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

**File #:** 2025-0805, **File Type:** Program **Agenda Number:** 10.

**REVISED**
**PLANNING AND PROGRAMMING COMMITTEE**
**OCTOBER 15, 2025**
**EXECUTIVE MANAGEMENT COMMITTEE**
**OCTOBER 16, 2025**

**SUBJECT: LINK UNION STATION PROJECT FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT CERTIFICATION**

**ACTION: APPROVE RECOMMENDATION**

## RECOMMENDATION

CONSIDER:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project <https://www.linkunionstation.com/> (Link US) described in Attachment A;

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B); and

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

1. Findings of Fact and Statement of Overriding Considerations (Attachment C).

2. Revised Mitigation Monitoring and Reporting Plan (Attachment D).

## ISSUE

Implementation of Link US is expected to improve the overall efficiency of Metrolink, Amtrak, and future California High Speed Rail Authority (CHSRA) trains that serve patrons traveling to and through Los Angeles Union Station (LAUS) by reducing the amount of time it takes for trains to arrive and depart Union Station by up to 30 minutes per train. The viaduct would benefit services such as the Amtrak Coast Startlight, Amtrak Texas Eagle, Los Angeles-San Diego-San Luis Obispo rail corridor (LOSSAN) - Pacific Surfliner, Metrolink Antelope Valley, Orange County, Riverside County, San Bernardino Train Lines that connects to Pomona North new connection to LA Metro A line and

Ventura County, Metrolink 91/Perris Valley Line, future service of High Speed Rail from Los Angeles to Anaheim.

The Link US SEIR discloses changed circumstances that have occurred since certification of the Link US Final EIR on June 27, 2019, the subsequent approval of CEQA Addendum No. 1, and the adoption of the Revised Mitigation Monitoring Reporting Plan (MMRP) on October 28, 2021.

The Link US Final SEIR includes new design elements, refinements, and additional impacts that were not identified in the Final EIR. Certification of the Final SEIR will allow staff to continue to design and perform right-of-way activities, including the relocation work that started under the Phase 1 Preconstruction Services for Link US Phase A. Board approval is needed to certify the Link US Final SEIR.

## BACKGROUND

Link US will transform LAUS from a stub-end to a run through track station by providing run-through capability, enabling one-seat rides between Orange and Ventura Counties and from San Diego to San Luis Obispo. Link US will address existing capacity constraints and improve schedule reliability by providing reduced trip times, reducing delays, and improving on-time performance of regional and intercity trains that operate out of LAUS, serving the southern California region on six Metrolink lines and the LOSSAN corridor. The proposed improvements include a new viaduct structure connecting eight (8) new run-through tracks for regional and intercity trains, south of LAUS Platforms 2 through 5. These tracks would merge into a minimum of four (4) tracks on a viaduct over US-101 and continue south to connect to mainline tracks along the west bank of the Los Angeles River. Link US would replace the existing pedestrian passageway under the platforms and tracks with a new expanded passageway. The viaduct would benefit Amtrak Coast Startlight, Amtrak Texas Eagle, LOSSAN Pacific Surfliner, Metrolink Orange County Line, Metrolink 91/Perris Valley Line, future service of High-Speed Rail from Los Angeles to Anaheim. Other Link US project improvements are depicted in Attachment A.

With CHSRA serving as the lead agency responsible for preparing the Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and Metro serving as the lead agency responsible for preparing the Environmental Impact Report (EIR) under California Environmental Quality Act (CEQA), both agencies agreed to prepare a joint supplemental environment document for Link US to address the changed conditions and additional impacts that were discovered after the EIR was prepared in 2019.

In September 2020, and in response to the potential need for railroad improvements at Malabar Yard, CHSRA issued a revised Notice of Intent (NOI) to initiate additional scoping and solicit public agency input on the development of the Draft Environmental Impact Statement (DEIS). Metro anticipates CHSRA will approve the Final EIS in November 2025. NEPA clearance is necessary to ensure the Final EIS includes all required information to meet federal environmental guidelines, so Link US can be eligible to receive federal funding.

On October 28, 2021, Metro issued CEQA Addendum No. 1 and adopted the Revised MMRP to address the impacts affecting the city of Vernon. In December 2022, Metro elected to prepare a Final

SEIR to disclose minor additions/changes that were not included in the Final EIR that was certified.

Circulation of Draft EIS/SEIR
The Draft EIS/SEIR for Link US was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024. A total of 136 comments were received during the public comment period (including an additional five comments received after the public comment period). Refinements to the Preferred Alternative were made in response to public comments received during the comment period. Comments related to historic preservation, and consulting parties through the cultural resources process were considered. Additional modifications were made in response to engineering design opportunities aimed at reducing costs and minimizing project impacts, as compared to the Build Alternative considered in the Draft Environmental Document.

Public Hearing
A Public Hearing for Link US was held on Tuesday, July 9, 2024, from 6:00 p.m. to 8:00 p.m. in the Metro 3rd Floor Board Room at One Gateway Plaza, Los Angeles, CA 90012, with a simultaneous virtual session held via Zoom. Approximately 29 attendees signed up for the in-person hearing, while around 30 participants attended online. Link US received 133 comment submissions via comment card, email, info line, and online comment form. Language interpretation services were available in Mandarin, Cantonese, Spanish, and Japanese, but were not utilized by participants

## DISCUSSION

As disclosed in the Final SEIR, the regional and intercity rail run-through track connection to the mainline track (lead track) would result in a temporary impact on Burlington Northern Sante Fe (BNSF) West Bank rail yard operations. After the certification of the Final EIR and before the start of the EIS/SEIR, it was determined that the permanent acquisition of a portion of the BNSF West Bank storage yard would be required to accommodate construction of a new rail embankment on the west bank of the Los Angeles River wide enough to support regional and intercity tracks and future high speed rail tracks. Off-site mitigation to address freight related impacts is proposed at BNSF's Malabar Yard in the City of Vernon (City), primarily on 46$^{th}$ Street and 49th Street. Malabar Yard, a BNSF-owned and operated facility, was selected to offset the permanent loss of 5,500 track feet of storage track capacity at the BNSF West Bank Yard. Currently, 49$^{th}$ Street bisects Malabar Yard. The proposed closure of 49$^{th}$ Street would accommodate 3,350 new track feet of freight storage track capacity that does not exist at BNSF's Malabar Yard. Additionally, a new track connection is proposed between two existing track segments along 46th Street to enable direct freight rail access to and from BNSF's Malabar Yard and Los Angeles Junction (Attachment E).

Following the release of the Draft SEIR/DEIS for public review and comment, and during the preparation of the Final EIS and Final SEIR, several modifications and changes were made to Link US. These changes were informed by public and agency comments, ongoing coordination with stakeholders, technical refinements, and updated environmental and engineering analyses. The modifications aim to reduce environmental impacts, respond to community comments and regulatory concerns, improve constructability, and enhance overall project feasibility.

The next paragraphs outline key modifications made between the presentation of the Draft and Final Environmental documents for Link US and are followed by general information about the Revised

MMRP and the environmental review process (i.e., Public Hearing, Community Engagement, and Response to Final SEIR Comments Received and the Availability of the Final SEIR). Additional information about updated mitigation measures and community engagement for the Final SEIR are summarized in Attachments F and G.

**KEY MODIFICATIONS**

Maintain Vignes Street Bridge

In lieu of replacing the Vignes Street Bridge as originally proposed in the Draft SEIR/EIS, space will be made available for an additional lead track within the LAUS rail yard throat just south of the bridge. This change will minimize construction-related impacts to the surrounding area, and facilitate enhanced train operations for Metrolink, Amtrak, and CHRSA in the future.

Modified Elevated Rail Yard

This change includes providing a shorter elevated rail yard with fewer raised platforms than originally proposed. Instead of six raised platforms, only four platforms would be raised nine to twelve feet above the existing grade. The new platform and track configurations are as follows:

- two (2) platforms for regional (Metrolink) and intercity (Amtrak) rail trains,
- two (2) platforms with four (4) tracks for future CHSRA trains constructed to meet level-boarding requirements, and
- two (2) tracks at existing grade with stub-end tracks would continue to be allocated for Metrolink regional and Amtrak intercity trains.

Revised Concourse-Related Improvements

The following revisions to the concourse will reduce construction complexity, project costs, and visual impacts:

- The West Plaza baggage handling and ticketing services in the Amtrak building, and canopy will be removed. No changes to the exterior loading dock or parking area outside of the Amtrak building will be required.
- The existing pedestrian passageway is 28 feet wide. The Draft SEIR/EIS proposed replacing it with a 140-foot-wide passageway. However, the modified design reduces the passageway width to 100 feet. This change will improve pedestrian capacity and comply with the Americans with Disabilities Act safety features.
- Providing a canopy to cover the entire rail yard is no longer being considered. Instead, four individual canopies 25 feet high (like the existing butterfly canopies, in style) will be adjusted to fit over the four new wider and longer platforms.

Fewer Run-Through Tracks for Modified Single Aerial Viaduct

South of the elevated platforms, a single bidirectional 75-foot-wide aerial viaduct that extends from LAUS, over US-101, to the west bank of the Los Angeles River, will be constructed, in lieu of the 205-foot-wide viaduct that was proposed in the Draft SEIR/EIS. This modified structure will reduce the total number of run-through tracks from ten (10) to eight (8). The eight (8) run-through tracks will merge into four (4) tracks on the portion of the viaduct that extends over US-101. The tracks will merge again into two (2) tracks on the portion of the viaduct west of Center Street and then connect

to the Amtrak lead (or mainline track) before transitioning to the BNSF West Bank Yard.

## REVISED MITIGATION MONITORING REPORTING PROGRAM (MMRP)

The Revised MMRP summarizes minor updates and refinements to the mitigation measures that are identified in the original MMRP, and reports on any adverse impacts that remain after implementing the design options considered for the Malabar Yard railroad improvements. These changes will do the following:

1) Address the changed circumstances considered in the SEIR.
2) Clarify the implementation approach and responsibilities.
3) Cite new policies/regulations applicable to the mitigation.

Refer to Attachment G for an overview of enhancements included in the Final EIS/SEIR as additional mitigation measures (quiet zones, pedestrian and streetscape upgrades, transit amenities, active transportation and Transit Oriented Community (TOC) support).

## ENVIRONMENTAL REVIEW PROCESS

California Environmental Quality Act (CEQA)

Metro, as the lead agency and project proponent, upon formally certifying the Final SEIR, affirms that the CEQA document was completed in full compliance with CEQA and was reviewed and considered prior to project approval. This certification confirms the legal adequacy of the environmental document and demonstrates that decision-makers have reviewed and understood the environmental consequences. As part of this action, the Board also adopts the required findings- including Statements of Overriding Considerations, if applicable- and the Mitigation Monitoring and Reporting Program (MMRP).

National Environmental Policy Act (NEPA)

The California High-Speed Rail Authority (CHSRA), as the NEPA lead agency, will certify the Final EIS and issue the Record of Decision (ROD) at its Board meeting. Metro staff will pursue financial assistance from CHSRA to support the engineering and construction of the project. NEPA clearance is essential to ensure the environmental document includes all information required to meet federal environmental guidelines and to maintain the Project's eligibility for federal funding. The project is supported by the California State Transportation Agency (CalSTA), Caltrans, and the Federal Railroad Administration (FRA).

Community & Stakeholder Engagement

A series of community engagement meetings were held with various stakeholders and staff briefings with Directors Bass, Los Angeles City Council Districts 1 and 14, and Directors Solis and Hahn were held before, during, and immediately after the Draft EIS/SEIR public review period that took place from June 21, 2024, through August 9, 2024. In-person meetings were also held within the project area near LAUS and the City of Vernon, and six virtual sessions were conducted via Zoom. Project materials and information were made available in English and Spanish during the in-person meetings and on Metro's website. Language interpretation services were available in Mandarin, Cantonese, Spanish, and Japanese. Community and stakeholder attendance varied across different forums

ranging from 3-20 attendees. Attachment F lists community and stakeholder meetings.

After the Public Hearing, there was ongoing coordination with members of the Little Tokyo and Los Angeles River Artists and Business Association (LARABA) communities to address the construction impacts related to the US-101 viaduct. The proposed mitigation measures include:

- Covered temporary night-time closures of the southbound ramps at Commercial Street.
- Aesthetic features for the viaduct columns.
- Streetscape improvements and bike lane enhancements.

On February 21, 2025, Metro received a letter of comment from the Housing Authority of the City of Los Angeles and William Mead Homes, requesting the following:

- Construction of a soundwall before work begins on the throat rail track area to mitigate noise.
- Coordination of aesthetic features of the soundwall.
- Air quality monitoring during construction.

The William Mead Homes and Hilda Solis Care First Village are located north of LAUS and near the proposed Link US improvements. To address the concerns raised by both organizations, soundwall abatement is proposed to help mitigate construction noise and dust and provide long-term noise reduction benefits for the surrounding communities.

Refer to Attachment F for an overview of other community/stakeholder engagement.

City of Vernon Workshops

After the Draft EIS/SEIR 45-day public comment period, Metro coordinated with City staff to address the concerns raised by the community, and in response, Metro proposed a suite of community improvements to offset the adverse effects of the Malabar Yard railroad improvements. When the City requested additional community improvements they were accommodated by the team. The Link US team participated in workshops with Vernon staff from September 2024 to May 2025, to gather the input needed to refine the mitigation strategies and to identify additional measures to be implemented to improve the quality of life for the surrounding communities. The topics discussed included traffic congestion, safety, air quality, emergency response, vehicle diversion, and quiet zones; and ensure there will be a comprehensive response to the City's concerns.

Metro evaluated alternative rail sites to mitigate impacts on the BNSF storage rail yard. Malabar Yard, located in the City of Vernon, is predominantly surrounded by industrial land uses and has a residential population of approximately 200 people. In contrast, other comparable rail yards are situated in similar land use areas that have at least 60 times more residential population or would require property acquisitions. Similarly, some rail areas are surrounded by communities that would be more affected by air quality and noise impacts. At Malabar Yard, most residences are located one-quarter to one-half mile away, minimizing potential community impacts.

Additionally, staff met with local business/property owners and the community at large. Metro staff met with Director Hahn on August 6, 2025, and November 4, 2025. These workshops helped to foster collaboration among community members and business owners; marked a shift from previous

outreach efforts that may have been limited; and helped to ensure the proposed mitigation strategies and design refinements being considered were aligned with affected communities and local priorities. The design refinements addressed public comments and concerns about construction impacts, property acquisitions, requests for additional traffic and grade crossing analysis and mitigation, and other issues. The Link US team completed several studies/reports that include, but are not limited to the following, to address the City's concerns:

- Train Redistribution Reduces Train Movements with the new 46th Street connection serving local customers between BNSF's Malabar Yard and BNSF's Los Angeles Junction
- Intersection Blockages would decrease with the use of Malabar Yard to build trains instead of using the street
- Additional Community Mitigation Measures include Train Detection Cameras & AI Traffic Control, Quiet Zones Infrastructure, pedestrian access, and transit amenities.

Refer to Attachment G for an overview of the additional City community mitigation measures and improvements that are proposed.

Comments Received, Responses to Comments & Final EIS/SEIR Availability

Metro staff received Draft EIS/SEIR public comments through multiple channels, including verbal testimony at the Public Hearing, and via email, regular mail, online comment form, written comment cards, and the Project hotline. A total of 479 specific comments were identified, and Metro provided detailed responses to each in the Final SEIR/EIS response to comment section. CHSRA and Metro reviewed all comments received and continued to consult with regulatory agencies, organizations, and members of the public to resolve various concerns and comments raised. These consultations resulted in revisions and updates to the Draft EIS/SEIR documentation, including refinement of the proposed mitigation measures.

When the Final EIS/SEIR is approved and certified it will be made accessible to all from the Link US project website. A digital copy of the Final EIS/SEIR will be mailed to agencies, impacted parcel owners, and Draft EIR commentors. Also, hard copies of the Final EIS/SEIR Executive Summary will be made available in English, Spanish, Cambodian, Korean, Japanese, Chinese, Khmer, and Vietnamese by request. Printed copies of the Final SEIR will be made available at 9 libraries.

Refer to Attachment F for a complete listing of the libraries that will make the Link US Final EIS/SEIR available to the public.

## DETERMINATION OF SAFETY IMPACT

Approval of the staff recommendations has no known adverse impact on the safety of Metro's patrons, employees and/or users of the facility.

Link US is being planned and designed in accordance with LA Metro, Metrolink, CHSRA, Caltrans, and city of Los Angeles standards, as well as applicable state and federal requirements.

## FINANCIAL IMPACT

This action will not have an impact on the approved FY26 budget. The current Fiscal Year (FY26) budget for Link US under Project No. 460089 is $41,713,993.57, which includes funding for the Construction Management General Contractor Phase 1 Preconstruction Services.

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget
The funds required for completing the preliminary engineering and environmental certification are Measure R (3%) Metrolink Commuter Rail Capital Improvements fund and State Transit Intercity Rail Capital Program (TIRCP) fund.

These funds are not eligible for Metro bus or rail operating or capital expenditures.

## EQUITY PLATFORM

The increased rail service provided by LinkUS will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. Link US will also result in reduced train idling times, saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS. The project provides associated fuel savings and emission reductions.

Further, it is estimated that Link US will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the Construction Manager/General Contractor (CM/GC) to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers. Lastly, to mitigate impacts on the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focused Community, Link US includes construction of a new sound wall designed to reduce noise due to existing and future increases in train operations; and quiet-zone safety improvements at the railroad crossing on North Main Street to reduce the train horn noise in the area.

## VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This

item supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff have conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by the Los Angeles, San Diego, San Luis Obispo Rail Corridor Agency (LOSSAN), Metrolink, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year; and an annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

## IMPLEMENTATION OF STRATEGIC PLAN GOALS

Link US supports the following Metro Vision 2028 Strategic Goals:

1: Provide high-quality mobility options that enable people to spend less time traveling.

The proposed run-through tracks would increase regional and intercity rail capacity and reduce train idling at Los Angeles Union Station (LAUS), which would enable one-seat rides between Orange and Ventura Counties and from San Diego County to San Luis Obispo County through LAUS, and accommodate a new high-quality transportation option such as High-Speed Rail in Southern California.

2: Deliver outstanding trip experiences for all users of the transportation system.

The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

4: Transform LA County through regional collaboration and national leadership.

The project requires close collaboration with many local, regional, State and Federal partners including city of Los Angeles, Metrolink, the Los Angeles, San Diego, San Luis Obispo (LOSSAN) Rail Corridor Agency Caltrans, CHSRA, CalSTA, FRA and Amtrak.

## ALTERNATIVES CONSIDERED

The Board could delay action to certify the Final SEIR, adopt the Findings of Fact and Statement of Overriding Considerations, as well as the MMRP. However, deferral is not recommended as it would delay the project schedule, including advancing preliminary design and meeting the requirements in existing funding agreements, and for discretionary programs for which staff will be submitting applications for a grant award.

In Fall 2024, Metro submitted an application to the FRA requesting an award from the Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program and to the California Transportation Commission (CTC) requesting a grant from the Solutions for Congested Corridors Program (SCCP). The FRA did not announce projects selected for a grant award from the FSP Program. The CTC did not select the project for a grant award from the SCC Program.

Staff will continue to explore federal and state funding opportunities, including from the FSP Program and California's Cap and Invest Program, to address the project's estimated funding gap of about $650 M. Staff will also work with Caltrans in its initiative to develop a framework for Metro and other County Transportation Commissions in the SCAG region to consider for addressing the project's funding gap, including financing.

Any delay in SEIR certification would postpone platform improvements, affecting major events in and around Los Angeles. It would also disrupt timelines and cost estimates in future grant applications and existing funding agreements with the CHSRA and the California State Transportation Agency for Proposition 1A and Transit and Intercity Rail Capital Program (TIRCP) funds. A delay in certification would also directly delay the submittal of grant applications and decrease the opportunity for the project to be selected for awards due to the larger project cost and funding gap that can be reasonably expected for the grant programs to address.

## NEXT STEPS

Upon Board approval of staff's recommendation, staff will make the Final EIS/SEIR accessible to all by posting it on Metro's Link US project website. In addition, staff will continue to engage and inform project stakeholders and the community about Link US, while completing the Final SEIR this Fall 2025.

Staff will also support CHSRA in delivering the Final EIS for CAHSR Board consideration this Fall 2025 for approval to help position Link US for federal funding as well as state funding.

## ATTACHMENTS

Attachment A - Link US Project Location Map
Attachment B - Link US Notice of Determination
Attachment C - Link US Findings of Fact & Statement of Overriding Considerations
Attachment D - Link US Final SEIR Mitigation Monitoring and Reporting Plan
Attachment E - Malabar Yard Railroad Improvements Location Map
Attachment F - Summary of Community Engagement
Attachment G - Summary of Additional Mitigation Measures

Prepared by: Carlos J. Montez, Deputy Executive Officer, Complete Streets & Highways, (213) 418-3241
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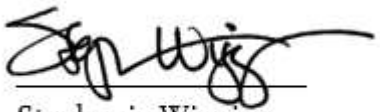
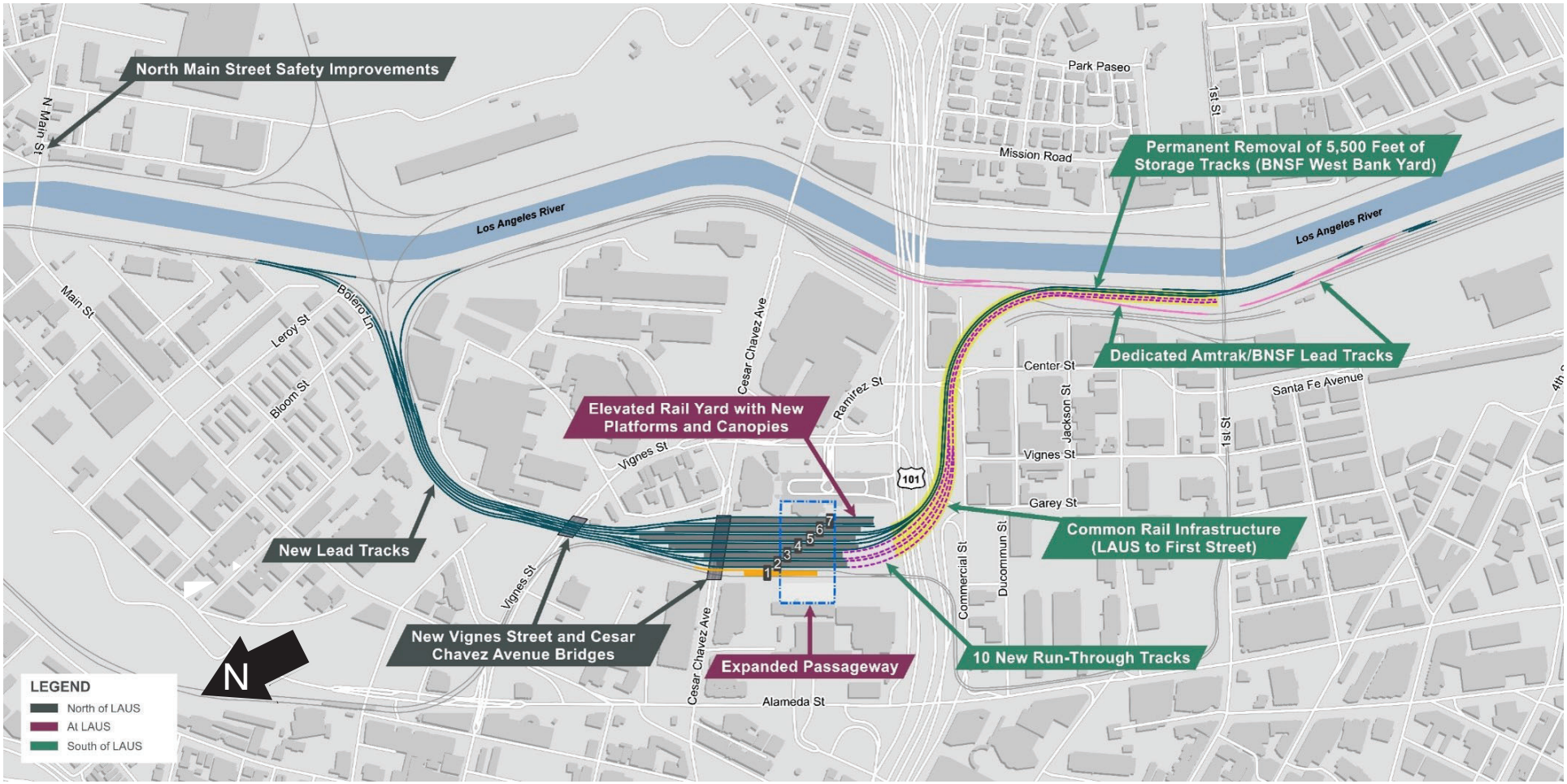
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-7297
Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

# Link US PROJECT LOCATION MAP



**REVISED**
**Attachment B**

# Notice of Determination

**Appendix D**

**To:**

☐ Office of Planning and Research

| *U.S. Mail:* | *Street Address:* |
|---|---|
| P.O. Box 3044 | 1400 Tenth St., Rm 113 |
| Sacramento, CA 95812-3044 | Sacramento, CA 95814 |

☒ County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway
Norwalk, CA 90650

**From:**
Public Agency: LA County Metro Transportation
Address: One Gateway Plaza, MS 99-18-2
Los Angeles, CA 90012
Contact: Carlos J. Montez, Deputy Executive Of
Phone: 213.922.2524

Lead Agency (if different from above):
Address:
Contact:
Phone:

***SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.***

State Clearinghouse Number (if submitted to State Clearinghouse): 2016051071

Project Title: Link Union Station

Project Applicant: LA County Metropolitan Transportation Authority

Project Location (include county): 800 Alameda Street, Los Angeles, CA 90012 - Los Angeles County

Project Description:

The Link US Project is proposed to address existing capacity constraints at Los Angeles Union Station (LAUS). The Project would transform LAUS from a stub end tracks station into a run-through tracks station and would include a partially elevated rail yard, an expanded pedestrian passageway, and 8 new run-through tracks for regional/intercity trains and high-speed rail trains south of LAUS. The Project also includes off-site railroad improvements to BNSF Railway's Malabar Yard in the City of Vernon (49th

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on _____ and has made the following determinations regarding the above
(date)
described project.

1. The project [☐ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

_____

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

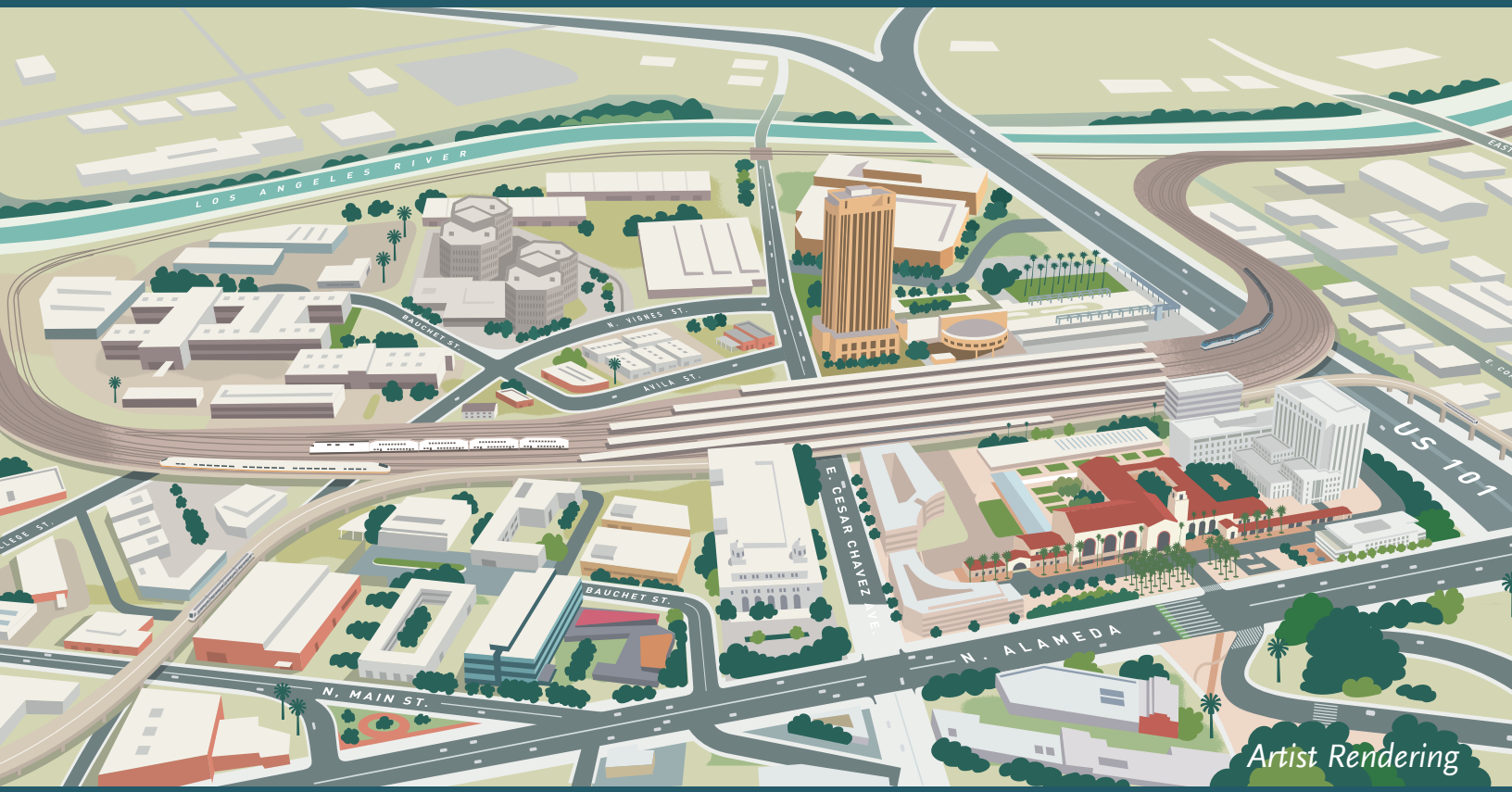
**REVISED**
**Attachment C**

# Link Union Station

## Supplemental Environmental Impact Report

### CEQA Findings of Fact and Statement of Overriding Considerations

State Clearinghouse No. 2016051071
*October 2025*




Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

Metro

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**CONTENTS**

## TABLES



## FIGURES

**ACRONYMS**

| | |
|---|---|
| ADA | Americans with Disabilities Act |
| ADI | Area of Direct Impacts |
| AII | Area of Indirect Impacts |
| ATP | Archaeological Treatment Plan |
| Caltrans | California Department of Transportation |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CGP | construction general permit |
| CHC | Cultural Heritage Commission |
| CHSRA | California High-Speed Rail Authority |
| City | City of Los Angeles |
| CRHR | California Register of Historical Resources |
| dBA | A-weighted decibel |
| EIR | Environmental Impact Report |
| ESA | Environmental Site Assessment |
| FTA | Federal Transit Administration |
| HASP | Health and Safety Plans |
| HACLA | Housing Authority of the City of Los Angeles |
| HMMP | Hazardous Materials Management Plan |
| HSR | High-Speed Rail |
| LADOT | City of Los Angeles Department of Transportation |
| LAUS | Los Angeles Union Station |
| LBP | lead-based paints |
| Link US | Link Union Station |
| MBTA | Migratory Bird Treaty Act |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| $NO_X$ | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| OHR | Office of Historic Resources |
| OSHA | Occupational Safety and Health Administration |
| $PM_{2.5}$ | particulate matter less than 2.5 microns |
| $PM_{10}$ | particulate matter less than 10 microns |
| PMP | Paleontological Mitigation Plan |
| Project | Link Union Station Project |
| PRC | Public Resources Code |
| REC | recognized environmental condition |
| ROW | right-of-way |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |

| | |
|---|---|
| SCS | Sustainable Communities Strategy |
| SCRRA | Southern California Regional Rail Authority |
| SEIR | Supplemental Environmental Impact Report |
| SWPPP | stormwater pollution prevention plan |
| TMP | Traffic Management Plan |
| U.S. | United States |
| US-101 | United States Highway 101 |
| VCE | vertical circulation elements |
| WEAP | Worker Environmental Awareness Program Training |

# 1.0 Introduction

The California Environmental Quality Act (CEQA) requires the Los Angeles County Metropolitan Transportation Authority (Metro), as the CEQA lead agency, to: 1) make written findings when it approves a project for which an environmental impact report (EIR) was certified, and 2) identify overriding considerations for significant and unavoidable impacts identified in the EIR.

A Draft EIR (State Clearinghouse No. 2016051071) for the Link Union Station (Link US) Project was distributed and made available for a 45-day public comment period from January 17, 2019, through March 4, 2019, pursuant to CEQA Guidelines Section 15105. The Metro Board of Directors certified the Final EIR and adopted CEQA Findings of Fact as part of their action in approving the Final EIR Project and certification of the Final EIR on June 27, 2019. On October 28, 2021, Metro approved CEQA Addendum No.1 to the Final EIR.

Since certification of the Final EIR and CEQA Addendum No.1 to the Final EIR, Project modifications and changed circumstances were identified which triggered a need for the preparation of a Supplemental EIR (SEIR) pursuant to Section 15163(a) of the CEQA Guidelines. Metro determined that the Project involved new information of substantial importance and could have one or more significant effects not discussed in the Final EIR and CEQA Addendum No.1 to the Final EIR, and these changes triggered the need for additional environmental review.

These CEQA Findings of Fact (Findings) are made relative to the specific conclusions of the Final SEIR prepared for the Project and supplement those associated with the Final EIR. Therefore, these Findings are hereafter referred to as Supplemental Findings. The Supplemental Findings have been submitted by Metro as Candidate Findings to be made by the decision-making body. They are attached to allow readers of this report an opportunity to review Metro's position on this matter and to review potential reasons for approving the Project despite the significant and unavoidable impacts identified in the Final SEIR. It is the exclusive discretion of the decision-maker certifying the Final SEIR to determine the adequacy of the proposed Supplemental Findings.

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# 2.0 Project Background and History

## 2.1 Overview of Final EIR Project

The Final EIR Project included three major Project components that are summarized north to south below and depicted on Figure 2-4 of the Final EIR. Figure 2-4 of the Final EIR also depicts the Project study area addressed in the Final EIR, which is divided into three segments that correspond with the major Project components (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment).

- **Throat and Elevated Rail Yard –** The Final EIR Project included subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Final EIR Project included the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned High-Speed Rail (HSR) system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated vertical circulation elements (VCE) (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. Platform 1 serving the Gold Line would be lengthened and possibly elevated to optimize east-to-west passenger circulation. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of Control Point (CP) Chavez, the Final EIR Project also included safety improvements at the Main Street at-grade, public crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **New Modified Expanded Passageway** – The Final EIR Project included expansion of the existing pedestrian passageway in Segment 2 of the Project study area (concourse segment) to a 140-foot width to accommodate a substantial increase in passenger capacity, with enhanced passenger amenities while providing points of safety to meet applicable building code and National Fire Protection Association (NFPA) 130 requirements for safe evacuation. The new modified, expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation below the rail yard and provide space for ancillary support functions (back of house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height. Individual canopies that would extend up to 25 feet over each platform or a grand canopy that would extend up to 75 feet in height over the rail yard would also be

constructed. Platform enhancements and amenities including a new or modified canopy and furnishings along Platform 4 may also be implemented in the interim condition. The new modified expanded passageway and associated concourse improvements would be functionally modern with enhanced safety elements, Americans with Disabilities Act (ADA) accessibility, and passenger amenities in accordance with the basic Project objectives.

- **Run-Through Tracks** – The Final EIR Project included up to 10 new run-through tracks (without a loop track) south of Los Angeles Union Station (LAUS) in Segment 3 of the Project study area (run-through segment). Run-through track infrastructure extending from LAUS to the area where the Amtrak lead track is located would be constructed on common infrastructure wide enough to support regional/intercity rail trains in the interim and full build-out condition, as well as HSR trains in the full build-out with HSR condition.

The Final EIR Project also required modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, PTC, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

The MMRP, adopted by the Metro Board of Directors on June 27, 2019with certification of the Final EIR identified mitigation measures specific to the following topics: land use and planning, transportation and traffic, aesthetics, air quality and global climate change, noise and vibration, biological resources, hydrology and water quality, geology and soils, hazards and hazardous materials, and cultural resources.

In addition, the Final EIR disclosed significant and unavoidable impacts related to air quality (short-term construction), noise (short-term construction), and cultural resources (long-term operations), but no feasible mitigation measures were identified to reduce impacts to a level less than significant.

## 2.2 Overview of Link US CEQA Addendum No. 1

On October 28, 2021, Metro approved CEQA Addendum No. 1 to the Link US Project Final EIR and adopted a Revised MMRP. Pursuant to Section 15164(a) of the CEQA Guidelines, CEQA Addendum No. 1 was prepared to address the following:

1. Requirements of SB 743 and the 2018 CEQA Guidelines Appendix G environmental checklist, and the City of Los Angeles Department of Transportation (LADOT) new VMT analysis guidance (July 2019) and methodology requirements (July 2020).
2. Changes to the approved MMRP including:
    a. Seven minor corrections to previously approved mitigation measures.

b. Removal of one mitigation measure because LOS, considered in the 2019 Final EIR, is no longer a significant impact under CEQA, and the updated VMT analysis shows that the measure is no longer required.

3. Project modifications to the Final EIR Project in Segment 2, related to the construction approach for Platforms 2 and 3 and Tracks 3 through 6 in the LAUS rail yard and the associated configuration and length of VCEs for these platforms.

The Revised MMRP adopted in conjunction with the approval of CEQA Addendum No. 1 included updates to the text of the following mitigation measures:

- Mitigation Measures HIST-1a, HIST-1c, and HIST-4 were updated to allow for the City of Los Angeles Office of Historical Resources (OHR) and the City of Los Angeles Cultural Heritage Commission (CHC) to participate in the review of the alterations, demolition, and restoration plans for any locally designation resources that may be impacted by the Project. Mitigation Measures HIST-1d, HIST-2, and HIST-3 were also refined to establish Metro as the enforcement agency during compliance monitoring and reporting.
- Mitigation Measure HWQ-1 was updated to reflect a minor technical change to the risk level.
- Mitigation Measure TR-2 was removed from the MMRP, as traffic impacts based on LOS, as considered in the 2019 Final EIR is no longer a significant impact under CEQA, and the updated VMT analysis demonstrates that the measure is no longer required.

## 2.3 Changed Circumstances Addressed in Draft SEIR

The Draft SEIR addressed the following five (5) changed circumstances to the Final EIR Project certified in the Link US Project Final EIR on June 27, 2019.

The changed circumstances are as follows:

1. BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation (Project Change)
2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)
3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)
4. Noise Model Calculation Assumptions (Minor Technical Adjustment)
5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)

# 2.4 Changed Circumstances Addressed in Final SEIR

**Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)**

After the close of the 45-day public comment period, a discrepancy in the traffic volume figures used to support the carbon monoxide (CO) hot-spot analysis and the traffic volume figures used to support the traffic impact analysis was identified. Supporting documentation with corrected figures to support the current CO hot-spot analysis conclusions is included in the Final SEIR. Upon completion of this reanalysis, the conclusion that the Project would not result in a CO hot-spot did not change.

**Refinements to the Modified Proposed Project Considered in the Draft SEIR**

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105 and NEPA 40 Code of Federal Regulations (CFR) 1502.19. After the close of the 45-day public comment period, Metro proposed design modifications to the Modified Proposed Project considered in the Draft SEIR. The proposed design variations, refinements, and reductions that are addressed in the Final SEIR are in addition to the Project change noted above related to the BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation, and are comprehensively considered as the refinements to the Modified Proposed Project considered in the Final SEIR.

The proposed design variations, refinements, and reductions as part of the Modified Proposed Project considered in the Final SEIR were developed based on new information from public comments received during the 45-day public comment period related to historic preservation, comments from the State Historic Preservation Officer (SHPO) and consulting parties as part of the Section 106 process related to historic preservation of LAUS, and new information from the engineering design process that provide opportunities to reduce the size of proposed infrastructure, avoid and reduce the magnitude and intensity of environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, and reduce cost in a manner that would still allow Metro to meet the CEQA goals and objectives.

The modifications/reductions associated with the refinements to the Modified Proposed Project considered in the Final SEIR would occur throughout all segments of the Project study area. The reduced scope and scale of proposed infrastructure are summarized below:

- One bridge would be replaced north of LAUS, versus two bridges (50% less).
- Four versus six platforms are being elevated and reconstructed (33% less).
- The expanded passageway is 100 feet wide versus 140 feet wide (30% less).
- The run-through track structure south of LAUS is narrower (about 30% less deck area).

# 2.5 Description of Changed Circumstances

Descriptions of the changed circumstances addressed in the Final SEIR are summarized below.

**1. BNSF West Bank Yard (Modified Proposed Project and Malabar Yard Mitigation) (Project Change)**

In Segment 3 of the Project study area, the Final EIR Project included common rail infrastructure,[1] extending from LAUS to the area where the Amtrak lead track is located to support regional/intercity rail and HSR trains. The common rail infrastructure as part of the Final EIR Project did not extend over the Amtrak Bridge or along the west bank of the Los Angeles River. As disclosed in the Final EIR, the regional/intercity rail run-through track connection to the main line tracks would result in temporary impacts on the BNSF West Bank Yard because existing storage tracks could be restored to their existing capacity after regional/intercity rail main line connections are complete. In the Final EIR, potential impacts resulting from the displacement and relocation of the BNSF West Bank Yard were anticipated to be fully addressed in the EIS/EIR being prepared by California High-Speed Rail Authority (CHSRA) for the Los Angeles to Anaheim Project Section of the planned HSR system. At the BNSF West Bank Yard, the Final EIR Project also included a track configuration that would require Amtrak intercity rail trains and BNSF freight trains to operate on the same lead track to access to the Amtrak maintenance facility in the vicinity of Redondo Junction, and the remainder of the BNSF West Bank Yard, respectively. CEQA Addendum No. 1 did not address any updates to the Final EIR Project in Segment 3 of the Project study area or at the BNSF West Bank Yard.

In October 2019, after CHSRA assumed NEPA federal lead agency responsibilities from the FRA, CHSRA and Metro considered new alternatives that would include common rail infrastructure from LAUS to the main line tracks along the Los Angeles River and permanent impacts to the freight storage tracks at the BNSF West Bank Yard. In September 2020, at CHSRA's request, the FRA issued a Revised NOI, pursuant to the requirements of NEPA, to initiate additional scoping and solicit additional public and agency input for the Malabar Yard railroad improvements in the City of Vernon. The Malabar Yard railroad improvements were identified to offset the permanent loss of freight storage tracks at the BNSF West Bank Yard and avoid or reduce the potential for significant impacts on freight rail operations. In December 2022, Metro also elected to consider a track configuration at the BNSF West Bank Yard that would allow for Amtrak trains and BNSF trains to enter/exit the west bank area on separate and dedicated tracks. Dedicated BNSF and Amtrak lead tracks at the BNSF West Bank Yard was not a configuration studied by Metro until December 2022.

The Modified Proposed Project considered in the Draft SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River in conjunction with dedicated lead tracks for Amtrak and BNSF freight trains; thereby resulting in permanent loss of approximately 5,500

[1] Tracks, platforms, bridges, embankments, and associated civil/railroad infrastructure that would accommodate both regional/intercity rail trains and HSR trains.

feet of freight storage track capacity at the north end of the BNSF West Bank Yard (majority of lost capacity would occur north of 1st Street). Approximately 24,645 feet of existing track at the BNSF West Bank Yard (south of 1st Street) would not be affected by the Modified Proposed Project.

Permanent loss of storage tracks at the BNSF West Bank Yard would result in a significant impact, and mitigation is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard. Mitigation Measure TR-3 requires implementation of the following two railroad improvements at BNSF's Malabar Yard in the City of Vernon:

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity that does not exist at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are considered for the closure of the at-grade crossing at 49th Street.
- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are considered for the new track connection along 46th Street.

Railroad improvements to the BNSF Malabar Yard may result in potential significant impacts on the environment. Therefore, Metro as the CEQA Lead Agency, prepared a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines. The full environmental evaluation for the Malabar Yard railroad improvements is included in the Final SEIR.

**2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)**

On September 29, 2020, the Los Angeles County Board of Supervisors voted to approve the *Vignes Street Interim Housing Project*, which is referred to in this SEIR as the Hilda L. Solis Care First Village Transitional Housing Facility (Care First Village). The 60,500-square-foot transitional housing facility opened in May 2021 and was developed using prefabricated modular units, using 60 locally repurposed shipping containers, and 20 custom-manufactured mobile trailers that provide 232 housing units with associated kitchen space, dining areas, laundry facilities, dog park and landscaped areas, and administrative spaces.

Care First Village is considered a sensitive receptor due to the presence of residential populations and is evaluated as such within the Final SEIR as this facility was not present during preparation of the EIR from 2018 to 2019.

### 3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)

Since certification of the Final EIR and approval of CEQA Addendum No. 1, changes were made to the Project design that resulted in an expansion of the Area of Direct Impacts (ADI) and Area of Indirect Impacts (AII), thus representing the current ADI and AII for the Modified Proposed Project considered in the SEIR.[2]

Additional cultural resource reports have been prepared to 1) identify historical resources in the updated AII that have crossed the 45-year age threshold for evaluation; and, 2) update known information of previously identified historical resources based on recent cultural resource investigations performed for other Metro projects. Based on these cultural resource reports, two additional built environment properties have been identified:

- **934 Avila Street.** The 934 Avila Street property was identified during preparation of the Second Supplemental Cultural Resource Report. It consists of a concrete block masonry modern industrial warehouse building constructed circa 1977. The property was found not to meet any of the eligibility criteria under the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and is therefore not discussed further within this SEIR. The California SHPO concurred with the determination of ineligibility on June 28, 2023.
- **Kelite Factory Plant No. 1.** The Kelite Factory Plant No. 1 is located at 1250 Main Street in the City of Los Angeles at the northeast end of the parcel. The property was determined eligible for listing in the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. SHPO concurred with this determination in a letter dated May 2, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process and eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. Kelite Factory Plant No. 1 was not previously evaluated within the Final EIR or CEQA Addendum No. 1; therefore, potential impacts on this eligible historical resource are evaluated within the Final SEIR.

Additionally, minor technical revisions to one existing archaeological site have been made since preparation of the Final EIR and CEQA Addendum No. 1 and are summarized below:

- **Archaeological Site CA-LAN-1575/H.** Archaeological Site CA-LAN-1575/H is a multicomponent, NRHP/CRHR-eligible archaeological site that was evaluated in support of the Final EIR (2019). CA-LAN-1575/H is situated throughout the entire ADI in the vicinity

[2] The Project Footprint is non-contiguous and comprises a portion in the City of Los Angeles and a portion in the City of Vernon. The ADI and AII coincide with the Project Footprint and likewise comprises two portions. The portion in the City of Los Angeles corresponds to the Modified Proposed Project and is discussed in Section 7.5.3 of the Final SEIR. The portion in the City of Vernon corresponds to the Malabar Yard railroad improvements and is discussed in Section 7.6 of the Final SEIR.

of LAUS. A portion of the archaeological site extends within California Department of Transportation (Caltrans) ROW and is considered a state-owned historical resource pursuant to Public Resource Code (PRC) §5024(f). Recent cultural resource investigations undertaken for local Metro projects between 2017 and 2021 identified a total of 46 additional archaeological features and human interments in the area immediately east and southeast of LAUS. Of these, 33 features were recommended to contribute to the significance of CA-LAN-1575/H. The boundaries of CA-LAN-1575/H have been extended to encompass the new features.

**4. Noise Model Calculation Assumptions (Minor Technical Adjustment)**

During updates to the SoundPLAN noise model (version 8.2) to address potential for noise impacts on Care First Village, a manual confirmation of each noise model calculation assumption was conducted. During the confirmation process, it was discovered that one noise model calculation (Ldn for nighttime noise) did not appropriately account for the nighttime noise penalty. This resulted in higher noise levels being previously disclosed in the Final EIR and a greater number of sensitive receptors reported as severely or moderately impacted than would actually occur once the nighttime noise penalty was applied. Minor technical adjustments to the noise model calculations for Ldn for nighttime noise were made, which resulted in a slight modification to the range of noise levels for each of the sensitive receptors and an overall reduction to the number of previously reported severe and moderate impacts. With implementation of the minor technical adjustment, the same receptors are affected by severe and moderate noise impacts (William Mead Homes and Mozaic Apartments, and now Care First Village), although to a lesser degree than previously reported in the Final EIR. This minor technical adjustment is acknowledged in Section 7.5.5 of the Final SEIR.

**5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)**

Minor updates and refinements to mitigation measures identified in the Revised MMRP adopted with CEQA Addendum No. 1 (October 2021) were made during the preparation of the Draft and Final SEIR. The minor updates or refinements to the MMRP were made during the preparation of the Draft and Final SEIR to 1) address the changed circumstances considered in this SEIR; 2) clarify the implementation approach and responsibilities; and 3) cite new policies/regulations applicable to the mitigation. The Revised MMRP includes one new measure resulting from the project change at BNSF West Bank Yard and associated impacts on freight operations (Mitigation Measure TR-3), 26 new mitigation measures for the Malabar Yard railroad improvements in the City of Vernon, as well as twelve new offsetting mitigation measures (OMMs) incorporated into the Final SEIR. Minor technical edits were also made to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation.

A summary of the updates and refinements are as follows:

- TR-1 – Updates to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction Traffic Management Plan (TMP) and

provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions.

- TR-2 – As part of CEQA Addendum No. 1, Mitigation Measure TR-2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR-3 was renumbered to TR-2 and minor refinements were made to language.
- TR-3 – New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.
- AES-1 – Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village.
- AES-3 – Updates to incorporate references to Metro Rail Design Criteria, Southern California Regional Rail Authority (SCRRA) Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards.
- AQ-1 – Minor refinement to text regarding monthly updates to the comprehensive inventory list.
- AQ-3 – Minor refinements to clarify language.
- NV-1 – Updates to include a sound wall at Care First Village.
- NV-2 and NV-3 – Minor refinements to text for clarification and updates to include Care First Village and Metro Gateway Childhood Development Center (NV-2 only).
- BIO-1 – Minor refinements to text regarding qualified biologists.
- BIO-2 – Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements.
- BIO-3 – Minor refinements to text regarding the City of Los Angeles Protected Tree and Shrub Regulation.
- HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5, HWQ-7 – Minor refinements to text for grammar, clarification and to reflect updates to permits.
- HAZ-1, HAZ-2, HAZ-3, HAZ-5 – Minor refinements to text for grammar and clarification.
- HAZ-4, HAZ-6, and HAZ-8 – Minor refinements to reflect to address site specific instances and/or clarify how the measure shall be implemented.
- HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 (now consolidated as CUL-1 and CUL-2) – Previous cultural resources mitigation measures were identified with “HIST” naming convention. To align with subsequent treatment plans for archaeology and built environment resources, all provisions of HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 were consolidated within the new mitigation measures CUL-1 and CUL-2. HIST-2 was removed because it was determined no significant impact to William Mead Homes would occur and Mitigation Measure AES-1 still remains applicable.

- PAL-1 – Minor refinements to text regarding excavation depths and removal of pile driving exception language.
- PAL-2 and PAL-3 – Minor refinements to text to clarify language in each mitigation measure.

A summary of new mitigation measures and OMMs is below.

- OMM AQ-4 – One new measure added for construction air quality monitoring plan specific to William Mead Homes.
- MY TR-1 through MY TR-6, MY AQ-1, MY AQ-2, MY BIO-1, MY BIO-2, MY HWQ-1 through MY HWQ-5, MY GEO-1, MY HAZ-1 through MY HAZ-6, MY CUL-1, MY PAL-1 through MY PAL-3 – 26 new mitigation measures to reduce impacts associated with Malabar Yard railroad improvements.
- OMM MY SS-1 through MY SS-3, MY NV-1, MY NV-2, MY TR-7 through MY TR-12 – 11 new measures added to offset effects of the Malabar Yard railroad improvements.

After the close of the Draft SEIR public comment period, minor updates and refinements to mitigation measures were made, along with other minor technical edits to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation. A summary of the updates and refinements are as follows:

- Mitigation Measure TR-1
  - Revised Mitigation Measure TR-1 to include Los Angeles Union School District to the list of entities to coordinate with regarding the Construction TMP.
- Mitigation Measure AES-1
  - Revised Mitigation Measure AES-1 to state Metro's responsibility of future on-going maintenance of the proposed retaining wall/soundwall.
- Mitigation Measure NV-1
  - Revised Mitigation Measure NV-1 to specify timing of construction of the proposed retaining wall/sound wall to be prior to any construction activities, including demolition.
- Malabar Yard Mitigation Measure BIO-2
  - Revised Malabar Yard Mitigation Measure BIO-2 to remove all mentions of the City of Vernon Tree Protection Bylaw and replace with City of Vernon Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees).
- Malabar Yard Mitigation Measure TR-1
  - Revised Malabar Yard Mitigation Measure TR-1 to include Los Angeles Union School District to the list of entities to coordinate with regarding the Construction TMP, remove the City of Vernon as a responsible party, clarifying the city will not provide mitigation for the Malabar Yard railroad improvements, and add "the contractor" as an option

responsible for notifying City of Vernon business days in advance of street closures, detours, or temporary lane reductions.

**6. Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)**

After the close of the 45-day public comment period, a discrepancy in the traffic volume figures used to support the carbon monoxide (CO) hot-spot analysis and the traffic volume figures used to support the traffic impact analysis was identified.

The 2019 Final EIR Carbon Monoxide Screening Analysis was based on the 2031 and 2040 traffic volume figures to establish the conclusion that air quality would not significantly worsen; therefore, a re-assessment was performed on February 6, 2025 using the corrected traffic volume figures to verify the conclusions are still accurate for the 2031 and 2040 scenarios (by assessing the difference in traffic volumes between No Build and with Project).

***CO Hot-Spot Analysis Traffic Volume Figures –*** During the re-assessment, it was determined that two of the four traffic volume figures that supported the Final EIR CO screening analysis were incorrectly appended to the 2019 *Final EIR Appendix H – Link US Air Quality and Health Risk Assessment Report* – Appendix F, Carbon Monoxide Hot-Spot Analysis. The figures to support the current CO hot-spot analysis were revised and replaced as summarized below:

- Figure 7-3 (2040 No Project Peak Hour Traffic Volumes) had a minor revision to Intersection #110 where there was a typo on the southbound AM Peak traffic volume along N Alameda St.
- Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-32 (2040 plus Project - Peak Hour Traffic Volumes) from the 2019 *Final EIR Appendix E – Link US Traffic Impact Assessment* – there was no change to traffic counts or volumes since the Final EIR was certified.

The Final SEIR cites supporting documentation with corrected figures to support the current CO hot-spot analysis conclusions in the Final SEIR.

***Traffic Impact Analysis Traffic Volume Figures –*** During the re-assessment, it was determined that one of the traffic volume figures was incorrectly included in the *Link US Traffic Impact Assessment* that was circulated for public review with the Draft SEIR. After the close of the public comment period, the *Link US Traffic Impact Assessment*, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-31 (2031 plus Project - Peak Hour Traffic Volumes) from the 2019 Final EIR Appendix E – Link US Traffic Impact Assessment – there was no change to traffic counts or volumes since the Final EIR was certified.

*CO Hot-Spot Analysis Re-Assessment* – Utilizing the appropriate traffic volume figures for 2031 and 2040, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes and Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) identified in the revised *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment* Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation, a manual confirmation of the traffic volume increase from the no-build scenario was conducted.

The revisions to the traffic volume figures discussed above resulted in changes to the CO screening analysis as the incorrect values were originally depicted. Upon completion of this reanalysis, the conclusion that the Project would not result in a CO hot-spot did not change. This minor technical adjustment is acknowledged in Section 7.5.2 of the Final SEIR and Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation of the revised *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*.

## 7. Refinements to the Modified Proposed Project

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105. Based on public comments received during the 45-day public comment period related to historic preservation, comments from the SHPO and consulting parties as part of the Section 106 process, and engineering design opportunities that would reduce cost and avoid and reduce the magnitude and intensity of Project-related environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, refinements to the Modified Proposed Project were made and considered in the Final SEIR.

The design modifications/reductions associated with the refinements to the Modified Proposed Project are summarized below and shown in Figure 2-1.

- ***Retaining the Existing Vignes Street Bridge Instead of Replacing it –*** The refinements to the Modified Proposed Project would not require replacement of the Vignes Street Bridge because a run-through track alignment with 8 total run-through tracks requires a reduced raise of the railyard; however, space for a future sixth lead track in the throat area would be maintained. In conjunction with the removal of Garden Tracks the throat tracks supported by the Vignes Street Bridge would be configured to accommodate space for one new lead track over the existing bridge. South of the Vignes Street Bridge, the westernmost lead tracks through the throat area would be raised to tie into the raised platforms and associated Tracks 3 through 10 at the LAUS Rail Yard.
- ***Fewer Raised Platforms and Reduced Extent of Elevated Rail Yard*** –The refinements to the Modified Proposed Project would include an elevated rail yard; however, only four platforms would be raised nine feet to twelve feet higher than the existing condition, instead of six platforms raised to 15 feet as previously proposed. Platforms 2 through 5 and eight corresponding platform tracks (Tracks 3 to 10) would be raised. The reduced extent of the elevated railyard would still allow for the connecting run-through track viaduct to meet vertical clearance requirements for the El Monte Busway and US-101 (16.5 feet minimum vertical clearance per Caltrans standards). The platform and track allocation would include Platforms 2 and 5 allocated for SCRRA and Amtrak for regional/intercity rail trains and Platforms 3 and 4 (and Tracks 5 through 8) would be allocated to CHSRA for CHSRA trains - Platforms 3 and 4 would be constructed to meet level-boarding requirements. Platforms 6 and 7 would remain at existing grade with stub-end tracks and would continue to be allocated for SCRRA and Amtrak long distance trains.

The reduced extent of the elevated rail yard also decreases the length required for the elevated rail yard. As discussed above, lead tracks through the throat area would begin south of the Vignes Street Bridge thereby allowing for the existing Vignes Street Bridge to remain in place.

- ***Partial Reconstruction of Cesar Chavez Avenue Bridge*** – The refinements to the Modified Proposed Project would include partial reconstruction of the portion of the existing railroad bridge over Cesar Chavez Avenue, instead of a full reconstruction as previously proposed. As the rail yard would only be partially elevated, only the western portion of the bridge that would support the four new platforms is required to be reconstructed.
- ***Reduced Extent of Concourse-Related Improvements*** – The refinements to the Modified Proposed Project would include several reductions to the extent of concourse-related improvements, as summarized below.
    - *Removal of West Plaza* and West Plaza Canopy – The West Plaza, as well as modifications to the baggage handling operations and ticketing services within the Amtrak building, would be removed as part of the refinements to the Modified Proposed Project. No modifications to the exterior loading dock or parking area outside of the Amtrak building would be required.
    - *Reduced Width of Expanded Passageway* – The width of the expanded passageway would be 100-feet-wide instead of 140-feet-wide, as previously proposed.
    - *Reduced Canopy Coverage and Change in Type* – Removal of the West Plaza would no longer require canopy coverage for this area. Individual canopies would extend up to 25 feet above the 4 new platforms. Rail Yard Canopy Design Option 2 (Grand Canopy over Rail Yard) is not feasible to be implemented in conjunction with the Modified Proposed Project because all platforms would be required to be raised to support a Grand Canopy. Furthermore, the Grand Canopy was planned to connect to the West Plaza Canopy, which was also removed from the Modified Proposed Project.
- ***Fewer Run-Through Tracks on Single Aerial Viaduct from LAUS to West Bank of Los Angeles River*** – The Modified Proposed Project considered in the Draft SEIR included 10 run-through tracks for regional/intercity trains and HSR trains and the refinements to the Modified Proposed Project would include 8 run-through tracks for regional/intercity trains and HSR trains. A single aerial viaduct would support the run-through tracks instead of a combination of viaducts and retained fill embankments, as previously proposed. The single aerial viaduct would extend from LAUS, over US-101, north Commercial Street, over Center Street, and over the lowered Amtrak lead track before transitioning to a retained fill section at the BNSF West Bank Yard. With fewer run-through tracks, the corresponding width of the portion of the viaduct over US-101 has been substantially reduced from 205-feet-wide as previously proposed to 75-feet-wide as currently proposed.

South of the elevated platforms at LAUS, the 8 run-through tracks would converge to 4 run-through tracks on the portion of the viaduct that extends over US-101. The run-through tracks would converge again to 2 run-through tracks on the portion of the viaduct west of Center Street.

The refinements to the Modified Proposed Project would still accommodate 4 run-through tracks for HSR trains that would be available for northbound/southbound bidirectional CHSRA operations at LAUS. Similarly, 4 run-through tracks for regional/intercity trains would accommodate northbound/southbound bidirectional operations.

# 2.6 Supplemental EIR Evaluation

## 2.6.1 Changed Circumstances

### Environmental Topics Addressed in the Final SEIR and Supplemental Findings

Six environmental topic areas required additional analysis due to the nature of the changed circumstances. The environmental topic areas addressed in the Final SEIR and Supplemental Findings are as follows:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Cultural Resources
- Land Use and Planning
- Noise and Vibration
- Transportation

For the refinements to the Modified Proposed Project considered in the Final SEIR, all CEQA environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines were reviewed and addressed to confirm the magnitude and intensity of impacts for the Modified Proposed Project considered in the Draft SEIR are reduced. Therefore, the Supplemental Findings for the Modified Proposed Project are focused to the six environmental topics above.

### Environmental Topics Not Addressed in the Final SEIR and Supplemental Findings

The following thirteen environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines would not be significantly affected by the identified changed circumstances as compared to the Final EIR and CEQA Addendum No. 1; and therefore, are not addressed in detail in the Final SEIR and Supplemental Findings. Those environmental topic areas include:

- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Geology and Soils (including Paleontological Resources)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

## 2.6.2 Malabar Yard Railroad Improvements

All CEQA environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines were addressed for the Malabar Yard railroad improvements in the Final SEIR and Supplemental Findings.

# 2.7 Offsetting Mitigation Measures in Response to Community Input

## 2.7.1 Modified Proposed Project

Metro sought input from minority and/or low-income communities as part of the Draft SEIR public review process to understand community concerns about the Project and its potential effects. Public notification and outreach included, but was not limited to William Mead Homes, Care First Village, Little Tokyo, and First 5 LA. Input provided by the Little Tokyo community, First 5 LA, and residents of William Mead Homes was evaluated and determined to have been previously addressed by design features, construction phasing, and mitigation measures. For example, Quiet Zone infrastructure would be constructed at North Main Street near William Mead Homes, noise walls would be constructed at William Mead Homes and Care First Village, and construction haul routes would not travel adjacent to First 5 LA or through the Little Tokyo District. As a result of coordination with HACLA and based on comments received after the 45-day public comment period, Mitigation Measure NV-1, Construct Sound Walls, was revised to include additional detail about the timing and future maintenance of the sound wall at William Mead Homes.

At the request of HACLA, Metro adopted Offsetting Mitigation Measure (OMM)-4 to complement existing construction mitigation measures to further limit impacts and be sensitive to community feedback related to William Mead Homes, a minority and/or low-income community with

immediate proximity to construction. OMMs are separate from the direct mitigation measures in the Draft SEIR and separate from improvements required by local, state, or federal mandates. OMM AQ-4 is incorporated in the MMRP.

OMM AQ-4, Construction Air Quality Monitoring at William Mead Homes provides an opportunity to limit construction-related air quality effects to public health and provides additional environmental controls to offset potential localized construction-related air quality effects. OMM AQ-4 will complement AQ-1, Fugitive Dust Control, AQ-2, U.S. EPA Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment, and AQ-3, Adaptive Air Quality Management Plan.

Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the U.S. EPA. This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5 mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also provide contact information for a construction representative to be identified for inquiries by residents of the William Mead Homes community and guidance for community notifications.

Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public.

OMM AQ-4 consists of monitoring during construction and does not include infrastructure development or construction, therefore, it would not result in physical impacts on the environment.

## 2.7.2 Malabar Yard Railroad Improvements

After the close of the Draft SEIR 45-day public comment period, Metro coordinated substantially with the City of Vernon staff to develop community improvements that could be implemented in the community. In response to concerns raised by the City of Vernon and in consideration of the historic and cumulative effects that the community has experienced that create more adverse existing conditions, Metro proposed a suite of community improvements to offset the significant

impacts of the Malabar Yard railroad improvements. The City requested additional community improvements, and Metro expanded the suite of community improvements to accommodate the City's requested improvements. Metro has evaluated these community improvements, and in consideration of the potential for impacts on the City of Vernon community, Metro adopted these community improvements as OMMs.

The proposed OMMs were developed through engagement with the City of Vernon and would complement the City's planning initiatives as part of the Westside Zone Change and General Plan Amendment and further citywide goals and objectives. The OMMs are separate from the direct mitigation measures in the Draft SEIR; and separate from improvements required by local, state, or federal mandates.

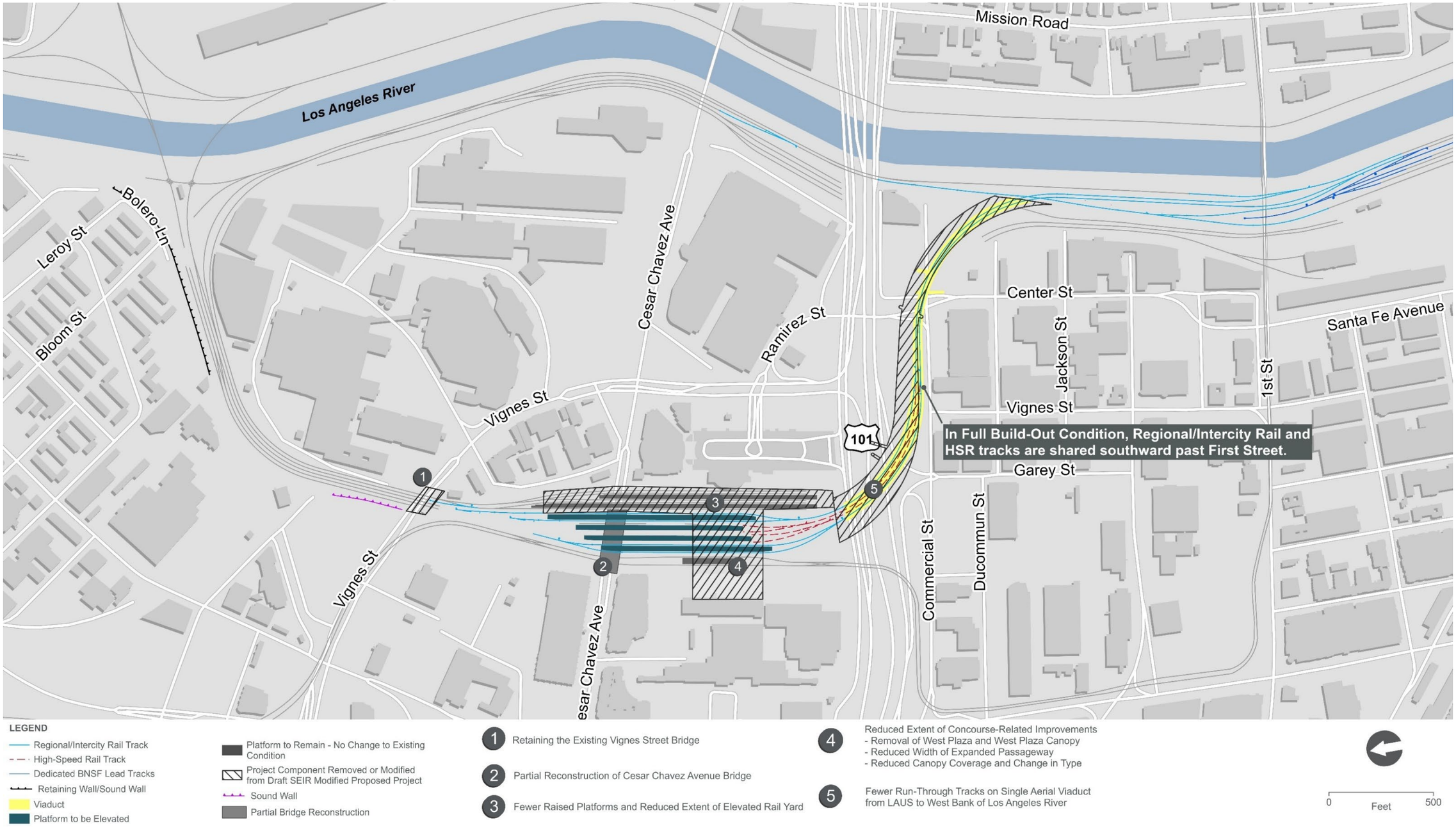
The following list is a summary of the community improvements proposed as OMMs in the Final SEIR and incorporated in the MMRP:

- OMM MY SS-1. Train Detection Cameras - New train detection cameras would be installed at four existing at-grade crossings at 37th Street, 38th Street, Vernon Avenue, and Pacific Boulevard.
- OMM MY SS-2. Mobile Emergency Operations Center (EOC) - Metro would provide funding for a new Mobile EOC to provide the City of Vernon with redundancy in its emergency management system. It would serve as a backup or field EOC during large scale events or natural disasters.
- OMM MY SS-3. Communications and Radio-Systems Upgrade – Upgrades to communication and radio systems would improve coordination and response among different departments and agencies, such as the police department, public utilities department, public works department, and the LA County fire department, which serves the City of Vernon.
- OMM MY NV-1. Quiet Zone Design and Physical Infrastructure – New safety infrastructure to support a future Quiet Zone, where train horns would not be routinely sounded, would be designed and installed at five grade crossing locations: 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, and 49th Street.
- OMM MY NV-2. Quiet Zone Technical Support. Associated with OMM MY NV-1, Metro, BNSF and the City of Vernon will enter into an agreement for Metro to provide technical support and help the City of Vernon to complete the regulatory process for a Quiet Zone designation along the Harbor Subdivision.
- OMM MY TR-7. High Visibility Crosswalk, Mid-Block Location - A high visibility crosswalk would be installed at Santa Fe Avenue near the Vernon City Elementary School and the Holy Angels Catholic Church of the Deaf.
- OMM MY TR-8. High Visibility Intersection Crosswalk Improvements with Cool Street Paving – new high visibility crosswalk improvements would be implemented at the intersections of Santa Fe Avenue with 37th Street, 38th Street, Vernon Avenue, Pacific

Boulevard, and Fruitland Avenue, and at the intersections of 46th Street with Pacific Boulevard and Seville Avenue.

- OMM MY TR-9. Bus Shelters – new bus shelters would be installed at 25 locations throughout the city.
- OMM MY TR-10. Pan/Tilt/Zoom (PTZ) Smart Cameras, Software, and Screens for Traffic Monitoring. Metro would provide funding for new PTZ cameras at five intersections (Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at Malabar Street, Vernon Avenue at Santa Fe Avenue, and Pacific Boulevard at Santa Fe Avenue).
- OMM MY TR-11. AI-Based Traffic Control System (Traffic System Upgrades) - Metro would provide funding for 47 new traffic controllers and associated software to enable signal controls to adapt to real time traffic conditions, improving traffic circulation and safety for the community, particularly at the 46th Street and Seville Avenue, where queueing is expected to occur.
- OMM MY TR-12. Metro Transit Oriented Communities Program Support. Metro would provide the City with support under the Metro Transit Oriented Communities (TOC) Program. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites identified in the 2023 Vernon Westside Zone Change and General Plan Amendment.

*Figure 2-1. Refinements to the Modified Proposed Project – Overview of Modifications and Refinements*



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# 3.0 Modified Proposed Project and Malabar Yard Railroad Improvements

## 3.1 Modified Proposed Project

### 3.1.1 Project Location and Study Area

The Modified Proposed Project consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 3-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The northern Project limit is at North Main Street (Mile Post 1.18) and the southern Project limit is in the vicinity of CP Olympic, south of Interstate 10 and Olympic Boulevard (Mile Post 142.70).

Figure 3-2 depicts the Project study area, which is generally used to characterize the affected environment, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements at and within the vicinity of LAUS. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes CP Chavez and the area north of the platforms at the LAUS rail yard, from North Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks. The Garden Tracks (stub-end tracks where private train cars are currently stored) are also located just north of the platforms. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard

(Division 20 Rail Yard), BNSF Railway (BNSF) West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak's Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

The Project study area has a dense street network ranging from major highways to local city streets. The roadways within the Project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

*Figure 3-1. Project Location and Regional Vicinity*

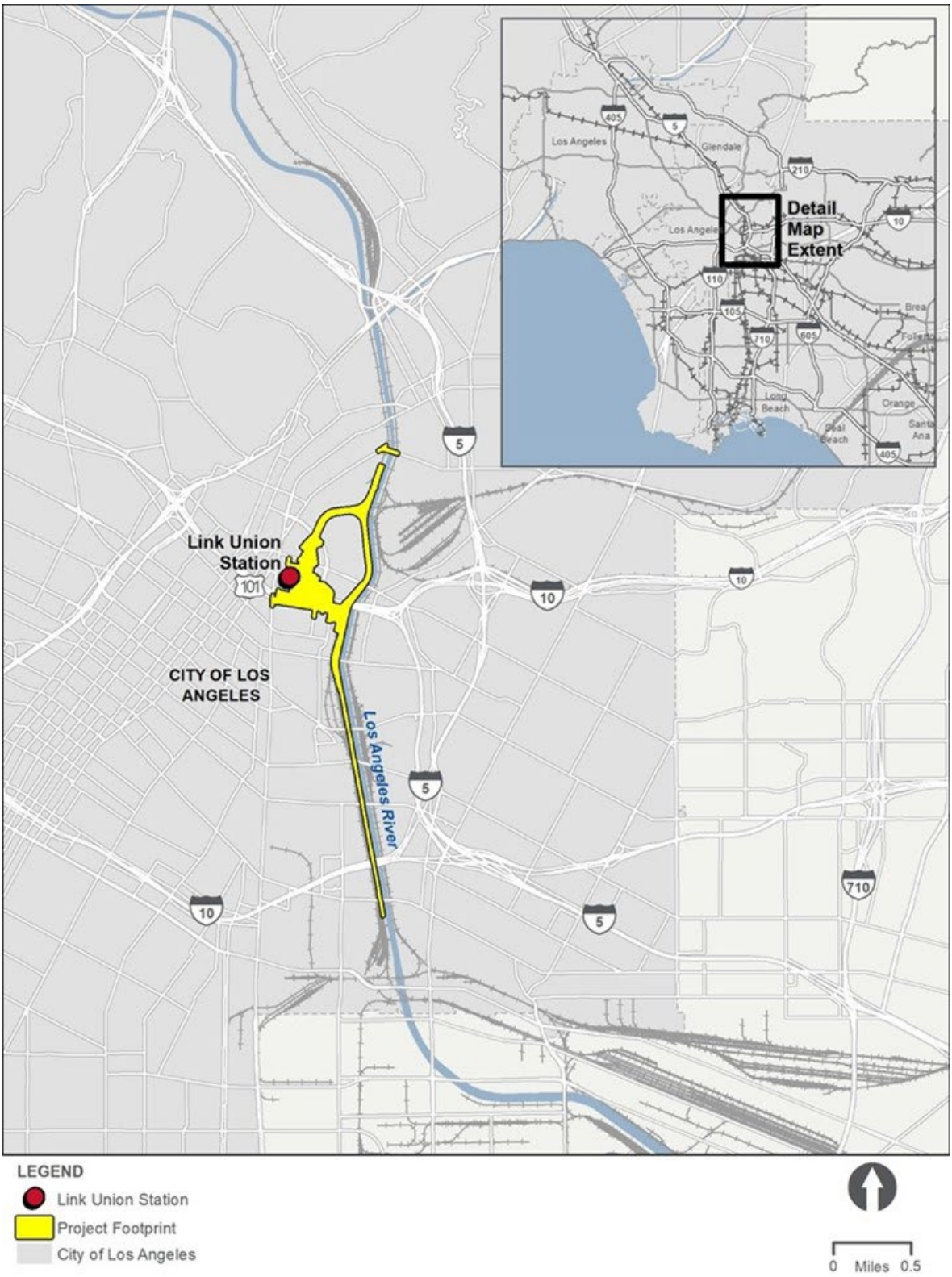

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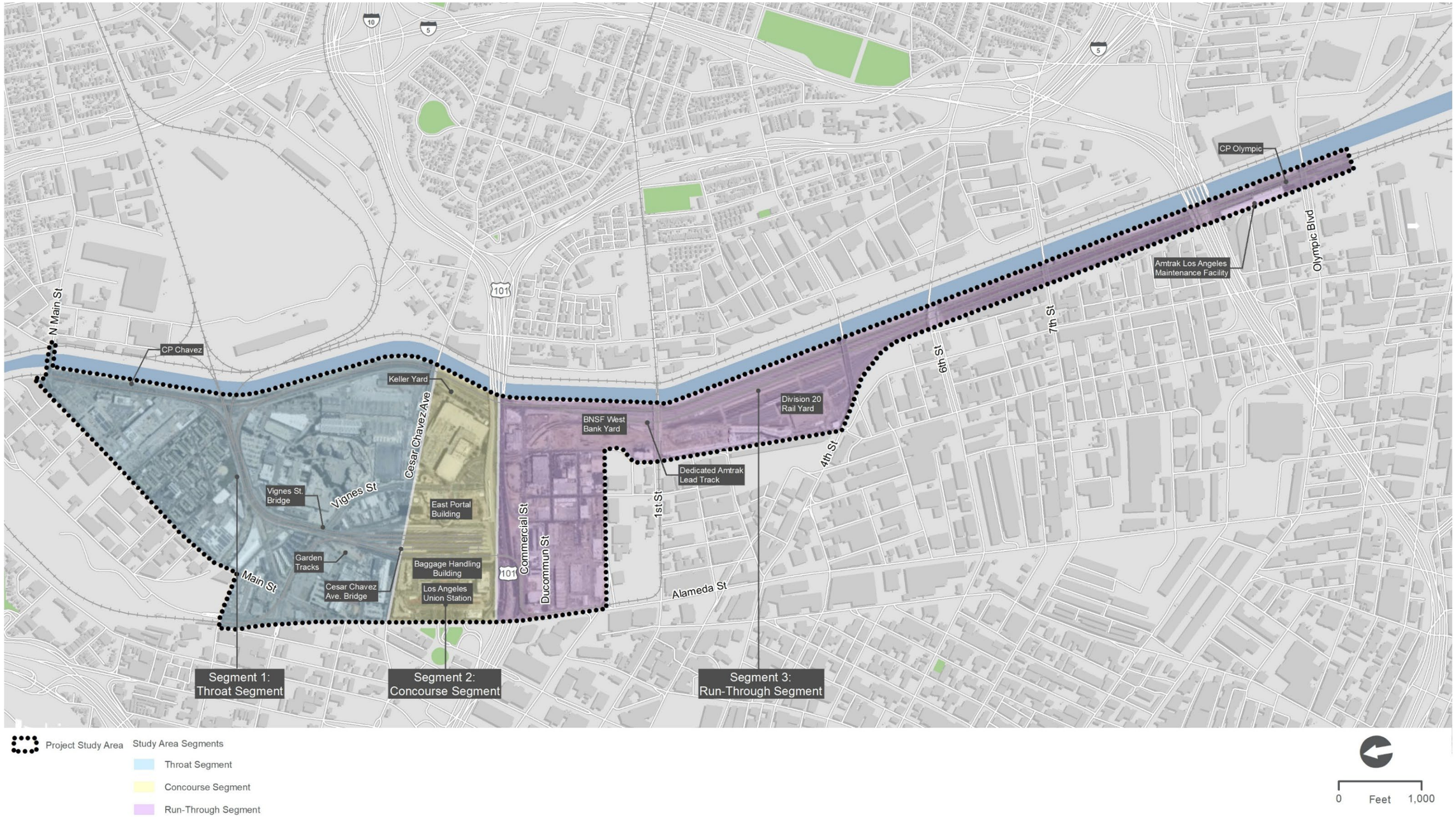
*Figure 3-2. Project Study Area*



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### 3.1.2 Key Components

The key components associated with the Modified Proposed Project with refinements considered in the Final SEIR are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Modified Proposed Project considered in the Final SEIR would include subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks south of the Vignes Steet Bridge leading to the rail yard. The Modified Proposed Project considered in the Final SEIR would include the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail trains (Metrolink/Amtrak) and operations for HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. A portion of the existing Cesar Chavez Avenue Bridge would be reconstructed; however, no modifications or replacement to the Vignes Street Bridge would be required. North of CP Chavez on the west bank of the Los Angeles River, the Modified Proposed Project considered in the Final SEIR includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Segment 2: Concourse Segment (partially elevated rail yard and expanded passageway)** – The Modified Proposed Project considered in the Final SEIR includes a partially elevated rail yard, partially reconstructed Cesar Chavez Avenue Bridge, and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately nine to twelve feet. Four passenger platforms would be reconstructed on the partially elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1 would continue to serve the Gold Line, and Platforms 6 and 7 serving SCRRA, Amtrak, and Amtrak long distance trains would continue to operate stub ended at present elevation. The pedestrian passageway would be expanded at the current grade to a 100-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses while creating an opportunity for an outdoor, community-oriented space east of the elevated rail yard (East Plaza). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. New canopies that would extend 25 feet over each of the four new reconstructed platforms are proposed. New individual canopies would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms.

- **Segment 3: Run-Through Segment (8 run-through tracks)** – The Modified Proposed Project considered in the Final SEIR includes 8 new run-through tracks on a single aerial viaduct south of LAUS in Segment 3 of the Project study area (run-through segment). The Modified Proposed Project considered in the Final SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support run-through tracks for both regional/intercity rail trains and HSR trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Modified Proposed Project considered in the Final SEIR would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communication systems; modifications to the main line tracks on the west bank of the Los Angeles River; lowering of the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

# 3.2 Malabar Yard Railroad Improvements

## 3.2.1 Project Location and Study Area

BNSF's Malabar Yard is approximately 8 acres located on the Harbor Subdivision approximately 3.9 miles south of LAUS in the City of Vernon, California (Figure 3-3). The railroad improvements are located in the vicinity of Malabar Yard primarily on 46th Street and 49th Street, between Santa Fe Avenue and Soto Street, in the City of Vernon, California.

The Malabar Yard study area is bound on the north by Vernon Avenue, to the east by Soto Street, to the south by Fruitland Avenue, and to the west by Santa Fe Avenue and is generally used to characterize the affected environment at, and within, the vicinity of Malabar Yard, unless otherwise specified, to support the environmental evaluation of railroad improvements in the City of Vernon (Figure 3-4). The Malabar Yard study area is primarily industrial. Existing businesses in the area include warehouses, wholesale and distribution services, and other commercial enterprises. Roadways in the vicinity of the proposed railroad improvements include Pacific Boulevard, Seville Avenue, Santa Fe Avenue, Fruitland Avenue, Soto Street, 46th Street, and 49th Street.

*Figure 3-3. Location and Regional Vicinity*

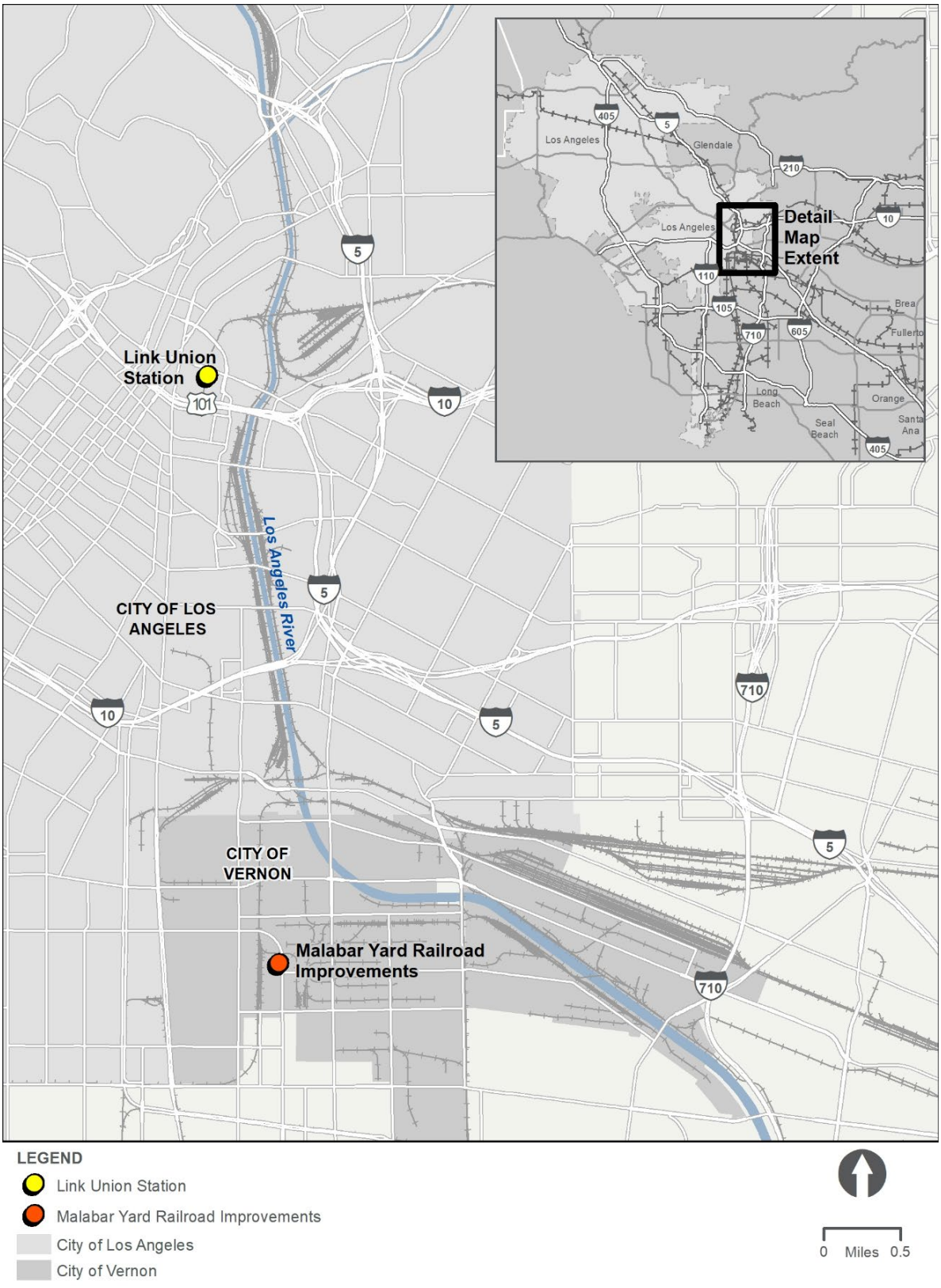

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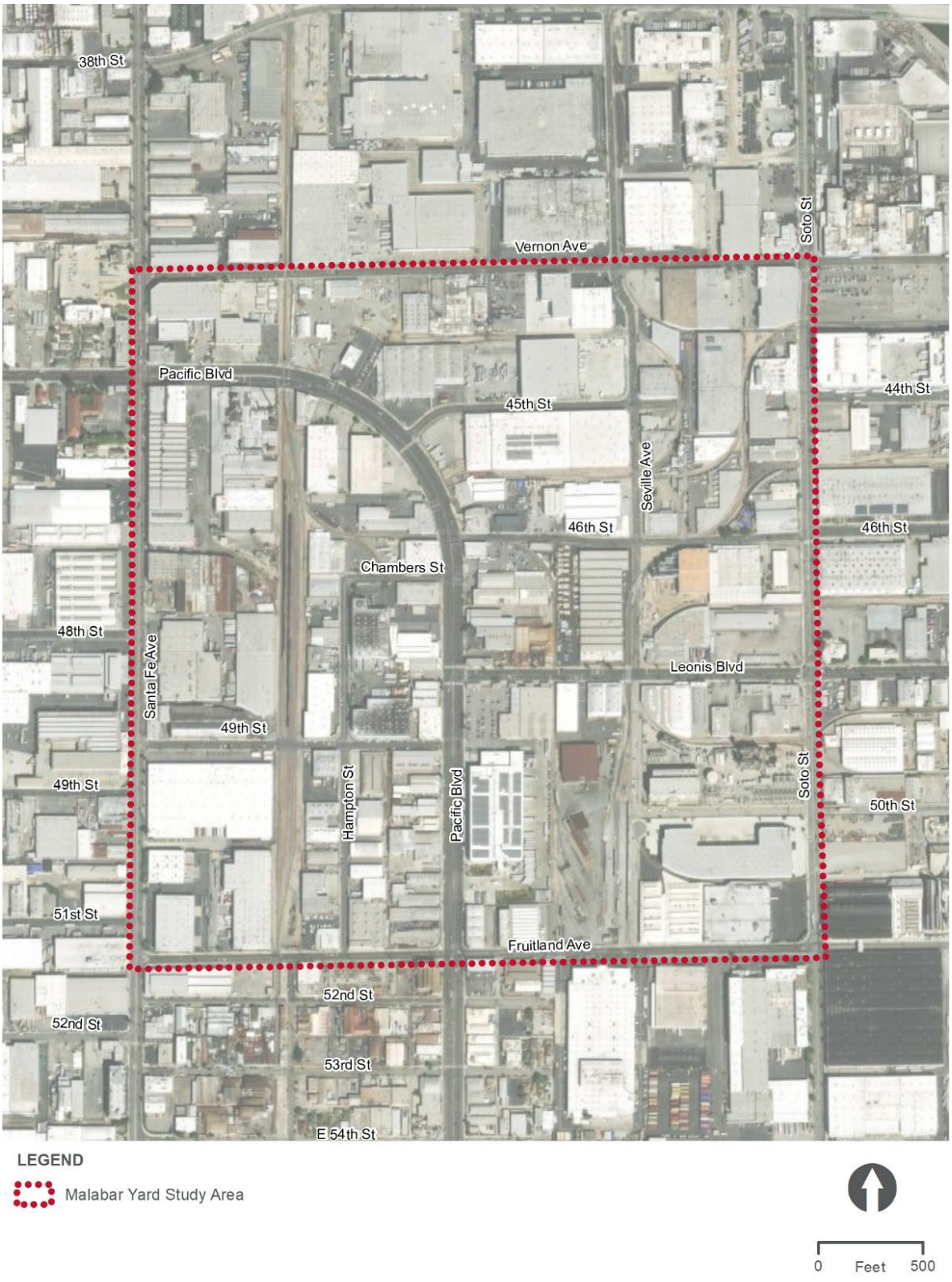
*Figure 3-4. Malabar Yard Study Area*



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## 3.2.2 Malabar Yard Railroad Improvements Design Options

An overview of the Malabar Yard railroad improvements and the design options considered at each location are described below:

- ***49th Street Closure –*** Closure of the at-grade railroad crossing at 49th Street would accommodate BNSF storage capacity at the BNSF Malabar Yard by approximately 3,350 track feet. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are being considered for a closure of the at-grade crossing at 49th Street, as described below:
    - 49th Street Closure Design Option 1 – Offset Cul-de-Sac: this design option includes a typical cul-de-sac configuration with a rounded curve edge, with the offset being the portion of the roadway that encroaches into private property south of the existing roadway.
    - 49th Street Closure Design Option 2 – Hammerhead Cul-de-Sac: this design option includes a non-typical cul-de-sac configuration in the shape of a "T," with areas on each side of the existing roadway for large trucks to maneuver in and out of adjacent private properties.
- ***46th Street Connector –*** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are being considered for a new track connection along 46th Street as described below:
    - 46th Street Connector Design Option 1 – Southern Alignment: this design option includes an alignment that encroaches into multiple private properties on the south side of 46th Street to avoid narrowing and/or reconfiguration of the existing roadway between Pacific Boulevard and Seville Avenue.
    - 46th Street Connector Design Option 2 – Northern Alignment: this design option includes an alignment that avoids most private properties on the south side of 46th Street and includes narrowing and/or reconfiguration of the existing roadway between Pacific Boulevard and Seville Avenue.

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# 4.0 Statutory Requirements

The CEQA Guidelines require that no public agency shall approve or carry out a project which identifies one or more significant environmental impacts of a project 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 considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

CEQA requires that the lead agency adopt mitigation measures or alternatives where feasible to avoid or mitigate significant environmental impacts that would otherwise occur with the implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency (Guidelines Section 15091(a)(b)). For those significant impacts that cannot be mitigated to a less than significant level, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (CEQA Section 21081(b) and Guidelines Section 15093). If such findings can be made, the Guidelines state in Section 15093 that “the adverse environmental effects may be considered acceptable.” CEQA also requires that findings made pursuant to Section 15091 be supported by substantial evidence in the record (CEQA Guidelines, Section 15091(b)). Under CEQA, substantial evidence means enough relevant information has been provided (reasonable inferences from this information may be made) to support a conclusion, even though other conclusions might also be reached. Substantial evidence includes facts, reasonable assumptions predicated on facts, and expert opinion supported by facts (CEQA Guidelines, Section 15384).

The findings reported in the following pages incorporate the facts and discussions in the Final SEIR for the Project as fully set forth therein. For each of the significant impacts associated with the Project, the following sections are provided:

- *Impact*: A specific description of the environmental effects identified in the Final SEIR.
- *Finding*: One or more of the three specific findings set forth in CEQA Guidelines Section 15091.

- *Mitigation Measures*: Identified feasible mitigation measures or actions that are required as part of the project and, if mitigation is infeasible, the reasons supporting the finding that the rejected mitigation is infeasible.
- *Rationale*: A summary of the reasons for the finding(s).

## 4.1 Record of Proceedings

For the 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 Records Management Center, One Gateway Plaza, Plaza Level, MS 99-PL-5, Los Angeles, California 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Project
- The Draft SEIR dated June 2024, including all associated technical appendices and documents that were incorporated by reference
- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the 45-day public comment period of the Draft SEIR; and responses to those comments
- The Final SEIR dated October, 2025, including all associated technical appendices and documents that were incorporated by reference
- The Mitigation Monitoring and Reporting Program
- All findings and resolutions adopted by Metro in connection with the Project; and all documents cited or referenced to therein
- All final technical reports, studies, 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.

# 5.0 Findings - Modified Proposed Project

## 5.1 Environmental Impacts Found to be Less than Significant After Mitigation

### 5.1.1 Aesthetics

**Substantially Degrade the Existing Visual Character or Quality of the Site or its Surroundings (Operations)**

**Impact 7.5.1-C** The Modified Proposed Project would introduce a new linear infrastructure element (retaining walls/sound walls) to the visual landscape that would contribute to a substantial degradation to existing visual character for the residents of William Mead Homes, Care First Village, and Mozaic Apartments. The retaining walls would present dominant features substantially larger than any of the current surroundings within the residential community. Construction of the sound walls on top of the retaining walls would further contribute to the form, dominance, and scale because a higher wall would be constructed at William Mead Homes and Care First Village, resulting in a change to the existing visual quality. Viewer response would be high at William Mead Homes and Care First Village; therefore, visual impacts would be high. In addition, viewer response would be moderately high for residents at the Mozaic Apartments because exposure to a larger bridge over Cesar Chavez Avenue, the elevated rail yard, and new retaining walls would diminish current views for some units, thereby resulting in a change to existing visual character. As such, a moderately high level of viewer response at the Mozaic Apartments would result in moderately high visual impacts.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

**Mitigation Measures**

**AES-1** **Aesthetic Treatments:** Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining wall/sound wall. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases,

right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.

**Rationale** Mitigation Measure AES-1 requires Metro to design the retaining walls/sound walls in consideration of the scale and architectural style of the adjacent William Mead Homes complex and Care First Village. As part of Mitigation Measure AES-1, Metro will be required to coordinate the Housing Authority of the City of Los Angeles (HACLA) and Care First Village regarding aesthetic enhancements to the retaining walls/sound walls. Materials, color, murals, landscaping, and/or other aesthetic treatments would be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Mitigation Measure AES-1 would reduce impacts to a level less than significant.

### Create a New Source of Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area (Construction)

**Impact 7.5.1-D** During nighttime construction activities, temporary lighting would be used for certain construction activities. Due to the proximity of Care First Village to the construction work zone, residents of Care First Village would be exposed to higher levels of lighting during the nighttime hours for a temporary duration throughout Project construction.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**AES-2** **Minimize Nighttime Work and Screen Direct Lighting:** Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.

**Rationale** Mitigation Measure AES-2 requires the construction contractor to install temporary lighting in a manner that directs light toward the construction area and to install temporary shields as necessary so that light spill does not occur into residential areas. To the maximum extent feasible, nighttime construction activities near residential areas will be avoided. Mitigation Measure AES-2 would reduce construction-related light impacts for the residents of Care First Village to a level less than significant.

## 5.1.2 Air Quality and Greenhouse Gas Emissions

### 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 (Operations)

**Impact 7.5.2-B** The Modified Proposed Project would have potential long-term operational air quality impacts from increased train activity, mobile source emissions associated with vehicular trips in the Project study area, and stationary source emissions from on-site energy consumption. The Modified Proposed Project's net increase in daily emissions would exceed the South Coast Air Quality Management District's (SCAQMD) threshold for $NO_x$.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**AQ-3** **Adaptive Air Quality Mitigation Plan**: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.

***Mitigation Plan Requirements:*** Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.

On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union

Station, and CalSTA, shall either implement rail fleet emerging technologies consistent with *2018 California State Rail Plan* Goal 6: *Practice Environmental Stewardship*, Policy 4: *Transform to a Clean and Energy Efficient* Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Project study area.

After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the Project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.

***Rail Fleet Emerging Technologies:*** To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:

- Electric multiple unit systems.
- Diesel multiple units.
- Battery-hybrid multiple units.
- Renewable diesel and other alternative fuels.

Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Project study area.

**Rationale**

Mitigation Measure AQ-3 would require implementation of emerging technologies to reduce the CO, $NO_X$, reactive organic gases, $PM_{10}$, and $PM_{2.5}$ exhaust emissions by 10, 10, 5, 30, and 30 percent, respectively. Mitigation Measure AQ-3 also requires an adaptive air quality mitigation plan to be implemented, in conjunction with replacement of the rail fleet with zero- or low-emission locomotives consistent with the 2018 California State Rail Plan,

to achieve a reduction of pollutant concentrations below a level that would not exceed SCAQMD's 10 in 1 million cancer risk threshold at any of the residential uses in the Project study area. To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. Metro will coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Project study area.

With implementation of Mitigation Measure AQ-3, the net increase in daily emissions would be reduced to below the SCAQMD thresholds. Therefore, upon implementation of Mitigation Measure AQ-3, impacts would be reduced to a level less than significant.

## Expose Sensitive Receptors to Substantial Pollutant Concentrations (Construction and Operations)

**Impact 7.5.2-C** **Construction Impacts:** Project construction would result in emissions of diesel particulate matter from heavy-duty construction equipment and trucks operating in the Project study area (e.g., water trucks and haul trucks). Diesel particulate matter is characterized as a toxic air contaminant by the California Air Resources Board. Cancer risk is defined as the increase in lifetime probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased probability in 1 million. Based on the modeled cancer risks during construction, the peak cancer risks during construction would exceed the SCAQMD's threshold of 10 in 1 million at the following receptors:

- Hilda L. Solis Care First Village – 26.5 in 1 million
- William Mead Homes – 28.6 in 1 million
- Mission Road Residences – 10.5 in 1 million
- Mozaic Apartments – 82.0 in 1 million
- Metro Gateway Childhood Development Center – 74.9 in 1 million

**Operational Impacts:** Implementation of the Modified Proposed Project would alter the flow of rail operations within the Project study area. In addition, the Modified Proposed Project would facilitate an increase in rail operations in the future by increasing the current train capacity. When compared with conditions without the project, the project-related increase in cancer risk would exceed SCAQMD's threshold of 10 in 1 million. However, when compared to the existing (2016) conditions, the cancer risks would be substantially lower at all

of the receptor locations. The reductions between the existing and future conditions is due to the gradual replacement of the existing rail fleet with new Tier 4 locomotives.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**AQ-1** **Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.

- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operations at the site and obtain CARB Portable Equipment Registration with the state or local district permit for the portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in Project specifications and shall be implemented by the construction contractor.

**AQ-2** **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

**AQ-3** **Adaptive Air Quality Mitigation Plan**

**Rationale** Mitigation Measures AQ-1 requires the construction contractor to implement construction emission control measures as specified in the project specifications. Construction emission control measures include demonstrating how the construction fleet is consistent with Metro's Green Construction Policy requirements, ensuring all construction equipment is properly tuned and maintained, minimizing idling time to 5 minutes, and utilizing existing power sources (e.g. power poles) or clean fuel generators rather than temporary power generators. Mitigation Measure AQ-2 requires all off-road equipment to meet or exceed U.S. EPA's Tier 4 final emissions standards and to be fueled using 100 percent renewable diesel. The anticipated peak cancer risk at all modeled receptors would be below the SCAQMD's threshold of 10 in 1 million with implementation of Mitigation Measures AQ-1 and AQ-2. After mitigation,

the peak cancer risk at the previously mentioned receptors would be reduced to below the SCAQMD's threshold of 10 in 1 million:

- Hilda L. Solis Care First Village – 2.7 in 1 million
- William Mead Homes – 2.9 in 1 million
- Mission Road Residences – 1.1 in 1 million
- Mozaic Apartments – 8.4 in 1 million
- Metro Gateway Childhood Development Center – 7.7 in 1 million
- Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce cancer risk impacts to a level less than significant.

Mitigation Measure AQ-3 requires an adaptive air quality mitigation plan to be implemented, in conjunction with replacement of the rail fleet with zero- or low-emission locomotives consistent with the 2018 California State Rail Plan, to achieve a reduction of pollutant concentrations below a level that would not exceed SCAQMD's 10 in 1 million cancer risk threshold. For operations, Mitigation Measure AQ-3 would reduce the locomotive emissions by 30 percent in 2026 and by 50 percent in 2031 and 2040 in addition to the Tier 4 locomotive assumptions.

Upon implementation of Mitigation Measure AQ-3, the operational health risk impacts would be reduced to a level less than significant.

## 5.1.3 Cultural Resources

### Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to §15064.5 (Construction and Indirect)

**Impact 7.5.3-B** **Construction Impacts:** Ground disturbance during construction for any phase of the project has a high potential to impact recorded and unrecorded archaeological deposits in this highly sensitive area of direct impacts because project components, such as bridges, would have deep excavations. A single multicomponent NRHP/CRHR-eligible resource, Archaeological Site CA-LAN-1575/H, is recorded within the area of direct impacts, and there is also the potential to encounter previously unrecorded archaeological resources buried within the area of direct impacts. Archaeological Site CA-LAN-1575/H is situated throughout the entire LAUS footprint and likely extends further than the currently defined boundary. Ground-disturbing construction activities during any phase of work would occur in areas known to contain Archaeological Site CA-LAN-1575/H and in areas that may contain previously undiscovered prehistoric and historical archaeological features or sites.

**Indirect Impacts:** The Modified Proposed Project would result in an indirect impact to archaeological resources during construction resulting from looting or vandalism activities by construction personnel due to increased accessibility to archaeological resources.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**CUL-1** **Archaeological Treatment Plan (ATP):** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- Research design – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- Site-specific sensitivity model – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological

reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.

- Phased testing, evaluation, and data recovery of known features and deposits – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.
- Archaeological and Native American monitoring – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- Provisions for the inadvertent discovery of archaeological features or deposits – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These

provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.

- Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the NAHC as the Most Likely Descendant, and in accordance with applicable regulations.
- Public participation or outreach plan for CA-LAN-1575/H – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.
- Cultural resource WEAP training – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- Standards for reporting – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.

- Guidelines for curation – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993).
- Covenant for transfer of responsibilities under Section 5024 of the California PRC – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California PRC to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.

**Rationale**

Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. This plan will be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused Worker Environmental Awareness Program Training (WEAP) training that will be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Mitigation Measures CUL-1, impacts would be reduced to a level less than significant.

### Disturb any human remains, including those interred outside of formal cemeteries (Construction)

**Impact 7.5.3-C** Ground-disturbing construction activities associated with the Project during all phases of work would occur in areas with the potential to contain human remains.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

**Mitigation Measures**

**CUL-1** **Archaeological Treatment Plan (ATP)**

**Rationale** Mitigation Measure CUL-1 requires construction be halted in the area where remains are found, notification to all applicable parties, and the proper treatment of human remains as determined through consultation with the Native American tribe identified by the Native American Heritage Commission as the Most Likely Descendant. All parties involved will ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. These provisions will be further detailed in the ATP. Implementation of Mitigation Measure CUL-1 would reduce impacts to a level less than significant.

## 5.1.4 Land Use and Planning

### Cause a Significant Impact Due to a Conflict with Any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect (Operation)

**Impact 7.5.4-B** The permanent loss of storage tracks at the BNSF West Yard as part of the Modified Proposed Project would conflict with policies, programs, and goals contained in the City of Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040 that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**TR-3** Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street): Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:

- 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

**Rationale** Mitigation Measure TR-3 is proposed to implement railroad improvements at BNSF's Malabar Yard. Implementation and operation of the 49th Street Closure and 46th Street Connector would offset the loss of storage track capacity at the BNSF West Bank Yard through implementation of railroad improvements at Malabar Yard.

Upon implementation of the railroad improvements associated with Mitigation Measure TR-3, significant impacts associated with conflicts with plans that promote goods movement would be reduced to a level less than significant.

## 5.1.5 Noise and Vibration

### Generate 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 (Operations)

**Impact 7.5.5-A** In the 2031 and 2040 condition, the Project would result in severe operational noise impacts to noise-sensitive receptors including William Mead Homes, Mozaic Apartments, and Care First Village.

- In the 2031 condition, moderate impacts would occur at 34 multifamily dwelling units (16 William Mead Homes dwelling units, 15 Care First Village dwelling units and 3 Mozaic Apartment dwelling units) and severe impacts at 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 Care First Facility dwelling units) and one park/athletic field near William Mead Homes.
- In the 2040 condition, moderate impacts would occur at 25 multifamily dwelling units (16 dwelling at William Mead Homes and 9 dwelling units at the Mozaic Apartments) and severe impacts would occur at 34 multifamily dwelling units (24 dwelling units at the William Mead Homes complex and 10 dwelling units at Care First Village units) and 1 park/athletic field near William Mead Homes.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**NV-1** **Construct Sound Walls:** As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad ROW and shall extend to 22 feet in height and 1,144 feet long to reduce operational noise impacts to William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad ROW and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot.

**Rationale** Mitigation Measure NV-1 requires the construction of a sound wall up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes and another wall up to 13-feet in height and 347 feet long to

reduce operational noise impacts at Care First Village. Construction of the sound walls for the Modified Proposed Project would mitigate significant impacts on William Mead Homes and Care First Village in 2031 and 2040 by blocking the line of sight from the receptors to the noise source (e.g., locomotives and railcars). A sound wall's effectiveness is a function of the path length difference between the noise source (trains), receiver (William Mead Homes and Care First Village residents), and wall. The projected sound levels at the receiver decrease in response to the placement of a sound wall, which increases the path length difference. Upon implementation of Mitigation Measure NV-1, noise levels at the severely-impacted units would be reduced at impacted locations. Based on these reductions, upon implementation of mitigation, significant operational noise impacts would be reduced to a level less than significant.

## Generation of Excessive Groundborne Vibration or Groundborne Noise Levels (Construction)

**Impact 7.5.5-B** Construction of the Modified Proposed Project would result in temporary vibration from use of heavy equipment and machinery. Temporary vibration from use of heavy equipment and machinery, including the pile driver and vibratory roller) would exceed FTA's frequent impact threshold for Category 2 land uses of 72 VdB (velocity in decibels), including Care First Village. From an annoyance perspective, impact pile driving would be characterized as a frequent source of vibration, as there would be more than 70-pile strikes (i.e., events) per day. Mozaic Apartments are the nearest sensitive land uses and are within 300 feet from pile driving activities (if this construction technique is utilized). Additionally, use of the vibratory roller may occur near some sensitive land uses continuously over the course of several days and would be considered a frequent vibration source during construction. The vibratory roller would be used in closer proximity to sensitive areas, such as William Mead Homes and Care First Village (Category 2 land use).

Vibration from construction of the Modified Proposed Project could be considered an annoyance to residential land uses situated within approximately 300 feet of an impact pile driver and 140 feet of the vibratory roller. Because construction would occur within 300 feet of an impact pile driver and 140 feet of the vibratory roller from sensitive land uses, a severe impact would occur related to William Mead Homes, Mozaic Apartments, and Care First Village from an annoyance perspective.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**NV-2** **Employ Noise- and Vibration-Reducing Measures during Construction:** The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:

- Design considerations and project layout:
  - Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction activities and noise-sensitive receivers.
  - Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.
  - Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.
  - When in use, locate equipment on the construction site as far away from noise-sensitive sites as possible.
  - Construct walled enclosures around especially noisy activities or clusters of noisy equipment (e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).
- Sequence of operations:
  - Restrict pile driving to daytime periods.
  - Combine loud operations to occur in the same time period.
    - The total noise level produced would not be substantially greater than the level produced if the operations were performed separately.
  - Avoid nighttime activities to the maximum extent feasible.
    - Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
- Alternative construction methods:
  - Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.

- Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.

- Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.
- Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).
- Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.

In an effort to keep construction noise levels below Federal Transit Administration's (FTA) construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities. Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

**NV-3** **Prepare a Community Notification Plan for Project Construction:** To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

**Rationale** Mitigation Measure NV-2 requires the construction contractor to employ measures to minimize and reduce construction vibration. Vibration reduction measures that would be implemented include, but are not limited to, the following:

- Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction activities and noise-sensitive receivers

- When in use, locate equipment on the construction site as far away from noise-sensitive sites as possible
- Restrict pile driving to daytime periods
- Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible
- Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use

In an effort to keep construction noise levels below FTA's vibration criteria, Metro will monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring will be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities. In the event FTA's vibration criteria is exceeded, the contractor will be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (as identified in Mitigation Measure NV-2).

Mitigation Measure NV-3 requires Metro and/or the construction contractor to prepare and maintain a community notification plan to proactively address community concerns related to construction noise and vibration. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Metro will identify a project liaison to be available to respond to questions from the community or other interested groups.

Upon implementation of Mitigation Measures NV-2 and NV-3, significant impacts from construction-related vibration would be reduced to a level less than significant.

## 5.1.6 Transportation

### Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities (Construction, Operations, and Indirect)

**Impact 7.5.6-A** **Construction Impacts:** The Modified Proposed Project would generate construction related traffic and result in temporary street closures. The Modified Proposed Project would also cause decrease performance for rail operators at LAUS and LADOT's Dash Route D and generate hazardous conditions along existing pedestrian/bicycle routes.

**Operational Impacts:** The permanent loss of storage tracks at the BNSF West Yard as part of the Modified Proposed Project would conflict with policies,

programs, and goals contained in the City of Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040 that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change.

**Indirect Impacts:** The Modified Proposed Project would potentially create increased emissions and traffic queuing/delay as freight trains may be required to occupy the San Bernardino Subdivision, shared by passenger and freight trains.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**TR-1** **Prepare a Construction TMP:** During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated among the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.

- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.
- Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.

**TR–2** **Prepare Rail Operations Temporary Construction Staging Plan:** During final engineering design and prior to construction, Metro shall prepare an MOU with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols shall be incorporated into applicable construction documents (plans and specifications).

Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance.

Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.

**TR-3** **Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)**

Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:

- 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

**Rationale** Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related vehicular traffic impacts during peak hours. The TMP will identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes and the installation of closed-circuit television cameras to monitor traffic in real-time and allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.

Mitigation Measure TR-2 requires the preparation of an MOU with current rail operators to outline on-time performance goals as well as coordination to ensure rail-to-bus or rail-to-rail connections are uninterrupted during construction. Implementation of Mitigation Measure TR-2 would increase performance for rail operators at LAUS and LADOT's Dash Route D; thereby reducing the significant construction-related transportation impacts to a level less than significant.

Mitigation Measure TR-3 is proposed to implement railroad improvements at BNSF's Malabar Yard. Implementation and operation of the 49th Street Closure and 46th Street Connector would offset the loss of storage track capacity at the BNSF West Bank Yard through implementation of railroad improvements at Malabar Yard.

Upon implementation of the railroad improvements associated with Mitigation Measures TR-1, TR-2, and TR-3, significant impacts associated with conflicts with transportation plans that promote connectivity and accessibility would be reduced to a level less than significant.

## Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) (Construction)

**Impact 7.5.6-C** Construction activities would result in temporary construction-related roadway hazards in the traffic study area. Existing roadways and intersections may be subject to temporary detours and lane blockages at multiple locations throughout the traffic study area. The US-101 main line and on- and off-ramps at Commercial Street would be subject to temporary lane width reductions. Additionally, short-radius curves and/or short sight distances may occur during construction.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**TR-1** **Prepare a Construction TMP**

**Rationale** Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related roadway hazards. The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes; maintaining traffic flow to the degree feasible; posting advance notice signs prior to construction in areas where access to local businesses could be affected; and notification to LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. Implementation of Mitigation Measure TR-1 would reduce the impact associated with construction-related roadway hazards to a level less than significant.

## Result in Inadequate Emergency Access (Construction)

**Impact 7.5.6-D** Based on a review of disaster route maps for the Los Angeles County Operational Area, the project is located within Area H of the Los Angeles Central Evacuation Map, of which Cesar Chavez Avenue and Alameda Street

are designated as disaster routes, and US-101 is designated as a disaster route freeway. The Modified Proposed Project would interfere with emergency response times and access. Modifications to the Cesar Chavez Bridge would result in temporary closure of one lane in each direction for a temporary duration throughout construction. Closures would require traffic detouring and traffic would be diverted to local roadways, thereby affecting the LOS of adjacent intersections. Construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could interfere with emergency response times and access.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

**Mitigation Measure**

**TR-1** **Prepare a Construction TMP**

**Rationale** Mitigation Measure TR-1 requires the preparation and implementation of a TMP to minimize construction related vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events).The TMP requires coordination with LADOT and Caltrans to adjust the timing at affected intersection and on- or off-ramps to mitigate detoured traffic volumes; maintaining traffic flow to the degree feasible; and notification to LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. Implementation of Mitigation Measure TR-1 would reduce the impact associated with emergency response times and access to a level less than significant.

# 5.2 Environmental Impacts Found to be Significant and Unavoidable

## 5.2.1 Air Quality and Greenhouse Gas Emissions

### 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 (Construction)

**Impact 7.5.2-B** Construction of the Modified Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, material delivery trips, and heavy-duty haul truck trips generated from construction activities during each construction phase. In addition, earthwork activities would result in fugitive dust emissions

and paving operations would release reactive organic gases from off-gassing. Construction emissions associated with the Modified Proposed Project and Malabar Yard Railroad Improvements would exceed the SCAQMD's daily criteria pollutant thresholds for $NO_x$, $PM_{10}$, and $PM_{2.5}$.

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

### Mitigation Measures

**AQ-1** **Fugitive Dust Control**

**AQ-2** **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment**

**Rationale** Mitigation Measure AQ-1 requires compliance with the SCAQMD's Rule 403 (fugitive dust control measures) and would reduce on-site fugitive dust emissions by 50 percent. Mitigation Measure AQ-2 requires all on-site construction equipment to meet or exceed U.S. EPA's Tier 4 final emission standards for all off-road construction equipment to be fueled using 100 percent renewable diesel. This measure would reduce the on-site exhaust emissions by up to 95 percent when compared with the average construction fleet for the South Coast Air Basin. After implementation of Mitigation Measures AQ-1 and AQ-2, the peak daily construction emissions would still exceed the SCAQMD's $PM_{10}$ threshold and the calculated emissions rates for the on-site construction activities associated with the proposed project would continue to exceed the localized significance thresholds for $PM_{10}$ and $PM_{2.5}$. Impacts would remain significant and unavoidable.

## 5.2.2 Noise and Vibration

### 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 (Construction)

**Impact 7.5.5-A** Construction related noise would exceed the City's applicable noise threshold at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center.

**Finding** (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for

highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

## Mitigation Measures

**NV-2** **Employ Noise- and Vibration-Reducing Measures during Construction**

**NV-3** **Prepare a Community Notification Plan for Project Construction**

**Rationale** Mitigation Measure NV-2 requires the construction contractor to employ measures to minimize and reduce construction noise. Noise reduction measures that would be implemented include constructing temporary noise walls between construction activities and sensitive receptors; using acoustic blankets or soundproof window inserts along facades of sensitive buildings; combining loud operations to occur in the same time period; avoiding nighttime activities to the maximum extent feasible; and using specially-quieted equipment. In an effort to keep construction noise levels below FTA's vibration criteria, Metro will monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring will be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within 300 feet of construction activities, approximately). In the event FTA's vibration criteria is exceeded, the contractor will be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (as identified in Mitigation Measure NV-2).

Mitigation Measure NV-3 requires Metro and/or the construction contractor to prepare and maintain a community notification plan to proactively address community concerns related to construction noise and vibration. Components of the plan will include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Metro will identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

Although Mitigation Measures NV-2 and NV-3 would reduce noise generated during construction noise levels at Category 2 land uses (i.e., residential) would exceed applicable FTA thresholds during the daytime (80 dBA Leq) and nighttime (70 dBA Leq) within 250 feet and 300 feet, respectively. The following Category 2 and 3 land uses would be subject to construction noise that exceeds the City's 75 dBA limit:

- William Mead Homes - 17 dwelling units and one recreational use;
- Care First Village - approximately 25 dwelling units and a playground/park;
- Mozaic Apartments - 23 dwelling units; and,

- Metro Gateway Childhood Development Center.

Based on these considerations, impacts related to construction would remain significant and unavoidable.

## 5.3 Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Table 5-1 identifies the environmental impacts found to be less than significant or no impact.

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**Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Aesthetics | 7.5.1-A: Have a substantial adverse effect on a scenic vista. | Construction – No Impact<br>Operations – No Impact<br>Indirect – No Impact |
| | 7.5.1-B: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. | Construction – No Impact<br>Operations – No Impact<br>Indirect – No Impact |
| | 7.5.1-C: Substantially degrade the existing visual character or quality of the site or its surroundings. | Construction – Less than Significant<br>Indirect – No Impact |
| | 7.5.1-D: Create a new source of light or glare that would adversely affect day or nighttime views in the area. | Operations – Less than Significant<br>Indirect – No Impact |
| Air Quality and Greenhouse Gas Emissions | 7.5.2-A: Conflict with or obstruct implementation of the applicable air quality plan. | Construction – No Impact<br>Operations – Less than Significant<br>Indirect – No Impact |
| | 7.5.2-B: 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. | Indirect – Beneficial |
| | 7.5.2-C: Expose sensitive receptors to substantial pollutant concentrations. | Indirect – Beneficial |
| | 7.5.2-D: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people | Construction – Less than Significant<br>Operations – Less than Significant<br>Indirect – No Impact |

**Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | 7.5.2-E: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. | Construction – Less than Significant<br>Operations – Less than Significant<br>Indirect – No Impact |
| | 7.5.2-F: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. | Construction – Less than Significant<br>Operations – Less than Significant<br>Indirect – No Impact |
| Cultural Resources | 7.5.3-A: Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. | Construction – No Impact<br>Operations – No Impact<br>Indirect – Less than Significant |
| | 7.5.3-B: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. | Operations – No Impact |
| | 7.5.3-C: Disturb any human remains, including those interred outside of dedicated cemeteries. | Operations – No Impact<br>Indirect – No Impact |
| Land Use and Planning | 7.5.4-A: Physically divide an established community. | Construction – No Impact<br>Operations – Less than Significant<br>Indirect – No Impact |
| | 7.5.4-B: Cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. | Construction – Less than Significant<br>Indirect – No Impact |

**Table 5-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Noise | 7.5.5-A: Generate 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. | Indirect – Less than Significant |
| | 7.5.5-B: Generation of excessive groundborne vibration or groundborne noise levels. | Operations – Less than Significant<br>Indirect – Less than Significant |
| | 7.5.5-C: For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels. | Construction – No Impact<br>Operations – No Impact<br>Indirect – No Impact |
| Transportation | 7.5.6-B: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). | Construction – N/A<br>Operations – Less than Significant<br>Indirect – No Impact |
| | 7.5.6-C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) | Operations – No Impact<br>Indirect – No Impact |
| | 7.5.6-D: Result in inadequate emergency access. | Operations – Less than Significant<br>Indirect – No Impact |

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# 6.0 Findings - Malabar Yard Railroad Improvements

## 6.1 Environmental Impacts Found to be Less than Significant After Mitigation

### 6.1.1 Biological Resources

**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 the California Department of Fish and Game or U.S. Fish and Wildlife Service (Construction and Indirect)**

**Impact A**

**Construction Impacts:** The Malabar Yard railroad improvements could have a significant impact on nesting bird species protected by the Migratory Bird Treaty Act (MBTA) during construction. Suitable habitat for these species is present within the Malabar Yard study area and construction of the Malabar Yard railroad improvements could pose a significant impact by removing naturally occurring or ornamental trees, disturbing roost sites causing abandonment, or interfering with nesting birds during the nesting season.

**Indirect Impacts:** Construction and operation of the Malabar Yard railroad improvements could result in indirect impacts on MBTA-protected bird species that may be present within the Biological Study Area. Indirect impacts on an active nest include increased construction noise above ambient noise levels, vibration, excess dust, night lighting, and human encroachment, all of which may result in nest failure.

**Finding**

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

**Mitigation Measures**

**MY BIO-1**

**MBTA Species:** During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW-approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted

based on species-specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.

Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at buildings, or other structures that will be removed before the nesting season (February 1 through September 30) to prevent nesting at the bridges, buildings, or other structures by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.

Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory WEAP training before they commence with work. The training shall advise workers of potential impacts on jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.

**Rationale**

Malabar Yard Mitigation Measure BIO-1 requires the removal of vegetation to occur outside of bird nesting season, as feasible, or a combination of preconstruction surveys, establishment of nest buffers, and the use of exclusion devices for birds, thus avoiding direct impacts on nesting birds.

Malabar Yard Mitigation Measure BIO-1 would require guidance and observation from a qualified biologist in the scenario that removal of partially constructed nests is necessary. Additionally, mandatory WEAP training would be required for any new Project personnel or contractors that come on board after the initiation of construction. Implementation of Malabar Yard Mitigation Measure BIO-1 would reduce construction and indirect impacts on special-status species to a level less than significant.

### Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Construction)

**Impact E** Construction of the Malabar Yard railroad improvements may result in damage and/or removal of tree species that are considered protected by the City of Vernon Tree Ordinance. The cutting and/or removal of any protected City-owned trees without a tree removal permit would conflict with the City of Vernon Tree Ordinance.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY BIO-2** **Protected Trees:** Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies:

- Trees proposed to be cut or removed;
- Trees proposed to be retained; and
- Trees proposed to be provided in replacement of the trees that are to be cut or removed.

All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance.

**Rationale** Malabar Yard Mitigation Measure BIO-2 requires the identification of the specific trees within the Project footprint that are to be protected in accordance with the City of Vernon's Tree Ordinance. Removal and/or damage of protected trees would require a tree removal permit from the City of Vernon and any

removed trees would require replacement. Upon implementation of Malabar Yard Mitigation Measure BIO-2, impacts would be reduced to a level less than significant.

## 6.1.2 Cultural Resources

### Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to §15064.5 or Disturb Any Human Remains (Construction and Indirect)

**Impact B, C**

**Construction Impacts:** No archaeological resources have been identified within or near the Project footprint for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain buried archaeological sites, which may include human remains.

**Indirect Impacts:** Even though the construction site would be fenced and off limits to the general public, indirect impacts may result from increased accessibility to buried archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.

**Finding**

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY CUL-1**

**Archaeological Treatment Plan (ATP).** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research Design:** The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- **Archaeological and Native American monitoring**: The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the accidental discovery of archaeological features or deposits:** The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented.

  Provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes.
- **Cultural resource WEAP training:** The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.

- **Standards for reporting:** The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's Archaeological Resources Management Reports: Recommended Contents and Format.
- **Guidelines for curation:** The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79.

**Rationale** Malabar Yard Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused WEAP training that will be given to all ground-disturbing construction personnel to minimize harm to archaeologically sensitive areas and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Malabar Yard Mitigation Measure CUL-1, impacts would be reduced to a level less than significant.

## 6.1.3 Geology and Soils

### Directly or Indirectly Cause Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving Rupture of a Known Earthquake Fault, Strong Seismic Ground Shaking, Ground Failure Including Liquefaction, or Landslides (Indirect)

**Impact A (i-iv)** Construction activities associated with Malabar Yard railroad improvements would not cause a regional increase in groundwater elevations or accelerate the potential for liquefaction or other types of seismically induced ground failure beyond existing conditions. However, the Malabar Yard study area includes soils that are potentially liquefiable, such soils may need stabilization during construction.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY GEO-1** **Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following:

- Site preparation
- Soil bearing capacity
- Appropriate sources and types of fill
- Liquefaction
- Lateral spreading
- Corrosive soils
- Structural foundations
- Grading practices

The recommendations shall mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of Malabar Yard railroad improvements in accordance with the *Manual for Railway Engineering* and applicable local city codes. The Project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.

**Rationale** Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Project infrastructure would be constructed in accordance with standard engineering practices to minimize the impacts of liquefaction throughout construction. Implementation of Malabar Yard

Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

### 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 Landside, Lateral Spreading, Subsidence, Liquefaction or Collapse (Construction and Operations)

**Impact C** **Construction Impacts:** Potentially collapsible soils may be present in localized areas within the Malabar Yard study area and construction activities may be subject to hydrocollapse. There is also an increased risk of corrosive soils that may be exposed during construction.

**Operational Impacts:** Due to the limited amount of site-specific geotechnical information available and the high to low corrosion potential of soils, the Malabar Yard railroad improvements could result in an increased risk of damage from corrosive soils.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

**Mitigation Measures**

**MY GEO-1** **Prepare Final Geotechnical Report**

**Rationale** Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations on collapsible and corrosive soils. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The Malabar Yard railroad improvements would be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared. Implementation of Malabar Yard Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

### Be Located on Expansive Soil, as defined in Table 18-1B of the Uniform Building Code (1994), Creating Substantial Direct or Indirect Risk to Life or Property (Construction)

**Impact D** Construction of the Malabar Yard railroad improvements would occur in an area with potentially expansive soils which could result in uplift pressures that lead to structural damage.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY GEO-1** **Prepare Final Geotechnical Report**

**Rationale** Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the Project. The final geotechnical report will address and include site-specific design recommendations on soil bearing capacity and structural foundations. The final geotechnical report will also include results of subsurface testing of soil and groundwater conditions and will provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. The Malabar Yard railroad improvements would be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared Implementation of Malabar Yard Mitigation Measure GEO-1 would reduce impacts to a level less than significant.

## Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature (Construction and Indirect)

**Impact F** **Construction Impacts:** Construction of the Malabar Yard railroad improvements may result in direct significant impacts on paleontological resources during any phase of work that results in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located.

**Indirect Impacts:** Even though the construction site would be off limits to the general public, indirect impacts during all phases of work may result from increased accessibility (rather than damage or destruction) by construction personnel to fossils buried in subsurface sediments through construction activities leading to potential resource looting or vandalism activities. Additionally, damage to improperly curated fossil specimens may occur.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY PAL-1** **Paleontological Mitigation Plan (PMP):** It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using

final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery.

The PMP shall include a requirement for full-time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal).

The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery), and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project footprint for Malabar Yard railroad improvements while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist.

**MY PAL-2** **Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.

**MY PAL-3** **Curation:** Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections,

and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.

**Rationale** Malabar Yard Mitigation Measure PAL-1 requires a qualified Paleontologist to prepare a PMP. The PMP will use final excavation plans to determine where geologic units that have a high paleontological potential would be impacted, and Metro will be required to implement the PMP prior to the start of any ground-disturbing construction activities. The PMP will include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery. The PMP will detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. If necessary, appropriate salvage measures and mitigation measures will be developed in conformance with state guidelines and best practices.

Malabar Yard Mitigation Measure PAL-2 requires Metro's qualified paleontologist to prepare a paleontological resource-focused WEAP training that will be given to all ground-disturbing construction personnel. All site workers will be required to complete WEAP training with a focus on paleontological resources, including a review of what to do in the case of an unanticipated fossil discovery, as identified in the PMP.

Malabar Yard Mitigation Measure PAL-3 requires Metro to arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils will be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist.

Implementation of Malabar Yard Mitigation Measures PAL-1 through PAL-3 would reduce impacts on paleontological impacts to a level less than significant.

## 6.1.4 Hazards and Hazardous Materials

### Create a Significant Hazard to the Public or the Environment Through the Routine Transport, Use, or Disposal of Hazardous Materials (Construction)

**Impact A** Construction of the Malabar Yard railroad improvements require the use of hazardous materials and substances. This would pose a hazard in the event that an accidental release or spill occurs. Additionally, contaminated soil and groundwater is expected to be encountered during soil excavations. Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils during construction.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY HAZ-1** **Prepare a Construction Hazardous Materials Management Plan (HMMP):** Prior to construction, an HMMP shall be prepared by the contractor that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the Project footprint for Malabar Yard railroad improvements, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; and (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200)
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).

**Rationale** Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. Implementation of Malabar Yard Mitigation Measure HAZ-1 would reduce impacts related to the routine transport, use, and disposal of contaminated soils to a level less than significant.

### Create a Significant Hazard to the Public or the Environment Through Reasonably Foreseeable Upset and Accident Conditions Involving the Likely Release of Hazardous Materials into the Environment (Construction)

**Impact B** The Malabar Yard study area contains two high-risk recognized environmental condition (REC) sites that contain documented hazardous material contamination. During construction activities, The REC sites could result in potential exposure to contaminated soil and/or groundwater or migration of contaminants. Construction activities could also have the potential to release heavy metals, herbicides, or volatile contaminant vapors.

Construction of either design option at 46th Street would include demolition of at least one building that may have structural components that contain asbestos and/or lead.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY HAZ-1** **Prepare a Construction HMMP**

**MY HAZ-2** **Prepare Phase II ESA:** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of:

- Collection of soil, groundwater, and soil vapor samples from borings, for geologic and environmental analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the Project area.
- Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPH, PCBs, and CCR Title 22 metals.

A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA recommendations. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in ESAs and evaluation of contaminated sites.

**MY HAZ-3** **Prepare a General Construction Soil Management Plan:** Prior to construction, the contractor shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported for backfill shall be certified clean per DTSC's *Information Advisory-Clean Imported Fill Material* prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:

- General worker health and safety procedures
- Dust control
- Management of soil stockpiles
- Traffic control
- Stormwater erosion control using BMPs

**MY HAZ-4** **Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP):** Prior to construction, the contractor shall prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites. The nature and extent of contamination is expected to vary widely across the Project footprint for the selected design options, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil disposal protocols
- Protocols governing the discovery of unknown contaminants
- Management of soil on properties within the Project footprint of the selected design options with known contaminants

Prior to construction on individual properties with known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities to be submitted to and approved by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property
- Mitigation and monitoring measures that are protective of site worker and public health and safety

Prior to construction, Metro or BNSF shall coordinate soil management measures and reporting activities shall be coordinated with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the Project, and each of the contaminated sites.

**MY HAZ-5** **Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered:** Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, ACM (e.g., transit pipes) encountered during the construction process.

**MY HAZ-6** **Pre-Demolition Investigation:** Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

**Rationale** Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials,

contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Malabar Yard Mitigation Measure HAZ-2 requires Metro to prepare a Phase II Environmental Site Investigation (ESA) prior to final design. The Phase II ESA will focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint that would be affected by excavation. A Phase II ESA Report will be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro will implement the recommendations in the Phase II ESA.

Malabar Yard Mitigation Measure HAZ-3 requires Metro to prepare a General Construction Soil Management Plan prior to construction. The General Construction Soil Management Plan will include general provisions for how soils will be managed within the Project footprint for the duration of construction.

Malabar Yard Mitigation Measure HAZ-4 requires Metro to prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans will include specific hazards and provisions for how soils will be managed for known contaminated sites. For individual properties with known contaminants, parcel-specific HASPs will also be prepared for submittal and approval by DTSC. The HASPs will be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Malabar Yard Mitigation Measure HAZ-5 requires contractors to halt construction work and follow procedures outlined in the HMMP and Soil Management Plans immediately upon discovery of potentially hazardous materials.

Malabar Yard Mitigation Measure HAZ-6 requires contractors to perform a pre-demolition survey to investigate the presence of hazardous building materials, in addition to an asbestos survey report conducted by a Certified Asbestos Consultant. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements.

Implementation of Malabar Yard Mitigation Measures HAZ-1 through MY HAZ-6 would reduce the potential impacts related to a release of hazardous materials during construction to a level less than significant.

### 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, Would it Create a Significant Hazard to the Public or the Environment (Construction and Indirect)

**Impact D**

**Construction Impacts:** Two REC sites with high-risk rankings were identified within the Malabar Yard study area. The close proximity of these existing RECs to potential construction activities would carry the potential for encountering contaminated soil and/or groundwater.

**Indirect Impacts:** indirect impacts could occur in the event hazardous materials migrate from the aforementioned two REC sites into other properties during construction of the Malabar Yard railroad improvements.

**Finding**

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY HAZ-1** **Prepare a Construction HMMP**

**MY HAZ-2** **Prepare a Phase II ESA**

**MY HAZ-3** **Prepare a General Construction Soil Management Plan**

**MY HAZ-4** **Prepare Parcel-Specific Soil Management Plans and HASP**

**Rationale**

Malabar Yard Mitigation Measure HAZ-1 requires Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Malabar Yard Mitigation Measure HAZ-2 requires Metro to prepare a Phase II ESA prior to final design. The Phase II ESA will focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint that would be affected by excavation. A Phase II ESA Report will be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro will implement the recommendations in the Phase II ESA.

Malabar Yard Mitigation Measure HAZ-3 requires Metro to prepare a General Construction Soil Management Plan prior to construction. The General

Construction Soil Management Plan will include general provisions for how soils will be managed within the Project footprint for the duration of construction. The topic of stormwater erosion control using BMPs will be addressed within the Soil Management Plan.

Malabar Yard Mitigation Measure HAZ-4 requires Metro to prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans will include specific hazards and provisions for how soils will be managed for known contaminated sites. For individual properties with known contaminants, parcel-specific HASPs will also be prepared for submittal and approval by DTSC. The HASPs will be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities.

Implementation of Malabar Yard Mitigation Measures HAZ-1 through MY HAZ-4 would reduce the potential for a release contaminated soil and/or groundwater during construction to a level less than significant.

## Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan (Construction)

**Impact F** Construction activities associated with the Malabar Yard railroad improvements would require temporary road closures, detours, and additional vehicles on the existing roadway network. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY TR-1** **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements:** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon.

Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular

traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible.
- Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro or the contractor shall notify City of Vernon 5 business days in advance of street closures, detours, or temporary lane reductions.

**Rationale**

Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce the impact associated with emergency response and access to a level less than significant.

## 6.1.5 Hydrology and Water Quality

### Violate Any Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality (Construction and Operation)

**Impact A**

**Construction Impacts:** Construction of either design option at both locations of the Malabar Yard railroad improvements could exceed waste, stormwater, and non-stormwater discharge requirements and result in a significant impact on water quality if stormwater runoff is not properly managed. Grading activities could result in short-term erosion and downstream sedimentation.

Removal of existing track and ballast, including creosote ties, rails, wire, and metal materials, may also expose excavated dirt contaminated with lead, copper, chromium, and other contaminants typical of a railroad yard. Surface runoff exposure to soils containing these contaminants could reduce water quality of the Los Angeles River Reach 2. Similarly, tainted soil may be subject to erosion from storm events. Improper handling of concrete mix could be carried away by runoff and result in degradation of surface water.

**Operational Impacts:** During operation of either design option at both locations of the Malabar Yard railroad improvements, minor amounts of metals from brake dust, oil and grease would originate from train cars, which could discharge oil, grease, and other chemical pollutants into existing drainage systems.

**Finding**

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY HWQ-1**

**Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements:** During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order No. 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a

qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.

**MY HWQ-2** **Comply with Local Dewatering Requirements for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon.

**MY HWQ-3** **Comply with Local Dewatering Requirements for Contaminated Sites for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon.

**MY HWQ-4** **Prepare and Implement Industrial SWPP for Relocated, Regulated Industrial Uses for the Malabar Yard Railroad Improvements:** Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable.

**MY HWQ-5** **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements:** For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges

Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit). Metro or BNSF shall prepare a final LID report in accordance with the City of Vernon's *Low Impact Development Guidance Manual*. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.

**Rationale**

Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measures HWQ-2 and MY HWQ-3 require Metro to comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction.

Malabar Yard Mitigation Measure HWQ-4 requires Metro or BNSF to comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements.

Malabar Yard Mitigation Measure HWQ-5 requires Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 through HWQ-5 would reduce water quality impacts to a level less than significant.

**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 substantial erosion or siltation on- or off-site (Construction, Operations, and Indirect)**

**Impact 3.8-C(i)** **Construction Impacts:** If drainage is not properly managed during construction, any increases in sediment load from the construction area could lead to erosion and alterations in drainage patterns and/or flooding.

**Operational Impacts:** Reconfiguration of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.

**Indirect Impacts:** During construction and operations, implementation of any combination of design options for the Malabar Yard railroad improvements may result in potential soil erosion and may alter drainage patterns as it may be necessary for the contractor to reroute drainage around one or more construction areas to ensure that connections to existing drainage infrastructure are maintained and/or improved.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY HWQ-1** **Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements.**

**MY HWQ-5** **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements.**

**Rationale** Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction. A rain event action plan will be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration.

Malabar Yard Mitigation Measure HWQ-5 requires Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges

Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 and HWQ-5 would reduce hydrology and water quality impacts to a level less than significant.

**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:**

**iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (Construction, Operations, and Indirect)**

**Impact 3.8-C(iii)** **Construction Impacts:** During construction of either design option at both locations of the Malabar Yard railroad improvements, excavated soils would be exposed, resulting in increased potential for soil erosion. Additionally, excavated soils would likely be contaminated, and if not properly managed, hazardous materials and waste may be spilled or leaked and has the potential to be transported via stormwater runoff.

**Operational Impacts:** The Malabar Yard study area is largely covered with impervious surfaces and any reconstruction of impervious surfaces could affect stormwater runoff if not properly designed for and managed throughout operation.

**Indirect Impacts:** Construction of any combination of design options for the Malabar Yard railroad improvements may result in changes to existing drainage patterns within the Project footprint for the design options, which may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY HWQ-1** **Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements**

**MY HWQ-5** **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements**

**MY HAZ-1** **Prepare a Construction Hazardous Materials Management Plan (HMMP)**

**Rationale** Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measure HWQ-5 would require Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Malabar Yard Mitigation Measure HAZ-1 would require Metro to prepare an HMMP prior to construction. The HMMP will outline provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal.

Implementation of Malabar Yard Mitigation Measures HWQ-1, HWQ-5, and HAZ-1 would reduce hydrology and water quality impacts to a level less than significant.

## 6.1.6 Public Services

### Would the Project Result in Substantial Adverse Physical Impacts Associated with the Provision of New or Physically Altered Governmental Facilities, 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 Public Services (Construction)

**Impact A** During construction of the Malabar Yard railroad improvements, increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY TR-1** **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

**Rationale** Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). Implementation of Malabar Yard Mitigation Measure TR-1 would reduce the impact associated with emergency response and access to a level less than significant.

## 6.1.7 Transportation

### Conflict with a Program Plan, Ordinance or Policy Addressing the Circulation System, Including Transit, Roadway, Bicycle and Pedestrian Facilities (Construction and Indirect)

**Impact A** **Construction and Indirect Impacts:** Construction of the Malabar Yard railroad improvements would result in construction-related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures. The temporary road closures within the traffic study area may potentially affect public transit and other non-motorized modes of travel. Construction of any combination of design options would require detour routes and temporary traffic disruptions that may cause decreased performance for transit operators or subject pedestrians and bicyclists to hazardous conditions near work zones.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY TR-1** **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

**Rationale** Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested

areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with conditions for transit operators and pedestrians and bicyclists to a level less than significant.

### Substantially Increase Hazards Due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)? (Construction)

**Impact C** Construction activities would require temporary road closures and would result in temporary construction-related roadway hazards in the traffic study area to motorists, pedestrians, and bicyclists.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY TR-1** **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

**Rationale** Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with temporary construction-related roadway hazards to a level less than significant.

### Result in Inadequate Emergency Access (Construction)

**Impact D** Construction activities would require temporary road closures, detours, and additional vehicles on the existing roadway network which may impede access for emergency responders throughout construction. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY TR-1** **Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements**

**Rationale** Malabar Yard Mitigation Measure TR-1 requires the preparation and implementation of a TMP for Malabar Yard railroad improvements to minimize construction-related vehicular and non-vehicular traffic impacts during peak hours. During planned closures, traffic would be re-routed to adjacent streets via clearly marked detours and notice would be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP would also identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. Implementation of Malabar Yard Mitigation Measure TR-1 would reduce impacts associated with emergency access to a level less than significant.

## 6.1.8 Tribal Cultural Resources

### Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource, Defined in Public Resources Code § 21074 as Either a Site, Feature, Place, Cultural Landscape That is Geographically Defined in Terms of the Size and Scope of the Landscape, Sacred Place, or Object with Cultural Value to a California Native American tribe (Construction and Indirect)

**Impact A (i, ii)** **Construction Impacts:** No archaeological resources have been identified within or near the ADI for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain previously unrecorded and buried archaeological sites, which may also qualify as tribal cultural resources.

**Indirect Impacts:** Even though the construction site would be fenced and off limits to the general public, indirect impacts may still result from increased accessibility to previously unrecorded and buried archaeological resources (which may also qualify as tribal cultural resources) by construction personnel that could lead to resource looting or vandalism activities.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

### Mitigation Measures

**MY CUL-1** **Preparation of an Archaeological Treatment Plan (ATP)**

**Rationale** Malabar Yard Mitigation Measure CUL-1 requires Metro's qualified archaeologist to develop an ATP that details the treatment and management for known historical resources, determines thresholds of significance for each of the feature types encountered, and the process for treating unanticipated discoveries. Metro will retain archaeological monitors who will be supervised by a qualified archaeologist who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis a and evaluation of the types of material anticipated to be encountered, outlined in the ATP. The ATP will also contain provisions for the development of a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52 and other potential stakeholders. Additionally, a qualified archaeologist will be retained by Metro to prepare a cultural resource-focused WEAP training that will be given to all ground-disturbing construction personnel to minimize harm to archaeologically sensitive areas and any previously undiscovered archaeological resources. The ATP will also include a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction.

Upon implementation of Malabar Yard Mitigation Measure CUL-1, impacts would be reduced to a level less than significant.

## 6.1.9 Utilities and Service Systems

**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**

**Have Sufficient Water Supplies Available to Serve the Project and Reasonably Foreseeable Future Development During Normal, Dry and Multiple Dry Years**

**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 (Construction and Operations)**

**Impact A-C** **Construction Impacts:** Construction of the Malabar Yard railroad improvements would require grading and excavation which could have direct impacts on prevailing drainage patterns and the rate and volume of stormwater runoff entering the public storm drain system. Although the grading and excavation would be minimal due to the existing grade of the Project footprint for the design options considered and extent of proposed improvements, construction-related changes in drainage patterns, including changes to the

volume and rate of runoff, may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.

**Operational Impacts:** Any reconstruction of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.

**Finding** (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect.

## Mitigation Measures

**MY HWQ-1** **Prepare and Implement an SWPP for the Malabar Yard Railroad Improvements**

**MY HWQ-5** **Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements**

**Rationale** Malabar Yard Mitigation Measure HWQ-1 requires Metro to comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. The contractor will implement all required aspects of the SWPPP during Project construction.

Malabar Yard Mitigation Measure HWQ-5 would require Metro or BNSF to comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit) for the Malabar Yard railroad improvements in the City of Vernon.

Implementation of Malabar Yard Mitigation Measures HWQ-1 and MY HWQ-5 would reduce impacts on existing storm drains and stormwater facilities to a level less than significant.

# 6.2 Environmental Impacts Found to be Significant and Unavoidable

## 6.2.1 Transportation

### Substantially Increase Hazards due to a Geometric Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment) (Operations)

**Impact C** The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. While blocking an intersection is not a legal vehicular maneuver, the increase in queue at this location may introduce a potential roadway hazard.

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

### Mitigation Measures

**MY TR-6** **Obtain Required Approvals for At-Grade Railroad Crossings:** For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a Formal Application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 *CEQA Compliance*, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR.

**Rationale** Malabar Yard Mitigation Measure TR-6 requires Metro and BNSF to obtain all required approvals from the City of Vernon and submit a formal application to the CPUC to minimize potential roadway hazards at existing and new at-grade railroad crossings.

Malabar Yard Mitigation Measure TR-6 minimizes the potential roadway hazard as effectively as possible; however, further coordination with CPUC and the City of Vernon is required during subsequent phases of design to establish the level of effectiveness for this mitigation measure. Through the CPUC coordination and approval process, field diagnostics and additional roadway safety analysis are required to be conducted at each at-grade crossing location to maximize safety for vehicular and non-vehicular roadway users. Potential roadway safety devices that may be considered for future implementation include queue cutter traffic signals or pre-signals for the new railroad crossing on Seville Avenue. These measures do not reduce the queue; however, would

prevent vehicle queueing from occurring on the tracks that currently extend across Seville Avenue south of New Railroad Crossing #5. Impacts would remain significant and unavoidable.

### Result in inadequate emergency access (Operations)

**Impact D** A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may impede access for emergency responders.

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

### Mitigation Measures

**MY TR-6** **Obtain Required Approvals for At-Grade Railroad Crossings**

**Rationale** Malabar Yard Mitigation Measure TR-6 requires Metro and BNSF to obtain all required approvals from the City of Vernon and submit a formal application to the CPUC to minimize potential roadway hazards at existing and new at-grade railroad crossings.

Malabar Yard Mitigation Measure TR-6 minimizes the potential roadway hazard; however, to establish the level of effectiveness of this mitigation measure, further coordination with CPUC and the City of Vernon is required. Impacts would remain significant and unavoidable.

## 6.3 Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact

CEQA does not require findings to be adopted for impacts that are determined to be less than significant or no impact. Table 6-1 identifies the environmental impacts found to be less than significant or no impact.

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Aesthetics | A) Have a substantial adverse effect on a scenic vista? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | C) 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |
| | D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |
| Agriculture and Forestry Resources | A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?<br>B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?<br>C) Conflict with existing zoning for, or cause rezoning of, Forest Land (as defined in PRC Section (12220(g)), timberland (as | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | defined by PRC 4526), or timberland-zoned Timberland Production (as defined by CGC Section 51104(g))?<br>D) Result in the loss of forest land or conversion of forest land to non-forest use?<br>E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of Forest Land to non-forest use? | |
| Air Quality | A) Conflict with or obstruct implementation of the applicable air quality plan? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |
| | B) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |
| | C) Expose sensitive receptors to substantial pollutant concentrations? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| | D) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |
| Biological Resources | A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a | Operation – Less than Significant |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | |
| | E) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | F) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | G) 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? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| | H) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Operation – No Impact<br>Indirect – No Impact |
| | I) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Cultural Resources | A) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | Construction – Less than Significant |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | | Operation – Less than Significant<br>Indirect – No Impact |
| | B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | Operation – Less than Significant |
| | C) Disturb any human remains, including those interred outside of dedicated cemeteries? | Operation – Less than Significant |
| Energy | A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| | B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| Geology and Soils | A) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:<br>i. 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 known fault? Refer to Division of Mines and Geology Special Publication 42.<br>ii. Strong seismic ground shaking?<br>iii. Seismic-related ground failure, including liquefaction?<br>iv. Landslides? | Construction – Less than Significant<br>Operation – Less than Significant |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | B) Result in substantial soil erosion or the loss of topsoil? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| | C) 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? | Indirect – Less than Significant |
| | D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property? | Operation – Less than Significant<br>Indirect – Less than Significant |
| | E) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | Operation – No Impact |
| Greenhouse Gas Emissions | A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| | B) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Hazards and Hazardous Materials | A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Operation – Less than Significant<br>Indirect – Less than Significant |
| | B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the likely release of hazardous materials into the environment? | Operation – Less than Significant<br>Indirect – Less than Significant |
| | C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | D) 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, would create an adverse hazard to the public or the environment? | Operation – Less than Significant |
| | E) 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, would the project result in a safety hazard for people residing or working in the project area? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Operation – Less than Significant<br>Indirect – Less than Significant |
| | G) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | Construction – No Impact<br>Operation – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | | Indirect – No Impact |
| Hydrology and Water Quality | A) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | B) 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:<br>ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| | iv. impede or redirect flood flows? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | C) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| | D) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Land Use and Planning | A) Physically divide an established community | Construction – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | | Operation – Less than Significant<br>Indirect – Less than Significant |
| | B) 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? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Mineral Resources | A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?<br>B) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Noise | A) 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? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| | B) Generation of excessive groundborne vibration or groundborne noise levels? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Beneficial Impact |
| | C) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Population and Housing | A) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?<br>B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Public Services | A) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:<br>iii. Schools<br>iv. Parks<br>v. Other Public Facilities | Operation – Less than Significant<br>Indirect – No Impact |
| Recreation | A) 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?<br>B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |
| Transportation | A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | Operation – Less than Significant |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | B) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| | C) Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | Indirect – Less Than Significant |
| | D) Result in inadequate emergency access? | Indirect – Less than Significant |
| Tribal Cultural Resources | A) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:<br>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?<br>ii. A resource 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | Operation – Less than Significant |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| Utilities/Service Systems | A) 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? | Indirect – No Impact |
| | B) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years? | Indirect – No Impact |
| | C) 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? | Indirect – No Impact |
| | D) 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? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| | E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | Construction – Less than Significant<br>Operation – Less than Significant<br>Indirect – Less than Significant |
| Wildfire | If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:<br>A) Substantially impair an adopted emergency response plan or emergency evacuation plan?<br>B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, | Construction – No Impact<br>Operation – No Impact<br>Indirect – No Impact |

**Table 6-1. Environmental Impacts Found to be Beneficial, Less than Significant, or No Impact from Malabar Yard Railroad Improvements**

| Environmental Resource Area | Appendix G Threshold | Impact Determination |
|---|---|---|
| | pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?<br>C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?<br>D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes? | |

# 7.0 Findings Regarding Alternatives

Section 15126.6(a) of the CEQA Guidelines requires the discussion of "a reasonable range of alternatives to a project, or the location of a 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 following alternatives to the Project were considered during preparation of the Draft EIR in 2019:

- No Project/No Build Alternative
- Build Alternative
- Reduced Historic Impact Alternative

No changes to the findings regarding the alternatives to the Project that were considered under CEQA were part of the Final SEIR. Any changed circumstances addressed in the Final SEIR that avoid or substantially lessen any of the significant effects of the project are discussed as part of the refinements to the Modified Proposed Project considered in the Final SEIR, rather than a new alternative.

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# 8.0 Findings Regarding Mitigation Measures

Metro has considered every mitigation measure recommended in the Final SEIR. To the extent that these Supplemental Findings conclude that the mitigation measures outlined in the Final SEIR are feasible and have not been modified, superseded, or withdrawn, Metro hereby binds itself to implement, or as appropriate, require implementation of these measures. These Supplemental Findings, in other words, are not merely information, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Project. The mitigation measures are referenced in the Final Revised Mitigation Monitoring and Reporting Program adopted concurrently with these Supplemental Findings and will be effectuated through the process of constructing and implementing the Project.

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# 9.0 Statement of Overriding Considerations

The Link Union Station Project Final SEIR and the Supplemental Findings conclude that implementing the Modified Proposed Project will result in certain significant impacts to the environment that cannot be avoided or substantially lessened with the application of feasible mitigation measures or feasible alternatives. This Statement of Overriding Considerations is therefore necessary to comply with Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093(a) and (b). Metro is required to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. The significant and unavoidable impacts and the benefits related to the Modified Proposed Project and Supplemental Findings are described below. The [board] has carefully weighed these impacts and benefits and finds that each of the benefits of implementing the Modified Proposed Project, independently of the other described benefits, outweigh the significant and unavoidable environmental impacts.

## 9.1 General Findings on Significant and Unavoidable Impacts Associated with the Modified Proposed Project

Based upon the Final SEIR, the CEQA Findings of Fact contained herein, and the evidentiary materials supporting these documents, Metro finds that implementing the Modified Proposed Project and Malabar Yard Railroad Improvements could result in the following list of significant and unavoidable impacts to the environment:

- **Air Quality** (Modified Proposed Project and Malabar Yard Railroad Improvements)
    - Construction emissions associated with the Modified Proposed Project would exceed SCAQMD's daily criteria pollutant threshold for $NO_x$, $PM_{10}$, and $PM_{2.5}$.
    - Combined total emissions from construction activities of the Modified Proposed Project and Malabar Yard railroad improvements would exceed SCAQMD's daily criteria pollutant threshold for $PM_{10}$.
- **Noise** (Modified Proposed Project)
    - Construction related noise would exceed the City's applicable noise threshold at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center.
- **Transportation** (Malabar Yard Railroad Improvements only)
    - Throughout operations, implementation of the Malabar Yard railroad improvements would cause a potential roadway hazard due to queuing which may also impede access for emergency responders and increase response times.

With the approval of the Modified Proposed Project and Malabar Yard Railroad Improvements and the adoption of the CEQA Findings of Fact, Metro has committed to implement the mitigation measures identified for the Modified Proposed Project and Malabar Yard Railroad Improvements to ensure that significant impacts are mitigated to a less than significant level to the extent feasible, and that the Project's contribution to cumulative impacts is minimized and mitigated to the extent feasible. Metro finds that the mitigation measures adopted with the Findings are the appropriate measures to approve at this time as they apply to the Modified Proposed Project and Malabar Yard Railroad Improvements.

Metro further finds that while the mitigation measures it adopts will substantially lessen or avoid many of the significant environmental impacts discussed in the Final SEIR and mitigation measures adopted to address one area may result in beneficial effects in other subject areas, the above impacts will not be mitigated to a less than significant level and will remain significant and unavoidable.

Metro finds that each of the following specific benefits and considerations of the Modified Proposed Project and Malabar Yard Railroad Improvements, separately and independently, outweigh the unavoidable adverse environmental effects, and each one is an overriding consideration independently warranting approval. Metro finds that the significant and unavoidable impacts of the Modified Proposed Project and Malabar Yard Railroad Improvements are overridden by each of these individual considerations standing alone. The significant and unavoidable environmental effects remaining after adoption of mitigation measures are considered acceptable in light of these significant benefits of the Modified Proposed Project and Malabar Yard Railroad Improvements, as described in this Statement of Overriding Considerations.

## 9.2 Overriding Considerations for the Modified Proposed Project and Malabar Yard Railroad Improvements

There are numerous considerable benefits of the Modified Proposed Project and Malabar Yard Railroad Improvements. These benefits outweigh the significant and unavoidable adverse effects of implementing the Modified Proposed Project and Malabar Yard Railroad Improvements. These benefits are in the areas of general Project benefits, land use and planning, transportation, air quality and global climate change, noise, hazardous waste and materials, economics and fiscal, safety and security, cumulative Project benefits, as well as additional community benefits for the City of Vernon, and are described below.

### 9.2.1 Modified Proposed Project

**General Project Benefits:**

- Enhanced passenger experience with new concourse, retail and other amenities and new expanded platforms

**Land Use and Planning Benefits:**

- Enhancement of neighborhood connectivity with future connections from LAUS to the Los Angeles River
- Improved pedestrian and bicycle facilities, linkages to surrounding neighborhoods, and access to transit

**Transportation Benefits:**

- Improved intrastate, intercity, and local transit connectivity with High-Speed Rail; Metrolink, Amtrak, and Metro rail; Metro and municipal bus systems; and ridesharing platforms
- Improved regional connectivity with one seat rides to key destinations in Southern California
- Increased rail operational capacity to accommodate future demand
- Improved US-101 and local roadways

**Air Quality and Global Climate Change Benefits:**

- Reduced train idling times resulting in shorter wait times and fuel savings and emissions reductions per train

**Noise Benefits:**

- Reduced noise levels from existing train noise with the addition of sound walls at William Mead Homes and Care First Village

**Hazardous Waste and Materials Benefits:**

- Remediation of hazardous materials sites within the project area

**Economic and Fiscal Benefits:**

- Creation of future retail and transit-serving amenities and other transit-oriented development
- Generation of an estimated 4,500 temporary jobs per year over a 5-year construction period and 200+ permanent jobs

**Safety and Security Benefits:**

- Improved pedestrian access with enhanced mobility options and safety features

**Cumulative Project Benefits:**

- Indirect contribution to cumulative benefits for the region, including a reduction of greenhouse gas emissions and vehicle miles traveled in the region

### 9.2.2 Malabar Yard Railroad Improvements

**Transportation Benefits:**

- Fewer daily train movements in Vernon, decreased local emissions, minimized traffic delays
- Improved citywide circulation
  - Optimized emergency response (reduced delay at intersections results in a 5-minute improvement)
  - Reduced intersection blockage on local roadways (30-minute improvement) due to less train building on City streets reduces intersection blockage

**Air Quality and Global Climate Change Benefits:**

- Reduced fuel consumption by rail and associated rail emissions
- Redistribution of train movements would shift some freight rail activity away from sensitive receptors, such as the Vernon City School and the residences on Furlong Place

**Economic and Fiscal Benefits:**

- Up to 143 and 151 temporary jobs are anticipated to be generated, along with $9.4 to $9.7 million is labor income, and $3.3 to $3.5 million in total federal, state, and local tax revenues generated.

**Safety and Security Benefits:**

- Improved traffic control with road restriping to maintain traffic flow, AI-based traffic control system, and pan-tilt-zoom smart cameras to monitor traffic, roads, intersections, and enable first responders to quickly identify incidents

**Additional Community Benefits:**

- Train detection cameras that provides real-time local emergency dispatch to identify trains approaching at-grade rail crossings
- Upgraded communications and radio systems and a mobile Emergency Operations Center to provide rapid deployment to disaster areas or large-scale events while contributing to faster, more effective emergency response efforts

- Enhanced community features with crosswalk improvements to improve visibility and enhance pedestrian and driver safety, bus shelters to improve accessibility, convenience, comfort and provide weather protection for passengers
- Quiet zone Infrastructure to reduce train horn noise, promote safety, enhance pedestrian connectivity, and improve quality of life for existing and future residents and businesses

## 9.3 Conclusion

The Modified Proposed Project and Malabar Yard railroad improvements will result in certain significant impacts to the environment that cannot be avoided or substantially lessened with the application of feasible mitigation measures or feasible alternatives, as disclosed in the Final SEIR. Metro finds, however, that the benefits of the Modified Proposed Project and Malabar Yard railroad improvements described above outweigh the unavoidable adverse environmental effects against the Modified Proposed Project and Malabar Yard railroad improvements substantial environmental benefits, which render the adverse environmental effects acceptable.

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# 10.0 References

Los Angeles County Metropolitan Transportation Authority (Metro). 2024. *Draft Supplemental Environmental Impact Report.* Link Union Station. Prepared by HDR Engineering, Inc.

——— 2025. *Final Supplemental Environmental Impact Report.* Link Union Station. Prepared by HDR Engineering, Inc.

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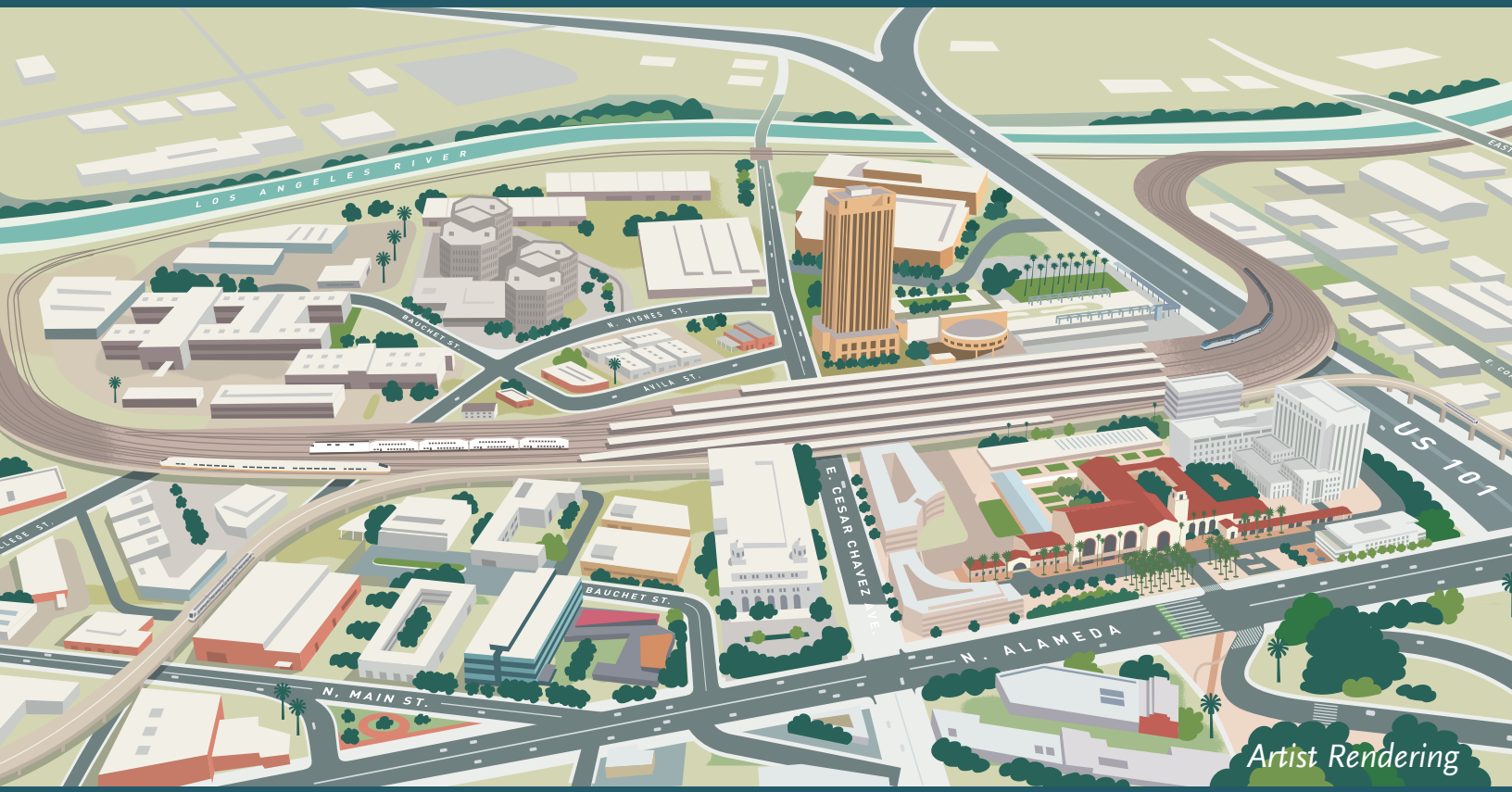
**REVISED**
**Attachment D**

# Link Union Station

## Final Supplemental Environmental Impact Report

### Final Revised Mitigation Monitoring and Reporting Program

State Clearinghouse No. 2016051071
*October 2025*




Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

Metro

## CONTENTS



## TABLES

## ACRONYMS

| | |
|---|---|
| AB | Assembly Bill |
| BMP | best management practice |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CGP | construction general permit |
| CHC | Cultural Heritage Commission |
| CHSRA | California High-Speed Rail Authority |
| CRMMP | Cultural Resource Mitigation and Management Plan |
| DTSC | Department of Toxic Substance Control |
| EIR | environmental impact report |
| ESA | environmental site assessment |
| FTA | Federal Transit Administration |
| HABS | Historic American Buildings Survey |
| HACLA | Housing Authority of the City of Los Angeles |
| HCM | Historic-Cultural Monument |
| HMMP | Hazardous materials management plan |
| HSR | High-Speed Rail |
| IGP | industrial general permit |
| LA | Los Angeles |
| LABOE | Los Angeles Bureau of Engineering |
| LADOT | City of Los Angeles Department of Transportation |
| LAHCM | Los Angeles Historic-Cultural Monument |
| LAUS | Los Angeles Union Station |
| LID | low impact development |
| LOSSAN | Los Angeles-San Diego-San Luis Obispo |
| LUC | Land Use Covenant |
| MBTA | Migratory Bird Treaty Act |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| MMRP | Mitigation Monitoring and Reporting Program |
| MOU | memorandum of understanding |
| NAHC | Native American Heritage Commission |
| NPDES | National Pollutant Discharge Elimination System |
| OHR | Office of Historic Resources |
| OSHA | Occupational Safety and Health Administration |
| PAH | polynuclear aromatic hydrocarbon |
| PMP | Paleontological Mitigation Plan |
| PRC | Public Resources Code |
| RIO | River Improvement Overlay District |
| ROW | right-of-way; |
| RWQCB | Regional Water Quality Control Board |
| SCAQMD | South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion |
| SCRRA | Southern California Regional Rail Authority |
| SEIR | Supplemental Environmental Impact Report |

| | |
|---|---|
| SWRCB | State Water Resources Control Board |
| SWPPP | stormwater pollution prevention plan |
| TMP | traffic management plan |
| TPH | total petroleum hydrocarbons |
| VOC | volatile organic compound |
| WEAP | worker environmental awareness program |

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# 1.0 Introduction

Consistent with Section 21081.6 of the Public Resources Code, it is required that a lead agency adopts a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted to mitigate or avoid significant effects on the environment" (Section 15097 of the California Environmental Quality Act [CEQA] Guidelines provides additional direction on mitigation monitoring or reporting). As CEQA lead agency, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The measures contained in the MMRP were developed by Metro in consultation with appropriate agencies, as well as with input received from the public.

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final Environmental Impact Report (EIR) (June 2019), and any subsequent addenda including CEQA Addendum No. 1 (October 2021), and the Final Supplemental Environmental Impact Report (SEIR) (October 2025) are implemented, effectively minimizing the identified environmental effects.

Table 1 includes the mitigation measures and Offsetting Mitigation Measures (OMMs) for the CEQA Modified Proposed Project considered in the Final SEIR. Table 2 includes mitigation measures and OMMs for the Malabar Yard railroad improvements. The OMMs are tracked similar to the mitigation measures in the Final SEIR. One OMM was added to Table 1 for the Modified Proposed Project and eleven OMMs were added to Table 2 for the Malabar Yard railroad improvements.

Minor changes and refinements to the mitigation measures that resulted after Metro's approval of CEQA Addendum No.1 in October 2021 are indicated by strikeout (deleted) and underline (inserted) markings in Table 1 and Table 2 below. Each mitigation measure identified in Table 1 and Table 2 is categorized by topic and corresponding number, with identification of:

- Compliance Action/Deliverable – The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure has been implemented.
- Responsible Party – The entity accountable for implementing the action/deliverable.
- Enforcement Agency – The entity accountable for overseeing the implementation of mitigation.
- Implementation Phase (A or B) – The phase of the project when implementation would occur (as applicable for Modified Proposed Project only).
- Monitoring/Compliance Schedule – The compliance/monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Schedule" column. Instead, schedule describes a logical succession of events (e.g., prior to construction, construction).

- Verification of Compliance – The monitor verifies completion of the particular mitigation measure by initialing and dating this column. Conclusion of the monitoring program concludes when all required signatures are obtained in the Verification of Compliance column.

Metro will implement an Environmental Management System consisting of strategic planning, policies, and procedures; organizational structure; staffing and responsibilities; milestones; schedule; and resources devoted to achieving Metro's environmental commitments. The Environmental Management System will also track the implementation of environmental requirements and compliance reports. This system will rely on data from the construction manager/general contractor, consultants, pre-construction services and permitting activities, monitoring, inspections, and other compliance activities. This process will be managed by Metro to demonstrate compliance activities and progress relevant to their regulatory requirements.

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| ***Land Use and Planning*** | | | | | | | | |
| **LU-1** | **Enhance Neighborhood Connectivity:** Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro's LA River Path Project, and Metro's Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional right-of-way and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge over US-101 could be constructed in addition to the new bicycle lanes described above. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A or B | During Final Design of these specific improvements | — | — |
| | | Prepare infrastructure plans for review and approval by the City of Los Angeles | Metro | City of Los Angeles | Phase A or B | During Final Design of these specific improvements | — | — |
| | | Implement either Class II or IV type bike lanes along Commercial Street from Alameda Street to Center Street | Contractor | City of Los Angeles | Phase A or B | Construction | — | — |
| ***Transportation and Traffic*** | | | | | | | | |
| **TR-1** | **Prepare a Construction TMP:** During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.<br><br>The street closure schedules in the construction TMP shall be coordinated among ~~between~~ the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:<br>• Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.<br>• Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.<br>• Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.<br>• Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare TMP | Contractor | Metro/City of Los Angeles/Caltrans | Phase A and B | Prior to Construction | — | — |
| | | Implement TMP during construction | Contractor | Metro/City of Los Angeles/Caltrans | Phase A and B | Construction | — | — |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | • Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.<br>• Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.<br>• Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS. | | | | | | | |
| TR-2 | **Prepare Rail Operations Temporary Construction Staging Plan:** During final engineering design and prior to construction, Metro shall prepare a memorandum of understanding (MOU) with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols shall ~~would~~ be incorporated into applicable construction documents (plans and specifications).<br>Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor ~~would~~ implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance.<br>Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met. | Prepare MOUs | Metro | Current Rail Operators (SCRRA, LOSSAN, Amtrak) | Phase A and B | Prior to Construction | — | — |
| | | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare temporary construction service plans | Metro/Contractor | Metro and Current Rail Operators (SCRRA, LOSSAN, Amtrak) | Phase A and B | Prior to Construction | | |
| | | Participate in weekly construction coordination meetings | Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency | Metro | Phase A and B | During Construction | — | — |
| TR-3 | **Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street):** Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:<br>• **49th Street Closure:** Closure of the 49th Street at-grade railroad crossing would accommodate approximately 3,350 track feet of freight storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at grade crossing at 49th Street shall be implemented.<br>• **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.<br>The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts. | Closure of 49th Street and construction of the 46th Street Connector | Metro/Contractor | Metro | Phase A | During Construction | | |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
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| | | | | | | | Initial | Date |
| ***Aesthetics*** | | | | | | | | |
| **AES-1** | **Aesthetic Treatments:** Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro. | Coordinate with HACLA on aesthetic enhancements | Metro | Metro | Phase B | During Final Design | — | — |
| | | Incorporate aesthetic treatments into applicable construction documents (plans and specifications) | Metro | Metro | | During Final Design | — | — |
| | | Apply aesthetic treatments | Contractor | City of Los Angeles (HACLA) | | During Construction | — | — |
| **AES-2** | **Minimize Nighttime Work and Screen Direct Lighting:** Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | Prior to Construction | — | — |
| | | Direct light toward the construction area and install temporary shields (as needed) | Contractor | Metro | | During Construction | — | — |
| **AES-3** | **Screen Direct Lighting and Glare:** During final design, all new or replacement lighting shall comply with *Metro Rail Design Criteria* (Metro 2013), SCRRA *Design Criteria Manual* (SCRRA 2014), Illuminating Engineering Society standards (Illuminating Engineering Society 2011a, 2011b, 2014), maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11), and Leadership in Energy and Environmental Design® (LEED®) standards for new construction. In addition, all permanent lighting ~~maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11) and~~ shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts. | Incorporate lighting, screening, and glare requirements into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Install permanent lighting that meets CalGreen requirements directed away from residences and install screening elements as needed. | Contractor | Metro | | During Construction | — | — |

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| ***Air Quality and Global Climate Change*** | | | | | | | | |
| **AQ-1** | **Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:<br>• Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.<br>• Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.<br>• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.<br>• Securely cover trucks when hauling materials on or off site.<br>• Stabilize the surface of dirt piles if not removed immediately.<br>• Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.<br>• Minimize unnecessary vehicular and machinery activities.<br>• Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.<br>• Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.<br>The following measures shall also be implemented to reduce construction emissions:<br>• The construction contractor shall prepare and update on a monthly basis ~~Prepare~~ a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.<br>• Ensure that all construction equipment is properly tuned and maintained.<br>• Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.<br>• Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.<br>• Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.<br>These control techniques shall be included in project specifications and shall be implemented by the construction contractor. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Implement dust control measures | Contractor | Metro | | During Construction | — | — |

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| | | | | | | | Initial | Date |
| AQ-2 | **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.<br><br>In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Use construction equipment that meets Tier 4 exhaust emissions standards. | Contractor | Metro | | During Construction | — | — |
| AQ-3 | **Adaptive Air Quality Mitigation Plan:** Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.<br><br>Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.<br><br>On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the ~~p~~ Project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the ~~p~~ Project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union Station, and California State Transportation Agency, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the P~~p~~roject study area.<br><br>After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the P~~p~~roject study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the P~~p~~roject study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.<br><br>Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with | Prepare an Adaptive Air Quality Mitigation Plan | Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency | Metro, in coordination with SCAQMD | Phase A and B | Prior to implementation of run-through service | — | — |
| | | Compile current train schedules/Determine actual train movements | Metro | Metro | | Annually by November 1 through 2040 | — | — |
| | | Retain air quality specialist to conduct annual emissions inventory | Metro | Metro | | Annually by November 1 through 2040 | — | — |
| | | Prepare Annual Report | Metro | Metro | | Annually by December 31 through 2040 | — | — |
| | | Incorporate rail fleet emerging technology requirements into existing and/or future funding and/or operating agreements with provisions that require regional and intercity rail operators to replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features or reduce train movements through LAUS (only if Annual Report identifies an increase in health risks | Metro, in coordination with SCRRA, Amtrak and LOSSAN Rail Corridor Agency | Metro, in coordination with SCAQMD | | Within 60 days of completing Annual Report (if SCAQMD thresholds are anticipated to be exceeded) | — | — |

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|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:<br>• Electric multiple unit systems.<br>• Diesel multiple units.<br>• Battery-hybrid multiple units.<br>• Renewable diesel and other alternative fuels.<br>Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Pproject study area. | associated with diesel pollutant concentrations that would exceed SCAQMD thresholds) | | | | | | |
| ***Noise and Vibration*** | | | | | | | | |
| **NV-1** | **Construct Sound Walls:** ~~Prior to reaching forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770trains),~~As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct ~~a~~ two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad right-of-way and shall extend ~~up~~ to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad right-of-way and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. ~~Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.~~ | Incorporate design requirements into sound wall | Metro | Metro | Phase B | During Final Design | — | — |
| | | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | | During Final Design | — | — |
| | | Construct sound wall | Contractor | Metro | | During Construction | — | — |
| **NV-2** | **Employ Noise- and Vibration-Reducing Measures during Construction:** The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:<br>• Design considerations and project layout:<br>○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction ~~noisy~~ activities and noise-sensitive receivers.<br>○ Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.<br>○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.<br>○ When in use, ~~Site~~ locate equipment on the construction site as far away from noise-sensitive sites as possible. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Implement noise and vibration reduction measures | Contractor | Metro | | During Construction | — | — |
| | | Monitor noise and vibration levels at William Mead Homes and Mozaic Apartments during the loudest/most vibration intensive activities and notify Metro if FTA criteria is exceeded | Metro | Metro | | During Construction | — | — |

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| | | | | | | | Initial | Date |
| | ○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (~~i.e.,~~ e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).<br>• Sequence of operations:<br>○ Restrict pile driving to daytime periods.<br>○ Combine ~~noisy~~ loud operations to occur in the same time period.<br>▪ The total noise level produced would not be ~~significantly~~ substantially greater than the level produced if the operations were performed separately.<br>○ Avoid nighttime activities to the maximum extent feasible.<br>▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods.<br>• Alternative construction methods:<br>○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.<br>▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.<br>○ Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.<br>○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).<br>○ Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.<br>In an effort to keep construction noise levels below FTA's construction noise ~~or~~ and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities~~, approximately~~). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther ~~further~~ away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above). | Implement additional noise reduction methods (if FTA's construction noise and vibration criteria are exceeded) | Contractor | Metro | | During Construction | — | — |
| **NV-3** | **Prepare a Community Notification Plan for Project Construction:** To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare community notification plan/Identify project liaison | Contractor | Metro | | Prior to Construction | — | — |

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|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| | Mail information packets to all residences within 500 feet of construction area | Contractor | Metro | | During Construction | — | — |
| ***Biological Resources*** | | | | | | | |
| **BIO-1** **Bats:** Preconstruction surveys for roosting special-status bats (including western mastiff bats and western yellow bats) and other native bat species shall be conducted by a Metro-approved qualified bat biologist within 2 weeks prior to construction. Surveys shall be conducted where suitable habitat and/or bridge structures that will be removed or that will have modifications to the substructure are present. All locations with suitable roosting habitat (including potential maternity roosts) shall be surveyed using an appropriate combination of structure inspection, exit counts, acoustic surveys, or other suitable methods. Surveys shall be conducted during the appropriate season and time of day/night to ensure detection of day- and night-roosting bats (i.e., preferably one daytime and one nighttime survey shall be conducted at each location with suitable roosting habitat during the maternity season, May 1 through August 31). If no roosts are detected, trees that provide suitable roosting habitat may be removed under the guidance of the qualified bat biologist.<br><br>If a roost is detected, passive exclusion shall include monitoring the roost for 3 days to determine if the roost is active. If the roost is determined to support a reproductive female with young, the roost shall be avoided until it is no longer active. If the roost remains active during the 3 monitoring days and observations confirm it is not a maternity colony, a temporary bat exclusion device shall be installed under the supervision of a CDFW-~~Metro~~-approved qualified bat biologist. At the discretion of the biologist, based on his or her expertise, an alternative roosting structure(s) may be constructed and installed prior to the installation of exclusion devices. Exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young inside during the summer months or torpid (overwintering) individuals during the winter. If it cannot be determined whether an active roost site supports a maternity colony, the roost site shall not be disturbed, and construction within 300 feet shall be postponed or halted until the roost is vacated and the young are volant (able to fly). Exclusion efforts shall be monitored on a weekly basis and continued for the duration of project construction activities and removed when no longer necessary.<br><br>The following avoidance and minimization measures shall be implemented during construction:<br>• All work conducted on bridges shall occur during the day. If this is not feasible, lighting and noise shall be directed away from night roosting and foraging areas.<br>• Combustion equipment (such as generators, pumps, and vehicles) shall not be parked or operated under a bridge. Construction personnel shall not be present directly under a roosting colony. Construction activities shall not severely restrict airspace access to the roosts.<br>• Removal of mature trees that provide suitable bat roosting habitat shall be conducted outside of the maternity season (May 1 through August 31); that is, removal shall be conducted between September 1 and April 30. Because bats may be present in a torpid state during the winter, suitable roosting habitat shall be removed before the onset of cold weather, generally when temperatures drop below 40 degrees Fahrenheit, (approximately November 1) or as determined by a qualified bat biologist). Should removal of mature trees that provide suitable bat roosting habitat be necessary after the cold weather, a qualified bat biologist shall conduct pre-construction surveys when temperatures are greater than 40 degrees Fahrenheit to ensure that bats are not present during removal.<br>• When removing palm trees, the dead fronds shall be removed first before felling the palm to allow any bats to escape. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | Retain a qualified bat biologist | Metro | Metro | | Prior to Tree Removal/Bridge Removal | — | — |
| | Conduct preconstruction bat surveys | Metro | Metro | | During Construction | — | — |
| | Implement avoidance measures and/or temporary bat exclusion devices (only if a roost with active nest is detected) | Metro | Metro | | During Construction | — | — |

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| **BIO–2** | **MBTA Species:** Vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW ~~Metro~~ approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within 72 hours ~~7 days~~ prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.<br><br>Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.<br><br>In addition, if work on existing bridges with potential nest sites that will be removed or will have modifications to the substructure is to be conducted between February 1 and September 30, all bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. ~~Nest removal~~ Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion ~~unless a nest exclusion device has already been installed~~. ~~Nest removal~~ Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction.<br><br>All Project personnel and contractors who will be on site during construction shall complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on biological and potentially jurisdictional resources. At a minimum, the training shall include the following topics: (1) locations where special-status species may occur; (2) the purpose for resource protection; (3) protective measures to be implemented in the field; (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Retain a qualified bird biologist | Metro | Metro | | Prior to Construction | — | — |
| | | Conduct preconstruction bird surveys | Metro | Metro | | Within 7 days prior to vegetation removal | — | — |
| | | Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys) | Contractor | Metro | | Prior to vegetation removal until nest is no longer active | — | — |
| | | Install exclusionary devices (only if suitable nests are identified during preconstruction surveys) | Contractor | Metro | Phase B | Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue) | — | — |
| | | Remove bird nests | Contractor | Metro | Phase B | Prior to February 1 (before bridge modifications at Vignes Street and Cesar Chavez Avenue) | — | — |
| **BIO-3** | **Protected Trees:** Preconstruction surveys for protected trees (native trees 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873 ~~177404~~), and LA Metro's Tree Policy. ~~Preservation of Protected Trees of the City of Los Angeles' municipal code,~~ including oaks (Valley Oak [*Quercus lobata*], California Live Oak [*Quercus agrifolia*], or any other tree of the oak genus indigenous to California but excluding the Scrub Oak [*Quercus berberidifolia*]), southern California black walnut (*Juglans californica*), western sycamore (*Platanus racemora*), and California bay (*Umbellularia californica*)~~,~~ shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 | Retain a registered arborist to conduct preconstruction surveys and prepare a Protected Tree Report | Metro | Metro | Phase A and B | 180 days prior to Construction | — | — |
| | | Conduct preconstruction protected tree surveys | Metro | Metro | | 120 days prior to Construction | — | — |

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|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps to determine which trees may be protected in accordance with Ordinance No. 186873~~177404~~. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the City of Los Angeles Department of Public Works. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the City of Los Angeles has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring 1 inch or more in diameter, 1 foot above the base, and shall be at least 7 feet in height measured from the base. | Prepare Protected Tree Report | Metro | Metro | | Prior to Construction | — | — |
| | | Replace and/or relocate protected trees (as needed) | Metro | Metro | | Within one year of removal of protected trees | — | — |
| ***Hydrology and Water Quality*** | | | | | | | | |
| **HWQ-1** | **Prepare and Implement a SWPPP:** During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, ~~and~~ Order No. 2012-0006-DWQ, and Order No. 2022-0057-DWQ), which are currently in effect. However, during construction of the Project, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022 and will become effective on September 1, 2023~~as they relate to Project construction activities~~. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during project construction. Metro shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to ~~State Water Resources Board (~~SWRCB~~)~~ within 90 days of completion of construction and stabilization of the site. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare and submit Notice of Intent | Contractor/Metro | SWRCB | | Prior to Construction | | |
| | | Prepare SWPPP/ | Contractor | Metro/RWQCB | | Prior to Construction | — | — |
| | | Implement SWPPP (including preparation of rain event action plans) | Contractor | RWQCB | | During Construction | — | — |
| | | Prepare and submit Notice of Termination | Contractor/Metro | SWRCB | | 90 days prior to completion of construction | — | — |
| **HWQ-2** | **Final Water Quality BMP Selection (Caltrans ROW):** Metro shall comply with the provisions of the ~~Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit)~~ Caltrans MS4 Permit (Order Number 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) that was adopted June 22, 2022, and became effective January 1, 2023, and any applicable provisions of the Caltrans SWMP for long-term BMPs. This post-construction requirement shall only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans *Project Planning and Design Guide* (latest edition). | Incorporate applicable NPDES requirements (for the portions of project within Caltrans ROW) into applicable construction documents (plans and specifications) | Metro | Caltrans | Phase A and B | Final Design | — | — |
| | | Prepare a stormwater data report | Metro | Caltrans | | Final Design | — | — |
| **HWQ-3** | **Final Water Quality BMP Selection (Railroad ROW):** For the portion of the P~~p~~roject outside Caltrans ROW, and not under the jurisdiction of the City of Los Angeles, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit). | Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | Final Design | — | — |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| **HWQ-4** | **Final Water Quality BMP Selection (City of Los Angeles):** Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties ~~County, Except Those Discharges Originating from the City of Long Beach MS4~~(Order No. ~~2012-0175~~ R4-2021-0105, NPDES No. CAS0040041), effective ~~December 28, 2012~~ September 11, 2021 (known as the Phase I Permit). This post-construction requirement shall apply to the entire Project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to Project operation and maintenance. | Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | Final Design | — | — |
| | | Prepare a final LID report | Metro | City of Los Angeles | | Final Design | — | — |
| **HWQ-5** | **Comply with Local Dewatering Requirements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles~~, respectively~~. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Obtain Dewatering Permits (as needed) | Contractor | RWQCB/City of Los Angeles | | Prior to Construction (Dewatering Activities) | — | — |
| **HWQ-6** | **Comply with Local Dewatering Requirements for Contaminated Sites:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of Volatile Organic Compounds-Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites affected during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Los Angeles, respectively. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Obtain Dewatering Permits for Contaminated Sites (as needed) | Contractor | RWQCB/City of Los Angeles | | Prior to Construction (Dewatering Activities on Contaminated Sites) | — | — |
| **HWQ-7** | **Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses:** Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the project. This shall include preparation of industrial SWPPP(s), as applicable. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare Industrial SWPPP for relocated, regulated industrial uses | Contractor | RWQCB | | Prior to Construction (on Industrial Sites) | — | — |
| ***Geology and Soils*** | | | | | | | | |
| **GEO-1** | **Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following:<br>• Site preparation | Prepare final geotechnical report | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Incorporate site-specific recommendations of the final geotechnical report | Metro | Metro | | During Final Design | — | — |

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|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| • Soil bearing capacity<br>• Appropriate sources and types of fill<br>• Liquefaction<br>• Lateral spreading<br>• Corrosive soils<br>• Structural foundations<br>• Grading practices<br>The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions, and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared. | into applicable construction documents (plans and specifications) | | | | | | |
| | Construct infrastructure per the site-specific geotechnical recommendations | Contractor | Metro | | During Construction | — | — |
| ***Hazards and Hazardous Materials*** | | | | | | | |
| **HAZ-1** **Prepare a Construction Hazardous Materials Management Plan:** Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following:<br>• A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200).<br>• A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120).<br>• Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38).<br>• A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910).<br>• Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200).<br>• Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120). | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | Prior to Construction | — | — |
| | Prepare Hazardous Materials Management Plan | Contractor | Metro | | Prior to Construction | — | — |
| | Implement Hazardous Materials Management Plan | Contractor | Metro | | During Construction | — | — |

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|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| **HAZ-2** | **Prepare Project-wide Phase II ESA (based on completed Phase I ESA):** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on the completed Phase I ESA) for properties within the project footprint that would be affected by excavation. Phase II activities shall consist of:<br>• Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area.<br>• Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals.<br>A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites. | Prepare Phase II ESA Investigation | Metro | Metro | Phase A and B | Prior to Final Design | — | — |
| | | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | | Prior to Construction | — | — |
| | | Implement Phase II recommendations/findings | Contractor | Metro | | During Construction | — | — |
| **HAZ-3** | **Prepare a General Construction Soil Management Plan:** Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the project footprint for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior per DTSC's *Information Advisory Clean Imported Fill Material* to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:<br>• General worker health and safety procedures<br>• Dust control<br>• Management of soil stockpiles<br>• Traffic control<br>• Stormwater erosion control using BMPs | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare Construction Soil Management Plan (project wide) | Contractor | Metro | | Prior to Construction | — | — |
| | | Implement Construction Soil Management Plan (project wide) | Contractor | Metro | | During Construction | — | — |
| | | Provide proof of certified clean imported soil | Contractor | Metro | | During Construction | — | — |
| **HAZ-4** | **Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans:** Prior to construction, the contractor shall prepare ~~Metro shall prepare~~ parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination is expected to vary ~~varies~~ widely across the project footprint, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:<br>• Soil disposal protocols.<br>• Protocols governing the discovery of unknown contaminants.<br>• Management of soil on properties within the project footprint with LUCs or known contaminants. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites) | Metro/Contractor | DTSC | | Prior to Construction | — | — |
| | | Retain a Certified Industrial Hygienist to | Metro | Metro | | Prior to Construction | — | — |

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|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | Prior to construction on individual properties with LUCs or known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities ~~for~~ and ~~submittal~~ submitted to ~~and approval by~~ DTSC for approval. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASPs provisions shall also be implemented:<br>• Training requirements for site workers who may be handling contaminated material<br>• Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property<br>• Mitigation and monitoring measures that are protective of site worker and public health and safety<br>Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites. | prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites) | | | | | | |
| | | Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites) | Metro/Contractor | DTSC | | Prior to Construction | — | — |
| | | Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Los Angeles, RWQCB | Metro | Metro | | Prior to Construction | — | — |
| **HAZ-5** | **Land Use Covenant Sites and Coordination with the DTSC:** Prior to construction on properties with an LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Coordinate with DTSC on LUC sites | Metro/Contractor | DTSC | | Prior to Construction (on LUC sites) | — | — |
| **HAZ-6** | **Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered:** Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials or abandoned oil wells are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, asbestos containing materials (e.g., transite pipes), and/or abandoned oil wells encountered during the construction process. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | Prior to Construction | — | — |
| | | Halt work if potentially hazardous materials/abandoned wells are encountered | Contractor | Metro | | During Construction | — | — |
| **HAZ-7** | **Compliance with the City of Los Angeles Building Code Methane Regulations:** Prior to final design, Metro shall verify that the design of infrastructure improvements located within Methane Buffer Zones (as defined by LABOE) comply with the City of Los Angeles Building Code regulations set forth in Ordinances 175790 and 180619. The ordinances require evaluation of methane hazards and mitigation of a methane hazard, if one exists, depending on the severity of the hazard. | Verify compliance with City of Los Angeles Building Code Methane Regulations | Metro | City of Los Angeles | Phase A and B | During Final Design | — | — |

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|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| **HAZ-8** | **Pre-Demolition Investigation:** Prior to the demolition of any structures, ~~constructed prior to the 1970s~~ a survey shall be conducted for the presence of hazardous building materials, such as ~~asbestos-containing materials, lead-based paints~~ ACBs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant shall be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and the survey report shall be submitted to the SCAQMD with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | Phase A and B | During Final Design | — | — |
| | | Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition) | Contractor | Metro | | Prior to Building Demolition | — | — |
| | | Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey) | Contractor | OSHA/Los Angeles County Department of Public Health | | Prior to Building Demolition | — | — |
| | | Provide proof of appropriate licenses and certifications | Contractor | Metro | | Prior to Building Demolition | — | — |
| | | Secure the site and disconnect utilities | Contractor | Metro | | Prior to Building Demolition | — | — |
| | | Implement Removal Plan | Contractor | Metro | | During Building Demolition | — | — |
| ***Cultural and Paleontological Resources*** | | | | | | | | |
| **CUL-1** | **Archaeological Treatment Plan (ATP):** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.<br>The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).<br>The ATP shall include, at a minimum, the following elements:<br>• **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of | Prepare ATP<br>Develop a site-specific sensitivity model | Metro<br>Metro | Metro | Phase A and B | Prior to Construction<br>Prior to Construction | | |
| | | Retain archaeological and Native American monitors for all phases of work with potential to impact Archaeological Site CA LAN 1575/H or other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits | Metro/Contractor | | | Prior to Construction and During Construction | | |
| | | Prepare public outreach and educational plan | Metro | | | Prior to Construction | | |

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|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| features and deposits that are expected to be encountered, and outline the data requirements necessary to successfully address the research questions.<br>• **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.<br>• **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.<br>• **Archaeological and Native American monitoring** – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.<br>• **Provisions for the inadvertent discovery of archaeological features or deposits** – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.<br>• **Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony** – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the Native American Heritage Commission as the Most Likely Descendant, and in accordance with applicable regulations. | Conduct WEAP training with a qualified archaeologist to all ground-disturbing construction personnel | Metro/Contractor | | | Prior to Construction and during construction as new personnel join the project | | |

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|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| • **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.<br>• **Cultural resource worker environmental awareness program (WEAP) training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.<br>• **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.<br>• **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993).<br>**Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code** – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant. | | | | | | | |
| **CUL-2** **Built Environment Treatment Plan (BETP):** Prior to construction, Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence.<br>The BETP shall include, at a minimum, the following elements:<br>• **HABS documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation: | Conduct HABS-Like documentation and further documentation for all character defining features at LAUS<br>Consult with SHPO and the City of Los Angeles CHC and OHR during early design phases of the Project<br>Prepare protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources | Metro | Metro | Phase A and B | During Final Design<br>During Final Design<br>Prior to Construction and During Construction | | |

| Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Mitigation Measures** | **Compliance Action/Deliverable** | **Responsible Party** | **Enforcement Agency** | **Implementation Phase (A or B)** | **Monitoring/Compliance Schedule** | **Verification of Compliance** | |
| | | | | | | **Initial** | **Date** |
| o Pedestrian passageway<br>o Ramps<br>o Railings<br>o Platforms<br>o Butterfly shed canopies<br>o South retaining wall<br>o Terminal Tower<br>o Car Supply/Maintenance Building<br>o Cesar Chavez Avenue Undercrossing<br>o Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)<br>• **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior's Standards for Rehabilitation shall be followed where restoration is not feasible.<br>• **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers.<br>• **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If any of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished.<br>• **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses.<br>• **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties, to the extent feasible.<br>• **Design review** – The BETP shall identify parties—including SHPO, the City of Los Angeles OHR, and the City of Los Angeles CHC—to be consulted during early design phases of the Project regarding the following items:<br>o alterations to or demolition of character-defining features of LAUS<br>o restoration of the existing LAUS passenger concourse<br>o educational display for LAUS | | | | | | | |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | o alterations to character-defining features of the North Main Street Bridge<br>Metro shall take into consideration the feedback received in progressing the design to completion.<br>• **Response plans** – The BETP shall include requirements for the development of protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources. | | | | | | | |
| **HIST-3** | **Friedman Bag Company:** Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library. | Conduct HABS-like documentation of the Freidman Bag Company building | Metro | Metro ~~City of Los Angeles OHR~~ | Phase A | Prior to Building Demolition (Friedman-Bay Company building) | — | — |
| | | Submit documentation to OHR for review and approval | Metro | Metro | | Prior to Building Demolition (Friedman-Bay Company building) | — | — |
| | | Donate archival documentation to a suitable repository | Metro | Metro | | Prior to Operation of Run-Through Service | — | — |
| **PAL-1** | ~~**Prepare a**~~ **Paleontological Mitigation Plan (PMP).** It is anticipated that Quaternary older alluvium or Puente Formation, which are geologic units that have a high sensitivity level, would be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain ~~A PMP shall be prepared by Metro's~~ a qualified p~~P~~aleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted~~, and~~ Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery.<br>The PMP shall include a requirement for full-time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation~~, with the exception of pile driving activities. While pile driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process~~. Monitoring is not recommended for excavations that only impact artificial fill and Quaternary younger alluvium.<br>The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt ~~surface-disturbing~~ activities in the immediate area (within a 25-foot radius of the discovery), and ~~a~~ Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the ~~project~~ Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's ~~a~~ qualified paleontologist. | Retain qualified paleontologist to prepare a PMP | Metro | Metro | Phase A and B | Prior to Construction | — | — |
| | | Prepare PMP | Metro | Metro | | Prior to Construction | — | — |
| | | Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources | Metro | Metro | | During Construction | — | — |
| **PAL-2** | **Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be ~~given~~ delivered to all ground-disturbing construction personnel, ~~All site workers shall be required to complete WEAP training with a focus on paleontological resources,~~ | Prepare a paleontological resource-focused WEAP Training. | Metro | Metro | Phase A and B | Prior to Construction | — | — |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Initial | Date |
| | including a review ~~of what to do~~ of protocols to follow in the case of a ~~an unanticipated~~ fossil discovery, as identified in the PMP. | Provide WEAP training to all ground-disturbing construction personnel | Contractor | Metro | | Prior to Construction and during construction as new personnel join the project | — | — |
| **PAL-3** | **Curation:** Metro shall make arrangements for the curation in perpetuity of s~~S~~ignificant fossils recovered during construction ~~shall be curated by Metro in perpetuity~~ at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens. | Prepare, identify, and catalogue significant fossils recovered for curation | Metro | Metro | Phase A and B | During Construction | — | — |
| | | Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation | Metro | Metro | | Post Construction | — | — |
| | | ~~Incorporate Native American monitor requirements into ATP CRMMP (see Mitigation Measure CUL-1 HIST-5 above)~~ | ~~Metro~~ | ~~Metro~~ | | ~~During Construction (at LAUS)~~ | — | — |
| **OMM AQ-4** | **Construction Air Quality Monitoring at William Mead Homes.** Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the US Environmental Protection Agency (USEPA). This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also provide contact information for a construction representative to be identified for inquiries by residents of the William Mead Homes community and guidance for community notifications.<br><br>Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public. | Develop a construction air quality monitoring plan specific to William Mead Homes | Metro | Metro | Phase A and B | Prior to construction and during construction | | |

**Table 1. Mitigation Monitoring and Reporting Program: CEQA Modified Proposed Project**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Implementation Phase (A or B) | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |

***Notes:***
***AB=Assembly Bill; BMP=best management practice; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction general permit; CHC=Cultural Heritage Commission; CHSRA=California High-Speed Rail Authority; CRMMP=Cultural Resource Mitigation and Management Plan; DTSC=Department of Toxic Substance Control; EIR=environmental impact report; ESA=environmental site assessment; FTA=Federal Transit Administration; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HCM=Historic-Cultural Monument; HMMP=Hazardous materials management plan; HSR=High-Speed Rail; IGP=industrial general permit; LA=Los Angeles; LABOE=Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=Land Use Covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; NAHC=Native American Heritage Commission; NPDES=National Pollutant Discharge Elimination System; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PAH=polynuclear aromatic hydrocarbon; PMP=Paleontological Mitigation Plan; PRC=Public Resources Code; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRA=Southern California Regional Rail Authority; SWRCB=State Water Resources Control Board; SWPPP=stormwater pollution prevention plan; TMP=traffic management plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program***

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**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial | Date |
| ***Transportation and Traffic*** | | | | | | |
| **MY TR-1** **Prepare a Construction TMP for Malabar Yard Railroad Improvements** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon.<br><br>Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:<br>• Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.<br>• Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible.<br>• Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.<br>• Metro or the contractor shall notify City of Vernon in advance of street closures, detours, or temporary lane reductions. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | During Final Design | — | — |
| | Prepare TMP | Contractor | Metro/City of Vernon | Prior to Construction | — | — |
| | Implement TMP | Contractor | Metro/City of Vernon | During Construction | — | — |
| **MY TR-2** **Temporary Restriping and Adding a Right-turn Overlap Phase in Westbound Direction of the Vernon Avenue/Santa Fe Avenue Intersection**: During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to temporarily restripe the westbound shared through/right-turn lane to a westbound right-turn-only lane at Vernon Avenue and add a right-turn overlap phase in the same direction. The temporary restriping shall remain in place for the duration of construction. Upon completion of the Malabar Yard railroad improvements, the lane shall be returned to its original condition as a shared through/right-turn lane and the right-turn overlap phase shall be eliminated. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro | Metro | During Final Design | — | — |
| | Install restriping | Contractor | City of Vernon | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| **MY TR-3** | **Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection:** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to restripe one eastbound through lane to an eastbound turn lane at Vernon Avenue. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Install restriping | Contractor | City of Vernon | During Construction | | |
| **MY TR-4** | **Restriping of the Pacific Boulevard/Fruitland Avenue Intersection (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall restripe the northbound shared through/right-turn lane to a right-turn-only lane and a through lane at Pacific Boulevard. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Install restriping | Contractor | City of Vernon | During Construction | | |
| **MY TR-5** | **Add a New Vehicular Lane on the Fruitland Avenue Roadway Segment between Santa Fe Avenue and Pacific Boulevard (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall add a new westbound vehicular lane on Fruitland Avenue. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Install new lane | Contractor | City of Vernon | During Construction | | |
| **MY TR-6** | **Obtain Required Approvals for At-Grade Railroad Crossings:** For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a Formal Application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 *CEQA Compliance*, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR. | Prepare Plans for At-Grade Crossings | Metro/BNSF | Metro | Prior to Construction | — | — |
| | | Submit Formal Application to CPUC | Metro | City of Vernon/CPUC | Prior to Construction | | |
| ***Air Quality and Global Climate Change*** | | | | | | | |
| **MY AQ-1** | **Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:<br>• Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust<br>• Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done<br>• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes<br>• Securely cover trucks when hauling materials on or off site<br>• Stabilize the surface of dirt piles if not removed immediately | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Implement dust control measures | Contractor | Metro | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial | Date |
| • Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads<br>• Minimize unnecessary vehicular and machinery activities<br>• Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway<br>• Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities<br>The following measures shall also be implemented to reduce construction emissions:<br>• Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy<br>• Ensure that all construction equipment is properly tuned and maintained<br>• Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions<br>• Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible<br>• Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable<br>These control techniques shall be included in project specifications and shall be implemented by the construction contractor. | | | | | | |
| **MY AQ-2** **Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment:** In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.<br>In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | Use construction equipment that meets Tier 4 exhaust emissions standards | Contractor | Metro | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial | Date |
| ***Biological Resources*** | | | | | | |
| **MY BIO-1** **MBTA Species:** During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted based on species specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.<br><br>Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.<br><br>Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and Regional Water Quality Control Board [RWQCB] jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices; | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | Retain a qualified bird biologist | Metro/BNSF | Metro | Prior to Construction | — | — |
| | Conduct preconstruction bird surveys | Metro/BNSF | Metro | Within 7 days prior to vegetation removal | — | — |
| | Implement/mark exclusionary buffer (only if nesting birds identified during pre-construction surveys) | Contractor | Metro | Prior to vegetation removal until nest is no longer active | — | — |
| | Install exclusionary devices (only if suitable nests are identified during preconstruction surveys) | Contractor | Metro | Prior to February 1 (before work that may affect nesting birds would occur) | — | — |
| | Remove bird nests | Contractor | Metro | Prior to February 1 (before work that may affect nesting birds would occur) | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| | and (5) the protocol to resolve conflicts that may arise at any time during the construction process. | | | | | | |
| **MY BIO-2** | **Protected Trees:** Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies:<br>• Trees proposed to be cut or removed.<br>• Trees proposed to be retained; and<br>• Trees proposed to be provided in replacement of the trees that are to be cut or removed.<br>All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance. | Prepare Tree Removal/Tree Protection Plan | Metro/BNSF | Metro/Vernon | Prior to Construction | — | — |
| | | Replace and/or relocate protected trees (as needed) | Metro/BNSF | Metro/Vernon | Within one year of removal of protected trees | — | — |
| ***Hydrology and Water Quality*** | | | | | | | |
| **MY HWQ-1** | **Prepare and Implement a SWPPP for the Malabar Yard Railroad Improvements:** During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the construction general permit (CGP). A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Prepare and submit Notice of Intent | Contractor/Metro/BNSF | SWRCB | Prior to Construction | | |
| | | Prepare SWPPP | Contractor | Metro/RWQCB | Prior to Construction | — | — |
| | | Implement SWPPP (including preparation of rain event action plans) | Contractor | RWQCB | During Construction | — | — |
| | | Prepare and submit Notice of Termination | Contractor/Metro/BNSF | SWRCB | 90 days prior to completion of construction | — | — |
| **MY HWQ-2** | **Comply with Local Dewatering Requirements for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds | Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial | Date |
| of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon. | Obtain Dewatering Permits (as needed) | Contractor | RWQCB/City of Vernon | Prior to Construction (Dewatering Activities) | — | — |
| **MY HWQ-3 Comply with Local Dewatering Requirements for Contaminated Sites for the Malabar Yard Railroad Improvements:** The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon. | Incorporate applicable NPDES requirements into plans into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | Obtain Dewatering Permits (as needed) | Contractor | RWQCB/City of Vernon | Prior to Construction (Dewatering Activities) | — | — |
| **MY HWQ-4 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses for the Malabar Yard Railroad Improvements:** Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable | Incorporate applicable NPDES requirements (project wide) into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| **MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements:** For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004), effective September 11, 2021 (known as the Phase I Permit). Metro or BNSF shall also prepare a final LID report in accordance with the City of Vernon's *Low Impact Development Guidance Manual*. This document shall identify the required BMPs to be in place prior to Project operation and maintenance. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| ***Geology and Soils*** | | | | | | |
| **MY GEO-1 Prepare Final Geotechnical Report:** During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following: | Prepare final geotechnical report | Metro/BNSF | Metro | During Final Design | — | — |
| | Incorporate site-specific recommendations of the final geotechnical report into applicable | Metro/BNSF | Metro | During Final Design | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

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| | | | | | Initial | Date |
| • Site preparation<br>• Soil bearing capacity | construction documents (plans and specifications) | | | | | |
| • Appropriate sources and types of fill<br>• Liquefaction<br>• Lateral spreading<br>• Corrosive soils<br>• Structural foundations<br>• Grading practices<br>The recommendations shall be prepared to mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of project-related infrastructure in accordance with Metro Rail Design Criteria, Manual for Railway Engineering, California High-Speed Train Project Design Criteria, California Amendments to the American Association of State Highway and Transportation Officials Load and Resistance Factor Design Bridge Design Specifications, and applicable local city codes (Appendix L of this EIR). The project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared. | Construct infrastructure per the site-specific geotechnical recommendations | Contractor | Metro | During Construction | — | — |
| ***Hazards and Hazardous Materials*** | | | | | | |
| **MYHAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP):** Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following:<br>• A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200)<br>• A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120)<br>• Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38)<br>• A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | Prepare Hazardous Materials Management Plan | Contractor | Metro | Prior to Construction | — | — |
| | Implement Hazardous Materials Management Plan | Contractor | Metro | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
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| | | | | | | Initial | Date |
| | or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910)<br>• Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200)<br>• Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120). | | | | | | |
| **MYHAZ-2** | **Prepare Project-wide Phase II ESA (based on completed Phase I ESA):** Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of:<br>• Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area.<br>• Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals.<br>A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites. | Prepare Phase II ESA Investigation | Metro/BNSF | Metro | Prior to Final Design | — | — |
| | | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Implement Phase II recommendations/findings | Contractor | Metro | During Construction | — | — |
| **MYHAZ-3** | **Prepare a General Construction Soil Management Plan:** Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:<br>• General worker health and safety procedures<br>• Dust control<br>• Management of soil stockpiles<br>• Traffic control<br>• Stormwater erosion control using BMPs | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Prepare Construction Soil Management Plan (project wide) | Contractor | Metro | Prior to Construction | — | — |
| | | Implement Construction Soil Management Plan (project wide) | Contractor | Metro | During Construction | — | — |
| | | Provide proof of certified clean imported soil | Contractor | Metro | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

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| | | | | | | Initial | Date |
| MYHAZ-4 | **Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP):** Prior to construction, Metro shall prepare parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination varies widely across the Project footprint for the selected design options, and the parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:<br>• Soil disposal protocols<br>• Protocols governing the discovery of unknown contaminants<br>• Management of soil on properties within the project footprint with LUCs or known contaminants<br>Prior to construction on individual properties with LUCs or known contaminants, a parcel-specific HASPs shall also be prepared for submittal and approval by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:<br>• Training requirements for site workers who may be handling contaminated material<br>• Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property<br>• Mitigation and monitoring measures that are protective of site worker and public health and safety<br>Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | | Prepare parcel specific soil management plans (for known contaminated sites/LUC-adjudicated sites) | Metro/Contractor | DTSC | Prior to Construction | — | — |
| | | Retain a Certified Industrial Hygienist to prepare parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites) | Metro/BNSF | Metro | Prior to Construction | — | — |
| | | Prepare a parcel specific health and safety plans (for known contaminated sites/LUC-adjudicated sites) | Metro/Contractor | DTSC | Prior to Construction | — | — |
| | | Coordinate proposed soil management measures and reporting activities with appropriate agencies including but not limited to SCRRA, City of Vernon, RWQCB | Metro/BNSF | Metro | Prior to Construction | — | — |
| MYHAZ-5 | **Halt Construction Work if Potentially Hazardous Materials are Encountered:** Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials and/or abandoned oil wells encountered during the construction process. | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | Prior to Construction | — | — |
| | | Halt work if potentially hazardous materials/abandoned wells are encountered | Contractor | Metro | During Construction | — | — |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

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| | | | | | Initial | Date |
| **MYHAZ-6** **Pre-Demolition Investigation:** Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities | Incorporate contractor responsibilities into applicable construction documents (plans and specifications) | Metro/BNSF | Metro | During Final Design | — | — |
| | Conduct pre-demolition survey (for buildings constructed prior to 1970 that require demolition) | Contractor | Metro | Prior to Building Demolition | — | — |
| | Prepare Removal Plan (only if hazardous building materials are discovered during the pre-demolition survey) | Contractor | OSHA/Los Angeles County Department of Public Health | Prior to Building Demolition | — | — |
| | Provide proof of appropriate licenses and certifications | Contractor | Metro | Prior to Building Demolition | — | — |
| | Secure the site and disconnect utilities | Contractor | Metro | Prior to Building Demolition | — | — |
| | Implement Removal Plan | Contractor | Metro | During Building Demolition | — | — |
| ***Cultural and Paleontological Resources*** | | | | | | |
| **MY CUL-1** **Archaeological Treatment Plan (ATP).** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.<br><br>The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP Archaeological Resources Management Reports: Recommended Contents and Format (OHP 1990).<br><br>The ATP shall include, at a minimum, the following elements: | Prepare ATP | Metro | Metro | Prior to Construction | — | — |

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| | | | | | Initial | Date |
| • **Research Design:** The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.<br>• **Archaeological and Native American Monitoring.** The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.<br>• **Provisions for the Accidental Discovery of Archaeological Features or Deposits.** The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop-work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented.<br>• Provisions for the Accidental Discovery of Human Remains, Associated and Unassociated Funerary Objects, Sacred Objects, and Objects of Cultural Patrimony. The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop-work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes.<br>• **Cultural Resource Worker Environmental Awareness Program (WEAP) Training.** The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified | Develop a site-specific sensitivity model | Metro | | Prior to Construction | | |
| | Retain archaeological and Native American monitors for all phases of work | Metro/Contractor | | Prior to Construction and During Construction | | |

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| | | | | | Initial | Date |
| archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.<br>• **Standards for Reporting.** The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's Archaeological Resources Management Reports: Recommended Contents and Format.<br>• **Guidelines for Curation.** The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79. | Prepare public outreach and educational plan | Metro | | Prior to Construction | | |
| | Conduct WEAP training with a qualified archaeologist to all ground-disturbing construction personnel | Metro/Contractor | | Prior to Construction and during construction as new personnel join the project | | |
| **MY PAL-1** **Paleontological Mitigation Plan (PMP):** It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery.<br>The PMP shall include a requirement for full time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile driving activities. While pile driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal).<br>The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery) and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered | Retain qualified paleontologist to prepare a PMP | Metro | Metro | Prior to Construction | — | — |
| | Prepare PMP | Metro | Metro | Prior to Construction | — | — |
| | Implement PMP including full-time paleontological monitoring, discovery protocols, salvage measures, and evaluation and treatment of discovered paleontological resources | Metro | Metro | During Construction | — | — |

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| | paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist. | | | | | | |
| **MY PAL-2** | **Paleontological WEAP Training:** Metro's qualified paleontologist shall prepare paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP. | Prepare a paleontological resource-focused WEAP Training. | Metro | Metro | Prior to Construction | — | — |
| | | Provide WEAP training to all ground-disturbing construction personnel | Contractor | Metro | Prior to Construction and during construction as new personnel join the project | — | — |
| **MY PAL-3** | **Curation:** Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens. | Prepare, identify, and catalogue significant fossils recovered for curation | Metro | Metro | During Construction | — | — |
| | | Provide significant fossils recovered field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens to an accredited repository for curation | Metro | Metro | Post Construction | — | — |
| ***Offsetting Mitigation Measures (OMMs)*** | | | | | | | |
| **OMM MY SS-1** | **Train Detection Cameras:** Metro shall provide reimbursement for the purchase and installation costs of new train detection cameras at four at-grade railroad crossings at 37th Street, 38th Street, Vernon Avenue, and Pacific Boulevard to optimize emergency response routing when a train is present. The cameras would monitor the at-grade railroad crossings to detect occupancy and alert emergency dispatchers or notify local emergency service providers of train movements that could cause a delay in emergency access or response and assist with vehicular routing decisions. Cameras could be mounted on either an existing or new traffic pole near the gates of the at-grade railroad crossing and can be connected to the City's Traffic Management Center (TMC) by existing physical fiber optic lines that are present in the City.<br><br>Metro will provide reimbursement for the purchase and installation costs of train detection cameras. The City will be responsible for purchasing and installing cameras, maintaining cameras, and providing staffing to monitor cameras and manage alerts. | Provide reimbursement to Vernon for purchase and installation costs of four train detection cameras | Metro | Metro | Prior to Operations | — | — |

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| **OMM MY SS-2** | **Mobile Emergency Operations Center:** Metro shall provide reimbursement to the City of Vernon for the purchase of one Mobile Emergency Operations Center (EOC), which is a self-contained, mobile command unit designed to provide critical emergency management capabilities in the field. It serves as a backup or replacement central for the City's primary offsite EOC, Los Angeles County Fire Station 56, during crises or, disasters, or when the EOC is inaccessible or inoperable due to earthquake, flooding, fires, hazardous spills, windstorms, or acts of terror.<br><br>Metro will provide reimbursement for the purchase of one Mobile EOC and any basic required vehicle technology, anticipated to be between $200,000 to $300,000. The City will procure the vehicle and required technology and complete any required testing, training, deployment. The City will be responsible for long-term maintenance. | Provide reimbursement for the purchase of one Mobile EOC | Metro | Metro | Prior to Operations | — | — |
| **OMM MY SS-3** | **Communications and Radio Systems Upgrade:** Metro shall provide reimbursement to the City of Vernon for the purchase of upgraded communication and radio systems to improve coordination and response among different departments and agencies, such as the police department, public utilities department, public works department, and the LA County fire department, which serves the City of Vernon.<br><br>Metro will provide reimbursement for the purchase of upgraded communication and radio systems equipment and associated software. The City will procure equipment, configure equipment, and coordinate with all applicable departments including LA County Fire to determine equipment and software compatibility, configuration, training, and testing of the new equipment. | Provide reimbursement for the purchase of upgraded communication and radio systems equipment and associated software | Metro | Metro | Prior to Operations | — | — |
| **OMM MY NV-1** | **Quiet Zone Design and Physical Infrastructure:** Metro shall provide design for and installation of new railroad safety measures to support a new Quiet Zone at five existing at-grade railroad crossings. The railroad safety measures would be constructed at five existing at-grade railroad crossings that are located on the Harbor Subdivision parallel to Santa Fe Avenue and within close proximity to planned mixed-use residential areas identified in the Westside Zone Change and General Plan Amendment. This OMM would include implementation of safety measures at each of the five existing at-grade railroad crossings that would serve as a substitute for the sounding of a train horn. Safety measures that can substitute for the sounding of a train horn can include widened medians, exit gates, overhead cantilevered signals, and/or pedestrian treatments such as detectible warning strips and flashing signals.<br><br>Metro will prepare engineering design plans for the Quiet Zone safety measures and will be responsible for leading coordination with CPUC to process design reviews and facilitating the approval process (see OMM NV-2 below). The City would be responsible for submitting the Quiet Zone application to CPUC, maintaining Railroad Liability Insurance, and maintaining roadway-related Quiet Zone infrastructure (i.e. medians). | Prepare engineering design plans for the Quiet Zone safety measures | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |
| | | Submit Quiet Zone Application | City of Vernon | CPUC | Prior to Operations | | |

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| | | | | | | Initial | Date |
| | Implementation of this OMM will also require BNSF to coordinate with Metro and the City regarding the proposed Quiet Zone infrastructure and assist with construction of the safety measures within their railroad ROW. BNSF will also be responsible for the maintenance of railroad grade crossing elements (i.e. crossing gates).<br><br>CPUC and FRA are the regulatory authorities that are responsible for review of the Quiet Zone application, as well as conduct periodic safety reviews of the Quiet Zone. | | | | | | |
| **OMM MY NV-2** | **Quiet Zone Technical Support:** Associated with OMM MY NV-1, Metro, BNSF, and the City of Vernon shall be required to enter into an agreement to complete the regulatory process for a Quiet Zone designation along the Harbor Subdivision. Metro would support the City's application for a Quiet Zone by conducting the following tasks:<br><br>a. Prepare for and facilitate diagnostic reviews of highway-rail grade crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch<br><br>b. Prepare for and facilitate diagnostic reviews of pedestrian crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch<br><br>c. Complete updates to US DOT Crossing Inventory Forms to document current physical and operating conditions at each crossing within the proposed Quiet Zone<br><br>d. Prepare Draft Notice of Intent to implement Quiet Zone (to be published and distributed by City)<br><br>e. Prepare Draft Notice of Quiet Zone Establishment (to be published and distributed by City)<br><br>Design and construction of the safety measures identified in the diagnostic reviews is discussed above as part of OMM MY NV-1.<br><br>Metro, in coordination with the City of Vernon and BNSF, will be responsible for preparing the technical documents and application package for CPUC submittal and facilitating and attending all diagnostic reviews required to support the regulatory process for a Quiet Zone. | Prepare the technical documents and application package for CPUC submittal | Metro/BNSF/City of Vernon | Metro | Prior to Operations | | |
| **OMM MY TR-7** | **High Visibility Crosswalk, Mid-Block Location:** Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction of a high visibility crosswalk at Santa Fe Avenue near the Vernon City Elementary School and the Holy Angels Catholic Church of the Deaf (Figure 3-1). This OMM would enhance pedestrian safety by making crossing areas more noticeable to drivers, and would include crossing signs that incorporate bright colors, bold text/symbols, and retroreflective materials to improve visibility at night [for example FHWA pedestrian crossing signs R1-6, W11-2, W16-7P (FHWA 2009)]. Additional elements could include pedestrian-activated flashing lights and | Prepare engineering design plans and provide reimbursement for construction costs of high-visibility mid-block crosswalk | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| | street lighting to help alert drivers. The high visibility crosswalk would complement Malabar Yard Mitigation Measure TR-3, Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection, by enhancing pedestrian safety at the intersection.<br><br>Metro will prepare engineering design plans and provide reimbursement for construction costs. The City of Vernon will construct the high visibility crosswalk elements. The City of Vernon will coordinate with Metro on the design of the high visibility crosswalk elements and will be responsible for the maintenance of crosswalk elements. | | | | | | |
| **OMM MY TR-8** | **Intersection Crosswalk Improvements with Cool Street Paving:** Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction costs associated with the implementation of crosswalk improvements at the intersections of Santa Fe Avenue with 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, and Fruitland Avenue, and at the intersections of 46th Street with Pacific Boulevard and Seville Avenue. These intersections are closest to the Malabar Yard railroad improvements and where future mixed-use residential land uses are planned as part of the 2023 Vernon Westside Zone Change and General Plan Amendment. The improvements at the five existing crosswalk locations on Santa Fe Avenue would consist of repainting/restriping the existing crosswalks with bolder, brighter colors that would be more visible to drivers. Cool street paving includes reflective materials that reflects light, reducing urban heat island effect and enhancing nighttime visibility. Tactile warning strips and bold restriping would be implemented at the existing crosswalk on 46th Street/Pacific Blvd. A new crosswalk would be constructed at the existing four way stop at 46th Street/Seville Avenue, and would include additional safety elements such as tactile warning strips and bold restriping.<br><br>Metro will prepare the engineering design plans and provide reimbursement for construction costs of crosswalk improvements. The City will coordinate with Metro on the design plans as well as be responsible for the construction and maintenance of crosswalk elements. | Prepare engineering design plans and provide reimbursement for construction costs of crosswalk improvements | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |
| **OMM MY TR-9** | **Bus Shelters:** Metro shall prepare design plans and provide reimbursement to the City of Vernon for construction costs associated with the installation of 25 bus shelters at the following locations as determined by Metro based on the location of where High-Quality Transit Areas are located.<br><br>1. Pacific Blvd / Railroad Crossing- south side<br>2. Pacific Blvd / 46th Street - east side<br>3. Pacific Blvd / 46th Street - west side<br>4. Pacific Blvd / Leonis Blvd - east side<br>5. Pacific Blvd / Leonis Blvd - west side | Prepare engineering design plans and provide reimbursement for construction costs of the bus shelters | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| | 6. Leonis Blvd / Pacific Blvd – south side<br>7. Santa Fe Ave / 30th Street – east side<br>8. Santa Fe Ave / 30th Street – west side<br>9. Santa Fe Ave / 27th Street – east side<br>10. Santa Fe Ave / 27th Street – west side<br>11. Vernon Ave / Saint Charles Street – south side<br>12. Vernon Ave / Saint Charles Street – north side<br>13. Vernon Ave / Alameda Street – north side<br>14. Vernon Ave / Alameda Street – south side<br>15. Soto Street / 37th Street – west side<br>16. Soto Street / 46th Street – west side<br>17. Soto Street / 46th Street – east side<br>18. Soto Street / Leonis Blvd – west side<br>19. Soto Street / Leonis Blvd – north side<br>20. Soto Street / 54th Street – west side<br>21. Soto Street / 54th Street – east side<br>22. Slauson Ave / Boyle Ave (north side)<br>23. Slauson Ave / Alcoa Ave (south side)<br>24. Slauson Ave / Bicket Street (north side)<br>25. Slauson Ave / Bicket Street (south side)<br>The bus shelters would include a roof or canopy for weather protection, benches for seating, and transparent panels or walls to shield passengers from wind and rain while maintaining visibility. Additional features may include signage displaying route information, lighting for safety, and a waste bin or a map of nearby locations. The bus shelter design would be coordinated between Metro and the City of Vernon. As a result of feedback received from the City, a shade element would also be incorporated into the design to provide sun protection.<br>Metro will prepare design plans and provide reimbursement for construction costs of the bus shelters. The City will coordinate with Metro on bus shelter designs and will be responsible for the construction and maintenance of the shelters. | | | | | | |
| **OMM MY TR-10** | **PTZ Smart Cameras, Software, and Screens for Monitoring:** Metro shall provide reimbursement to the City of Vernon for the purchase of Pan Tilt Zoom (PTZ) smart cameras at five intersections: Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at | Provide reimbursement for the purchase of five PTZ cameras with software and screens | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|---|
| | | | | | | Initial | Date |
| | Malabar Street, Vernon Avenue at Santa Fe Avenue, and Pacific Boulevard at Santa Fe Avenue. Unlike train detection cameras, which are static and are only used for the purpose of train detection, PTZ cameras have the ability to remotely pan (move left and right), tilt (move up and down), and zoom to provide flexible and dynamic traffic monitoring of an area. The cameras would be equipped with automated tracking, motion detection, and real-time alerts to improve security and traffic management. OMM MY TR-10 would also include the purchase of associated PTZ smart software and screens for monitoring.<br><br>Metro will provide reimbursement for the purchase of cameras. The City will procure the cameras, complete the traffic signal modification plan, complete the installation of cameras and software integration, and coordinate with the vendor for commissioning. The Vendor will coordinate with the City for the installation and commissioning of cameras and software integration. | | | | | | |
| **OMM MY TR-11** | **AI-Based Traffic Control System:** Metro shall provide reimbursement to the City of Vernon for the purchase of 47 transportation controllers for an AI-based traffic control system, which uses machine learning and data analysis to optimize traffic flow, predict congestion, and respond to incidents in real time. The controllers and associated cloud-based software would provide an integrated platform that would enable signal controls to adapt to real time traffic conditions, improving traffic circulation and safety for the community, particularly at the 46th Street and Seville Avenue intersection, where new queueing is expected to occur. The system would also be capable of rerouting emergency vehicles along alternate routes, ensuring faster response times and minimizing delays for critical emergency services. Similar systems are used in the region, including by the City of Los Angeles.<br><br>Metro will provide reimbursement for the purchase of controllers. The City will work with vendors to install and configure the controllers. | Provide reimbursement for the purchase of 47 transportation controllers | Metro/BNSF | Metro/City of Vernon | Prior to Operations | | |

**Table 2. Mitigation Monitoring and Reporting Program: Malabar Yard Railroad Improvements**

| Mitigation Measures | Compliance Action/Deliverable | Responsible Party | Enforcement Agency | Monitoring/Compliance Schedule | Verification of Compliance | |
|---|---|---|---|---|---|---|
| | | | | | Initial | Date |
| **OMM MY TR-12** **Metro Transit Oriented Communities Program Support:** Metro shall provide the City of Vernon with staffing for grant writing services for the Metro Transit Oriented Communities (TOC) Program, which is a program that provides equitable access to a high-quality transportation system allowing people to drive less and access transit more. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites. The TOC Program also provides opportunities for Metro to enhance the transit customer experience at existing Metro stations in the City of Vernon (i.e., Blue Line Station, Transit Stops) and can potentially support development projects on LA Metro owned properties (or adjacent properties).<br><br>Metro will provide staffing to the City for grant writing services for TOC project applications in an amount not to exceed 2,000 hours. | Provide staffing for grant writing services for TOC project applications up to 2,000 hours | Metro/City of Vernon | Metro | Prior to Operations | | |

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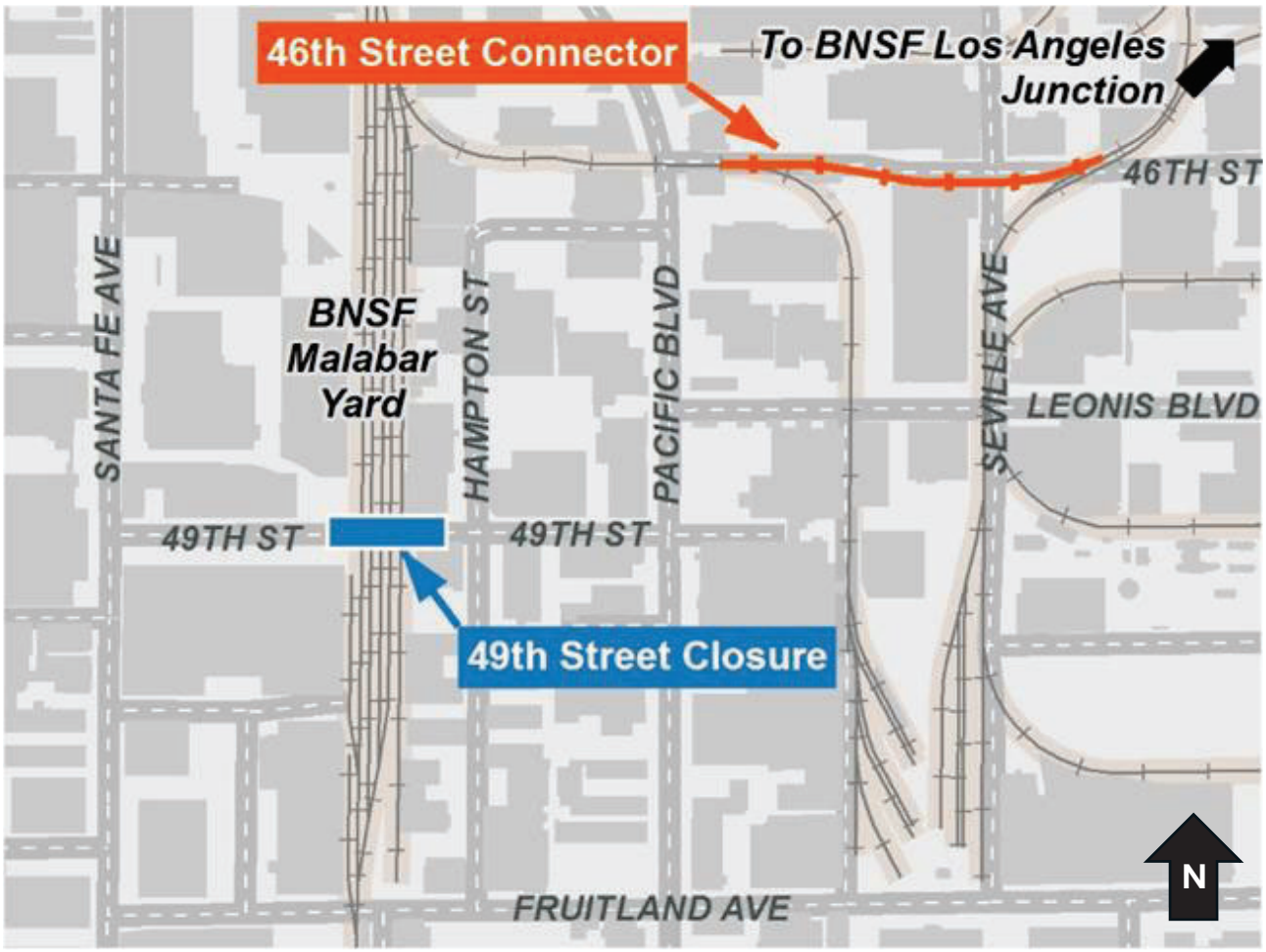
ATTACHMENT B

**MALABAR YARD RAILROAD IMPROVEMENTS LOCATION MAP**




*Malabar Yard railroad improvements in the City of Vernon offset the loss of storage track capacity at the BNSF West Bank Yard:*
*(1) The 46th Street Closure provides a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction.*
*(2) The 49th Street Closure accommodates approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard.*

# ATTACHMENT F
# SUMMARY OF COMMUNITY ENGAGEMENT

| Elected Official Staff Briefings | |
|---|---|
| **Elected Official** | **Date** |
| Mayor Karen Bass Staff | May 2, 2024 |
| Supervisor Hilda Solis Staff-SD1 | May 2, 2024 |
| Supervisor Janice Hahn-SD 4 | May 6, 2024 |
| Councilmember Kevin De León-CD14 | May 7, 2024 |
| Councilmember Eunisses Hernandez-CD1 | May 9, 2024 |
| Councilmember Jurado-CD14 | March 26, 2025 |

| City of Vernon Executive Staff Workshop Dates | |
|---|---|
| May 23, 2024 | January 8, 2025 |
| September 10, 2024 | February 12, 2025 |
| October 23, 2024 | February 20, 2025 |
| November 6, 2024 | March 6, 2025 |
| November 13, 2024 | May 15, 2025 |
| November 20, 2024 | June 17, 2025 |
| December 4, 2024 | |

| City of Vernon Property Owner Meetings | |
|---|---|
| **Property Location** | **Date** |
| 4535 Soto Street | December 18, 2024 |
| 4900 Santa Fe Avenue/2430 E. 49th Street | December 18, 2024, |
| 46th Street & Seville Avenue; 4620 Seville Avenue | December 18, 2024 |
| 4585 Pacific Boulevard/4575 Pacific Boulevard | January 9, 2025 |
| 4550 Seville Avenue | January 9, 2025 |
| 4580 Pacific Boulevard | January 14, 2025 |
| 2665 Leonis Boulevard | January 17, 2025 |
| LA Derby Dolls (2661 E 46th Street | January 24, 2025 |
| 4800-4824 Santa Fe Avenue | January 31, 2025 |
| 2725 E. 46th Street | January 31, 2025 |
| 4848 Santa Fe Avenue | February 3, 2025 |
| 4618 Pacific Blvd | February 17, 2025 |

| Stakeholder Engagement | |
|---|---|
| **Organizations** | **Date** |
| LARABA/Arts District Community Council | April 11, 2024 |
| Central City Association (CCA) | May 8, 2024 |
| Westside/Central Service Council | May 8, 2024 |
| City of Vernon Business & Industry Commission | May 9, 2024 |
| LARABA/ADCCLA | May 9, 2024 |
| William Mead Homes | May 13, 2024 |
| Little Tokyo Community Council | May 15, 2024 |
| Little Tokyo Business Improvement District (BID) | May 15, 2024 |
| El Pueblo de Los Angeles Historical Monument | May 23, 2024 |
| Little Tokyo Business Association/Business Improvement District | Feb 20, 2025 |
| Vernon Chamber of Commerce | June 23, 2025 |

| Vernon Community Meeting and Open House |
|---|
| Wednesday, March 26, 2025, from 5:30 to 7:00 p.m., Metro held a Community Meeting and Open House at Trattoria 25 (2501 S. Santa Fe Avenue) in Vernon. |

| Library Locations for Circulation of the Final SEIR | | |
|---|---|---|
| Chinatown Branch Library | Care First Village Administrative Office | Little Tokyo Branch Library |
| Benjamin Franklin Branch Library | Metro Headquarters, Dorothy Peyton Gray Transportation Library | LA Central Public Library |
| Lincoln Heights Branch Library | William Mead Homes Administrative Office | Vernon City Hall |
| *(Hard copy of Executive Summary available in English, Spanish, Cambodian, Korean, Japanese, Chinese, Khmer, and Vietnamese)* | | |

Acronyms: Supplemental Environmental Impact Report (SEIR); Los Angeles River Artists and Business Association (LARABA); Arts District Community Council of LA (ADCCLA)

ATTACHMENT G

## SUMMARY OF ADDITIONAL MITIGATION MEASURES

| Additional Community Mitigation | Description |
|---|---|
| Train Detection Cameras | **4 Locations**:<br>37th Street, 38th Street, Pacific Boulevard, Vernon Avenue |
| Mobile Emergency Operations Center (EOC) | Mobile EOC to be used during emergencies or if central EOC is shut down |
| Communications & Radio-Systems Upgrade | New cameras, dispatch, radios & antennae enables ability for all departments to communicate (PD, PUD, PW LA County Fire) |
| AI-Based Traffic Control System (Traffic Upgrades) | **47** transportation controllers (locations specified by City) |
| PTZ Smart Cameras, Software & Screens | **5 locations**: Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at Malabar Street, Vernon Avenue at Santa Fe Avenue, Pacific Boulevard at Santa Fe Avenue |
| Bus Shelters | **25 Locations**: 5 existing locations, 20 additional locations |
| High Visibility Crosswalk | **1 location**: Santa Fe Avenue (Vernon City School) |
| Crosswalk Improvements (Restriping) | **7 locations**: Santa Fe Avenue/37th Street, Santa Fe Avenue/38th Street, Santa Fe Avenue/Vernon Avenue, Santa Fe Avenue/Pacific Boulevard, Santa Fe Avenue/Fruitland Avenue, 46th Street/Pacific Boulevard, 46th Street/Seville Avenue |
| Quiet Zone Infrastructure | **5 locations**: 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, 49th Street |
| Metro Transit-Oriented Communities (TOC) Program Support | Technical Assistance, Grant Writing Assistance |

| Mitigation Measures | Description of Changes Since Approval of the Final EIR |
|---|---|
| AES 1 | Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village. |
| AES 3 | Updates to incorporate references to Metro Rail Design Criteria, SCRRA Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards. |
| BIO 2 | Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements. |
| NV 1 | Updates to include a sound wall at Care First Village. |
| TR 1 | Updates to include provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions. |
| TR 2 | As part of CEQA Addendum No. 1, Mitigation Measure TR 2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR 3 was renumbered to TR 2 and minor refinements were made to language. |
| TR 3 | New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard. |
| AQ 1; BIO 3; HAZ 2,3, 4,5,6 and 8; HWQ 2, 3, 4 and 7; NV 2 and 3; Pal 1, 2 and 3 | Various minor text refinements for grammar and to clarify language to reflect updates for each mitigation measure including qualified biologist and updates to tree and shrub regulations. |

**Abbreviations**: AQ -Air Quality ; BIO- Biological; HAZ- Hazardous Waste; HWQ- Hydrology & Water Quality; NV- Noise Vibration; Transportation (TR) & Palentology (Pal).

# Link Union Station (Link US) Project

## Final SEIR Certification

File ID #2025-0805

Planning & Programming Committee October 2025

# Recommendation

Consider:

A. CERTIFYING the Final Supplemental Environmental Impact Report (Final SEIR) for the Link Union Station Project (Link US) described in Attachment A.

B. AUTHORIZING the Chief Executive Officer (CEO) to file a Notice of Determination (NOD) with the State of California Clearinghouse, and the Los Angeles County Clerk (Attachment B).

C. ADOPTING the following reports for Link US, in accordance with the California Environmental Quality Act:

1. Findings of Fact and Statement of Overriding Considerations (Attachment C).
2. Revised Mitigation Monitoring and Reporting Plan. (Attachment D).

# Project Scope

- Converts LAUS from **stub-end to run-through station**
- Enables **one-seat rides** for Northbound and Southbound run-thru service
- Includes:
  - 8 new **run-through tracks**
  - **Expanded pedestrian passageway**
  - Acquisition of **BNSF West Bank Yard**
  - Off-site mitigation at **Malabar Yard**, Vernon

# Key Changes in the Final SEIR

- **Design & Scope Refinements:**
  - Preserve the Vignes Street Bridge replacement
  - Reduction in elevated platforms (6 → 4)
  - Simplified run-through track viaduct (205 ft → 75 ft)
- **Environmental/Community Benefits:**
  - Delivering early soundwall abatement for William Mead Homes
  - Providing enhanced support and mitigation for city of Vernon
  - Advancing construction impact solutions to Little Tokyo and Los Angeles River Artists & Business Association (LARABA) communities
  - Bringing early mobility and access improvements to LA Union Station (LAUS)

# Vernon Benefits & Additional Mitigation

## Working to Support the City's Long-term Vision Long-term

### Reduced Train Impacts

**3.5 Fewer**
daily trains

**Decreased**
local emissions

**Minimized**
traffic delays

**Reduced Train Crossing Blockage**
32-minute circulation improvement

**Faster Emergency Response**
5-minute Improvement

### Expanded Emergency Response System

**Optimized**
emergency response time & routing

**4 locations**
with train detection cameras for at-grade crossings

**Upgraded**
communications & radio-systems

**New**
mobile Emergency Operations Center

### Enhanced Community Features

**High visibility crosswalk**
at Vernon Elementary

**7 crosswalks**
improved for visibility

**25 new**
bus shelters

**Quiet Zone support**
near planned development

**Grant support**
for Metro Transit Oriented Communities

### Improved Traffic Control

**Road restriping**
to maintain traffic flow

**AI-based**
traffic control system

**5 locations**
with pan-tilt-zoom smart cameras, software & screens

# Community Engagement

Resulting in $24,564,000 worth of improvements to the City of Vernon

12 Property Owner Meetings

13 City of Vernon Workshops

14 Stakeholder Meetings

3 Scoping Meeting/Public Hearing/Community Meeting