 feet of a schools' student entrance during school hours.
- Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools.
- Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period.

Finding

Significant impacts associated with temporary disruptions to transit and traffic, pedestrian, and bicycle circulation during construction would be mitigated by requiring preparation of a Traffic Management Plan that specifies measures to minimize disruption of transit and traffic, pedestrian, and bicycle circulation during construction. For the reasons stated above, Metro finds that, with implementation of MM TRA-1, the Project's impacts related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on transportation and traffic with respect to Impact TRA-1.

2.2.7 Tribal Cultural Resources

2.2.7.1 Historical Tribal Cultural Resources

The Project would have less than significant impacts with mitigation measures related to tribal cultural resources with respect to the following significance threshold:

- Impact TCR-1: Would the Project cause a substantial adverse change in a TCR that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?

Impact

Construction of the Project would require ground-disturbing activities, including grading and excavation of Holocene deposits. These activities would have the potential to disturb and destroy Tribal Cultural Resources (TCRs) that are currently unknown. Although the Area of Direct Impact (ADI) is heavily disturbed and urbanized, some of the construction activities would extend below the disturbed surface and into undisturbed Holocene deposits which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Cultural resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the ADI, so precise locations with a higher potential to contain such resources cannot be identified. However, tribal consultation findings indicate that the entire alignment is sensitive for potential buried, unidentified TCRs. If unmitigated, this potential disturbance of TCRs during construction of Project would result in a significant impact.

Reference

Section 3.15.6.1, Impact TCR-1: Historical Resources, of the Recirculated Draft EIR, pages 3.15-9 through 3.15-10; Section 2.4.15.1 and Section 3.2.16 of the Final EIR.

Mitigation Measures

The following mitigation measures reduce impacts on tribal cultural resources with respect to potential disturbances to TCRs to less than significant.

MM TCR-1: Tribal Cultural Resources Training. Prior to any ground-disturbing activities, all construction personnel involved in ground-disturbing activities shall be provided with appropriate Tribal Cultural Resources training. The training shall instruct the personnel regarding the legal framework protecting Tribal Cultural Resources, typical kinds of Tribal Cultural Resources that may be found within the project area, and proper procedures and notifications if Tribal Cultural Resources are inadvertently discovered.

MM TCR-2 Retain a Native American Monitor. A Native American monitor shall be retained for work at locations identified as sensitive during tribal consultation and agreed upon between the lead agency and the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government. The monitor shall only be present on-site during the construction phases that involve ground disturbing activities where areas of ground disturbance and/or removed spoils are visible for inspection. If during cultural resources monitoring the qualified archaeologist or Native American Monitor determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist or Native American Monitor can recommend that monitoring be reduced or eliminated.

MM TCR-3 Unknown Tribal Cultural Resources. The contractor shall retain a qualified archaeologist to prepare a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP) that shall be implemented during construction. This document shall address areas where potentially significant prehistoric and historic archaeological deposits, and Tribal Cultural Resources are likely to be located within the Area of Direct Impact (ADI) based on background research, a geoarchaeological analysis, and Tribal consultation. The CRMMP shall encompass both archaeological and Tribal Cultural Resources and shall be kept confidential. Preparation of the CRMMP shall necessitate the completion of pedestrian survey of the private property parcels in the ADI that were not accessible during the preparation of this Eastside Transit Corridor Phase 2 EIR.

The CRMMP shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified resources would be determined significant. Should significant deposits be identified during earth-moving activities, where feasible, the CRMMP shall address methods for data recovery, anticipated artifact types, artifact analysis, report writing, repatriation of human remains and associated grave goods, and curation or other methods of disposition in consultation with the Tribe.

The CRMMP shall also require that an archaeologist qualified in prehistoric and historical archaeology and a Native American monitor who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission (NAHC)'s Tribal Contact list for the area of the project location be retained prior to ground-disturbing activities. The CRMMP shall be a guide for monitoring activities. If buried Tribal Cultural Resources

or cultural resources, such as flaked or ground stone, historic debris, building foundations, or non-human bone, are discovered during ground-disturbing activities, work shall stop in that area and within 50 feet of the find until a qualified archaeologist and Native American Monitor can assess the significance of the find and, if necessary, develop appropriate treatment measures. If resources are Native American in origin and may also be Tribal Cultural Resources, treatment and curation of these resources shall be determined in consultation with the Tribe. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.

Finding

Significant impacts associated with the potential for Project construction to disturb TCRs would be mitigated by ensuring that construction workers have a clear understanding of TCRs that may be present in the construction area, retaining a Native American monitor for work locations identified as sensitive through consultation and establishment of a project-wide Cultural Resources Monitoring and Mitigation Plan (CRMMP), and by identifying procedures and plans for safely handling TCRs. For the reasons stated above, Metro finds that, with implementation of MM TCR-1 through MM TCR-3, the Project's impacts related to causing a substantial adverse change in a TCR that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on tribal cultural resources with respect to Impact TCR-1.

2.2.7.2 Native Tribal Significance

The Project would have less than significant impacts with mitigation measures related to tribal cultural resources with respect to the following significance threshold:

- Impact TCR-2: Would the Project cause a substantial adverse change in a TCR that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact

Construction activities that cause ground disturbance, including grading and excavation in Holocene deposits, would have the potential to disturb and destroy TCRs that are currently unknown. Although the ADI is heavily disturbed and urbanized, some of these construction activities would extend below the disturbed surface and into undisturbed Holocene deposits which have the potential to preserve buried cultural resources. If present, these undisturbed soils would lie below artificial fill, pavement, and other recent disturbances and would overlie older Quaternary, pre-human occupation soils. Cultural resources may be buried in these Holocene soils beneath natural alluvial deposits near watercourses or hidden beneath pavement and other development at unknown locations. No precontact archaeological sites were identified in the ADI, so precise locations with a higher potential to contain such resources cannot be identified. Tribal consultation findings indicate that the entire

alignment is sensitive for potential buried, unidentified TCRs. If unmitigated, this potential disturbance of TCRs during construction of the Project would result in a significant impact.

Reference

Section 3.15.6.2, Impact TCR-2: Native Tribal Significance, of the Recirculated Draft EIR, pages 3.15-14 through 3.15-15. Section 2.4.15.2 and Section 3.2.16 of the Final EIR.

Mitigation Measures

Implementation of MM TCR-1 through MM TCR-3, as identified in **Section 2.2.7.1** above, would reduce impacts related to disturbance of tribal cultural resources to less than significant.

Finding

Significant impacts associated with the potential for Project construction to disturb TCRs would be mitigated by ensuring that construction workers have a clear understanding of TCRs that may be present in the construction area, retaining a Native American monitor for work locations identified as sensitive through consultation and establishment of a project–wide Cultural Resources Monitoring and Mitigation Plan (CRMMP), and by identifying procedures and plans for safely handling TCRs. For the reasons stated above, Metro finds that, with implementation of MM TCR-1 through MM TCR-3, the Project's impacts related to causing a substantial adverse change in a TCR that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, would be reduced to less than significant levels. Thus, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1, that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on tribal cultural resources with respect to Impact TCR-2.

2.3 Environmental Impacts Found to be Less Than Significant

2.3.1 Aesthetics

2.3.1.1 Vistas

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-1: Would the Project have a substantial adverse effect on a scenic vista?

Impact

Operation of the Project would not substantially obstruct views of the surrounding landscapes and topography, including the San Gabriel Mountains, former Operating Industries, Inc. (OII) landfill, and downtown Los Angeles skyline because the surrounding industrial and commercial development

already prevents clear views of the mountains and skyline. The aerial alignment would not substantially obstruct views of the San Gabriel Mountains or the Los Angeles skyline because existing views are currently limited by flat topography and existing development. The addition of LRT vehicles would be comparable to the roadway traffic along Washington Boulevard and the overhead wires and catenary poles would not diminish long-range views of these natural landscapes, which are readily visible from many points along Washington Boulevard. Construction of the Project would introduce visually disruptive elements but would not substantially obstruct views of the San Gabriel Mountains or downtown Los Angeles skyline, because activities would be temporary and intermittent and limited to the immediate area.

Reference

Section 3.1.6.1, Impact AES-1: Vistas, of the Recirculated Draft EIR, pages 3.1-29 through 3.1-31; Section 2.4.1.1 and Section 3.2.4 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to having a substantial adverse effect on a scenic vista would be less than significant.

2.3.1.2 Visual Character

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-3: Would the Project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact

Certain elements that would be located on properties outside of the public ROW (e.g., station plazas and TPSS) would comply with applicable zoning and design requirements, including the MRDC (2018), Metro's Transit Service Policies and Standards, Metro Art Program Policy, Systemwide Station Design Standards Policy, and Architectural Standard/Directive Drawings (2018). These Metro standards, design criteria, policies, and directives include design elements for LRT infrastructure. Construction of the Project would comply with applicable regulations governing scenic quality, including SCAQMD Rule 403, and would occur mostly underground with a short at-grade segment and short aerial segment. Construction activities would be a visual nuisance, however, they would be temporary and intermittent and limited to the immediate area. In addition, the perimeter of construction staging associated with station and station plaza construction would be fenced for a variety of purposes, including screening views, security, and noise control, and could incorporate artwork, Metro-branded designs, and/or community relevant messaging.

Reference

Section 3.1.6.3, Impact AES-3: Visual Character, of the Recirculated Draft EIR, pages 3.1-46 through 3.1-48; Section 2.4.1.3 and Section 3.2.4 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to substantially degrading the existing visual character or quality of public views of the site and its surroundings or conflicting with applicable zoning and other regulations governing scenic quality, would be less than significant.

2.3.1.3 Light and Glare

The Project would have less than significant impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact

New nighttime light would primarily emanate from aboveground station areas, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels currently exist. Light from headlights on LRT vehicles are also not expected to extend beyond the public transportation-related ROW and its light intensity is expected to be comparable to existing vehicular traffic along surrounding roads. Operations would follow the MRDC and Metro's Systemwide Station Design Standards Policy. Compliance with these requirements would ensure that permanent operations-related light sources at the proposed station areas would be directed downwards or feature directional shielding to minimize spillover onto adjacent properties, including residential uses and other light-sensitive uses. Additionally, several elements that would create new sources of glare at proposed station areas during the day would be included. However, per Metro design criteria and standards, these sources would be dulled to ensure they are not substantial.

Nighttime construction lighting, if any, would be directed toward the construction areas and/or shielded with temporary screening to minimize light spillover and glare onto adjacent areas. Additionally, construction-related illumination would be temporary and limited to safety and security purposes. Construction would not be a substantial source of light and glare as several nighttime lighting sources already exist around the construction areas (e.g., streetlights, building illumination).

Reference

Section 3.1.6.4, Impact AES-4: Light and Glare, of the Recirculated Draft EIR, pages 3.1-51 through 3.1-52; Section 2.4.1.4 and Section 3.2.4 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area, would be less than significant.

2.3.2 Air Quality

2.3.2.1 Air Quality Plan

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Impact

Operation and construction of the Project would not introduce new population or housing growth, disproportionately contribute to the growth projections in the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) or 2016-2040 RTP/SCS, or delay the timely attainment of air quality standards or interim emission reductions specified in the Air Quality Management Plan (AQMP). Emissions would remain below applicable Southern California Air Quality Management District (SCAQMD) thresholds for all criteria pollutants during both construction and operation of the Project and would therefore not contribute to new air quality violations or an increase in the frequency or severity of existing air quality violations. The construction and subsequent operation of the Project would result in a reduction to regional passenger vehicle VMT of approximately 2,544,000 miles annually. The reduction in regional passenger vehicle VMT and associated criteria pollutants would be consistent with the VMT-reducing objectives of the AQMP.

Reference

Section 3.2.6.1, Impact AQ-1: Air Quality Plan, of the Recirculated Draft EIR, pages 3.2-22 through 3.2-23; Section 2.4.2.1 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to air quality related to conflicting with or obstructing implementation of the applicable air quality plan, would be less than significant.

2.3.2.2 Regional Criteria Pollutant Emissions

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Impact

Operation of the Project would result in a net reduction in operational regional criteria air pollutant emissions. There would be a net reduction in operational regional emissions of carbon monoxide (CO), nitrogen oxides (NO_X), sulfur dioxide (SO_2), inhalable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) and a slight increase in emissions of volatile organic compounds (VOC). However, emissions of VOCs would be less than the SCAQMD threshold and impacts with respect to operational regional criteria pollutant emissions would be less than significant. Implementation of the Project would result in no meaningful change to operational regional criteria air pollutant emissions. Emission reductions would be driven by the reduction in motor vehicle VMT associated with ridership of the Metro E Line extension. Construction of the Project would result in peak daily regional emissions that would be less than the SCAQMD regional significance thresholds. Additional construction BMPs set forth in Metro's Green Construction Policy would further reduce construction-related emissions.

Reference

Section 3.2.6.2, Impact AQ-2: Regional Criteria Pollutant Emissions, of the Recirculated Draft EIR, pages 3.2-28 through 3.2-31; Section 2.4.2.2 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard, would be less than significant.

2.3.2.3 Localized Pollutant Concentrations

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Impact

Operation of the Project would reduce regional VMT, and therefore reduce traffic volumes at roadway intersections in the DSA. Certain local roadway intersections would see increased traffic volumes as a result of the Project. The highest-volume intersections identified in the DSA are the intersection of Pioneer Boulevard and Washington Boulevard with 6,070 vehicles per hour, and the intersection of Norwalk Boulevard and Washington Boulevard with 6,046 vehicles per hour. Since the highest-volume intersections identified in the DSA would have traffic volumes below that of the Bay Area Air Quality Management District (BAAQMD) screening threshold, the operation of the Project would not expose sensitive receptors to substantial CO concentrations and impacts with respect to operational localized criteria pollutant concentrations. Construction of the Project would result in localized criteria air pollutant emissions that would be less than the SCAQMD thresholds and impacts with respect to construction regional criteria pollutant emissions would be less than significant.

Reference

Section 3.2.6.3, Impact AQ-3: Localized Pollutant Concentrations, of the Recirculated Draft EIR, pages 3.2-35 through 3.2-37; Section 2.4.2.3 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

2.3.2.4 Other Emissions

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact AQ-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact

Other operational emission sources with the potential to adversely affect a substantial number of people include waste from passengers accessing the stations. SCAQMD has established Rule 402 (Nuisance), which prevents nuisance odor conditions through the establishment of odor complaint tracking systems and other requirements. Trash receptacles at stations would be a relatively unsubstantial source of odors and would be subject to regular servicing, maintenance, and cleaning as to prevent unpleasant odors at the stations, and operations would not result in unpleasant odors that would affect a substantial number of people. Construction of the Project would occur over a broad area and would be completed in sequential segments; therefore, a receptor's exposure to potential unpleasant construction-related near-field odors, such as diesel vehicle exhaust, would be temporary and short-term and would not affect a substantial number of people.

Reference

Section 3.2.6.4, Impact AQ-4: Other Emissions, of the Recirculated Draft EIR, pages 3.2-39 through 3.2-40; Section 2.4.2.4 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to air quality related to emissions (such as those leading to odors) adversely affecting a substantial number of people, would be less than significant.

2.3.2.5 Human Health Risks

The Project would have less than significant impacts related to air quality with respect to the following significance threshold:

- Impact HR-1: Would the Project expose sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks?

Impact

Although emissions of VOCs would increase from the operation of the Project, exposure to toxic air contaminants (TAC) from VOCs for residents living and working within the DSA would not substantially increase. VOC emission increases would be driven by the use of low-TAC content consumer products, including cleaners, adhesives, and paints at the MSF. Additionally, the MSF site would be in an industrial areas away from residences and other sensitive receptors. High TAC-content VOC emissions, such as those from vehicle exhaust, would be decreased alongside PM_{10} emissions proportional to the regional reductions in VMT. Construction of the Project would result in local exposure to TAC that would be less than the SCAQMD Tier 2 screening criteria for acute, chronic, and carcinogenic exposure and impacts with respect to construction human health risk. Therefore, operation and construction of the Project would not expose sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks.

Reference

Section 3.2.6.5, Impact HR-1: Human Health Risks, of the Recirculated Draft EIR, pages 3.2-44 through 3.2-46; Section 2.4.2.5 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to human health risks related to exposing sensitive receptors to TAC that would be likely to cause a substantial increase in human health risks, would be less than significant.

2.3.3 Biological Resources

2.3.3.1 Riparian Habitat/Sensitive Natural Community

The Project would have less than significant impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Impact

The majority of areas that could be affected by the Project are developed and consist of structures, roads, parking lots, driveways, sidewalks, and other hardscaped areas. Further, the Project would not affect the rivers or spreading grounds where vegetation communities (e.g., trees grouped together to form a canopy) exist. Because construction would occur in developed or paved areas and would not affect vegetation communities, it is unlikely that construction of the Project would introduce or spread invasive plants or tree disease pathogens; the impact would be less than significant.

Reference

Section 3.3.6.2, Impact BIO-2: Riparian Habitat/Sensitive Natural Communities, of the Recirculated Draft EIR, pages 3.3-24 through 3.3-25; Section 2.4.3.2 and Section 3.2.5 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to the Project having a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS would be less than significant.

2.3.3.2 Policies and Ordinances

The Project would have less than significant impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-4: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact

Trees along the proposed alignment and within proposed stations would be protected by local tree protection policies. No impacts on locally protected trees would occur during operation. Construction of the Project may require tree removal or trimming; however, it is not expected that all the trees along the alignment or within station footprints would be affected by construction. This work would be conducted in accordance with the LA Metro Tree Policy and local policies and municipal codes that protect both native trees and street trees. Additionally, any maintenance of LRT facilities that entails tree trimming would be conducted in accordance with the LA Metro Tree Policy and local policies and municipal codes that protect native trees and street trees. Therefore, no conflict with tree preservation policy or other local polices or ordinances protecting biological resources would occur.

Reference

Section 3.3.6.4, Impact BIO-4: Policies and Ordinances, of the Recirculated Draft EIR, pages 3.3-30 through 3.3-31; Section 2.4.3.4 and Section 3.2.5 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, would be less than significant.

2.3.4 Energy

2.3.4.1 Energy Consumption

The Project would have less than significant impacts related to energy with respect to the following significance threshold:

- Impact ENG-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact

Operation of the Project would result in a net annual reduction in non-renewable energy consumption of 7.1 billion British thermal units (BTUs) relative to 2042 without Project Conditions. The Project would result in long-term beneficial impacts to energy resources through decreased reliance on non-renewable fossil fuels and increased reliance on the renewable grid energy supplies. Regional energy demand under the Project would be less than that under the 2019 existing conditions.

Construction of the Project would not cause a meaningful change to the consumption of energy resources. Specific energy conservation measures would be confirmed in final design consistent with Metro's 2011 *Energy Conservation and Management Plan* (ECMP) and 2013 *Sustainable Rail Plan*, as well as Metro's energy and environmental policies. Additional BMPs set forth in Metro's Green construction policy would further reduce energy consumption during construction. These BMPs include, but are not limited to: the required use of renewable diesel fuel in construction equipment; the required use of Tier 4 off-road emission standard equipment as regionally available; the required use of United States Environmental Protection Agency (USEPA) 2007 on-road emission standard compliant trucks; the limitation of vehicle idling to 5 minutes or fewer when not in use; and the use of grid-power in lieu of diesel generators where available.

Reference

Section 3.5.6.1, Impact ENG-1: Energy Consumption, of the Recirculated Draft EIR, pages 3.5-27 through 3.5-34; Section 2.4.5.1 and Section 3.2.7 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, would be less than significant.

2.3.4.2 Energy Plans

The Project would have less than significant impacts related to energy with respect to the following significance threshold:

- Impact ENG-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact

The Project would contribute to a regional shift in transportation energy demand away from fossil fuels toward grid power. Stations, lighting in parking lots, and the MSF would be designed and constructed to achieve energy efficiency consistent with or exceeding Metro's and California Code of Regulations (CCR) Title 24 efficiency requirements. Further, the Project would, by its nature, enhance community access to public transit through the operation of the LRT. The Project would facilitate broader adoption of mass transit and contribute to regional VMT reductions, as projected in the 2020-2045 RTP/SCS. Therefore, the Project would not conflict with or obstruct the 2020-2045 RTP/SCS.

The Project would be constructed in a manner consistent with the regulations and efficiency requirements at the time of construction and would not conflict with Title 24. Metro's 2011 Green Construction Policy addresses the air quality implications of construction from Metro projects. From a construction energy perspective, the policy encourages the limiting of idling and the use of grid-

electric power when feasible during construction. Construction would be consistent with Metro's Green Construction Policy during construction.

Reference

Section 3.5.6.2, Impact ENG-2: Energy Plans, of the Recirculated Draft EIR, pages 3.5-38 through 3.5-39; Section 2.4.5.2 and Section 3.2.7 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency, would be less than significant.

2.3.5 Geology, Seismicity, and Soil Resources

2.3.5.1 Exposure to Seismic Hazards

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)
    - Strong seismic ground shaking
    - Seismic-related ground failure, including liquefaction
    - Landslides

Impact

The Project would be designed in compliance with regulatory requirements, industry standards, and the MRDC; compliance with these regulatory and design requirements would reduce impacts by ensuring that development is designed to withstand seismic or other geologic hazards. Operation and construction of the Project would not cause potential substantial adverse effects, including the risk of loss, injury, or death from known earthquake fault rupture, strong seismic ground shaking, seismic-related ground failure including liquefaction, and landslides.

Reference

Section 3.6.6.1, Impact GEO-1: Exposure to Seismic Hazards, of the Recirculated Draft EIR, pages 3.6-23 through 3.5-26; Section 2.4.6.1 and Section 3.2.8 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to directly or indirectly causing potential substantial adverse effects including the risk of loss, injury, or death from known earthquake fault rupture, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides, during project construction or operation, would be less than significant.

2.3.5.2 Soil Erosion

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-2: Would the Project result in substantial soil erosion or the loss of topsoil?

Impact

The Project is located in an urbanized area that is primarily impervious with no exposed soil. Operations would not result in ground disturbance or a change in the amount of exposed soil as compared to existing conditions. The Project would comply with post-construction measures in applicable National Pollutant Discharge Elimination System (NPDES) permits and low impact development (LID) standards required by Los Angeles County and other local jurisdictions, which aim to minimize erosion impacts from development projects.

Ground disturbing activities occurring during construction of the Project would temporarily expose surficial soils to wind and water erosion and have the potential to temporarily increase erosion and loss of topsoil. However, construction activities would be required to comply with existing regulatory requirements, including implementation of BMPs and other erosion and sedimentation control measures that would ensure grading, excavation, and other earth-moving activities would avoid a significant impact.

Reference

Section 3.6.6.2, Impact GEO-2: Soil Erosion, of the Recirculated Draft EIR, pages 3.6-29 through 3.6-30; Section 2.4.6.2 and Section 3.2.8 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to substantial soil erosion or the loss of topsoil during project construction or operation, would be less than significant.

2.3.5.3 Unstable Geologic Units or Soils

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impact

The Project would be located on stable soils where no liquefaction zones are present. Operations would not occur on a geologic unit or soil that is unstable, or that would become unstable, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The Project would be designed in compliance with MRDC, the California Seismic Hazards Mapping Act, industry standards and recommendations contained in the design level geotechnical report.

Construction activities, such as ground excavation, tunneling, and dewatering, could affect soil stability leading to ground movements (both lateral movements and settlements) or subsidence. However, the Project would be designed and constructed in compliance with regulatory requirements, the MRDC, and recommendations contained in the design level geotechnical report. This would include incorporating recommendations on engineering and design considerations identified in the geotechnical report to ensure soil stability during construction.

Reference

Section 3.6.6.3, Impact GEO-3: Exposure to Seismic Hazards, of the Recirculated Draft EIR, pages 3.6-34 through 3.6-36; Section 2.4.6.3 and Section 3.2.8 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to related to potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, during project construction or operation, would be less than significant.

2.3.5.4 Expansive Soils

The Project would have less than significant impacts related to geology, seismicity, and soil resources with respect to the following significance threshold:

- Impact GEO-4: Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the CBC, creating substantial direct or indirect risks to life or property?

Impact

Clay-rich soils that could swell and shrink with wetting and drying may exist locally within alluvial soils present along the Project. The change in soil volume is capable of exerting enough force on structures to damage foundations, structures, and underground utilities. Damage can also occur as these soils dry out and contract. Expansive soils could have an impact on project components, including the stations, guideway, tunnel, and other fixed structures; expansive soils do not have distinct construction or operational impacts and are addressed through project design. The Project would be designed and constructed in compliance with regulatory requirements. This includes the MRDC and recommendations contained in the design level geotechnical report.

Reference

Section 3.6.6.4, Impact GEO-4: Expansive Soils, of the Recirculated Draft EIR, page 3.6-38; Section 2.4.6.4 and Section 3.2.8 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to the Project being located on expansive soil, as defined in Section 1803.5.3 of the CBC, and therefore creating substantial direct or indirect risks to life or property, during project construction or operation, would be less than significant.

2.3.6 Greenhouse Gas Emissions

2.3.6.1 Emission Generation

The Project would have less than significant impacts related to greenhouse gas (GHG) emissions with respect to the following significance threshold:

- Impact GHG-1: Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact

The Project is a component of the RTP/SCS and contributes to California's goal to increase mass transit under the Assembly Bill (AB) 32 Scoping Plan. Operation of the Project would enhance regional transportation systems and contribute to planning efforts to reduce VMT and GHG emissions from transportation sources and would not alter the contribution to the state and regional mass transit climate strategies. Consistent with SCAQMD guidance, construction GHG emissions are amortized over the project lifetime, assumed to be 30 years, to be combined with annual operational emissions.

When amortized over 30 years, construction emissions would contribute an additional 192 metric tons carbon dioxide equivalent (CO_2e) per year. The Project's would be consistent with state and regional climate strategies to increase mass transit and the incremental contribution to climate change with amortized construction emissions would not have a significant impact on the environment.

Reference

Section 3.7.6.1, Impact GHG-1: Emission Generation, of the Recirculated Draft EIR, pages 3.7-29 through 3.7-39; Section 2.4.7.1 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment, during project construction or operation, would be less than significant.

2.3.6.2 Conflicts

The Project would have less than significant impacts related to greenhouse gas emissions with respect to the following significance threshold:

- Impact GHG-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact

At the project-level, the implementation the Project would reduce regional VMT by 2,544,000 miles annually. The Project would support a larger regional effort to facilitate and enhance mass transit in the South Coast Air Basin (SoCAB). The Project is identified in the 2020 RTP/SCS as a major transit capital project and is included in the plan's regional growth and transportation projections. The Project would be consistent with the 2020-2045 RTP/SCS and other relevant GHG reduction plans in that it would support the VMT reduction strategies of those plans. Additionally, the Project, alongside other transit improvement projects planned to be implemented throughout the region, would facilitate broader adoption of mass transit and contribute to regional VMT reductions, and the associated GHG emission reductions, as projected in the 2020-2045 RTP/SCS.

Reference

Section 3.7.6.2, Impact GHG-2: Conflicts, of the Recirculated Draft EIR, pages 3.7-41 through 3.7-42; Section 2.4.7.2 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, during project construction or operation, would be less than significant.

2.3.7 Hazards and Hazardous Materials

2.3.7.1 Transport, Storage, Use, or Disposal of Hazardous Materials

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-1: Would the Project create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials?

Impact

Operation of the proposed stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. Maintenance of LRT trains, vehicles, and equipment would occur at the MSF site. Compliance with existing regulations would ensure proper transportation, use, and storage of hazardous materials.

Construction of the Project would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. As required by law, Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases. By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs.

Transportation of hazardous materials, such as contaminated soils; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes would occur along designated truck routes within the Project corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways. Given compliance with existing regulations, operation and construction of the Project would not create of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials.

Reference

Section 3.8.6.1, Impact HAZ-1: Transport, Storage, Use, or Disposal of Hazardous Materials, of the Recirculated Draft EIR, pages 3.8-31 through 3.8-33; Section 2.4.8.1 and Section 3.2.9 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to creating a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials, would be less than significant.

2.3.7.2 Hazardous Materials Within One-Quarter Mile of a School

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact

Twelve schools have been identified as being located within one-quarter mile from the Project alignment and no schools are located with one-quarter mile of the MSF. Operation of the proposed stations and LRT guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous and staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within one-quarter mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [Site 18]), KIPP Promesa Prep and KIPP Raices Academy (APN 6340-001-001 [Site 5] and APN 6340-001-002 [Site 6]), and 4th Street Elementary, Arts in Action Community Charter Elementary School, 4th Street Primary Center, and Esperanza College Prep (APNs 5248-004-040 and 5248-004-043 [Site 1], APN 6341-001- 038 [Site 2], APN 6341-001-017 [Site 3], and APN 5248-008-046 [Site 4]). By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs as mandated by the State Water Resources Control Board (SWRCB) Construction General Permit. In addition, transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. Cooperation with the corridor cities would occur throughout the construction process. Adherence to federal and state regulations reduces the risk of exposure to hazardous materials. With compliance with existing regulations, operation and

construction of the Project would not create a risk related to the transportation, use, storage, and handling of hazardous materials within one-quarter mile of an existing school.

Reference

Section 3.8.6.3, Impact HAZ-3: Hazardous Materials Within One-Quarter Mile of A School, of the Recirculated Draft EIR, pages 3.8-48 through 3.8-49; Section 2.4.8.3 and Section 3.2.9 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, would be less than significant.

2.3.7.3 Emergency Response or Emergency Evacuation Plan

The Project would have less than significant impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact

The Project would have four at-grade crossings at signalized intersections and one pedestrian only at-grade crossing at Greenwood station. Emergency vehicles traveling on streets that cross the tracks at the at-grade crossings would experience short delays at intersections if emergency vehicles arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings would reduce any delays. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that emergency access would be maintained. The Project would not impede with an adopted emergency response plan or emergency evacuation plan, and it would not affect emergency evacuation plans and roadway conditions as the roadway width and configuration would be kept accessible to emergency vehicles and fire equipment.

Construction of the Project could result in temporary lane closures, increased truck traffic, and other roadway effects that could slow emergency vehicles, temporarily increasing response times and impeding existing services. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Additional specialized construction activities may require full street closures and therefore the development of detour routes, such as decking activities at Atlantic Boulevard for underground construction. Traffic control during construction would follow local jurisdiction guidelines. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police

departments prior to construction including the development of detour routes to facilitate traffic movement. The nearest local first responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Construction of the Project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans.

Reference

Section 3.8.6.6, Impact HAZ-6: Emergency Response or Emergency Evacuation Plan, of the Recirculated Draft EIR, pages 3.8-62 through 3.8-63; Section 2.4.8.6 and Section 3.2.9 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to related to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan, would be less than significant.

2.3.8 Hydrology and Water Quality

2.3.8.1 Groundwater Supplies and Recharge

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact

The Project would notably change the amount of pervious surfaces that could interfere with groundwater recharge and it would not cross the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River. The underground alignment would not affect groundwater movement or infiltration as it would likely be above the groundwater table. During project construction, dewatering activities have the potential to lower the groundwater table and contaminate groundwater resources. Dewatering activities have the potential to lower the groundwater table and contaminate groundwater resources. The majority of groundwater wells are located 0.4 miles or farther away from the Project. Thus, dewatering would not be expected to affect these groundwater wells. The closest groundwater well is approximately 200 feet west of the underground guideway. The depth of this well is approximately 200 feet below ground surface (bgs), which is well below the depth of the tunnel at 60 feet. Additionally, groundwater depths are relatively deep near the underground alignment, which would reduce the likelihood that groundwater would be encountered during construction of the tunnel. Since the water table would likely be below or at the lower level of construction activities, the amount

of water that would need to be extracted, cleaned, and disposed of during construction would be minimal.

Reference

Section 3.9.6.2, Impact HWQ-2: Groundwater Supplies and Recharge, of the Recirculated Draft EIR, pages 3.9-33 through 3.9-34; Section 2.4.9.2 and Section 3.2.10 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to substantially decreasing groundwater supplies or interfering substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, would be less than significant.

2.3.8.2 Drainage Patterns

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

  i) Result in a substantial erosion or siltation on- or off-site?

  ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

  iii) Exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Impact

Operation and construction of the Project would not cross the Rio Hondo, Rio Hondo Spreading Grounds, or the San Gabriel River and would not alter the course of any streams or river or require a Section 1602 Lake and Streambed Alteration Agreement with the California Department of Fish and Wildlife (CDFW).

The Project would result in a minimal increase in impervious surface, which could increase the rate or amount of stormwater runoff, and a minimal increase in impervious surface that could affect stormwater drainage by reducing the area that allows for infiltration and concentrating pollutants, which can be transferred into nearby waterbodies via stormwater runoff. Operations would comply with post-construction measures in applicable NPDES permits, LID standards, and local policies protecting water quality, and would be operated in compliance with Los Angeles County Department of Public Works and Metro drainage standards (MRDC 3.3.2 and 3.8).

Construction of the Project could increase erosion and sedimentation around construction and staging areas, particularly during ground disturbing activities, such as excavation and grading. To reduce potential impacts related to erosion and siltation, a SWPPP would be prepared in compliance with SWRCB's Construction General Permit, and an erosion and sediment control plan would be prepared in compliance with LARWQCB's MS4 permit. Further, the topography is relatively flat, which would minimize the risk of erosion and siltation impacts. Storm drains affected by the Project would be connected to municipal systems per MRDC 3.3.2 and 3.8. Drainage systems for the Project, including storm drains, would be constructed per MRDC Section 8.2.5. The contractor would be responsible for preparing the drainage and grading plans and obtaining approval of the plans prior to the start of construction.

Reference

Section 3.9.6.3, Impact HWQ-3: Drainage Patterns, of the Recirculated Draft EIR, pages 3.9-45 through 3.9-49; Section 2.4.9.3 and Section 3.2.10 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to substantially altering the existing drainage pattern of the site or area in a manner which would result in a substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, would be less than significant.

2.3.9 Land Use and Planning

2.3.9.1 Established Community

The Project would have less than significant impacts related to land use and planning with respect to the following significance threshold:

- Impact LUP-1: Would the Project physically divide an established community?

Impact

The Project would primarily operate within or below the transportation ROW and acquired commercial and industrial property. During Project operations, adjacent land uses would continue to have access to the surrounding roadway, bicycle, and sidewalk network, and would continue to be accessible to users. Property acquisition would be generally limited to properties currently zoned for commercial or industrial uses, and only one sliver take along the frontage of a residential property would occur. The new uses would be materially consistent with existing commercial and industrial uses and the land use characteristics of the transportation corridor and the addition of permanent infrastructure associated with aboveground components of the Project would not physically divide existing neighborhoods,

communities, or land uses to the extent to which they would be disrupted or isolated. The MSF site would not require the closure of any primary vehicle routes critical to circulation within a community or between communities and it would be located primarily on existing parcels designated for industrial uses.

Street and sidewalk closures during construction would result in temporary limitations on movement for pedestrians, cyclists, and vehicles within and between local communities. However, closures would be temporary, periodic, and would not restrict access to or from any established communities. A Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. The property acquisition for construction under the Project would not affect vehicular, bicycle, or pedestrian access, and would not physically divide an established community.

Reference

Section 3.10.6.1, Impact LUP-1: Established Community, of the Recirculated Draft EIR, pages 3.10-12 through 3.10-14; Section 2.4.10.1 and Section 3.2.11 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to physically dividing an established community, during project construction or operation, would be less than significant.

2.3.9.2 Plan, Policy, or Regulation Conflicts

The Project would have less than significant impacts related to land use and planning with respect to the following significance threshold:

- Impact LUP-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact

The Project would not conflict with local land use plans, policies, or regulations and would help achieve regional and local goals to improve transit and mobility in East Los Angeles and the cities of Commerce and Montebello. The Project would be supportive of plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions and GHG reductions. Construction would also be conducted in compliance with local land use plans and codes. No conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect would occur.

Reference

Section 3.10.6.2, Impact LUP-2: Plan, Policy, or Regulation Conflicts, of the Recirculated Draft EIR, pages 3.10-22 through 3.10-24; Section 2.4.10.2 and Section 3.2.11 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to causing a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, during project construction or operation, would be less than significant.

2.3.10 Population and Housing

2.3.10.1 Unplanned Population Growth

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact PPH-1: Would the Project induce substantial unplanned population growth in an area, either directly or indirectly?

Impact

Operation and construction of the Project would not result in substantial changes to the existing population in the GSA or DSA as it would not include development of new housing or businesses that would directly induce population growth. Implementation of the Project could indirectly affect growth and development in the DSA by providing enhanced transit connections that would make station areas more desirable locations for residences and businesses. This, in turn, could encourage growth and economic development in the surrounding communities. However, the Project would not independently stimulate development or change property values without enabling policy factors like public plans and policies that encourage development and control zoning. Housing and business development growth would be contingent upon local city zoning regulations and approval, which would consider consistency with local general plans and transit-oriented development (TOD) policies.

Reference

Section 3.12.6.1, Impact PPH-1: Unplanned Population Growth, of the Recirculated Draft EIR, pages 3.12-10 through 3.12-11; Section 2.4.12.1 and Section 3.2.13 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to inducing substantial unplanned population growth in an area, either directly or indirectly, during project construction or operation, would be less than significant.

2.3.11 Public Services and Recreation

2.3.11.1 Public Services

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, or other public facilities?

Impact

The Project would primarily operate within or below the transportation ROW and acquired commercial and industrial property and would not increase fire and police protection response times beyond acceptable levels or require new or physically altered fire or police protection facilities to maintain adequate service levels. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services is maintained. No physical alterations or disruptive impacts to the schools, parks, or public libraries on would occur. There would be no acquisitions or reduction of access to such facilities that would require alteration or new construction of parks and recreational facilities in order to maintain access. Further the Project would not result in substantial changes to the existing population that could alter the demand for public services.

Construction of the Project would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Metro would coordinate with staff of the East Los Angeles Sheriff Station in advance of any construction activities to preserve station access. Metro standard practices shall require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan is prepared and approved in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. With implementation of a construction Traffic Management Plan, fire and police protection response times during the construction period would be maintained at acceptable levels and would not require new or physically altered fire or police protection facilities.

During construction, no physical alterations would occur at nearby schools and parks and recreational facilities, nor would construction activities result in any loss of access to the parking lots and/or building entrance of these facilities. There would be no need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service levels.

Reference

Section 3.13.6.1, Impact PSR-1: Public Services, of the Recirculated Draft EIR, pages 3.13-17 through 3.13-20; Section 2.4.13.1 and Section 3.2.14 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts), in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire protection, police protection, schools, parks, or other public facilities, during project construction or operation, would be less than significant.

2.3.11.2 Increased Recreation

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact

The Project would not include residential uses that would result in increased demand for use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. Construction activities would require intermittent sidewalk and lane closures and detours which could inhibit access to nearby park and associated recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to parks would be maintained during construction. Additionally, construction would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities.

Reference

Section 3.13.6.2, Impact PSR-2: Increased Recreation, of the Recirculated Draft EIR, pages 3.13-23 through 3.13-24; Section 2.4.13.2 and Section 3.2.14 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to increasing the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, during project construction or operation, would be less than significant.

2.3.12 Transportation and Traffic

2.3.12.1 Conflict with CEQA Guidelines

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact

Operation of the Project would result in reduced VMT (approximately 8,000 daily) compared to the No Project Alternative. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development. Additionally, components of the Project would include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. Thus, these changes would not lead to a substantial or measurable increase in vehicle travel.

Construction of Project would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area, the Project construction would not conflict with CEQA Guidelines section 15064.3, subdivision (b).

Reference

Section 3.14.6.2, Impact TRA-2: Conflict with CEQA Guidelines, of the Recirculated Draft EIR, pages 3.14-32 through 3.14-33; Section 2.4.14.2 and Section 3.2.15 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b), would be less than significant.

2.3.12.2 Design Hazards or Incompatible Uses

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact

The Project would be constructed and operated within the existing street alignment and ROW for aerial and at-grade segments and would not substantially increase hazards due to a geometric design feature. Additionally, the short 0.1-mile at-grade segment east of the underground tunnel portal would not introduce a new hazard as the existing Metro E Line is already at-grade along this segment of 3rd Street. The Project would be designed, constructed, and operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual on Uniform Traffic Control Devices (CA MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the DSA localized around construction activities. This would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. The Project would comply with Cal/OSHA and Metro safety and security programs, which are designed to reduce potential impacts during construction to less than significant levels. Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists would be maintained during construction using signage, partial lane closures, and construction barriers.

Reference

Section 3.14.6.3, Impact TRA-3: Design Hazards or Incompatible Uses, of the Recirculated Draft EIR, pages 3.14-37 through 3.14-39; Section 2.4.14.3 and Section 3.2.15 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), would be less than significant.

2.3.12.3 Inadequate Emergency Access

The Project would have less than significant impacts related to transportation and traffic with respect to the following significance threshold:

- Impact TRA-4: Would the Project result in inadequate emergency access?

Impact

Operation of the Project would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in exclusive street-running ROW at these locations, trains would clear signaled and unsignalized intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the thru-lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the East Los Angeles Sheriff Station and the Kaiser Permanente East Los Angeles Medical Offices, the Metro E Line already operates at-grade along this segment of 3rd Street and operation of the Project is unlikely to impact existing response times to/from the station or the Kaiser Permanente offices. As standard practice, Metro would coordinate with fire and police protection officials when designing grade crossings to ensure that access for police and fire protection services would be maintained. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards also ensure that response times are maintained at acceptable levels.

A temporary construction easement on part of the Los Angeles County Fire Department (LACFD) Fire Station 50 parcel would be acquired for the purposes of general construction activities. However, access to the LACFD Fire Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM. Metro would coordinate with staff of the East Los Angeles Sheriff Station and LACFD Fire Station 50 in advance of any construction activities to preserve station access. Metro standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours, is prepared and approved in coordination with local fire and police departments prior to construction.

Reference

Section 3.14.6.4, Impact TRA-4: Inadequate Emergency Access, of the Recirculated Draft EIR, pages 3.14-43 through 3.14-44; Section 2.4.14.4 and Section 3.2.15 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts to transportation and traffic related to inadequate emergency access, would be less than significant.

2.3.13 Utilities and Service Systems

2.3.13.1 Relocation or Construction

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact

The Project elements would result in a slight increase in water use; however, the amount consumed would be significantly less than the projected future capacity and would not have any substantial effect on the water supply. The Project would not have public restrooms and, as a result, would not generate wastewater. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. The Project would result in a minimal increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Project elements (e.g., station entrance canopy) would include drainage facilities with adequate slopes to facilitate adequate drainage flow and help avoid localized ponding or flooding during storm events. The amount of electricity consumed would be significantly less than the projected future capacity, and the Project would not consume natural gas, and would not include telecommunication features that would require expansion of existing telecommunications facilities that could result in an environmental impact.

Reference

Section 3.16.6.1, Impact UTL-1: Relocation or Construction, of the Recirculated Draft EIR, pages 3.16-20 through 3.16-25; Section 2.4.16.1 and Section 3.2.17 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.2 Water Supplies

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Impact

The Project would result in a minimal increase in municipal water use that would require long-term, permanent sources of water use that may include, but would not be limited to, fire water systems and landscape irrigation. This water demand would be a slight increase and would not affect water supplies. Further, any water use would comply with Metro's Water Use and Conservation Policy, which specifies that water efficiency and conservation methods would be adopted and maintained. Operational activities would not significantly deplete municipal water supplies during normal, dry, or multiple dry years. The amount of water used during construction would be highly variable; however, overall short-term use would require minimal water supplies when compared to regional water use associated with land use developments. Further, any water use would comply with Metro's Water Use and Conservation Policy, which limits use of potable water during construction when feasible. Construction-related water use would not necessitate new water deliveries to the region.

Reference

Section 3.16.6.2, Impact UTL-2: Water Supplies, of the Recirculated Draft EIR, pages 3.16-28 through 3.16-29; Section 2.4.16.2 and Section 3.2.17 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.3 Wastewater

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-3: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact

The Project would not include a new source of wastewater and would not directly generate population growth that would require wastewater services. Restrooms would not be provided at LRT stations. Elevators would have emergency ejector pits and underground stations and control rooms at at-grade stations would be equipped with sump pumps/clarifiers that would drain to the sewer in the event of a flood. Any discharges associated with these connections would be subject to a wastewater discharge permit and would be intermittent and irregular. Such irregular discharges, should they be necessary, would not exceed capacity. Wastewater generation during construction would be negligible in relation to the size and capacity of the wastewater treatment system and would not overburden the system.

Reference

Section 3.16.6.3, Impact UTL-3: Wastewater, of the Recirculated Draft EIR, pages 3.16-31 through 3.16-32; Section 2.4.16.3 and Section 3.2.17 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to wastewater capacity would be less than significant.

2.3.13.4 Solid Waste

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact

The Project would not include a direct source of solid waste. Indirectly, solid waste would be generated by transit users. Stations would include waste bins and recycle bins. The disposal of solid waste from each station would have no notable potential to affect landfill capacity or impair attainment of solid waste reduction goals. Construction would not generate solid waste in excess of state or local

standards, respectively, or in excess of the capacity of the local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, construction would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Reference

Section 3.16.6.4, Impact UTL-4: Solid Waste, of the Recirculated Draft EIR, pages 3.16-36 through 3.16-37; Section 2.4.16.4 and Section 3.2.17 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or that could otherwise impair the attainment of solid waste reduction goals, the construction or relocation of which could cause significant environmental effects, would be less than significant.

2.3.13.5 Solid Waste Regulations

The Project would have less than significant impacts related to utilities and service systems with respect to the following significance threshold:

- Impact UTL-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact

The Project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. Small amounts of solid waste would be generated during operation and construction of the Project; however, there is no element of operational or construction activities that would be outside of compliance.

Reference

Section 3.16.6.5, Impact UTL-5: Relocation or Construction, of the Recirculated Draft EIR, page 3.16-39; Section 2.4.16.5 and Section 3.2.17 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to compliance with federal, state, and local management and reduction statutes and regulations related to solid waste would be less than significant.

2.3.14 Growth Inducing Impacts

2.3.14.1 Growth Inducement

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact GRW-1: Would the Project foster economic or population growth or the construction of additional housing either directly or indirectly; encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Impact

The Project would not result in substantial changes to the existing population in the GSA or DSA. The Project would not include development of new housing or businesses that would directly induce population growth. The Project is not designed to induce growth; rather, the intent is to improve transit service to help accommodate the forecasted growth in the region's population and workforce. While development would not be induced, there are opportunities where the Project could serve as a "catalyst" for economic revitalization and growth in areas where development has already occurred at station locations and other public/private TOD opportunities along the proposed alignment. Given that the Project is anticipated in the local communities planning documents, TOD would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. Metro would coordinate with local jurisdictions to develop new corridor-wide governance strategies and implement plans, policies, and economic development strategies to transform station areas into equitable, sustainable, and safe areas for development in the Project corridor. Such future planned densification of land uses is also incorporated into the forecasted SCAG growth data and is not considered unplanned growth. TOD planning would not generate new unplanned growth, but instead would redistribute forecasted growth of a jurisdiction. This would also support Metro's Equity Platform by enhancing areas surrounding the proposed stations to accommodate all levels of access and income.

Reference

Section 3.17.6.1, Impact GRW-1: Growth Inducement, of the Recirculated Draft EIR, pages 3.17-14 through 3.17-17; Section 2.4.17.1 and Section 3.2.18 of the Final EIR.

Mitigation Measures

These impacts would be less than significant and do not require mitigation measures.

Finding

For the reasons stated above, Metro finds that these impacts related to fostering economic or population growth or the construction of additional housing either directly or indirectly; encouraging and facilitating other activities that could significantly affect the environment, either individually or cumulatively, during project construction or operation, would be less than significant.

2.4 Environmental Resources Found Not to be Impacted

2.4.1 Aesthetics

2.4.1.1 Scenic Highways

The Project would have no impacts related to aesthetics with respect to the following significance threshold:

- Impact AES-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact

The Project is not within the viewshed of State Route 2 (SR-2), the closest state designated scenic highway, and would largely operate underground with a short at-grade segment aerial segment. Therefore, operation and construction of the Project would not damage any scenic resources (e.g., trees, rock outcroppings, or historic buildings) within the viewshed of a state scenic highway.

Reference

Section 3.3.6.3, Impact AES-2: Scenic Highways, of the Recirculated Draft EIR, page 3.1-32; Section 3.2 and 3.3 of the Final EIR; Section 2.4.1.2 and Section 3.2.4 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

2.4.2 Biological Resources

2.4.2.1 Movement of Fish and Wildlife Species

The Project would have no impacts related to biological resources with respect to the following significance threshold:

- Impact BIO-3: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact

The Project does not cross the Rio Hondo, San Gabriel River, other aquatic corridors, or established terrestrial wildlife corridors. Thus, there would be no impacts on the movement of fish and wildlife species from operation or construction.

Reference

Section 3.3.6.3, Impact BIO-3: Movement of Fish and Wildlife Species, of the Recirculated Draft EIR, pages 3.3-27 to 3.3-28; Section 2.4.3.3 and Section 3.2.5 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or nursery sites.

2.4.2.2 Wetlands

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts on state or federally protected wetlands. Based on the focused wetland investigation described in the Recirculated Draft EA, no wetlands occur within the BRSA for the Project. Therefore, no impacts on wetlands would occur from operation or construction of the Project and this criterion was not evaluated.

Reference

Section 3.3.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.3-7.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to state or federally protected wetlands.

2.4.2.3 Conflicts with Plans

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to the potential for a project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan such as a Significant Ecological Area; therefore, this criterion is not applicable and was not evaluated.

Reference

Section 3.3.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.3-8.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2.4.3 Geology, Seismicity, and Soil Resources

2.4.3.1 Septic Tanks or Alternative Wastewater Disposal Systems

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Project is in an urban area with an established sewer system. There are no existing or proposed septic tanks or other alternative wastewater disposal system associated with the Build Alternatives; therefore, this criterion is not applicable.

Reference

Section 3.6.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.6-5.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to septic tanks or alternative wastewater disposal systems.

2.4.4 Hazards and Hazardous Materials

2.4.4.1 Airport Land Use Plans

The Project would have no impacts related to hazards and hazardous materials with respect to the following significance threshold:

- Impact HAZ-5: Would the Project create a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip?

Impact

The Project is not within two miles of a public airport or public use airport, or a private airstrip and there are no applicable airport land use plans. The nearest public airport or airstrip is Whittier Air Strip, which is over four miles to the north.

Reference

Section 3.8.6.5, Impact HAZ-5: Airport Land Use Plans, of the Recirculated Draft EIR, page 3.8-58; Section 2.4.8.5 and Section 3.2.9 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to creating a safety hazard for people residing or working in the Project Area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or a private airstrip.

2.4.4.2 Wildland Hazards

The Project would have no impacts related to hazards and hazardous with respect to the following significance threshold:

- Impact HAZ-7: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Impact

The Project would be located in a highly developed urbanized area that is not susceptible to wildland fires. Therefore, operation and construction of the Project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires.

Reference

Section 3.8.6.7, Impact HAZ-7: Wildland Hazards, of the Recirculated Draft EIR, page 3.8-65; Section 2.4.8.7 and Section 3.2.9 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

2.4.5 Hydrology and Water Quality

2.4.5.1 Drainage Patterns

The Project would have less than significant impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

  i) Impede or redirect flood flows?

Impact

The Project alignment is entirely within an area of minimal flood risk (Federal Emergency Management Agency [FEMA]-defined flood zone X). The MSF is located in a FEMA-defined 100-year flood zone. This location was historically a rock quarry that collected stormwater and flooded. However, the area has since been developed and no longer floods as stormwater is directed in the municipal stormwater management system. Furthermore, the MSF does not contain any natural functions or values of a floodplain. Thus, construction or operation of the Project and MSF would not impede or redirect flood flows and no impacts would occur.

Reference

Section 3.9.6.3, Impact HWQ-3: Drainage Patterns, of the Recirculated Draft EIR, pages 3.9-46 through 3.9-50; Section 2.4.9.3 and Section 3.2.10 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to substantially altering the existing drainage pattern of the site or area, in a manner which would impede or redirect flood flows.

2.4.5.2 Inundation

The Project would have no impacts related to hydrology and water quality with respect to the following significance threshold:

- Impact HWQ-4: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact

The Project is not within the limits of flood hazard, tsunami, or seiche zones. Thus, there would be no potential for the operation or construction of the Project to release pollutants during inundation and no impacts would occur.

Reference

Section 3.9.6.4, Impact HWQ-4: Inundation, of the Recirculated Draft EIR, page 3.9-52 through 3.9-53; Section 2.4.9.4 and Section 3.2.10 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to the release of pollutants from being located in flood hazard, tsunami, or seiche zones.

2.4.6 Noise

2.4.6.1 Airports

Impact

Appendix G of the State CEQA Guidelines includes a significance criterion for impacts relating to a project located within the vicinity of private airport airstrip or an airport land use plan, or that is located within two miles of public airport that does not have an adopted airport land use plan. The

nearest public airport or airstrip to the Project is Whittier Air Strip, which at the nearest point is over four miles to the north; therefore, this criterion is not applicable and was not evaluated.

Reference

Section 3.11.4, Thresholds of Significance, of the Recirculated Draft EIR, page 3.11-13 through 3.11-14.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts from being located within the vicinity of a private airport airstrip or an airport land use plan, or from being located within two miles of public airport that does not have an adopted airport land use plan.

2.4.7 Population and Housing

2.4.7.1 Displacement

The Project would have less than significant impacts related to population and housing with respect to the following significance threshold:

- Impact PPH-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact

Operation and construction of the Project would occur within the transportation ROW and at the new stations. No acquisition of residential structures would occur, and no people or housing would be displaced.

Reference

Section 3.12.6.2, Impact PPH-2: Displacement, of the Recirculated Draft EIR, pages 3.12-13; Section 2.4.12.2 and Section 3.2.13 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

2.4.8 Public Services and Recreation

2.4.8.1 New Recreation Facilities

The Project would have less than significant impacts related to public services and recreation with respect to the following significance threshold:

- Impact PSR-3: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact

No new recreational facilities, or expansion of existing recreational facilities, would be included as part of the operation and construction of the Project.

Reference

Section 3.13.6.3, Impact PSR-3: New Recreation Facilities, of the Recirculated Draft EIR; Section 2.4.13.3 and Section 3.2.14 of the Final EIR.

Mitigation Measures

No impacts would occur and mitigation measures are not required.

Finding

For the reasons stated above, Metro finds that the Project would not result in impacts related to including recreational facilities or requiring the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

2.5 Cumulative Impacts

As required by CEQA Guidelines Section 15130, the impact analysis in the EIR considers the individual and cumulative environmental effects of the Project. This analysis is a two-step process. The first step is to determine whether or not the combined effects from the Project and related projects would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the Project's incremental effects are cumulatively considerable, and therefore significant.

CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The cumulative analysis for the Project considers the 2020–2045 RTP/SCS, the Metro Vision 2028 Strategic Plan, Metro's 2020 LRTP, Metro's NextGen Bus Study, and the City's Sidewalk and Transit Amenity Program. Cumulative impacts are address in Section 3.18 of the Recirculated Draft EIR.

Metro finds that cumulative impacts related to Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services and Recreation, Utilities and Service Systems, would not be significant. With implementation of mitigation measures, the Project's contribution to cumulative impacts related to Biological Resources, Cultural Resources, Noise and Vibration, Transportation and Traffic, and Tribal Cultural Resources would not be cumulatively considerable after mitigation. Thus, these impacts would be less than significant and are not discussed further below.

As discussed above, even with implementation of MM GEO-1 through MM GEO-5, there would be a significant cumulative impact related to paleontological resources. The incremental impact from the Project would be cumulatively considerable and discussed further below.

2.5.1 Geology, Seismicity, Soils, and Paleontological Resources

Impact

Due to the unique nature of sub-grade tunnel boring activity, there would be no feasible way to monitor or mitigate paleontological impacts from boring and impacts with respect to paleontological resources would be significant. Other construction activities, including cut-and-cover construction of underground stations and the installation of support footings along the aerial guideway, would also have the potential to result in significant impacts to paleontological resources, although mitigation measures would be adopted to reduce the impact from cut-and-cover construction and aerial guideway footing construction. The significant impact from tunnel boring activities could not be reduced by mitigation measures and would remain significant and unavoidable. Several of the related land development projects involve ground excavation and disturbance; however, none involve tunnel boring or excavation at the same depth as the Project. Project-level mitigation measures would be implemented to lessen the significant Project-level impact; however, the impact would remain significant. Considered cumulatively with related transportation and land development plans and projects, and even with implementation of MM GEO-1 through MM GEO-5, there would be a significant cumulative impact, which would be cumulatively considerable.

Finding

Significant impacts on paleontological resources in areas that can be monitored would be mitigated through implementation of mitigation measures MM GEO-1 through MM GEO-4 requiring a qualified paleontologist to monitor excavation in areas identified as likely to contain paleontological resources and making certain that recovered specimens be prepared for permanent preservation and curated into an appropriate repository in compliance with the PRMMP. However, for the reasons stated above regarding use of a TBM, there is no known way to monitor tunnel boring impacts on paleontological resources. For the reasons discussed above, Metro finds that these cumulative impacts related to paleontological resources during tunnel boring would be significant and unavoidable. No feasible mitigation measures exist to mitigate these impacts. Thus, for areas that can be monitored, as identified in Section 1.2 above and in Section 15091(a)(1) of the CEQA Guidelines, Metro adopts CEQA Finding 1 that changes or alterations that have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect on paleontological resources in areas that can be monitored, and for areas where the TBM would be used and monitoring is not

feasible, Metro adopts CEQA Finding 3 that specific technological considerations make mitigating the impacts on paleontological impacts from the TBM infeasible.

3. ALTERNATIVES, OPTIONS, AND MITIGATION MEASURES

3.1 Alternatives

Pursuant to CEQA Guidelines Section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project. The Recirculated Draft EIR examined four alternatives in detail: the No Project Alternative described in Section 5.5 of the Recirculated Draft EIR, and three Build Alternatives: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3) analyzed in Chapters 3, 4, and 5. The Final EIR provided further analysis of Alternative 1 and Alternative 3 with design refinements in Chapter 2. Alternative 3 with the incorporation of design options is also referred to herein as the Project or LPA.

Alternative 1 has the longest alignment at approximately 9.0 miles. Additionally, two IOS alternatives were evaluated in the Recirculated Draft EIR (Alternative 2 and Alternative 3). An IOS is a segment of the project alignment that can function as a stand-alone project, independent on other segments or phases to be constructed. The purpose of developing and evaluating the IOS alternatives is to identify a segment of the Build Alternative that can provide a cost-effective solution due to timing of funding availability with the greatest benefit of the Project. Alternative 2 and Alternative 3 are IOSs and would run along the same alignment and have the same LRT design features and operating characteristics as the full-length Alternative 1. Each of the IOS alternatives would therefore possess a smaller project footprint than Alternative 1.

The EIR also considered design options for each Build Alternative: the Atlantic/Pomona Station Option and the Montebello At-Grade Option for Alternatives 1 and 3 and the Atlantic/Pomona Station Option for Alternative 2. The EIR also considered two MSF site options for Alternative 1 and Alternative 3: the Montebello MSF in the city of Montebello or the Commerce MSF in the city of Commerce. Alternative 2 would only use the Commerce MSF site option.

In December 2022, the Metro Board selected Alternative 3 as the LPA (Project) with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF.

3.1.1 Prior Analysis of Alternatives

Pursuant to CEQA Guidelines Section 15126.6(c), Section 5.3 of the Recirculated Draft EIR discussed additional concepts and alternatives that were considered but withdrawn. The evaluation and screening of concepts, engineering and environmental refinements, and decisions to withdraw alternatives from consideration has had a long history in the development of the Project. This includes alternative alignments that were considered but withdrawn for factors that include conflicts with existing utilities, sensitive land uses, MSF size limitations, amount of property acquisitions needed,

and engineering constraints. A detailed description of concepts and alternatives considered and withdrawn is provided in Chapter 5 and Appendix T of the Recirculated Draft EIR.

3.1.2 No Project Alternative

The No Project Alternative would maintain existing transit service through the year 2042. The No Project Alternative assumes that 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 the 2008 Measure R or 2016 Measure M sales taxes. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 LRTP and the SCAG 2020-2045 RTP/SCS.

The No Project Alternative includes existing projects from the regional base year (2017) and planned regional projects in operation in the horizon year (2042). As such, the planned regional transit projects assumed in operation by 2042 include:

- Metro L (Gold) Line Foothill Extension to Claremont
- West Santa Ana Transit Corridor LRT from Artesia to Downtown LA
- Airport Metro Connect 96th Street Station/Metro C Line Extension LAX
- Metro C (Green) Line Extension to Crenshaw Blvd in Torrance – Redondo Beach to Torrance Transit Center
- Metro K (Crenshaw/LAX) Line
- Vermont Transit Corridor BRT – Hollywood Blvd to 120th Street
- Metro D (Purple) Line Extension
- East San Fernando Valley (SFV) Transit Corridor Project connecting Metro G (Orange) Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station
- Metro G Line BRT Improvements
- North Hollywood to Pasadena BRT
- Sepulveda Pass Transit Corridor from Metro E (Expo) Line to East San Fernando Valley Line (Phase 1 and 2)
- Metro Regional Connector Transit Project

3.1.2.1 Reference

Section 5.5 of the Recirculated Draft EIR, Section 9 of Appendices B through R of the Recirculated Draft EIR.

3.1.2.2 Findings for the No Project Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative. The No Project Alternative would not result in the same significant environmental impacts of the Project; however, the No Project Alternative would result in a greater number of different significant and unavoidable impacts to environmental resources than the Project. This is because the No Project 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 not achieve or address any of the Project objectives or benefits since it would not include a new rail service in East Los Angeles County. The No Project Alternative would not help to address the region's mobility challenges by providing improved transit access and enhanced regional connectivity that would occur with the Build Alternatives. Additionally, the No Project Alternative would not achieve the reduced VMT and associated air quality and reduction in GHG emissions, or enable local jurisdictions to address their transit-oriented community goals and provide equitable development opportunities. Under the No Project Alternative, transit travel times will increase due to the expected growth in traffic volumes, which will contribute to slower bus and vehicle operating speeds and result in increased travel times. Therefore, the No Project Alternative would not be consistent with the goals and objectives for the Project.

3.1.3 Alternative 1

Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations and two MSF site options, terminating at an at-grade Lambert station in the city of Whittier. The base Alternative 1 includes the relocation and reconfiguration of the existing Atlantic Station to an underground center platform station located beneath Atlantic Boulevard south of Beverly Boulevard in East Los Angeles and six new stations (two underground: Atlantic/Whittier, Commerce/Citadel; one aerial: Greenwood; and three at-grade: Rosemead, Norwalk, and Lambert). The base Alternative 1 consists of 3.0 miles of tunnel, 1.5 mile of aerial, and 4.5 miles of at-grade alignment. The base Alternative 1 also includes MSF site options in the city of Commerce or the city of Montebello which both have aerial lead tracks to the MSF. Alternative 1 has two design options with station and alignment variations: the Atlantic/Pomona Station Option and the Montebello At-Grade Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard. The Montebello At-Grade Option is an at-grade guideway design option along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. This design option would include an at-grade Greenwood station and the Montebello MSF At-Grade Option, which consists of at-grade lead tracks to the Montebello MSF site option if the Montebello MSF site option is selected.

3.1.3.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR, Chapter 2 of the Final EIR.

3.1.3.2 Findings for Alternative 1

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible Alternative 1. Alternative 1 would result in the greatest amount of project benefits by

having the longest alignment and thereby providing a transit linkage to the greatest number of communities and having the largest ridership. Therefore, Alternative 1 most fully meets Project objectives of all the Build Alternatives, including enhancing regional connectivity and air quality goals, providing improved mobility options, improving transit access to activity centers and employment, enabling the greatest number of jurisdictions to address TOD and equity goals, and improving accessibility and connectivity to TOD communities. Additionally, operation of the base Alternative 1 would result in the greatest reduction of VMT (approximately 10,000 daily trips) compared to the No Project Alternative. Alternative 1 is also compatible with the Montebello MSF, so with implementation of that MSF site option, a significant unavoidable impact on Cultural Resources would be avoided (see **Section 3.2.3.1**). Alternative 1, as with Alternatives 2 and 3, would include the underground construction and use of the TBM, which would result in a significant and unavoidable impact on paleontological resources.

Although, Alternative 1 has the greatest benefits associated with VMT and transit connectivity, it would require the largest challenge for securing sufficient funding to construct the full alignment in one phase, and it would also result in the largest need for coordination and permitting with multiple federal, state, and local agencies. Alternative 1 crosses the Rio Hondo and its spreading grounds and the San Gabriel River which would require the replacement of two existing bridges on Washington Boulevard. The bridge reconstruction would involve the need for a shared funding agreement and coordination with the city of Pico Rivera, where the bridges are located. Further, the bridge removal and reconstruction would involve work within the river channels and spreading grounds that would require regulatory agency coordination with and permitting from the United States Army Corps of Engineers, CDFW, Los Angeles County Flood Control District, and DPR. Alternative 1 would also cross underneath Interstate (I)-605 and involve construction work within the California Department of Transportation (Caltrans) ROW, which would also require coordination with and issuance of permits from Caltrans. The additional need for coordination and permitting required for construction of Alternative 1 is likely to involve longer lead times for review and agency agreements that would extend the overall project design time and costs, which could ultimately delay the schedule and extend the future date of operation.

Further, compared to Alternative 2 and 3, Alternative 1 would require mitigation to address significant impacts in the areas of biological resources and hydrology and water quality as it would cross the San Gabriel River and the Rio Hondo river channel and spreading grounds. Alternative 1 would also require additional mitigation related to cultural resources to address significant impacts associated with a sliver take at the Dal Rae Restaurant. Additionally, because Alternative 1 includes a longer alignment than Alternative 2 and Alternative 3, the impacts associated with its construction would be greater as it would affect a larger area. Because Alternative 1 is a longer alignment, while many of the same mitigation measures apply to all of the Build Alternatives that 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. For example, mitigation measures to address noise and vibration impacts apply to 70 sensitive receivers compared to 29 sensitive receivers under Alternative 3; construction impacts associated with rerouting transit, traffic, bicycle and pedestrian facilities apply to a greater number of routes and facilities under Alternative 1; and mitigation measures to address impacts to paleontological resources, tribal cultural resources, hazardous materials, migratory birds and spread of invasive plants apply to a greater area under Alternative 1.

Therefore, while overall objectives would be fully met once Alternative 1 is constructed, the timeframe for completing the Alternative 1 would be greater due to funding and coordination requirements. This would delay the benefits and the meeting of objectives beyond the timeframe for completing Alternative 2 and Alternative 3. Further, Alternative 1 would result in a greater number of significant but

mitigable impacts than Alternative 2 and Alternative 3. With implementation of the Montebello MSF, Alternative 1, as with Alternative 3, would avoid a significant unavoidable impact.

3.1.4 Alternative 2

Alternative 2 is primarily underground and has the shortest alignment at approximately 3.2 miles in length with three stations and one MSF site option (the Commerce MSF site option). It would terminate at the underground Commerce/Citadel station with non-revenue aerial lead tracks extending to the Commerce MSF site option. Alternative 2 has one design option with station and alignment variations: the Atlantic/Pomona Station Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard.

3.1.4.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.1.4.2 Findings for Alternative 2

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2. Alternative 2 has the shortest alignment and would provide the fewest benefits of the Build Alternatives because it would connect fewer communities to transit and also have the lowest ridership. The shorter alignment would also have an additional significant unavoidable impact and lesser environmental benefits, including a smaller reduction of VMT and associated reduction of operational air quality emissions, GHG emissions, fuel consumption, and traffic congestion. The Base Alternative 2 would result in reduced VMT (approximately 5,000 daily) compared to the No Project Alternative. For comparison, the Alternative 1 would result in VMT reduction or 10,000 daily trips and the Alternative 3 would result in VMT reduction of 8,000 daily trips.

Alternative 2 would have reduced construction impacts due to having a smaller footprint as compared to Alternative 1 and Alternative 3 and because much of the construction would occur underground and not within ROWs. Furthermore, it would not affect rivers or bridges, which would reduce impacts and required coordination as compared to Alternative 1. However, Alternative 2 would still include the underground construction and use of the TBM, which would result in significant and unavoidable impacts on paleontological resources. It would also not substantially reduce the construction time as compared to the Alternative 1 and Alternative 3 as the underground portion is the schedule's critical path for all Build Alternatives.

Due to the Alternative's termination in the city of Commerce, the Commerce MSF site option is the only MSF site available under Alternative 2. Construction of the Commerce MSF site option would result in significant and unavoidable impacts to cultural resources due to the removal of properties within the potential Vail Field Industrial Addition historic district. Therefore, Alternative 2 with the Commerce MSF site option would result in an additional significant unavoidable impact to cultural resources.

While Alternative 2 would meet most of the objectives of the Project, the objectives would be better met by Alternatives 1 and 3 which would provide greater mobility benefits and VMT reductions while

also avoiding a significant and unavoidable impact to cultural resources if the Montebello MSF site option is implemented.

3.1.5 Alternative 3

Alternative 3, which with the incorporation of design options is also referred to herein as the Project or LPA, is a 4.6 mile alignment with three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (aerial or at-grade). The base Alternative 3 alignment includes approximately 3.0 miles of underground, 1.5 miles of aerial, and 0.1 miles of at-grade alignment. It would terminate at Greenwood station. The base Alternative 3 also includes MSF site options in the city of Commerce or the city of Montebello which both have aerial lead tracks to the MSF. Alternative 3 has two design options with station and alignment variations: the Atlantic/Pomona Station Option and the Montebello At-Grade Option. The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to an underground station between Atlantic Boulevard, Pomona Boulevard and Beverly Boulevard. The Montebello At-Grade Option is an at-grade guideway design option along Washington Boulevard between Yates Avenue and Carob Way in the city of Montebello. This design option would include an at-grade Greenwood station and the Montebello MSF At-Grade Option, which consists of at-grade lead tracks to the Montebello MSF site option if the Montebello MSF site option is selected.

3.1.5.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.1.5.2 Findings for Alternative 3

Alternative 3 has a longer alignment than Alternative 2 and shorter alignment than Alternative 1. Therefore, Alternative 3 meets Project objectives of the Build Alternatives, including enhancing regional connectivity and air quality goals, providing mobility options, improving transit access to activity centers and employment, enabling the greatest number of jurisdictions to address TOD and equity goals, and improving accessibility and connectivity to TOD communities better than Alternative 2, but not as well as Alternative 1. Operation of the base Alternative 3 would result in reduced VMT (approximately 8,000 daily trips) compared to the No Project Alternative. For comparison, the Base Alternative 1 would result in VMT reduction or 10,000 daily trips and the base Alternative 2 would result in VMT reduction of 5,000 daily trips. Alternative 3 is also compatible with the Montebello MSF, so with implementation of that MSF site option, a significant unavoidable impact on Cultural Resources would be avoided. Alternative 3, as with Alternatives 1 and 2, would include the underground construction and use of the TBM, which would result in a significant and unavoidable impact on paleontological resources.

Although the base Alternative 3 would not meet Project objectives as fully as the Alternative 1, it would result in fewer significant but mitigatable construction impacts as compared to Alternative 1 because Alternative 3 construction occurs within a smaller area. Furthermore, Alternative 3 would not cross any waterways or require the reconstruction of bridges, which would avoid significant but mitigable impacts on biological resources and hydrology and water quality. Also, Alternative 3 would not involve crossing below the I-605 overpass and construction within Caltrans ROW. This avoidance of waterways, bridges, and I-605 would reduce the need for coordinating and permitting with federal agencies, resulting in time savings, and it would also reduce funding needs. The lower costs and lower

coordination and permitting requirements would enable construction and operation of the LRT extension to occur on a shorter timeframe, thereby allowing the Project objectives to be achieved sooner than would occur under Alternative 1. Further, construction of Alternative 3 would not preclude the future build-out of the full Alternative 1 alignment when future funding sources are identified and secured.

Thus, Alternative 3 would meet Project objectives less fully than Alternative 1, but would meet them with fewer construction impacts and a faster timeline. It would also better the Project objectives better than Alternative 2, and, with implementation of the Montebello MSF, would avoid a significant unavoidable impact on cultural resources.

3.2 Design Options and MSF Options

In addition to the three Build Alternatives, the Recirculated Draft EIR considered several design options and two MSF site options.

3.2.1 Atlantic/Pomona Station Option

The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow open air underground station with two side platforms and a canopy as opposed to a relocated fully underground station. The open air station design option would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The excavation depth of the station invert would be approximately 20 to 25 feet from the existing ground elevation. This option would also impact the guideway alignment and location of the TBM extraction pit. The underground guideway would be located east of Atlantic Boulevard and require full property acquisitions at its footprint between Beverly Boulevard and 4th Street. The TBM extraction pit would be east of Atlantic Boulevard between Repetto Street and 4th Street.

3.2.1.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.1.2 Findings for the Atlantic/Pomona Station Option

While this configuration would necessitate cut-and-cover construction on Pomona Boulevard, it would require less excavation on Pomona Boulevard than the fully underground station as the alignment would turn at a shallower angle through the Pomona/Beverly Boulevard intersection. Similarly, there would be less decking activities in the active roadway on Atlantic Boulevard as the underground track work would be located under parcels east of Atlantic Boulevard instead of under the public right-of-way. As such, this design option would have less direct disruption to Atlantic Boulevard during construction. However, this design option would have a larger footprint of impacts because the guideway alignment and location of the TBM extraction pit would require full property acquisition along the east side of Atlantic Boulevard between Beverly Boulevard and 4th Street. Additionally, full property acquisitions would be required to accommodate the station.

While different properties would be impacted relative to noise and vibration, the number of impacted sensitive receptors would be the same as for the fully underground station and impacts would be

mitigated to less than significant. While visual impacts associated with the open air station and the fully underground station would be less than significant, the open air station would be more visibly prominent. The open air station would provide more convenient access because it would have two entrances and it would be located closer to the existing parking structure that would serve the station. Additionally, the lower depth of the station would provide easier and quicker access to transit users.

Overall, impacts would be similar for the Atlantic/Pomona Station Option as the base Alternatives but there would be less excavation and decking on active roadways (e.g., Pomona Boulevard and Atlantic Boulevard) and therefore less disruption of the circulation system during construction from temporary roadway closures, lane closures, and sidewalk closures. While more property acquisitions would be required, access to the station would be improved.

3.2.2 Montebello At-Grade Option

Under the Montebello At-Grade Option, the guideway would have an aerial configuration for approximately 0.5 miles of aerial guideway after crossing Saybrook Avenue to Yates Avenue the city of Montebello. In this design option, after crossing Saybrook Avenue, the LRT guideway would daylight from underground to an aerial configuration to avoid disrupting existing Burlington Northern Santa Fe (BNSF) Railway tracks. The aerial guideway would continue parallel to Washington Boulevard, then merge into the center median east of Garfield Avenue. At Yates Avenue, the guideway would transition from aerial to an at-grade configuration and remain at-grade until the Project terminus. This design option also includes an at-grade Greenwood station located west of Greenwood Avenue, as well as roadway reconfigurations to accommodate the at-grade segment of the alignment. The lead tracks to the Montebello MSF site option would also be at-grade.

3.2.2.1 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.2.2 Findings for the Montebello At-Grade Option

The Montebello At-Grade option would involve less aerial construction and more at-grade construction. This would result in lower construction costs. Construction of the at-grade guideway would result in slightly increased peak day air quality emissions and localized criteria pollutant emissions that would be greater than those of the base Alternatives due to a larger count of heavy-duty equipment needed. Also, GHG emissions and energy demand would be slightly greater during construction. However, impacts would be less than significant.

Compared to the aerial guideway under the base alternatives, the construction work for the at-grade portions of the alignment would have lower potential to encounter deeply buried intact archaeological, tribal, or paleontological resources because excavation would be shallower than would be required for installation of supports for the aerial structure and Greenwood station; however, excavation would still be required under the design option, and the potential to encounter intact resources would remain.

Compared to the base alternatives, the Montebello At-Grade Option would introduce new visual features at ground level instead of as an aerial structure. The at-grade configuration would be less visually prominent than the aerial structure and the at-grade segment would be less visually obtrusive relative to scenic resources, visual character, and indirect visual impacts on adjacent historic

resources. Noise levels during operations would be slightly greater near the at-grade alignment; however, there are no sensitive receptors in the vicinity of this segment and there would be no significant impacts.

Temporary lane and sidewalk closures would be needed to construct the aerial and at-grade guideway configurations. These impacts to transit, traffic, bicycle, and pedestrian circulation would be mitigated to less than significant levels with application of construction mitigation measures. Further, while operational impacts related to traffic circulation and emergency access would be less than significant, the longer at-grade alignment would result in somewhat greater impacts associated with traffic circulation due a greater number of at-grade intersection crossings. However, the need for grade separations was evaluated based on Metro's Grade Crossing Safety Policy and the proposed grade crossings that would occur under the Montebello At-Grade Option fall under the least restrictive category "At Grade Operation Should Be Feasible." Furthermore, the city of Montebello supports an at-grade configuration and at-grade Greenwood station within the city's boundaries.

While the Montebello At-Grade Option would have some greater impacts, primarily associated with traffic circulation and noise and vibration, the at-grade configuration is consistent with Metro's Grade Crossing Safety Policy, would have a lower cost, and is supported by the local jurisdiction.

3.2.3 Maintenance Storage Facility

An MSF is needed as part of the Project to provide equipment and facilities to clean, maintain and repair rail cars, vehicles, tracks, and other components of the system. The MSF would enable storage of light rail vehicles (LRVs) that are not in service. Two MSF locations were evaluated for the Project, one in the city of Commerce and one in the city of Montebello. Both locations would serve Alternative 1 and 3, but only the Commerce site would serve Alternative 2.

3.2.3.1 Commerce MSF

The Commerce MSF site option is located in the city of Commerce, west of Washington Boulevard and north of Gayhart Street. The site is approximately 24 acres and 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 lead tracks to the Commerce MSF site option would be located northeast of the intersection of Gayhart Street and Washington Boulevard and would extend in an aerial configuration and then transition to at-grade within the MSF site option after crossing Davie Avenue. To construct and operate the Commerce MSF site option, Corvette Street, an undivided two-lane road, would be permanently closed between Saybrook Avenue and Davie Avenue. The Commerce MSF site option, lead tracks, and construction staging would require acquisition of properties with low-rise commercial and industrial buildings serving light industrial, wholesale, warehousing, distribution, and commercial supply businesses. The facility would accommodate storage for approximately 100 LRVs.

3.2.3.2 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.3.2.1 Findings for the Commerce MSF

The Metro Board finds that specific economic, legal, social, technological, or other considerations make infeasible the Commerce MSF. The Commerce MSF was one of two options for the MSF site, with the other being the Montebello MSF site. Construction of the Commerce MSF site option would result in significant and unavoidable impacts to cultural resources related to the removal of properties within the potential Vail Field Industrial Addition historic district. The Alignment for Alternative 1 and Alternative 3 with the Commerce MSF would also result in the acquisition and demolition of the Pacific Metals Building, which is a historical resource. Therefore, the Commerce MSF site option would result significant unavoidable impacts to cultural resources.

3.2.3.3 Montebello MSF

The Montebello MSF site option is located in the city of Montebello, north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres and is bounded by S. Vail Avenue to the east, a warehouse structure along the south side of Flotilla Street to the north, Yates Avenue to the west, and a warehouse rail line to the south. The lead tracks to the MSF would be aerial under the base Build Alternatives and transition to at-grade as the track approaches the MSF site option; the lead tracks would be at-grade under the Montebello At-Grade Option and would result in the elimination of through access on Acco Street to Vail Avenue with cul-de-sacs provided on each side of the lead tracks to ensure that access to businesses in this area is maintained. The Montebello MSF site option and lead tracks would require acquisition of several properties with commercial and industrial uses. The facility would accommodate storage for approximately 120 LRVs. The guideway alignment for the MSF would be located further east than the alignment with the Commerce MSF site option and transition to the median of Washington Boulevard at Gayhart Street.

3.2.3.4 Reference

Sections 3.1 through Section 3.18, Chapter 4, and Chapter 5 of the Recirculated Draft EIR.

3.2.3.4.1 Findings for the Montebello MSF

The Montebello MSF would meet the purpose and need goals of the Project. As with Commerce, the Montebello MSF would involve acquisition of existing industrial properties. However, these properties are not historic and would not result in a significant unavoidable impact. Additionally, with the Montebello MSF, the guideway alignment would be adjusted to avoid acquisition of the Pacific Metals Building, which is a historical resource. The Montebello site would result in the closure of through access on Acco Street to Vail Avenue, however, with mitigation, access would be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue as specified by required project measures. The Montebello MSF site is also approximately six acres larger than the Commerce MSF site, which would require a larger area of demolition and construction resulting in slightly higher GHG emissions during construction, however, the larger site can store approximately 20 more vehicles than the Commerce site. Additionally, the city of Montebello has expressed support for selecting the Montebello site for the MSF.

3.3 Findings for the Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. Three Build Alternatives and the No Project Alternative were evaluated in the Recirculated Draft EIR.

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 not achieve or address any of the Project objectives since it would not include a new rail service in the GSA.

All Build Alternatives, design options, and MSF site options would have significant and unavoidable impacts during construction relative to geology, seismicity, soils, and paleontological resources. While this impact would be similar for all Build Alternatives and options, the severity of impacts and applicability of mitigation measures relative to other resources areas help distinguish environmental superiority among alternatives.

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 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.

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. However, compared to the Alternative 3 with Montebello MSF site option, Alternative 1 with the Montebello MSF site option would require additional mitigation and would have a greater number of properties and public rights-of-way with impacts that must be mitigated due to the larger footprint of Alternative 1.

Therefore, Alternative 3 with the Montebello MSF site option, with or without the design alternatives, would be the environmentally superior alternative.

3.3.1 Reference

Section 5.7 of the Recirculated Draft EIR, Table ES-3 and Table ES-5, Executive Summary of the Recirculated Draft EIR.

3.4 Findings for Mitigations Measures

The Metro Board has considered every mitigation measure recommended in the Recirculated Draft EIR and included in the MMRP. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Project.

Some comments on the Recirculated Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Recirculated Draft EIR. As shown in the Final EIR, Metro incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Recirculated Draft EIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings of Fact and will be effectuated through the process of constructing and implementing the Project.

4. FINDINGS ON CHANGES TO THE RECIRULATED DRAFT EIR

4.1 Changes to the Recirculated Draft EIR

4.1.1 Design Refinements

The following describes the refinements to the overall project design and performance that have occurred subsequent to publication of the Recirculated Draft EIR described in detail in **Section 1.6.3.6.** The Design Refinements which are fully evaluated in Chapter 2 of the Final EIR are not considerably different from Build Alternatives and design options analyzed in the Recirculated Draft EIR.

- Guideway Refinement – an optional refinement of the aerial and at-grade guideway configurations where the aerial tracks would transition from an aerial to an at-grade configuration further east of the location evaluated under the base Alternative 1 and 3 in Recirculated Draft EIR and further west of the location evaluated under the Montebello At-Grade Option evaluated for Alternative 1 and 3 in the Recirculated Draft EIR. The lead tracks to the MSF would be aerial as evaluated for the base Alternative 1 and 3 in the Recirculated Draft EIR.

- Crossover Refinements – four new or revised crossover locations from those evaluated in the Recirculated Draft EIR (four locations are applicable to Alternative 1 and three locations are applicable to Alternative 3).

    - Maravilla crossover (Optional for Alternative 1 and Alternative 3) – a new at-grade crossover in the existing Line E tracks on 3rd Street between Arizona Avenue and Kern Avenue, west of East L.A. Civic Center Station, located outside of the alignment but within the DSA studied in the Recirculated Draft EIR.

    - Atlantic/Whittier Station crossover (Alternative 1 and Alternative 3 component) – a new underground crossover just north of the proposed Atlantic/Whittier station that increases the size of the underground station footprint that was analyzed in the Recirculated Draft EIR.

- Greenwood crossovers (Alternative 1 and Alternative 3 component with the Montebello At-Grade Option or Guideway Refinement) – at-grade crossover west of Greenwood station and crossover east of Greenwood station that is west of the crossover location analyzed in the Recirculated Draft EIR.

- Lambert crossover (Alternative 1 component) – a new at-grade crossover and tail tracks south of the Alternative 1 terminus at Lambert station. This crossover is applicable to Alternative 1 but not applicable to the Project.

4.1.2 Corrections and Additions

In response to comments from the public and other public agencies, the Project has incorporated changes subsequent to publication of the Recirculated Draft EIR. Additional changes include updates to the regulatory setting that have occurred subsequent to the Recirculated Draft EIR. Actual changes to the text can be found in Chapter 3, Corrections and Additions, of the Final EIR. Changes in Chapter 3 are identified by text strikeout and underline. Changes to the Draft Recirculated EIR include:

- Document-wide
  - All references to the Metro L (Gold) Line are updated to Metro E Line to be consistent with a system-wide name change implemented by Metro
- Executive Summary
  - Correction to Table ES-2, Summary of Impacts by Environmental Resource, to fix a typo
  - Revisions to Table ES-3, Summary of Impact Evaluation of the Recirculated Draft EIR, to be consistent with modifications to mitigation measure titles for Biological Resources, Hazards and Hazardous Materials, and Noise and to be consistent with a modification to the Impact BIO-2 impact determination for Alternative 3 as identified in the bullets below
- Chapter 2 Project Description
  - Addition of clarifying statement regarding relocation of artwork at the existing Atlantic Station
  - Addition of a brief summary of the Design Refinements
  - Addition of a required permit to Table 2-5, Required Agency Permits
- Section 3.1 Aesthetics
  - Clarification of several existing setting descriptions
  - Replacement of the existing photograph and conceptual visual simulation of the at-grade Greenwood station consistent with current Metro design standards
- Section 3.3 Biological Resources

- Identification of the LA Metro Tree Policy to which the Project would adhere; the policy was adopted subsequent to the publication of the Recirculated Draft EIR
- Modification of several mitigation measures in response to comments by the CDFW to improve clarity and add additional specifications to protect bats, migratory birds, and nesting swallows, and to minimize introduction or migration of tree pathogens in areas with vegetation communities
- Modification of mitigation measure MM BIO-4, and associated discussion under Impact BIO-1, to clarify that the mitigation applies to tree trimming during the tree establishment maintenance period to be consistent with Metro standard procedures and to clarify that tree trimming would be required to comply with federal and state regulations protecting nesting birds
- Modification of the impact determination for Alternative 3 under Impact BIO-2 from less than significant with mitigation to less than significant based on further analysis due to the urbanized setting of Alternative 3 and the distance from rivers and spreading grounds. The modification better explains that Project and surrounding areas are built-out and that construction would occur in developed or paved areas and would not affect vegetation communities; hence, it is unlikely that construction of the Project would introduce or spread invasive plants or tree disease pathogens and the impacts would be less than significant and no mitigation would be required
- Modification of mitigation measures MM BIO-5 and MM BIO-6 to clarify that they only apply to construction where it crosses the rivers and spreading grounds where invasive species and vegetation communities occur. The possible introduction or spread of invasive plants or tree pathogens during construction from use of equipment would only be likely within these areas

- Section 3.4 Cultural Resources
  - Correction to the title of a mis-identified figure
  - Correcting an omission under Impact CUL-1 to identify that two historical resources (the South Montebello Irrigation District Building and the William and Florence Kelly House) that would have less than significant impacts under Alternative 1 would also be less than significantly impacted under Alternative 3
  - Modification of mitigation measure MM CUL-1 to clarify that the contractor is responsible for preparing a pre-construction baseline survey and building protection report, implementing building protection measures as specified in the building protection report, and conducting a post-construction survey of the Golden Gate Theater in relation to Guideway Alignment construction adjacent to the historical resource and to clarify that the Golden Gate Theater is currently a CVS store.
  - Modification of mitigation measure MM CUL-4 to clarify that the contractor is responsible for implementing protection measures for avoiding the Dal Rae Restaurant Sign

- Modification of mitigation measure MM CUL-7 to improve clarity on requirements if archaeological artifacts are discovered
- Modification of mitigation measure MM CUL-8 to improve clarity on preparing a Cultural Resources Monitoring and Mitigation Plan (CRMMP) and requirements if unknown archaeological resources are encountered
- Modification of mitigation measure MM CUL-9 to clarify that work halted if human remains are discovered may be resumed at the discretion of Metro

- Section 3.5 Energy
  - Correction to statement about existing LRT service in the GSA
- Section 3.6 Geology, Soils and Paleontological Resources
  - Modification of project measure PM GEO-1 to remove the year of the Metro Rail Design Criteria (MRDC) referenced in the measure.
  - Modification of mitigation measure MM GEO-1 to clarify that the contractor shall retain a qualified paleontologist to develop a Paleontological Resource Mitigation and Monitoring Plan (PRMMP) and that paleontological monitoring would not be required during TBM excavation because it is infeasible
  - Modification of mitigation measure MM GEO-2 to clarify that monitoring for paleontological resources and salvage of fossils shall occur in compliance with the PRMMP required by mitigation measure MM GEO-1
  - Modification of mitigation measure MM GEO-3 to clarify that the PRMMP required under mitigation measure MM GEO-1 shall specify procedures for the discovery, recovery, preparation, and analysis of significant paleontological resources encountered during construction
  - Modification of mitigation measure MM GEO-4 to clarify that curation of specimens shall occur in compliance with the PRMMP required by mitigation measure MM GEO-1
- Section 3.8 Hazards and Hazardous Materials
  - Correction of typo
  - Correction to include identification and evaluation of two additional schools located within proximity to the Project based on public comments received from LAUSD and a school opening subsequent to publication of the Recirculated Draft EIR
  - Minor revisions to project measures PM HAZ-1, PM HAZ-2, PM HAZ-3, and PM HAZ-4 for clarification and consistency with Metro standard procedures

- Modification of mitigation measure MM HAZ-1 based on public comments received from Caltrans to improve clarity and specificity regarding investigation for the presence of petroleum hydrocarbons, metals, or volatile organic compounds in soil or groundwater
- Minor clarifications and corrections to mitigation measures MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4 to be consistent with Metro terminology and standard procedures
- Revision of mitigation measure discussion in the impacts analysis for consistency with the revisions identified above

- Section 3.9 Hydrology and Water Quality
  - Updating of the reference and discussion of the applicable Construction General Permit and NPDES MS4 Permit, which went into effect subsequent to publication of the Recirculated Draft EIR
  - Updating of and clarifying information on existing groundwater wells based on input received from Caltrans
  - Revision of project measures PM HWQ-1 and PM HWQ-2 for clarification; revision of project measure PM HWQ-2 to limit permissible erosion control materials and provide greater restrictions on drilling near or in surface waters based on public comments from CDFW
  - Revision of mitigation measure MM HWQ-2 to require a preparation of a hydrology report in conjunction with the Lake and Streambed notification for the Project in response to public comments from CDFW and to clarify that compensatory mitigation would be in compliance with applicable Federal, state, and local requirements
  - Revision of mitigation measure discussion in the impacts analysis for consistency with the revisions identified previously for MM HAZ-2 and MM HAZ-3
- Section 3.10 Land Use and Planning
  - Updated to provide additional information on relocation assistance following property acquisition
  - Clarification that properties acquired for construction activities may be available for joint development or parking facilities
- Section 3.11 Noise and Vibration
  - Revision of mitigation measure MM NOI-1 to specify the performance criteria to be established in the noise control plan and construction noise monitoring plan shall prohibit construction noise from exceeding the FTA general assessment construction noise criteria at a minimum
  - Revision of mitigation measure MM NOI-2 to clarify pile driving noise limitations

- Revision of mitigation measure MM NOI-3 in response to public comments from the Los Angeles Unified School District (LAUSD) to better identify performance criteria
- Revision of mitigation measure MM NOI-7 to explain that MM NOI-1 now clarifies that the FTA general construction noise criteria for nighttime construction work shall not be exceeded
- Revision of mitigation measure MM NOI-8 for clarification and in response to public comments from the LAUSD to specifically identify that Metro shall notify schools of construction operations and schedules
- Revision of mitigation measure MM NOI-9 to specify that tunnel construction must comply with FTA goundborne noise and vibration criteria
- Revision of mitigation measure MM NOI-10 to better address the potential noise impact associated with removal of tunnel spoils in residential areas
- Revision of mitigation measure MM NOI-12 to specify that measures to reduce operation tunnel vibration would be required where necessary to be below FTA criteria for frequent annoyance
- Revision of mitigation measure MM NOI-13 to provide additional flexibility for types of fixtures that may be installed to reduce vibration due to gaps at switches and to clarify that these methods would be required where necessary to be below FTA criteria for frequent annoyance
- Revision of mitigation measure MM NOI-14 to better clarify that Metro shall identify selected properties that may be susceptible to vibration damage and the methods of documentation
- Revision of project measure PM NOI-1 for clarification
- Revision of project measure PM NOI-2 for clarification regarding construction activities that could affect sensitive receptors
- Revision of mitigation measure and project measure discussion in impacts analysis for consistency with revisions discussed above

- Section 3.12 Population and Housing
  - Expansion of demographic information and tables notes presented in Table 3.12-4 to improve clarity
- Section 3.13 Public Services and Recreation
  - Correction to include identification and evaluation of two additional schools located within proximity to the Project based on public comments received from LAUSD and a school opening subsequent to publication of the Recirculated Draft EIR

- Revision to the description and evaluation of impacts to trails along the Rio Hondo and San Gabriel River from bike trails to multi-use trails in response to public comments from the Los Angeles Department of Parks and Recreation (DPR)
- Clarification that development of a Traffic Management Plan will include coordination with affected jurisdictions along the route, including DPR in response to public comments from DPR
- Revision to the description of the Metro Ambassador Program to reflect changes that took place subsequent to the publication of the Recirculated Draft EIR in response to comments from the city of Pico Rivera
- Revision of project measure PM PSR-1 for clarification and consistency with Metro standard procedures

- Section 3.14 Transportation and Traffic
  - Addition of multi-use trails to the description of facilities and evaluation of construction safety in response to public comments from DPR
  - Minor revisions to project measures PM TRA-1, PM TRA-2, and PM TRA-3 for clarification on required codes and standards; minor revision to PM TRA-2 for clarity and consistency with Metro standard procedures
  - Revision to project measure PM TRA-2 to specify that cooperation shall occur with the county throughout the construction process and that safety for multi-use trail users shall be maintained during construction in response to public comments from DPR; to clarify that the referenced "plan" refers to the Traffic Management Plan required by MM TRA-1; and to clarify that lane and/or road closures shall be scheduled to in coordination with authorities having jurisdiction
  - Revision to project measure PM TRA-3 and PM TRA-4 to remove references to the Commerce MSF site option and Montebello MSF At-Grade Option, which were studied in the Recirculated Draft EIR but not advanced to the Final EIR
  - Revision of project measure discussion in impacts analysis to incorporate revisions discussed above
  - to mitigation measure MM TRA-1 in response to public comments from DRP and LAUSD and to improve clarity and feasibility with the following modifications and additions:
    - Clarification that Metro's contractor shall prepare the Traffic Management Plan
    - Clarification that scheduling construction related travel during off-peak travel applies to deliveries and would not apply to hauling and worker trips. Haul trips continue to be subject to other mitigation and project measures including being restricted to designated haul routes and local permitting requirements and an updated specification to avoid published school pedestrian routes to the greatest extent possible

- Addition that safe and convenient pedestrian routes to school would be maintained
- Specification that traffic control officers shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities
- Specification that requirements for pedestrian safety measures also apply to multi-use trails
- Addition that regular communication with school administrators about activities/detours that could affect pedestrian routes to schools shall be maintained
- Addition that construction flaggers will be used if construction ingress or egress is within 200 feet of a school's student entrance during school hours
- Addition that Metro's construction outreach efforts will include providing advanced information to school district administrators if bus routes or bus stops would be affected by construction activities
- Addition a provision requiring maintenance of access to schools and businesses during operating hours throughout the construction period

- Section 3.15 Tribal Cultural Resources
  - Revision to mitigation measure MM TCR-3 for clarification regarding preparation of a CRMMP and to define acronyms; revision of mitigation measure discussion in impacts analysis for consistency with these edits
- Section 3.16 Utilities
  - Revision of impacts analysis to clarify that utility relocation work will generally occur within the affected ROW and on adjacent and nearby streets
- Section 3.17 Growth-Inducing
  - Revision of impacts analysis to clarify that there may be an opportunity for joint-use development at station areas and acquired properties
- Section 3.18 Cumulative Impacts
  - Update to include an additional project considered in the evaluation of the Project's cumulative impacts
  - Revision to clarify that the potentially significant impact from spread of invasive species and tree pathogens only applies to the rivers and spreading grounds (Alternative 1)
  - Revision to correct mitigation measure numbering for Geology, Seismicity, Soils, and Paleontological Resources mitigation
- Chapter 9 References

- Update to include several documents that were published after publication of the Recirculated Draft EIR

- Appendix B – Q
  - Impacts Reports for each environmental topic that are provided as appendices to the Recirculated Draft EIR have been updated to correspond with the updates of the EIR Chapters and Sections listed above

- Volume 2 Advanced Conceptual Design
  - Various drawings included in Volume 2 of the Recirculated Draft EIR have been updated and replaced based on advancements in the Project design and engineering

4.2 Findings Regarding Changes to the Recirculated Draft EIR

Although Chapter 2 of the Final EIR includes minor design refinements and Chapter 3 of the Final EIR includes minor amounts of new information and clarifications generated in comments received on the Recirculated Draft EIR and responses to those comments, and from engineering advancements, the information is not significant new information as defined by Section 15088.5 of the CEQA Guidelines. Therefore, recirculation of the Recirculated Draft EIR is not required. On the basis of the review and consideration of the Final EIR, and based on substantial evidence in light of the whole record, Metro finds:

1. Design refinements, factual corrections, and minor changes have been set forth as clarifications and modifications to the Recirculated Draft EIR;

2. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR are not substantial changes in the Recirculated Draft EIR that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the proposed project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative;

3. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Recirculated Draft EIR;

4. The design refinements, factual corrections, and minor changes in the Recirculated Draft EIR do not involve mitigation measures or alternatives which are considerably different from those analyzed in the Recirculated Draft EIR that would substantially reduce one or more significant effect on the environment; and

5. The design refinements, factual corrections, and minor changes to the Recirculated Draft EIR do not render the Recirculated Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Recirculated Draft EIR have been met. Incorporation of the design refinements, factual corrections, and minor changes to the Recirculated Draft EIR into the Final EIR does not require the EIR to be recirculated for public and agency comment.

5. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts.

5.1 Significant and Unavoidable Impacts

The Project would result in the following significant and unavoidable impacts:

Geology, Seismicity, Soils, and Paleontological Resources (Impact GEO-5: Paleontological Resources). The Project is located in an area where paleontological resources are likely to be present and loss of these resources would occur during construction from soil disturbance, including excavation, tunneling, and construction of underground stations. Monitoring for resources can be implemented during excavation where the excavation site is reasonably accessible and visible, where soil spoils can be reasonably observed, and where construction methods do not completely destroy any potential specimen. However, monitoring is not feasible during tunnel boring activities because the TBM operates by grinding material as it moves forward, making it impossible to preserve fossils or bones. The tunnel boring for the project would occur in sediments with a high sensitivity for paleontological resources, and thus, construction and cumulative impacts resulting from using the TBM would result in significant direct impacts on paleontological resources.

5.2 Overriding Considerations

Metro finds that notwithstanding the significant and unavoidable impacts identified above, there are specific overriding economic, legal, social, technological, and other reasons for approving the Project and finding the above adverse effect to be considered acceptable. These reasons are summarized below:

1. **Increased Transportation Mobility**

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.

2. Economic Growth Consistent with General Plans and the Sustainable Communities Strategy

The Project, by serving concentrated areas of employment, activity centers and residential communities, 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. The Project will provide incentives for development near rail stations in accordance with local land use plans and the 2020-2045 Regional RTP/SCS adopted by SCAG and increase property values for businesses and residences located near rail stations. Providing improved transit access in the East Los Angeles will also facilitate travel during non-commute periods that is economically important (e.g., travel for dining, shopping, and entertainment).

3. Social Benefits

The Project will serve the communities within East Los Angeles County by improving regional mobility, reducing regional vehicle miles travelled, providing a regional rail transit link between East Los Angeles County, downtown Los Angeles, and Santa Monica, providing an alternative to the private automobile. The Project will improve access to employment centers and community facilities such as universities and hospitals.

4. Land Use Benefits

The Project is included in the 2020-2045 RTP/SCS and is consistent with sustainable growth goals to prioritize development of existing urban areas over urban sprawl and provide efficient and plentiful public transit to create increased mobility, active lifestyles, increased economic opportunity, and an overall higher quality of life.

5. Climate Change and Air Quality Benefits

The Project will reduce GHG and other air pollutants by diverting vehicle trips from local freeways and arterial streets and reducing VMT. The Project will support the accomplishment of state GHG emissions-reduction policies, as set forth in AB 32 and Senate Bill (SB) 32, which set GHG emission reduction goals for 1990 levels by 2020, and 40 percent below 1990 levels by 2030 and were incorporated into the November 2017 California Air Resources Board Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target; CEQA Guidelines section 15064.4, which has been amended to require lead agencies to analyze the GHG emissions of proposed projects and focus on the project's foreseeable incremental contribution of the project's emissions to the effects of climate change; Executive Order B-55-18 (Brown, 2018) which sets a goal of statewide carbon neutrality by 2045; and Executive Order S-3-05 (Schwarzenegger, 2005), which sets a target for emissions reductions to 80 percent below 1990 levels by 2050.

Based on the foregoing findings, Metro finds that the economic, social, and environmental benefits of the Project outweigh the significant and unavoidable impact identified in the Final EIR and the record of proceedings. In making this finding, Metro has balanced the benefits of the Project against the unavoidable impacts and is willing to accept the adverse impact. Metro finds that each one of the foregoing benefits, independent of the other benefits, would warrant approval of the Project notwithstanding the unavoidable significant impacts.

5.3 Conclusion

Based on the foregoing findings and the information contained in the record, it is hereby determined that:

a) All significant effects on the environment due to approval of the Project have been eliminated or substantially lessened where feasible, and

b) Any remaining significant effects of the Project on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations above.

Attachment D

Los Angeles County
Metropolitan Transportation Authority

Outreach Summary Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro

Prepared for
Los Angeles Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

April 2024

Outreach Summary Report

April 2024

Prepared for:
Los Angeles County Metropolitan Transportation Authority
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1. Outreach Summary Report

1.1 Introduction

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 the Recirculated Draft Environmental Impact Report (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.

This Appendix provides a summary of the outreach efforts conducted from the public hearings associated with the publication of the 2014 Environmental Impact Statement (EIS)/Draft EIR through the 2022 public outreach efforts associated with the Recirculated Draft EIR. A brief summary is provided for the Project's historical outreach efforts between 2007 and 2014 associated with the AA and the Scoping for the 2014 Draft EIS/EIR.

Project stakeholders have been involved with each phase of the Project. Coordination efforts with government agencies and their processes are summarized in this chapter. Throughout the extent of the Project history, public meetings have been held in the corridor communities in the GSA — including the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated areas of Los Angeles County, which includes the communities of East Los Angeles and West Whittier-Los Nietos.

1.2 Background

The Project's history includes the publications of the following documents: the 2009 AA (Attachment A of Appendix T of the Recirculated Draft EIR), 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.

1.2.1 Public Outreach 2007 through 2014

In 2007, Metro initiated the AA phase of the Project. Public participation during this phase supported the refinement of alternatives. Ultimately during this phase, 47 Project Alternatives were narrowed down to five. The Project conducted early scoping at the initial stages of the AA. A 30-day public comment period was held from November 1 through November 30, 2007. A total of five early scoping meetings (four community meetings and one agency meeting) were held between November 8 and 15, 2007.

At the early scoping meetings held in 2007, there were a total of 224 attendees representing a cross-section of the communities surrounding the Project. Public input was substantial with a total of 159 comments received during the comment period. Participants commented on: Light Rail Technology as the preferred mode of transit, the Project's proximity to downtown Los Angeles as a reason for considering public transit, and the problem of increasing congestion. In addition to early scoping

meetings, 12 additional public meetings were held post-AA preparation and pre-Draft EIS/EIR scoping which involved over 550 stakeholders.

1.2.1.1 2010 Scoping

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 Public Outreach (Appendix S) of the of the Recirculated Draft EIR.

During the 80-day scoping period, Metro accepted oral comments at meetings and via the Project helpline, written comments on meeting comment cards or via letters, e-mailed comments to the Metro Project Manager, and electronic comments via the Metro Project website. A total of 527 oral and/or written public comments were received from both agencies and the public, including from elected officials, residents, grassroots organizations, chambers of commerce, developers, hospitals, agencies, educational institutions, and businesses.

The comments received demonstrated substantial support for each of the two LRT alternatives: the SR-60 Alternative and the Washington Boulevard Alternative. Common themes included the importance of transit connectivity, service to colleges and universities, providing service to underserved areas, concerns regarding environmental and engineering challenges along the two Alternatives, and potential economic opportunities for the cities along the corridors.

1.2.1.2 2010 Public Outreach Post Scoping

Following the 2010 scoping period as discussed in **Section 1.2.1.1**, Metro hosted 11 additional community meetings during the preparation of the 2014 Draft EIS/EIR. These meetings included:

- Five urban design community workshops in July 2010 to discuss and explore the station area concepts for each of the proposed station locations.
- Two community open houses in September 2010 to provide stakeholders with a Project update, and share project refinements and the environmental review schedule.
- As part of the 2010 Rail-Volution Conference, Metro hosted two tours of the Portland, Oregon rail transportation network, featuring similarities to the Project. The tours highlighted the Metropolitan Area Express (MAX) Green Line along Interstate (I)-210 to Clackamas County and the MAX Blue Line to Hillsboro. Stakeholders experienced light rail on the I-210 freeway and its integration with the urban fabric of a suburban community in Hillsboro.
- A Project webinar held in May 2011 informed Project stakeholders of similar light rail projects operating in San Diego, California, Portland, Oregon, and Pasadena, California.
- Two open houses in September 2011 provided additional project updates and information about environmental findings on the 2014 Draft EIS/EIR.

1.2.2 2014 Draft EIS/EIR

1.2.2.1 2014 Notice of Availability

In compliance with CEQA and the National Environmental Policy Act (NEPA), a Notice of Availability (NOA) was released to notify the public regarding the availability 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.

1.2.2.2 2014 Public Hearings

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. **Table 1-1** details the date, location, and public input resulting from these public hearings.

Table 1-1. 2014 Public Hearing Information for the 2014 Draft EIS/EIR

Meeting	Date and Location	Participants	Comments
Public Hearing Meeting #1 - Pico Rivera	September 27, 2014, 9 am to 11:30 am Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	62	Speakers: 14 Written Comments:9
Public Hearing Meeting #2 - Montebello	September 29, 2014, 5:30 pm to 8 pm Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640	97	Speakers: 28 Written Comments: 10
Public Hearing Meeting #3- East Whittier	September 30, 2014, 5:30 pm to 8 pm Uptown Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	161	Speakers: 46 Written Comments: 116
Public Hearing Meeting #4 - South El Monte	October 1, 2014, 5:30 pm to 8 pm South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	208	Speakers: 32 Written Comments: 13
Total		528	Speakers: 120 Written Comments: 148

Source: Metro. Draft EIS/EIR Public Hearings. Attachment A1 of Appendix S of the of the Recirculated Draft EIR.

The 2014 Draft EIS/EIR was subjected to an extensive volume and scope of comments during the 60-day public review period. As a result, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders. Public hearing comments substantiated the Metro Board's direction in 2014 to pursue the following evaluations:

- Continue studying the North Side Design Variation (NSDV) as part of the State Route (SR) 60 Alternative and address comments received from cooperating agencies.
- Eliminate the Garfield Avenue aerial segment between Via Campo and Whittier Boulevard and identify a new north-south connection from the existing Metro Gold Line Eastside Extension (MGLEE) to the proposed alignment on Washington Boulevard.
- Explore the feasibility of operating both LRT alternatives.
- Conduct subsurface investigation along the western portion of the NSDV guideway alignment to initiate characterization of soil conditions, per the request by the United States Environmental Protection Agency (USEPA).

1.2.3 2017 Post Draft EIS/EIR Technical Study

As discussed in **Section 1.2.2.2**, the Metro Board directed staff to proceed with further study and refinement of the Build Alternatives concepts related to the 2014 Draft EIS/EIR. These concepts were developed and evaluated as part of the May 2017 Post Draft EIS/EIR Technical Study. The technical scope of work included completing additional technical studies and supporting public outreach activities over an eighteen-month period to respond to the Metro Board motion. Work on the Technical Study began in August 2016 with a series of community meetings and public outreach activities completed over an eighteen-month period. The purpose of the community and public outreach activities provided the stakeholders project status updates, an opportunity to provide feedback on the route concept development process, and to continue engaging and seeking feedback on the overall community engagement efforts.

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. **Table 1-2** summarizes the meeting attendance.

Table 1-2. 2017 Post Draft EIS/EIR Technical Study - 2016 Community Meetings

Date	Meeting Location	Participants	Comments
March 28, 2016 6 pm to 8 pm	Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	127	27
March 29, 2016 6 pm to 8 pm	East Los Angeles Library 4837 E 3rd Street, Los Angeles, CA 90022	66	7
March 30, 2016 6 pm to 8 pm	Quiet Cannon 901 Via San Clemente, Montebello, CA 90640	77	9
March 31, 2016 6 pm to 8 pm	South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	56	11
June 22, 2016 6 pm to 8 pm	Griffith Middle School 4765 E 4th Street, Los Angeles, CA 90022	91	17
Emailed Comments			4
Total:		417	75

Source: Metro. 2017 Outreach for 2017 Post Draft EIS/EIR Technical Study. Attachment A2 of Appendix S of the Recirculated Draft EIR.

Community feedback gathered from the 2016 Community Meetings provided a collective response of:

- Overwhelming support for the Project, including Washington Boulevard Alternative via the Atlantic Boulevard underground configuration, SR-60 NSDV Alternative, and the Combined Alternative.
- Interest in connecting communities and improving access to employment centers and Metro's regional transit system.
- Concerns regarding impacts to businesses during construction.
- Interest in economic development opportunities along the corridor.
- Emphasis on station accessibility and safety.

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. **Table 1-3** summarizes the meeting attendance.

Table 1-3. 2017 Post Draft EIS/EIR Technical Study - 2017 Community Meetings

Date	Meeting Location	Participants	Comment Cards
February 6, 2017 6 pm to 8 pm	Whittier Senior Center 13225 Walnut Street, Whittier, CA 90602	96	10
February 7, 2017 6 pm to 8 pm	Quiet Cannon 901 Via San Clemente, Montebello, CA 90640	65	8
February 8, 2017 6 pm to 8 pm	South El Monte Senior Center 1556 Central Avenue, South El Monte, CA 91733	48	2
February 15, 2017 6 pm to 8 pm	Commerce Senior Center 2555 Commerce Way, Commerce, CA 90040	39	4
February 16, 2017 6 pm to 8 pm	AltaMed PACE Center 5425 East Pomona Blvd, Los Angeles, CA 90022	70	7
Emailed comments			1
Total		318	32

Source: Metro. 2017 Outreach for 2017 Post Draft EIS/EIR Technical Study. Attachment A2 of Appendix S of the Recirculated Draft EIR.

Comments and community feedback gathered from the 2017 Community Meetings included:

- Support for the Project and the initiation of the environmental document.
- Emphasis from community members and stakeholders that the community surrounding the Project is highly dependent on public transportation and would like to see implementation of the Project.
- High level of support for the Washington Alternative with an underground configuration beneath Atlantic Boulevard. There was also support for the SR-60 NSDV Alternative and a moderate level of support for the Combined Alternative that would combine the Washington Boulevard Alternative and the SR-60 NSDV Alternative.
- Concern expressed by participants regarding the potential impacts during the construction of the system, especially traffic and business disruption and/or relocation.
- Highlighting the importance of designing the stations with ease of access for pedestrians, and cyclists and to park-and-ride lots by the community. Also, the community values access to jobs, activity centers within the area surrounding the Project and connectivity to the transit system throughout the Los Angeles Region.
- Suggestions for outreach to youth and the younger generation during the next phase of work.

Of 235 respondents surveyed at the February 2017 community meetings, 63 percent of participants agreed that an underground configuration beneath Atlantic Boulevard had sufficient merit to be recommended as the new Washington Boulevard Alternative. Additionally, 50 percent of participants expressed interest in studying the Combined Alternative in the next phase of work. See the Attachment A1 of Appendix S of the Recirculated Draft EIR for further details on the 2017 Post Draft EIS/EIR Technical Study community input.

1.3 2019 Scoping

1.3.1 Public Outreach Prior to 2019 Scoping

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. Major comment themes captured at the meeting include:

- Stations/Station Parking
  - Community expressed desire for a station design similar to Mariachi Plaza for the Shops at Montebello station (SR-60 Alternative).
  - Community expressed support for parking to be taken into consideration when planning as there is a parking shortage in the community.
  - Community expressed support for Build the Atlantic and Whittier station at the site of the gas station or at the Sketchers store. Request for a community space in the station area.
  - Community expressed support for hosting a community meeting in Montebello to address the Greenwood Station.
  - Community expressed support for providing shuttle services to stations.
- Alignment
  - Community expressed opposition for the development of the SR-60 Alternative.
  - Community expressed support for the SR-60 Alternative.
  - Community expressed support for the Washington Boulevard Alternative.
  - Community expressed support for an underground alignment from Atlantic to Garfield for the Washington Boulevard Alternative.

- Community expressed preference for the Washington Boulevard Alternative to be built first.
- Community expressed support for the Combined Alternative with underground alignment.

- Safety
  - Community expressed concern about transients coming from the Telford and Woods area.
  - Community expressed concern about safety around the stations with a possible influx of people experiencing homelessness.
- Traffic/Circulation Impacts
  - Community identified Project could help reduce car usage.
- Property Impacts / Right-of-Way
  - Community expressed concern about property values along the SR-60 Alternative.
  - Community expressed concern that the Project would create a denser community.

1.3.2 Public Outreach Work Plans

The Project has developed public outreach work plans to highlight opportunities for public involvement during key milestones throughout the environmental process. The public outreach programs include community profiles, stakeholders, collateral material recommendations, notification strategies, communication protocols, proposed schedules for interfacing with the public and elected officials, and recommendations for meeting formats.

In order to adapt to the communities' needs and allow appropriate modifications and refinements to the Build Alternatives, the public outreach work plan strategies are flexible and adapt to meet the Project's demands and political climate. The public outreach plan for the Project is consistent with outreach requirements outlined in CEQA and NEPA.

The Project has utilized a variety of forums and platforms, including public meetings, community workshops, Technical Advisory Committee (TAC) meetings, information booths at community events, and social media (Facebook, Instagram, Twitter, NextDoor, and YouTube). As a response to the COVID-19 pandemic, Metro has held a series of virtual community meetings via Zoom. Virtual meetings were accompanied by an on-site outdoor "Tech Booth" where the general public could participate if they did not have access to technology through a computer, smart phone, or tablet. The Public Outreach Work plan for the Project can be found in Attachment B of Appendix S of the Recirculated Draft EIR.

1.3.3 Notice of Preparation/Notice of Intent

Pursuant to CEQA, Metro issued a Recirculated Notice of Preparation (NOP) on May 31, 2019, informing the public of its intent to prepare a Supplemental/Recirculated Draft EIS/EIR for the Project and notify interested agencies and parties of public scoping meetings. The Federal Transit Administration (FTA) published the Notice of Intent (NOI) pursuant to NEPA in the Federal Register on May 29, 2019, to initiate the Supplemental/Recirculated Draft EIS/EIR process for the Project.

As discussed in further detail in Section 5.2 Alternatives Withdrawn, in February 2020, the Metro Board withdrew from the NEPA process and pursuing a joint Supplemental/Recirculated Draft EIS/EIR. Metro reevaluated its funding sources and had identified that the Project could be funded through state and local sources and pursued a CEQA only document consisting of a Recirculated Draft EIR (Metro, 2020a). As a result, the FTA published a Notice to Rescind the NOI in May 2020. The NOP, NOI, and Rescinded NOI related to the Recirculated Draft EIR can be found in Appendix A of the Recirculated Draft EIR.

1.3.4 Scoping Meetings

The scoping process is required by policies set forth in the CEQA and NEPA. CEQA (Title XIV, 15082) requires that a lead agency shall call at least one Scoping Meeting if the proposed project is of statewide, regional or areawide significance. The scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments, cooperating and responsible agencies as well as any federal agency whose approval or funding the proposed project will be required for the completion of the project. Metro is the lead agency is under CEQA for this Project. Prior to February 2020 when the Metro Board acted upon a decision to pursue a Recirculated Draft EIR only, instead of a joint Supplemental Draft EIS/EIR, FTA was recognized as the lead agency under NEPA. The 2019 Scoping Summary Report can be found in Attachment C and D in Appendix A of the Recirculated Draft EIR.

Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. Notification of the meetings was conducted in compliance with CEQA and NEPA guidance. Meetings were held in the communities of Whittier, Commerce, East Los Angeles, South El Monte, Montebello, and Pico Rivera. Meetings consisted of a presentation detailing an overview of the Project. A total of 573 participants attended the six scoping meetings as shown in **Table 1-4**.

Table 1-4. 2019 Scoping Meetings for the Recirculated Draft EIR

Meeting	Date and Location	Participants	Comments
Public Scoping Meeting #1 - Whittier	Thursday, June 13, 2019, 6 pm to 8 pm Whittier Community Center 7630 Washington Avenue, Whittier, CA 90602	86	Speakers: 34 Written Comments: 5 Oral Testimony Comments: 2
Public Scoping Meeting #2 - Commerce	Monday, June 17, 2019, 6 pm to 8 pm Commerce Senior Citizens Center 2555 Commerce Way, Commerce, CA 90040	41	Speakers: 12 Written Comments: 7 Oral Testimony Comments: 5
Public Scoping Meeting #3 - East Los Angeles	Wednesday, June 19, 2019, 6 pm to 8 pm 4th Street New Primary Center 469 Amalia Avenue, Los Angeles, CA 90022	120	Speakers: 43 Written Comments: 3 Oral Testimony Comments: 0
Public Scoping Meeting #4 - South El Monte	Saturday, June 22, 2019, 10 am to 12 pm South El Monte Community Center 1530 Central Avenue, South El Monte, CA 91733	41	Speakers: 12 Written Comments: 7 Oral Testimony Comments: 5
Public Scoping Meeting #5 - Montebello	Monday, June 24, 2019, 6 pm to 8 pm Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640	190	Speakers: 28 Written Comments: 20 Oral Testimony Comments: 6
Public Scoping Meeting #6 - Pico Rivera	Wednesday, June 26, 2019, 6 pm to 8 pm Pio Pico Woman's Club 9214 Mines Avenue, Pico Rivera, CA 90660	95	Speakers: 20 Written Comments: 7 Oral Testimony Comments: 12
Total		573	Speakers: 149 Written Comments: 54 Oral Testimony Comments: 33

Source: Metro. 2019 Scoping Summary Report. Attachment C of Appendix A of the Recirculated Draft EIR.

During the Public Scoping Period, Metro received 294 comments. Major themes expressed by stakeholders included:

- Opposition to SR-60 Alternative at-grade alignment from South Atlantic Boulevard to Findlay Avenue.
- Support for the Washington Boulevard Alternative from the city of Whitter and business groups and employers.
- Concern expressed over environmental justice and equal consideration for the lack of providing an underground configuration in lower-income areas of Los Angeles County.

1.4 2020 Public Outreach

In anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the Metro Planning and Programing Committee and Metro Board, Metro staff prepared for and planned community meetings to provide a comprehensive Project update. The community meetings were focused on providing informational updates and answering questions related to updates related to the Alternatives withdrawn from further consideration. Meetings held during this period as shown in **Table 1-5**.

Table 1-5. 2020 Post-Scoping Meetings for the Recirculated Draft EIR

Meeting	Date and Location
Community Meeting #1	February 3, 2020, 6 pm to 8 pm Fourth Street Primary Center 469 Amalia Avenue, Los Angeles, CA 90022
Community Meeting #2	February 6, 2020, 6 pm to 8 pm Don Bosco Technical Institute 1151 San Gabriel Blvd, Rosemead, CA 91770
Community Meeting #3	February 8, 2020, 10 am to 12 pm The Ark Montebello 931 S Maple Avenue Montebello, CA 90640

Source: Community Meetings February 2020 Summary Report. Attachment D of Appendix S of the Recirculated Draft EIR.

The meetings were attended by 234 participants, and generated 76 questions/comments and five letters. A substantial number of comments focused upon understanding transit service opportunities in the SR-60 corridor if the SR-60 Alternative was withdrawn from consideration for further evaluation. Streamlining construction and the delivery of the Project was a topic of focus for the community. Several participants inquired about operations of the Project, including hours, speeds, and location of the alignment configurations. Several questions were also related to how the Washington Alternative would impact traffic in East Los Angeles in the unincorporated area of Los Angeles County and the corridor cities along the alignment. Further details on this public outreach period can be found in the Community Meetings February 2020 Summary Report in Attachment D of Appendix S of the Recirculated Draft EIR.

1.5 2021 Public Outreach

Metro hosted another round of update meetings in November 2021 to provide a Project update, share information on the ongoing station design efforts, and provide an opportunity to ask questions. Due to the COVID-19 pandemic, the meetings were held in a virtual setting with limited in-person engagement that followed local and county safety measures. The virtual video conferencing platform allowed individuals with internet access via a desktop, laptop, phone, or tablet to join on-screen. Toll-free numbers for accessing the meetings via telephone and simultaneous Spanish interpretation were also made available to participants.

Metro prepared and planned four community meetings that took place virtually, with three presentations tailored to specific communities. The first and second meetings focused on East Los Angeles in the unincorporated area of Los Angeles County and provided updates on the Atlantic/Pomona station design options. The third meeting, focused on Montebello, featured updates on the Greenwood station and Montebello At-Grade design option. The fourth meeting presented general updates on the Project corridor.

To support communities with technical limitations during the COVID-19 pandemic, an outdoor set-up was implemented via Tech Booth for all community meetings. During the meetings, fact sheets and other relevant information were provided within the meeting chat. **Table 1-6** summarizes the meeting attendance for the individual meetings held in November 2021. The Community Meetings November 2021 Summary Report discusses the outreach efforts during this time period in further detail and can be found in Attachment F of Appendix S of the Recirculated Draft EIR.

Table 1-6. 2021 Community Outreach Meetings for the Recirculated Draft EIR

Meeting	Date	Tech Booth Location	Participants	Comments
Community Meeting #1 - East Los Angeles	November 15, 2021 12 pm to 1:30 pm	Atlantic Avenue Park 570 S. Atlantic Blvd, Los Angeles, CA 90022	44 (Including 3 at Tech Booth)	36
Community Meeting #2 - East Los Angeles	November 15, 2021 6 pm to 7:30 pm	Atlantic Avenue Park 570 S. Atlantic Blvd, Los Angeles, CA 90022	37 (Including 5 at Tech Booth)	32
Community Meeting #3 - Montebello	November 16, 2021 6 pm to 7:30 pm	Montebello Senior Center 115 S. Taylor Avenue, Montebello, CA 90640	78 (Including 5 at Tech Booth)	29
Community Meeting #4 - Corridor-wide	November 17, 2021 6 pm to 7:30 pm	Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	117 (Including 5 at Tech Booth)	48
Total			276 (Including 18 at Tech Booths)	145

Source: Metro. Community Meetings November 2021. Attachment E of Appendix S of the Recirculated Draft EIR.

Prior to the meeting series in November 2021, Metro conducted outreach at six in-person community events and engaged with community members along the corridor to provide brief Project updates. **Table 1-7** lists each of these community events.

Table 1-7. 2021 Community Outreach Events Attended by Metro

Event Name	Date and Location of the Event	Engagements
East Los Angeles Certified Farmers' Market	August 28, 2021 Kern Avenue and Whittier Blvd, Los Angeles, CA 90022	60
East Los Angeles Certified Farmers' Market	September 18, 2021 Kern Avenue and Whittier Blvd, Los Angeles, CA 90022	75
Pico Rivera Halloween Spooktacular	October 23, 2021 Smith Park 6016 Rosemead Blvd, Pico Rivera, CA 90660	150
Commerce Movies in the Park	October 29, 2021 Rosewood Park 5600 Harbor Street, Commerce, CA 90040	15
Whittier Spooktacular 5K Marathon	October 30, 2021 Whittier Community Center 7630 Washington Avenue, Whittier, CA 90602	75
East Los Angeles Veterans Day Ceremony and Resource Fair	November 11, 2021 Los Cinco Puntos 3300 East Cesar East Chavez Avenue, Los Angeles, CA 90063	60
St. Alphonsus School Holiday Pop - up	November 14, 2021 St. Alphonsus School 552 Amalia Avenue, Los Angeles, CA 90022	15
Mariachi Plaza Festival - Shared fact sheets via Metro booth	November 21, 2021 1831 East Festival Street, Los Angeles, CA 90033	50
Total		440

Source: Metro. Community Meetings November 2021. Attachment E of Appendix S of the Recirculated Draft EIR.

1.6 2022 Public Outreach

During the November 2021 community meetings, Metro received a request to meet with businesses in East Los Angeles in the unincorporated area of Los Angeles County to provide a Project update and answer questions. Metro participated in a meeting that was hosted and coordinated by the East Los Angeles Chamber of Commerce, Whittier Merchants Association, and Via Care on January 27, 2022. Metro met with the businesses again on March 2, 2022, ahead of the community meetings. Both meetings aimed to inform business owners and tenants of Project updates, including preliminary station design options and discuss potential impacts to businesses and mitigation measures ahead of the community meetings. **Table 1-8** lists these meetings.

Table 1-8. 2022 East Los Angeles Business Meetings for the Recirculated Draft EIR

Meeting	Date and Time	Location
Business Meeting #1 Non-Metro hosted meeting	January 27, 2022 5:30 pm to 7 pm	Via Care 501 South Atlantic Blvd, Los Angeles, CA 90022
Business Meeting #2 Hosted by Metro	March 3, 2022 5:30 pm to 7 pm	Virtual on Zoom In-person streaming location at Via Care 501 South Atlantic Blvd, Los Angeles CA 90022

Source: Metro (2022). Eastside Transit Corridor Phase 2 Project- East Los Angeles Business Meetings Attachment F of Appendix S of the Recirculated Draft EIR.

As a follow-up to the community meeting series hosted in November 2021, Metro hosted another round of update meetings in March 2022 to provide Project updates focused on specific communities and cities to share information on the ongoing station design efforts and provide stakeholders the opportunity to ask questions. Metro hosted four virtual community meetings focused on providing informational updates on the status of the Project and answering questions related to those specific updates. **Table 1-9** summarizes participation at each meeting. Further details on Community Meetings held in March 2022 can be found in Attachment F of Appendix S of the Recirculated Draft EIR.

Table 1-9. 2022 Public Outreach Meetings for the Recirculated Draft EIR

Meeting	Date	Tech Booth Location	Participants	Comments
Community Meeting #1 - East Los Angeles	March 9, 2022	Atlantic Avenue Park 570 S Atlantic Blvd, Los Angeles, CA 90022	84 (Including 7 at Tech Booth)	25
Community Meeting #2 - Commerce and Montebello	March 10, 2022	Commerce City Hall Parking Lot 2535 Commerce Way, Commerce, CA 90040	59 (Including 2 at Tech Booth)	21
Community Meeting #3 - Pico Rivera, Santa Fe Springs, Unincorporated Los Angeles County Los Nietos Community	March 16, 2022	Pico Rivera Senior Center 9200 Mines Avenue, Pico Rivera, CA 90660	89 (Including 8 at Tech Booth)	58
Community Meeting #4 - Whittier	March 17, 2022	Whittier Uptown Senior Center 13225 Walnut Street, Whittier, CA 90602	75 (Including 2 at Tech Booth)	29
Virtual Community Update Meeting	November 9, 2022	Zoom	60	23
Total			367 (Including 19 at Tech Booth)	156

Source: Metro (2022). Eastside Transit Corridor Phase 2 Project- East Los Angeles Business Meetings Attachment F of Appendix S of the Recirculated Draft EIR.

1.7 Government and Other Agency Consultation

A participating agency is defined in CEQA/NEPA as a federal, state, regional, county local or tribal governments with an interest in the Project. These agencies are also eligible to be participating agencies if their responsibility relate to areas within special expertise or jurisdiction. The Project included a total of 25 participating agencies. Cooperating Agencies are inclusive of the federal agencies with jurisdiction by law or special expertise, providing input in the areas that they oversee or by expertise. The Cooperating Agencies for this Project include USEPA, United States Army Corps of Engineers (USACE), and the California Department of Transportation (Caltrans). A complete list of Participating and Cooperating Agencies is included in Attachment C of Appendix A of the Recirculated Draft EIR.

1.8 Tribal Coordination

During preparation of the Recirculated Draft EIR, Native American Heritage Commission (NAHC) was contacted by letter and provided with a brief Project description and a map of the general study area (GSA). The NAHC responded to Metro on November 22, 2019 with an Assembly Bill (AB) 52 consultation list of tribes and tribal contacts who are traditionally and culturally affiliated with the Project area. The NAHC also provided the results of the Sacred Lands File (SLF) search. The SLF search result was positive for sacred sites and the NAHC requested Metro contact the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrieleño/Tongva San Gabriel Band of Mission Indians for more information regarding these sites.

On December 3, 2019, a letter was sent to each of the tribes on the AB 52 consultation list. The letter was intended to initiate consultation with the tribes on both the state and federal levels, in order to comply with AB 52 and the terms of Section 106 of the National Historic Preservation Act. Letters describing the GSA and U.S. Geological Survey (USGS) topographic maps were sent on December 3, 2019 to the following Native American representatives, identified by the NAHC as potentially having knowledge of the GSA:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieleño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieleño Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrieleño-Tongva Tribe

On December 10, 2019, Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation, responded and requested consultation. Accordingly, a consultation meeting was held between the Gabrieleño Band of Mission Indians – Kizh Nation and Metro on March 25, 2020. On April 27, 2020, the Gabrieleño Band of Mission Indians – Kizh Nation provided additional information regarding their tribal lineage and ties to the area of direct impacts (ADI) via email.

Correspondence received and meeting minutes may be found in Confidential Attachment B (this attachment is not part of the EIR pursuant to PRC § 21082.3(c)(1)) of the Tribal Cultural Resources Impacts Report (Appendix O) of the Recirculated Draft EIR.

1.9 Other Supporting Public Outreach

1.9.1 Stakeholder Organization Outreach

The Project's outreach program engaged with Community Based Organizations (CBOs) to establish communication and adapt to the communities' needs and participation preferences. In alignment with the Metro Equity Platform and the CBO Partnering Strategy, Metro has developed a CBO Roundtable Strategy for the Project. This Strategy provides an approach to collaborating with local organizations for effective outreach methods, engagement, and tools for meaningful community input. Metro

outreached to over 30 CBOs from around the communities surrounding the Project with the opportunity to give feedback and collaborate in the outreach efforts. The CBO partnership includes a total of eight CBOs that responded with interest and followed through with all steps of the onboarding process. Further information on CBOs can be found in Attachment H of Appendix S of the Recirculated Draft EIR.

1.9.2 Ongoing Public Outreach

1.9.2.1 Stakeholder Database

An initial Project database was created at the inception of the environmental phase in 2009. Since that time, the database has been maintained and expanded to include elected offices, including local, regional, state, and federal representatives; department executives of city and regional agencies; academic institutions and schools; community-based organizations; chambers of commerce; major employers; utility companies; and other key stakeholder representatives and residents of the corridor communities. The information collected in the database includes name, organization, email address, phone number, and mailing address.

The database has continued to expand as additional contacts were collected through stakeholder engagements. Maintenance of the database is ongoing to keep agency and organization contacts up-to-date prior to the start of notification for each meeting series or major announcement. New contacts are added when members of the public opt-in to receive Project communications by providing their contact information at public meetings or pop-up events. Similarly, new agency contacts are added as they participate in Project meetings or as they become directly involved. Contacts are also added as inquiries are received through the helpline, Project email, and online submission form. This database will continue to be maintained and updated throughout the life of the Project.

In addition, mailing lists were also generated for each major Project announcement to reach occupants and owners of properties that are within one-quarter mile of a proposed station, as well as those who are within a 500-foot buffer from the Project corridor.

1.9.2.2 Online communication tools

To keep stakeholders up-to-date, a Project website was developed and updated at every major Project milestone, including prior to public meeting series and as major Project updates become available. The website features the latest Project information, including fact sheets, Project maps, other collateral materials, presentations, display materials, and video recordings of past meetings.

1.9.2.3 Notification and Project Awareness Efforts

A variety of notification and informational tools were used for outreach to target audiences. Outreach methods included the following:

- Traditional methods
  - In-person meetings with cities, counties, chambers of commerce, councils of governments, educational institutions, community stakeholder groups, agency staff, and elected officials
  - Direct mail notification
  - Newspaper display ads (print and digital)
  - Placement of meeting notices in Metro light rail trains (Metro L [Gold] Line) as well as connecting Metro buses
  - Project awareness banners at highly visible locations along the Project corridor
  - Pop-up or information tables
- Public involvement opportunities
  - Public community meetings
  - The display of Project materials at other Metro project community meetings (NextGen Bus Plan, I-105 ExpressLanes, West Santa Ana Branch [WSAB] Transit Corridor)
  - Metro L (Gold) and E (Expo) Line rail tours
  - Information booths and pop-ups at various community events and at Metro L (Gold) Line stations
- Project communication tools
  - Project website
  - Project helpline
  - Project overview survey
  - Email notification
  - Social media (i.e., Facebook and Twitter)
  - Project videos (video simulation, Project overview, meeting webcasts, and recordings)
- Other targeted outreach
  - Electronic signs
  - Text messages

- The Source, Metro's online publication
- Earned media (social media, blogs, newspapers, other media)

These notification tools and outreach efforts were customized based on the type of community meetings with a focus on maximizing cost-effectiveness and participation. A variety of informational documents were made available to the public, including Project fact sheets, Metro systemwide fact sheets (i.e., Property Acquisition, Public-Private Partnership, Rail Transit Modes, frequently asked questions), meeting notices, electronic newsletters (eblasts), and other materials.

1.9.3 Public and Agency Comment Process

Throughout the Project development process, public and agency comments have been collected through a variety of methods, including orally at in-person meetings, via the Project helpline, through the mail, via online comment forms, and via Project email. During the official scoping comment period, comments were accepted via comment cards submitted at meetings or mailed in, email, online comment form, or orally via a court reporter.

Comments regarding the Project were also made through social media or other online platforms and, when possible, the outreach team provided stakeholders with the list of approved comment methods in case they wanted their comment on the official record. Relevant comments submitted during official comment periods were incorporated into the Recirculated Draft EIR and comments were addressed by the technical team.

All comments received during the Recirculated Draft EIR public review period were be compiled and responded to as part of the Recirculated Final EIR.

1.10 Draft EIR Release and Public Hearings

The Recirculated Draft EIR was released for public review for 60 days from June 30, 2022 through August 29, 2022. To inform agencies, stakeholders, and the community about the release of the Recirculated Draft EIR, a notice of availability was distributed through agencies, organizations, elected officials, and other interested parties. A newspaper notice was published in the Los Angeles Times, La Opinion (Spanish), Whittier Daily News, and Eastside Sun. In addition, Metro distributed a public mailer that included information on the release of the Recirculated Draft EIR, how to access the document, ways to provide comments, details on the community information sessions and public hearings, and how to use the new virtual interactive tool. Community pop-up events were held to provide additional information to the public surrounding the availability of the Draft EIR for review and comment. Other outreach efforts included social media postings, a second mailing, display of banners, distribution of flyers and lawn signs, distribution of a toolkit to stakeholders for spreading the information to other neighborhood and community members, slides provided to cities for posting on their cable channel, and postings on Metro's website and news blog.

The Recirculated Draft EIR was made available online at the California State Clearinghouse website, the Metro project webpage, and StoryMap, and printed copies were made available at the seven repository sites along the corridor and at Metro Headquarters. Hard copies of the Recirculated Draft EIR were available for public review at the following locations:

- Metro Headquarters, One Gateway Plaza, Los Angeles
- East Los Angeles Library, 4837 E 3rd Street, East Los Angeles
- Commerce Public Library, 5655 Jillson Street, Commerce
- Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello
- Los Nietos County Library, 8511 Duchess Drive, Whittier
- Whittier Public Library, 7344 Washington Avenue, Whittier

The public was able to comment on the Recirculated Draft EIR at public hearings, via an online comment form, U.S. mail, and a dedicated helpline (for voice-recorded comments) for the Project. Metro conducted four public hearings – three in-person and one virtual with in-person remote viewing access at a central site along the corridor – to provide information on the Recirculated Draft EIR and receive verbal and written public comments. Metro staff was also available to informally answer questions and provide information in a workshop-type setting immediately before and after the formal public hearings. **Table 1-10** lists the public hearing meetings during the circulation of the Recirculated Draft EIR.

Table 1-10. 2022 Public Hearings for the Recirculated Draft EIR

Meeting	Date and Location	Participants	Comments
Public Hearing #1 East Los Angeles (In Person)	July 21, 2022 6 pm to 8 pm Kaiser Permanente Medical Offices (Northeast Parking Lot) 5119 Pomona Blvd, Los Angeles, CA 90022	19 attendees	7 Oral Comment 0 Comment Cards
Public Hearing #2 Montebello (In Person)	July 30, 2022 10 am to 12 pm Applied Technology Center High School 1200 W Mines Avenue, Montebello, CA 90640	32 attendees	8 Oral Comment 5 Comment Cards
Public Hearing #3 Pico Rivera and Virtual (Online)	August 11, 2022 6 pm to 8 pm Zoom Link: tinyurl.com/3k8pms7f Call-In Number: 213.338.8477 Meeting ID: 814 9183 9547	71 attendees (57 Virtual Zoom) (14 In-Person)	0 Oral Comment 1 Comment Cards
Public Hearing #4 Whittier (In Person)	August 17, 2022 6 pm to 8 pm Whittier Community Center (Gymnasium) 7630 Washington Avenue, Whittier, CA 90602	42 attendees	13 Oral Comment 2 Comment Cards
TOTAL		164 attendees	28 Oral Comment 8 Comment Cards

Source: Metro (2024).**Error! Not a valid bookmark self-reference.** lists the coordination meetings between Metro and agencies having jurisdiction.

Table 1-11. 2022 Coordination Meetings with Agencies Having Jurisdiction for the Recirculated Draft EIR

Meeting	Meeting Type	Date	Participants
Briefing with Assemblywoman Wendy Carrillo	Agency Briefings	October 31, 2023	Metro Staff Only
Meeting with FTA	Agency Briefings	October 30, 2023	Metro/AECOM Staff
Gateway Cities Council of Governments Briefing	Agency Briefings	October 4, 2023	Metro Staff Only
Gateway Cities Council of Governments Transportation Committee	Elected & City Briefings	August 3, 2022	Metro Staff Only

Source: Metro (2024).

1.11 Selection of Locally Preferred Alternative

On December 1, 2022, the Metro Board selected Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF as the LPA. Factors evaluated in selecting the LPA included consideration of the environmentally superior alternative identified in the Recirculated Draft EIR, as well as which Build Alternative had the best opportunity for federal funding opportunities relative to meeting the federal requirements for local funding commitment and the timeline of required coordination with regulatory agencies. (Alternative 1 would require extensive coordination with the California Department of Transportation [Caltrans] and the U.S. Army Corps of Engineers [USACE].)

In addition to identifying the LPA as Alternative 3 with the design options and the Montebello MSF, the Metro Board of Directors adopted a motion for continuing the CEQA process for the LPA and the full alignment with a terminus at Lambert station in Whittier (Alternative 1). The Metro Board did not advance Alternative 2 for further environmental evaluation in the Final EIR because it would only connect to the Commerce MSF, which would have a significant unavoidable impact on cultural resources and would not continue east to connect to the environmentally superior Montebello MSF option. Pursuant to the Metro Board motion, this Final EIR advances Alternative 1 with the design options and the Montebello MSF and Alternative 3 with the design options and the Montebello MSF.

While the Metro Board is not advancing Alternative 2 to the Final EIR, Chapter 3, Corrections and Additions, and Chapter 4, Responses to Comments, address all alternatives, design options, and MSF site options evaluated in Recirculated Draft EIR.

1.12 Release of the Final EIR

In support of the Final EIR release, public engagement will be conducted to announce this important milestone and provide updates on the anticipated next steps for Metro Board certification.

During the Final EIR release and leading up to Metro Board certification, ongoing public engagement activities and project updates will continue to be broadly available to project stakeholders in digital, physical, and in-person formats. As part of the Project's expansive public involvement efforts, existing partnerships with community-based organizations will be arranged to execute further outreach to key audiences, including youth, seniors, and other future transit riders of the Project.


Next stop: further east.
EASTSIDE TRANSIT CORRIDOR PHASE 2
Go Metro
Metro
Eastside Transit Corridor Phase 2
Legistar: 2024-0190
May 2024
Metro

Recommendation

CONSIDER:

A. **APPROVING** the Board selected full 9-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project

B. **APPROVING** the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello

C. **CERTIFYING,** in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

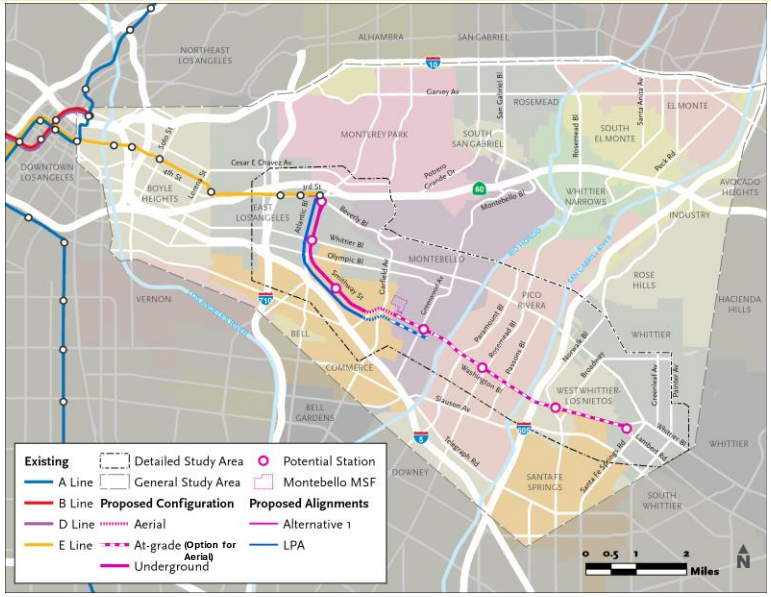
D. **ADOPTING,** in accordance with CEQA the:

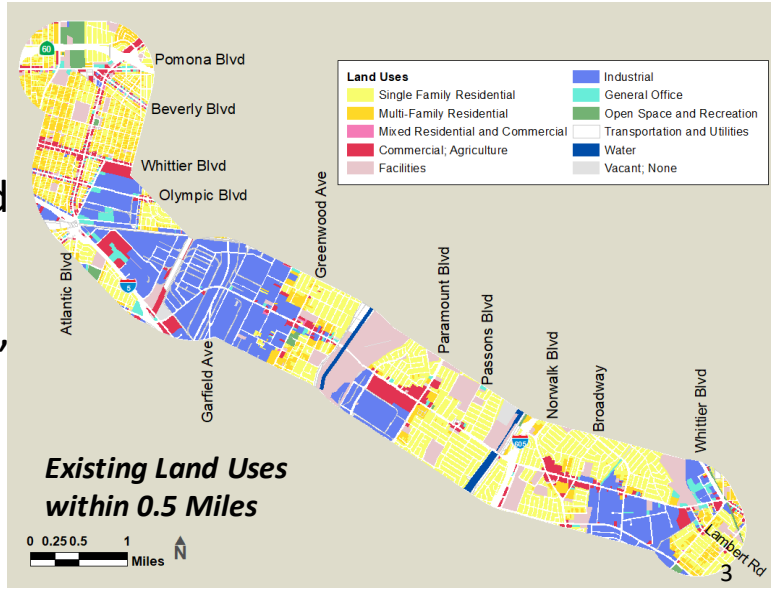
1. Findings of Fact and Statement of Overriding Considerations, and
2. Mitigation Monitoring and Reporting Program (MMRP); and

E. **AUTHORIZING** the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Purpose and Benefits

- **Study area:** 82 square miles for General Study Area, 24 square miles for Detailed Study Area
- **Transit-dependent communities:** Within ½ mile of the stations, 119,759 people from disadvantaged and/or low-income households, including 89% Hispanic/Latino groups and 15% below the federal poverty line
- **High-travel demand corridor**: By 2042, population growth by 11%, jobs by 25%, and daily person trips by 18%
- **Ease Traffic Congestion**: Project to serve 15,000 average weekday boardings, resulting in 7,700 new transit riders and 10,000 fewer vehicle miles traveled
- **Regional Connection:** Connect East Los Angeles and Gateway Cities to Downtown LA with a one-seat ride, improving access to key destinations





Metro

Eastside Transit Corridor Phase 2

9 miles (full alignment)
- 5 mile at-grade
- 1 mile aerial
- 3 miles below grade

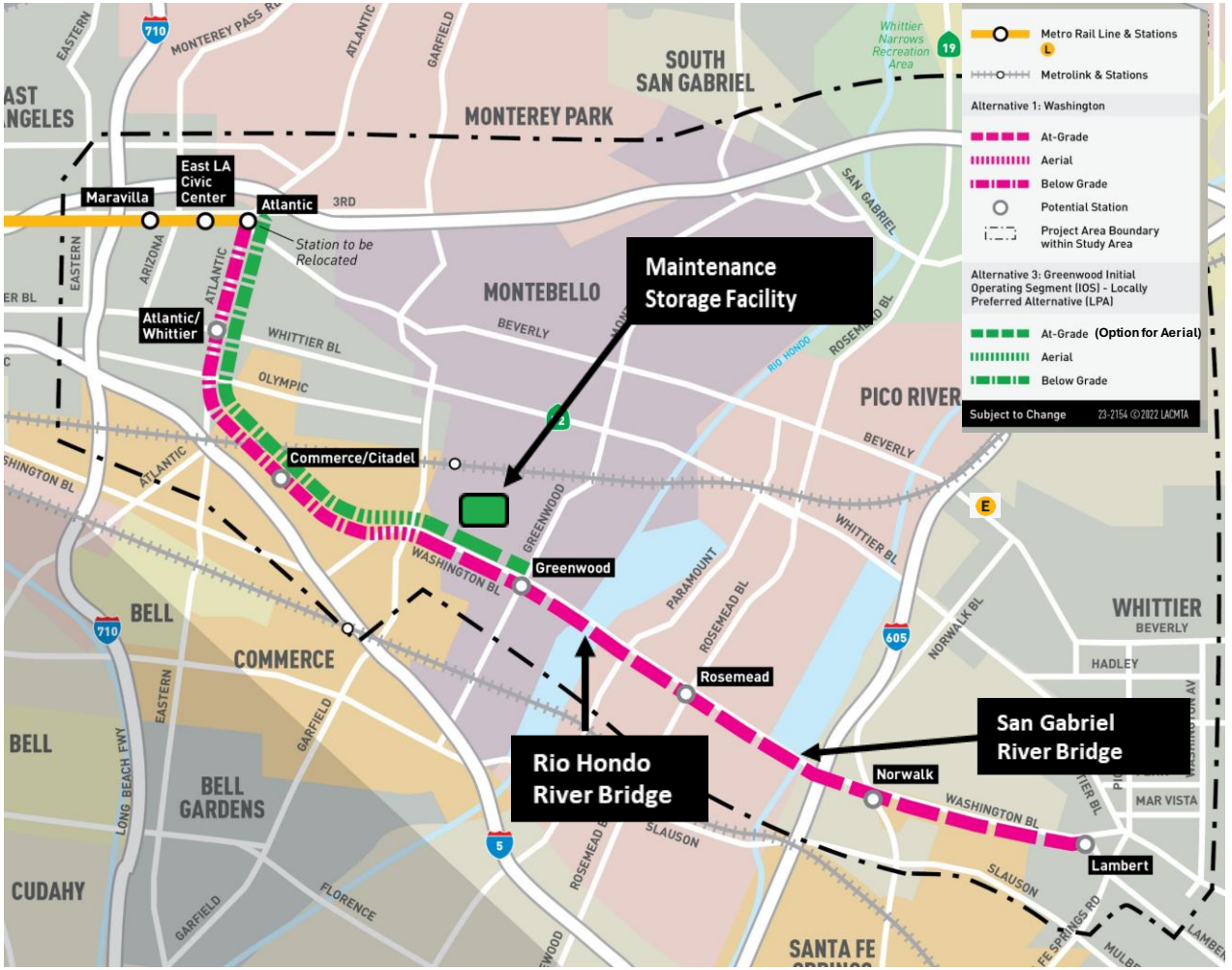
7 LRT stations
- 4 at-grade
- 3 below grade
- 5 park & ride facilities
- 4 surface lots
- 1 existing parking structure

Major crossings
- Rio Hondo Channel
- San Gabriel River
- I-605

LRT Crossings
- 3 aerial grade-separations
- 14 at-grade crossings

MSF facility
- City of Montebello

TPSS
- 8 Locations

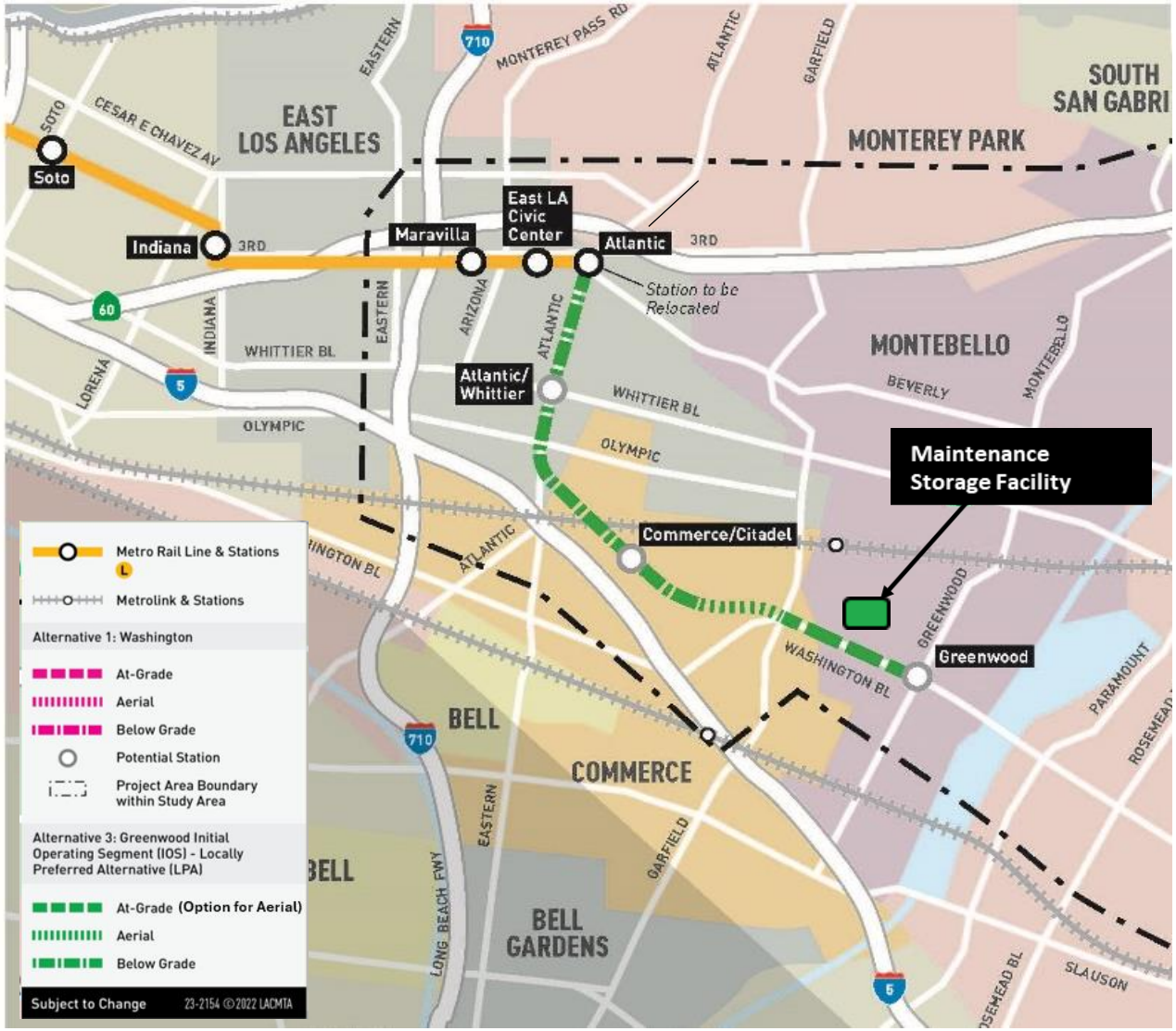


Metro

Locally Preferred Alternative (LPA)

Atlantic to Greenwood Initial Operating Segment (IOS)

- Approx. 4.6 miles (Atlantic Station to Greenwood Station)
- 4 stations, including 1 relocated open-air station, 2 underground stations, and 1 at-grade
- Stations located in Commerce, Montebello, and unincorporated Los Angeles County
- 11,000 average weekday total station boardings (2042)
- 5,857 new daily transit riders
- 1,859 transit-dependent households within ½ mile of stations



Recirculated DEIR Comments and Environmental Impacts

- **Draft EIR Comments**: 301 total comment submissions (total of 958 comments) concerning approval/disapproval of one or more of the Build Alternatives, economic and social issues, traffic and safety, construction impacts, community impacts
- **Significant and unavoidable impacts** would result from implementation of the Project
- **Selected the environmentally superior alternative**: Alternative 3 with the Montebello MSF site option, with or without the design options; with no residential displacements
- **Incorporated design refinements** for the following:
  - Aerial or at-grade yard lead track options for the Maintenance and Storage Facility located in the City of Montebello, and
  - Additional interlockings to meet the Metro Rail Design Criteria (MRDC) for revenue services and safety standards for rail operations and maintenance
- **Prepared a Mitigation Monitoring and Reporting Program** (MMRP)
  - With mitigation, the Project will result in significant unavoidable impacts on Paleontological Resources
- **Project benefits outweigh and override the significant and unavoidable impacts**

FEIR Community Outreach and Next Steps

Final EIR and Notice of Availability (NOA) released on April 26, 2024

- NOA mailed to agencies & organizations (111), affected property owners (237), and Draft EIR commenters (101)
- Final EIR available at library locations throughout project corridor
- Legal notices in local newspapers (LA Times, LA Opinion, Whitter Daily News)
- Eblasts to over 2,400 stakeholders and SMS (texts) to over 130 stakeholders
- Notices (door-to-door) to 45,000 properties along project corridor
- 24,000 notices mailed to stakeholders and elected officials
- 5,000 fliers for community events

Next Steps

- File a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse for the Final EIR document
- Coordinate with FTA to reinitiate the NEPA process by Summer 2024