

# West Santa Ana Branch Transit Corridor

Final EIS/EIR: Executive Summary



Metro®

# WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

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## Final EIS/EIR: Executive Summary

March 2024

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# Final Environmental Impact Statement/ Environmental Impact Report

**LEAD AGENCIES:** Federal Transit Administration of the U.S. Department of Transportation; Los Angeles County Metropolitan Transportation Authority

**State Clearinghouse No.:** 2017061007

**TITLE OF PROPOSED ACTION:** West Santa Ana Branch Transit Corridor Project

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## TABLE OF CONTENTS

<b>S</b>	<b>EXECUTIVE SUMMARY</b> .....	<b>S-1</b>
S.1	Project Purpose and Need.....	S-1
	S.1.1 Purpose of the Project.....	S-1
	S.1.2 Need for the Project.....	S-1
S.2	Alternatives Considered/Project Description.....	S-1
	S.2.1 No Build Alternative.....	S-2
	S.2.2 Draft EIS/EIR Build Alternatives.....	S-3
	S.2.3 Locally Preferred Alternative .....	S-5
S.3	Transportation.....	S-7
S.4	Affected Environment and Environmental Consequences.....	S-12
S.5	Section 4(f) Evaluation .....	S-67
S.6	Evaluation of Alternatives .....	S-67
S.7	Public Outreach, Agency Consultation, and Coordination.....	S-68
S.8	Areas of Controversy and Issues to Be Resolved .....	S-68
S.9	Next Steps and Intended Use.....	S-69

### Tables

Table S.1.	Summary of Locally Preferred Alternative Components.....	S-5
Table S.2.	Potential Transportation Impacts and Mitigation Measures.....	S-8
Table S.3.	Operational Environmental Impacts and Mitigation Measures .....	S-13
Table S.4.	Construction Environmental Impacts and Mitigation Measures .....	S-41
Table S.5.	Growth, Cumulative, and Environmental Justice Impacts and Mitigation Measures .....	S-65

### Figures

Figure S-1.	WSAB Transit Corridor Study Area.....	S-2
Figure S-2.	Draft EIS/EIR Build Alternatives and Design Options.....	S-4
Figure S-3.	WSAB Transit Corridor Locally Preferred Alternative .....	S-6

## ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CEQA	California Environmental Quality Act
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
LPA	Locally Preferred Alternative
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
Project	West Santa Ana Branch Transit Corridor Project
WSAB	West Santa Ana Branch

## S EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are sponsoring a transit project along the historic West Santa Ana Branch (WSAB) corridor within Los Angeles County, known as the WSAB Transit Corridor Project (Project).

On March 15, 2023, the Metro Board of Directors approved a motion that included a recommendation to rename the Project with more of a local context, and launched a renaming campaign in August 2023 to receive community input on names. On January 22, 2024, the Southeast Gateway Line was unveiled as the new project name. The Southeast Gateway Line name will be used as the Project advances; however, the Project will continue to be referred to as WSAB throughout this Final EIS/EIR.

### S.1 Project Purpose and Need

#### S.1.1 Purpose of the Project

The Project's overall purpose is to provide high-quality reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor. This new transit service will increase mobility and connectivity for historically underserved and transit-dependent communities, improve travel times on local and regional transportation networks relative to travel times without the Project, and accommodate substantial future employment and population growth.

#### S.1.2 Need for the Project

Located in southeastern Los Angeles County, the Study Area is approximately 98 square miles and incorporates 20 individual cities (Figure S-1). The Study Area is currently home to 1.4 million residents and 618,500 jobs, which are projected to increase to 1.6 million residents and 746,000 jobs by 2042. Most of the Study Area is served by buses that operate primarily along a heavily congested freeway and arterial network. As the population and employment within the Study Area are predicted to grow substantially over the next 20 years, the congestion of the roadway network is expected to worsen, resulting in the further decreased reliability of transit service.

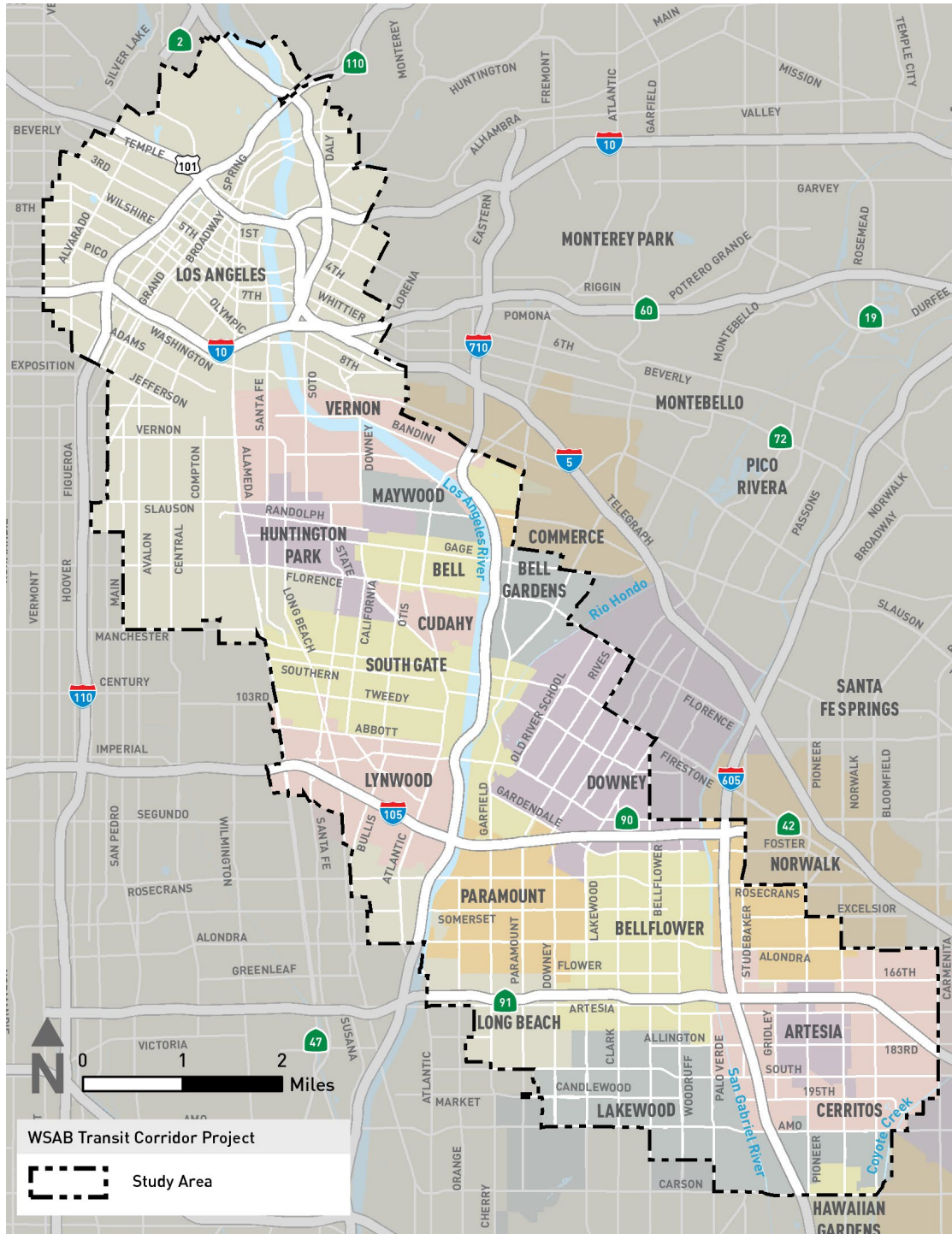
### S.2 Alternatives Considered/Project Description

Metro considered four Build Alternatives, two design options, two maintenance and storage facility (MSF) site options, and a No Build Alternative in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Draft EIS/EIR was circulated for public review and comment from July 30, 2021, to September 28, 2021. In January 2022, based on the findings of the Draft EIS/EIR, and in consideration of funding availability, the Metro Board of Directors identified Alternative 3: Slauson A (Blue) Line to Pioneer Station from the Draft EIS/EIR as the Locally Preferred Alternative (LPA), which is the focus of this Final EIS/EIR. For CEQA purposes, the analysis of Alternatives 1, 2, and 4 and the Paramount MSF site option in the Draft EIS/EIR are incorporated here by reference. The No Build Alternative is included in this Final EIS/EIR for comparative purposes.

### S.2.1 No Build Alternative

The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated pursuant to the National Environmental Policy Act (NEPA). The No Build Alternative does not include the LPA.

Figure S-1. WSAB Transit Corridor Study Area



Source: Prepared on behalf of Metro in 2023



### S.2.2 Draft EIS/EIR Build Alternatives

The four Build Alternatives, two station design options, and two MSF site options evaluated in the Draft EIS/EIR and corresponding technical studies were as follows:

- Alternative 1: Los Angeles Union Station to Pioneer Station
  - Design Option 1: Los Angeles Union Station – Metropolitan Water District
  - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Figure S-2 illustrates the Build Alternatives evaluated in the Draft EIS/EIR. Alternatives 1, 2, and 4 from the Draft EIS/EIR are included in this Final EIS/EIR by reference to *the West Santa Ana Branch Transit Corridor Project Draft Environmental Impact Statement/Environmental Impact Report* (Metro 2021a).



Figure S-2. Draft EIS/EIR Build Alternatives and Design Options



Source: Metro 2020

### S.2.3 Locally Preferred Alternative

Alternative 3 in the Draft EIS/EIR, identified as the Staff Preferred Alternative, was identified as the LPA and is evaluated in this Final EIS/EIR. The LPA includes the Bellflower MSF site that was also evaluated in the Draft EIS/EIR.

The LPA evaluated in this Final EIS/EIR includes refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA, construction laydown/staging areas, and traction power substation sites are summarized in Chapter 2, Section 2.4.3.2 of this Final EIS/EIR. See Appendix E, Project Refinements since Circulation of the Draft EIS/EIR, for additional information on the refinements to the LPA. As summarized in Section S.6, refinements to the LPA and associated analyses in Chapters 3 and 4 of this Final EIS/EIR have not identified any new significant adverse impacts that were not identified in the Draft EIS/EIR.

Table S.1 summarizes the components of the LPA, inclusive of refinements, and Figure S-3 shows the alignments and station locations.

**Table S.1. Summary of Locally Preferred Alternative Components**

Project Components Alternatives	Locally Preferred Alternative
Alignment length	14.5 miles
Station configurations	9 3 aerial; 6 at-grade 1 at-grade infill station along C Line
Parking facilities	5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces)
Length of alignment by type	12.1 miles at-grade; 2.4 miles aerial <sup>1</sup>
At-grade crossings	30
Elevated street crossings	15
Freight crossings	6
Freeway crossings	4 1 aerial/overcrossing at I-105 3 freeway undercrossings <sup>2</sup> at I-710, I-605, SR 91
River crossings	3 (Rio Hondo Channel, Los Angeles River, San Gabriel River)
Freight realignment	8.7 miles
TPSS facilities	17
MSF site	1 (City of Bellflower)

Source: WSP 2023

Notes:

<sup>1</sup> Alignment configuration measurements count retained fill embankments as at-grade.

<sup>2</sup> The light rail tracks crossing beneath freeway structures.

MSF = maintenance and storage facility; TPSS = traction power substation

Figure S-3. WSAB Transit Corridor Locally Preferred Alternative



Source: Prepared by WSP and TAHA on behalf of Metro in 2023



The LPA includes one design option to close 186th Street. Under this design option, 186th Street would be closed but 187th Street would remain open.

The LPA will operate approximately 22 hours daily, seven days per week, from about 4:00 a.m. to 2:00 a.m.

Construction activities for the LPA are anticipated to occur over the course of approximately eight years. Construction is anticipated to begin in 2024 and continue through 2032, with system testing beginning in 2034 and revenue service beginning in 2035.

### S.3 Transportation

Chapter 3 of this Final EIS/EIR discusses existing transportation conditions, effects, project measures, and mitigation measures (as applicable), and impacts after mitigation for operation and construction of the LPA. Project and/or mitigation measures have been identified to address impacts. Project measures are incorporated as part of the LPA and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. These measures are requirements of the Project. Where relevant, the measures were included in the impact analyses. Mitigation measures are additional actions, not otherwise part of the LPA, that are designed to avoid, minimize, or compensate for adverse or significant impacts. These measures are required where significant or adverse impacts have been identified based on the impact analyses.

A summary of impacts to the transportation system is provided in Table S.2. The analysis includes impacts to streets and intersections, transit, bicycle and pedestrian facilities, parking, and vehicular and rail freight. Table S.2 also identifies mitigation to address adverse and/or significant impacts. The effects of the LPA with the design option to close 186th Street are generally the same as for the LPA without the design option and any substantive differences are identified in the following table. The adverse effects remaining after mitigation identified in the table are not applicable to U.S. Army Corps of Engineers (USACE) facilities.

**Table S.2. Potential Transportation Impacts and Mitigation Measures**

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Traffic Operations</b>	Intersections where operations deteriorate because (1) tracks are through/adjacent to existing intersections and queues from mid-block rail crossings build up when gates are down, (2) vehicular traffic associated with proposed park-and-ride facilities, and (3) roadway modifications required to accommodate the LPA.	<b>NEPA:</b> The LPA will result in adverse impacts at 19 intersections during one or both peak periods.	Signalization strategies to minimize impacts of queues and intersection modifications, as described in Mitigation Measures TRA-1 through TRA-17, which are specific intersection modifications.	<b>NEPA:</b> After mitigation, the LPA will continue to have adverse impacts at 12 intersections during one or both peak periods.
<b>Transit</b>	The LPA will increase the percentage of trips within Los Angeles County that are taken on transit. This mode shift is reflected in the number of daily new transit trips taken.	<b>NEPA:</b> In 2042, the LPA will result in 9,206 daily new transit trips compared to the No Build Alternative.	None required	<b>NEPA:</b> None
<b>Active Transportation</b>	The LPA will affect active transportation (pedestrian and bicycle) facilities where it will remove or degrade a bike facility or sidewalk. Beneficial effects will occur where new facilities are added, or existing facilities are upgraded.	<b>NEPA:</b> The LPA will displace sections of the Paramount Bike Trail and Bellflower Bike Trail, which could result in an adverse effect if not realigned.  Active transportation enhancements will include physical improvements (e.g., barriers and gates), channelization and signing, illumination, new sidewalks, and other design improvements.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	<b>NEPA:</b> With mitigation, these existing active transportation facilities will be realigned to maintain continuity under the LPA and there will not be adverse effects after mitigation.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Parking</b>	The LPA will affect the supply of on- and off- street parking through the removal of parking to accommodate project components. The LPA will include the provision of dedicated transit parking at five stations but could contribute to spillover parking impacts in the vicinity of stations.	<b>NEPA:</b> The LPA will not result in adverse effects related to on- or off-street parking or spillover parking.	Mitigation Measures TRA-19 (Parking Monitoring and Community Outreach) and TRA-20 (Parking Mitigation Program [Permanent]).	<b>NEPA:</b> Parking patterns near future stations and in areas where existing parking is removed will change but will not result in adverse impacts.
<b>Freight</b>	Delay experienced by freight vehicles at intersections where traffic operations deteriorate. Operation and maintenance of rail freight at locations where rail freight tracks and/or spurs are in the vicinity of the LPA alignment.	<b>NEPA:</b> The LPA will not result in adverse effects related to vehicular or rail freight. Vehicular freight travel generally occurs outside of the peak traffic periods when there is less roadway congestion, and the LPA will not affect the designation of truck routes. Freight operations, maintenance, and access for existing rail customers will be accommodated by the LPA; if existing access cannot be maintained, a full acquisition of the parcel is proposed.	None required	<b>NEPA:</b> None
<b>CEQA Determination —Operation</b>	Threshold TRA-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<b>CEQA:</b> The LPA will improve transit service, accessibility, and reliability. Active transportation networks will be modified to accommodate the LPA. The LPA could preempt the future development and implementation of planned bicycle paths.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	<b>CEQA:</b> Significant and unavoidable impacts due to inconsistencies with bicycle master plans.
	Threshold TRA-2: Would the Project conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)?	<b>CEQA:</b> The LPA, in 2042 will reduce VMT by 71,800 miles relative to existing conditions and by 130,900 miles relative to the No Build Alternative in 2042.	None required	<b>CEQA:</b> Beneficial effects and less than significant impact.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>CEQA:</b> At-grade crossings will be designed with safety measures. The LPA will operate adjacent to existing freight service along portions of the alignment that operate in shared right-of-way. There could be a potential for derailment, which could present a safety concern.	Mitigation Measure SAF-1 (Encroachment Detection) will further reduce effects.	<b>CEQA:</b> Less than significant.
	Threshold TRA-4: Would the Project result in inadequate emergency access?	<b>CEQA:</b> The LPA will not interfere with adopted emergency response or evacuation plans, emergency service providers, or otherwise increase the demand for emergency response services.	None required	<b>CEQA:</b> Less than significant.
<b>Construction Phase</b>	Construction will include track and station construction at-grade through and adjacent to local streets with live traffic, overhead/aerial track and station construction, at-grade station and parking construction, and street closure/turning movement restrictions.	<b>NEPA:</b> Workers and equipment accessing the construction site will increase traffic and require parking. Construction will require temporary street and lane closures, width reductions, and reductions in the number of lanes, which will affect vehicular traffic and transit services. Construction could also result in closure of bicycle and pedestrian facilities. Existing freight tracks will require relocation in some locations. On- and off-street parking will be removed.	TRA-18 (Transportation Management Plan(s)) and TRA-21 (Loss of Parking (Construction)).	<b>NEPA:</b> Temporary construction-related impacts will be minimized, but adverse effects will still occur after mitigation.



Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>CEQA Determination —Construction</b>	Threshold TRA-CON-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?	<b>CEQA:</b> Construction activities will not conflict with plans, policies, or ordinances associated with the transportation system.	TRA-18 (Transportation Management Plan(s)) will further reduce effects.	<b>CEQA:</b> Less than significant.
	Threshold TRA-CON-2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<b>CEQA:</b> Construction activity will be localized to the work area and haul routes, and will not significantly change vehicle circulation in the Study Area as a whole.	None required	<b>CEQA:</b> Less than significant.
	Threshold TRA-CON-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>CEQA:</b> Construction will require temporary modifications that will follow standard construction practices for temporary vehicle, freight, pedestrian, and bicycle handling that will preserve emergency access and minimize hazards.	TRA-18 (Transportation Management Plan(s)) will further reduce effects.	<b>CEQA:</b> Less than significant.
	Threshold TRA-CON-4: Would the Project result in inadequate emergency access?	<b>CEQA:</b> Construction activity will require temporary modification of existing transportation facilities. Coordination with emergency responders will occur to maintain emergency access and to minimize project-related delays in response times.	TRA-18 (Transportation Management Plan(s)) and COM-1 (Construction Outreach Plan).	<b>CEQA:</b> Less than significant after mitigation.

Source: Compiled on behalf of Metro in 2023

CEQA = California Environmental Quality Act; LPA = Locally Preferred Alternative; NEPA = National Environmental Policy Act; VMT = vehicle miles traveled

## S.4 Affected Environment and Environmental Consequences

Chapter 4 of this Final EIS/EIR discusses the existing conditions, environmental effects, project measures, and mitigation measures (as applicable), and environmental impacts after mitigation for operation and construction of the LPA. Both a NEPA finding, considering context and intensity of effect, and a California Environmental Quality Act (CEQA) determination are included. The CEQA determination included for each element of the environment identifies the CEQA significance thresholds that are applicable to that topic and provides an evaluation of the Project's effects relative to the thresholds.

A summary of environmental impacts and required mitigation measures during operation of the LPA is provided in Table S.3. Construction-related impacts and mitigation measures are summarized in Table S.4. Growth, cumulative, and environmental justice impacts, and mitigation measures are summarized in Table S.5. The effects of the LPA with the design option to close 186th Street are generally the same as for the LPA without the design option and any substantive differences are identified in the following tables. The adverse effects remaining after mitigation are not applicable to USACE facilities.

Table S.3. Operational Environmental Impacts and Mitigation Measures

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Land Use</b>	Project effects could relate to land use compatibility with surrounding land uses.	<p><b>NEPA:</b> The LPA will not conflict with surrounding uses, change the function of the rail ROWs as rail corridors, impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses, or physically divide an established community.</p> <p>The LPA will require the realignment of the Paramount Bike Trail segment between Somerset Boulevard and Lakewood Boulevard and the Bellflower Bike Trail segment east of Bellflower Boulevard. The LPA will also require the relocation of a bus stop to accommodate the Bellflower Station. The bike trails and bus stop will continue to be available for use by the community and access will not be affected.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p><b>NEPA:</b> With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the LPA will maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail. Therefore, after mitigation no adverse effects will remain.</p>

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>Project effects could relate to consistency with applicable regional and local land use plans, policies, and regulations.</p>	<p><b>NEPA:</b> The LPA is compatible with regional and local land use plans, policies, and regulations. However, it could preempt future development and implementation of planned bike paths identified in local plans. While planned, the bike paths are unfunded and not scheduled for implementation. The reclassification of the bike paths is an inconsistency with the current bike plans and an adverse effect will occur.</p>	<p>Mitigation Measure LU-1 (Consistency with Bike Plans)</p>	<p><b>NEPA:</b> With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the LPA may still preempt current plans for future development and implementation of bike paths and could result in inconsistencies with local plans. The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, it is conservatively determined that after mitigation, adverse effects will remain.</p>
	<p>Threshold LU-1: Would the Project physically divide an established community?</p>	<p><b>CEQA:</b> The LPA will not introduce physical barriers or generate permanent access disruptions to existing land uses on either side of the alignment, and access to the surrounding community will remain available.</p>	<p>None required</p>	<p><b>CEQA:</b> Less than significant.</p>

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>Threshold LU-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p><b>CEQA:</b> The LPA will be consistent with applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions. However, the LPA could preempt future development and implementation of planned bike paths identified for the Cities of Cudahy, Huntington Park, South Gate, and Bell, as the San Pedro Subdivision ROW and PEROW may not have sufficient space to accommodate a bike path, LRT tracks, and freight track. While planned, the bike paths are unfunded and not scheduled for implementation. Metro, as appropriate, will prepare and support adoption of amended language for each affected local plan consistent with each city's mobility and connectivity goals. However, the reclassification of the bike paths is an inconsistency with the current bike plans and an adverse effect will occur.</p>	<p>Mitigation Measure LU-1 (Consistency with Bike Plans)</p>	<p><b>CEQA:</b> The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, it is conservatively determined that the LPA will result in a significant and unavoidable impact related to consistency with bike plans.</p>
<p><b>Communities and Neighborhoods</b></p>	<p>Project effects could relate to access and mobility, community character and cohesion, and community stability.</p>	<p><b>NEPA:</b> The LPA will improve and not adversely affect access and mobility; community character and cohesion will be maintained; and increased connections among communities will support community stability.</p> <p>The LPA will change access and mobility patterns, but surrounding access to the community and community resources will remain. Changes to the existing noise, traffic, visual character, land use, and expected population growth will occur but will not affect community character and cohesion.</p>	<p>Mitigation Measures TRA-1 through TRA-17, which are specific intersection improvements, VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), and NOI-1 through NOI-5, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, and TPSS noise reduction.</p>	<p><b>NEPA:</b> No adverse effects.</p>

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold COM-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<b>CEQA:</b> The LPA will not directly result in population growth within surrounding communities. Opportunities for TOD around stations is consistent with SCAG growth projections and local community plans. However, this development will be subject to approval by the city and to all applicable requirements and regulations of the affected city.	None required	<b>CEQA:</b> Less than significant.
<b>Acquisitions and Displacements</b>	Acquisitions will be required to accommodate the structures and columns for the aerial segments of the alignment, TPSS sites, parking facilities, grade crossings and separations, freight track relocation, and other ancillary facilities.	<b>NEPA:</b> The LPA with the MSF will require full and partial acquisition on approximately 206 parcels; the LPA with the design option would result in one less permanent impact compared to the LPA without the design option.  With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect will occur.	None required	<b>NEPA:</b> No adverse effect.
	Acquired properties will result in business displacements.	<b>NEPA:</b> The LPA with the MSF will displace approximately 59 businesses with an estimated 443 employees.  Metro will provide relocation assistance and compensation for all eligible displaced businesses as required under the Uniform Act and California Relocation Act.	None required	<b>NEPA:</b> No adverse effect.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Acquired properties will result in residential displacements.	<p><b>NEPA:</b> The LPA will displace approximately 13 residential units with an estimated 47 occupants.</p> <p>Metro will provide relocation assistance and compensation for all eligible displaced residences as required under the Uniform Act and California Relocation Act.</p>	None required	<b>NEPA:</b> No adverse effect.
	Threshold DIS-1: Displace substantial numbers of existing people, housing, or business, necessitating the construction of replacement housing or replacement business elsewhere?	<p><b>CEQA:</b> Displacements will occur as shown in prior rows of this table. This will not necessitate the construction of replacement housing or businesses.</p> <p>Metro will provide relocation assistance and compensation for all eligible displaced businesses as required under the Uniform Act and California Relocation Act.</p>	None required	<b>CEQA:</b> Less than significant.
<b>Visual and Aesthetics</b>	The LPA could affect visual character and quality, scenic vistas, light, and glare.	<p><b>NEPA:</b> The LPA will introduce new visual elements to the surrounding area. The LPA will not change the natural topography of the Affected Area, and most changes will be neutral and compatible with the surrounding visual quality and visual character. The LPA will result in adverse visual effects with the removal of the “Belle” public art cow statue and the decorative wall and landscaping at Somerset Boulevard.</p>	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	<b>NEPA:</b> No adverse effect after mitigation.
	Threshold VIS-1: Would the Project have a substantial adverse effect on a scenic vista?	<p><b>CEQA:</b> No scenic vistas are present in the Affected Area. Therefore, no scenic vistas will be affected.</p>	None required	<b>CEQA:</b> No impact.



Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold VIS-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>CEQA:</b> No state scenic highways are located within the Affected Area. Therefore, no scenic resources within a state scenic highway will be affected.	None required	<b>CEQA:</b> No impact.
	Threshold VIS-3: In nonurbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<b>CEQA:</b> The Affected Area is urbanized. The LPA will remove the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the LRT tracks) in the City of Paramount and will relocate the “Belle” public art cow statue in the City of Bellflower. These effects will conflict with the City of Paramount Municipal Code requirement to conceal views of open storage areas and the City of Bellflower’s public arts program.	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold VIS-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>CEQA:</b> The LPA will not result in substantial change to existing lighting and glare.	None required	<b>CEQA:</b> Less than significant.
<b>Air Quality</b>	The LPA could affect daily air pollutant emissions in the Affected Area.	<b>NEPA:</b> Aside from a minor increase in reactive organic gases associated with MSF operations, the LPA will reduce regional air pollutant emissions through changes in regional transportation patterns due to mode shift and increased transit ridership. The LPA will not result in adverse effects related to MSAT emissions.	None required	<b>NEPA:</b> No adverse effect.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	<b>CEQA:</b> The LPA will reduce daily VMT within the Affected Area resulting in reduced emissions from vehicle exhaust and road dust.	None required	<b>CEQA:</b> Less than significant.
	Threshold AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant under an applicable federal or state ambient air quality standard?	<b>CEQA:</b> The Project is listed in the region's currently conforming 2020-2045 RTP/SCS. The LPA will not result in an incremental increase in daily emissions that will exceed any applicable SCAQMD threshold.	None required	<b>CEQA:</b> Less than significant.
	Threshold AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	<b>CEQA:</b> The LPA will not introduce a new land use development that will constitute a substantial direct source of air pollutant emissions to the Affected Area during operation.	None required	<b>CEQA:</b> Less than significant.
	Threshold AQ-4: Would the Project result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	<b>CEQA:</b> The LPA will not generate a substantial source of operational odors or dust emissions.	None required	<b>CEQA:</b> Less than significant.
<b>Greenhouse Gas Emissions</b>	The LPA will reduce annual GHG emissions during operation.	<b>NEPA:</b> The LPA will reduce GHG emissions by approximately 8,202 MTCO <sub>2</sub> e/year in 2042 relative to the No Build Alternative.	None required	<b>NEPA:</b> No adverse effect.
	Threshold GHG-1: Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>CEQA:</b> The LPA will generate direct GHG emissions through operations at the MSF, and indirect GHG emissions will be generated through energy use; however, the LPA will result in a net reduction in GHG over time.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold GHG-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?	<b>CEQA:</b> The LPA is consistent with the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS and relevant GHG reduction and conservation plans.	None required	<b>CEQA:</b> Less than significant.
<b>Noise and Vibration</b>	The LPA could cause noise impacts at sensitive land uses.	<b>NEPA:</b> The LPA will generate 97 moderate and 117 severe noise impacts from LRT pass-by. The LPA with the design option would result in 96 moderate and 118 severe impacts compared to the LPA without the design option. Relocated freight track noise will generate 61 moderate and 22 severe impacts. Ancillary facilities will generate 1 moderate and 2 severe impacts.	Mitigation Measures NOI-1 through NOI-5, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and soundwalls for freight track relocation.	<b>NEPA:</b> Mitigation will reduce the number of sensitive land uses experiencing noise impacts to 31 moderate and 4 severe LRT pass-by noise impacts for the LPA without the design option, and 33 moderate and 2 severe LRT pass-by impacts for the LPA with the design option. Relocated freight tracks would result in 38 moderate and 1 severe impact remaining. Ancillary facilities will result in 1 moderate and 2 severe impacts remaining. Effects will remain adverse at those locations.
	The LPA could cause vibration impacts at sensitive land uses.	<b>NEPA:</b> The LPA will generate groundborne vibration that will exceed FTA impact criteria at 88 sensitive land uses.	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	<b>NEPA:</b> Mitigation will reduce the number of sensitive land uses experiencing vibration impacts to 2. Effects will remain adverse at those 2 locations.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	<b>CEQA:</b> Noise impacts will occur as identified in prior rows of this table.	Mitigation Measures NOI-1 through NOI-5, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and soundwalls for freight track relocation	<b>CEQA:</b> Significant and unavoidable after mitigation for the number of receptors identified in prior rows.
	Threshold NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	<b>CEQA:</b> Vibration impacts will occur as identified in prior rows of this table.	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	<b>CEQA:</b> Significant and unavoidable after mitigation for the number of receptors identified in prior rows of this table.
	Threshold NOI-3: 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 2 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?	<b>CEQA:</b> No public airports or private airstrips are located within 2 miles of the project area.	None required	<b>CEQA:</b> No impact.
<b>Ecosystems/ Biological Resources</b>	The Affected Area for biological resources supports urban landscaping and ruderal/ornamental vegetation. Wildlife resources are limited to those species adapted to highly urbanized environments.	<b>NEPA:</b> The LPA will not adversely affect any candidate, sensitive, or special status plant species or protected trees. The LPA is unlikely to affect wildlife species if present. The LPA will not impact jurisdictional water resources or result in the spread of invasive species.	None required	<b>NEPA:</b> No adverse effect.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<b>CEQA:</b> Operation of the LPA will be unlikely to affect wildlife species and, therefore, impacts will be less than significant.	None required	<b>CEQA:</b> Less than significant.
	Threshold BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<b>CEQA:</b> The LPA will not result in impacts to riparian habitat or other sensitive natural communities.	None required	<b>CEQA:</b> No impact.
	Threshold BIO-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>CEQA:</b> The LPA will not result in impacts to state or federally protected wetlands.	None required	<b>CEQA:</b> No impact.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold BIO-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>CEQA:</b> The LPA will not interfere with the movement of 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. CDFW does not identify any mapped California Essential Habitat Connectivity areas within the Affected Area, nor does it contain any Missing Linkages, as identified by the South Coast Wildlands Network.	None required	<b>CEQA:</b> No impact.
	Threshold BIO-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>CEQA:</b> The LPA will not conflict with any local policies or ordinances protecting biological resources.	None required	<b>CEQA:</b> No impact.
	Threshold BIO-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<b>CEQA:</b> The LPA will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan.	None required	<b>CEQA:</b> No impact.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<p><b>Geotechnical, Subsurface, and Seismic</b></p>	<p>The Affected Area could be subject to seismic shaking and fault-induced ground rupture, liquefaction and seismically induced settlement, seismically induced inundation, expansive soils, ground settlement and collapsible soils, and naturally occurring oil and gas.</p>	<p><b>NEPA:</b> No known active faults capable of ground rupture are mapped within the Affected Area. The LPA could subject people and structures to moderate to strong seismic ground shaking. In accordance with state and local seismic design criteria, structures will be designed and constructed to withstand the estimated seismic ground shaking and resulting ground loads and deformations.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>
		<p><b>NEPA:</b> The LPA could subject people and structures to the effects of liquefaction or seismically induced settlement. Adverse effects will be avoided with implementation of mandatory design requirements.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>
		<p><b>NEPA:</b> For the at-grade elements of the LPA, if seismically induced inundation occurred, the inundation would be short-lived and accommodated by drainage systems.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>
		<p><b>NEPA:</b> The LPA could subject people and structures to the effects of expansive soils, which could result in damage to structures. Adverse effects will be avoided with implementation of mandatory design requirements.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>
		<p><b>NEPA:</b> The LPA could subject people and structures to the effects of ground settlement, which could result in damage to structures. Adverse effects will be avoided with implementation of mandatory design requirements.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>



Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
		<b>NEPA:</b> The LPA is not in a Methane Hazard Zone, and there are no oil or gas fields in the Affected Area. Naturally occurring oil and gas hazards are not a concern during operation of the LPA.	None required	<b>NEPA:</b> No adverse effect.
	Threshold GEO-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<b>CEQA:</b> The LPA is not underlain by a known active fault capable of ground rupture and not located within an Earthquake Fault Zone established by the State of California Alquist-Priolo Earthquake Fault Zoning Act.	None required	<b>CEQA:</b> No impact.
	Threshold GEO-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<b>CEQA:</b> The LPA could be exposed to strong seismic ground shaking. Impacts related to seismic shaking will be less than significant with design and construction performed per applicable design criteria.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	<b>CEQA:</b> The LPA could be exposed to seismic-related ground failure, including liquefaction, lateral spreading, and seismically induced settlement. Impacts will be less than significant with design and construction performed per applicable design criteria.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold GEO-4: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<b>CEQA:</b> Natural landslides are not a hazard to the LPA.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-5: Would the Project result in substantial soil erosion or the loss of topsoil?	<b>CEQA:</b> The LPA is located in an urban setting, and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-6: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<b>CEQA:</b> The LPA is in an area that may be prone to collapse or settlement. Impacts related to settlement or collapsible soil will be less than significant with design and construction performed per applicable design criteria.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<b>CEQA:</b> Clay-rich soils may exist locally within alluvial soils present in the Affected Area. The LPA could subject people and structures to the effects of expansive soils, which could result in damage to structures. Impacts related to expansive soil will be less than significant with design and construction performed per applicable design criteria.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold GEO-8: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<b>CEQA:</b> The LPA will not expose people or structures to significant impacts involving the adequacy of soils to support septic tanks or alternative waste disposal systems.	None required	<b>CEQA:</b> No impact.
	Threshold GEO-9: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>CEQA:</b> Refer to the assessment for Threshold PALEO-1.	N/A	N/A
<b>Hazards and Hazardous Materials</b>	The Affected Area contains sites of environmental concern.	<b>NEPA:</b> There are 307 known, potential, and historical environmental concern sites in the Affected Area for hazards and hazmat. Operation and maintenance of the LPA will not result in adverse effects related to environmental concern sites.	None required	<b>NEPA:</b> No adverse effect.
	Operation of the LPA could use or encounter hazardous materials.	<b>NEPA:</b> The LPA, independent of activities at the MSF, will not include the use of hazardous materials or wastes for maintenance and operational purposes. Operation of the MSF will not emit hazardous air emissions. Extremely hazardous substances will not be used in quantities that exceed thresholds.	None required	<b>NEPA:</b> No adverse effect.
	The Affected Area contains educational facilities and regulations require coordination with schools if the LPA will have hazardous air emissions or handle extremely hazardous substances in a quantity equal to or greater than the state threshold.	<b>NEPA:</b> There are 45 educational facilities located in the Affected Area for hazards and hazmat. Hazardous materials in quantities equal to or greater than the state threshold quantity will not be used during operation or maintenance of the LPA.	None required	<b>NEPA:</b> No adverse effect.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	The LPA could encounter oil and gas wells, oil fields, and hazardous subsurface gases.	<b>NEPA:</b> One abandoned oil well is in the Affected Area. Unidentified abandoned oil wells may be present. The LPA does not pass through abandoned oil fields and methane zones. If unidentified abandoned oil wells are present, they will be identified during construction and will not pose a risk during operation or maintenance of the LPA.	None required	<b>NEPA:</b> No adverse effect.
	Threshold HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>CEQA:</b> The LPA will not result in the routine transport, use, or disposal of hazardous materials or wastes. Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment. Impacts will be less than significant with the appropriate management of hazardous materials.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>CEQA:</b> The LPA will not involve the transport, storage, use, or disposal of hazardous materials in quantities greater than needed to support standard operations, and impacts will not occur. Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment. Impacts will be less than significant with the appropriate management of hazardous materials.	None required	<b>CEQA:</b> Less than significant.

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	Threshold HAZ-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>CEQA:</b> Operation of the LPA will not emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste during project operation. Operation of the MSF may use cleaners and greasers that could contain small amounts of hazardous or acutely hazardous materials, substances, or wastes during operation. Impacts will be less than significant with the appropriate management of hazardous materials.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>CEQA:</b> The LPA will operate near or on regulatory-listed sites with hazardous material contamination. Operation will not disturb the soil, soil vapor, or groundwater.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-5: For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<b>CEQA:</b> No airports are located within 2 miles of the LPA.	None required	<b>CEQA:</b> No impact.

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	Threshold HAZ-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>CEQA:</b> The LPA will not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<b>CEQA:</b> No wildlands are located in the vicinity of the LPA.	None required	<b>CEQA:</b> No impact.
<b>Water Resources</b>	The LPA will introduce new or modified features that could have direct and indirect impacts to existing rivers, including new structures over rivers and additional impervious area.	<b>NEPA:</b> The LPA will increase impervious area by approximately 37.3 acres.	None required	<b>NEPA:</b> No adverse effect.
	The LPA will cross FEMA-established floodplains.	<b>NEPA:</b> Tracks and structures associated with the LPA will be built above the existing river channel walls or levees. Hydraulic studies for new bridge piers indicate water surface elevation changes of less than one foot.	None required	<b>NEPA:</b> No adverse effect.
	The LPA could affect groundwater.	<b>NEPA:</b> The LPA is in a highly urbanized area; therefore, the net new impervious area will represent a negligible overall increase in total impervious area with respect to the watersheds and the corresponding groundwater recharge areas.	None required	<b>NEPA:</b> No adverse effect.

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	Threshold WR-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<b>CEQA:</b> LPA is subject to the LA County MS4 NPDES permit and IGP. The MS4 NPDES permit requires implementation of site design, source control, and treatment control BMPs to the maximum extent practical.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<b>CEQA:</b> The LPA will result in approximately 37.3 acres of new impervious area. The increase in impervious surfaces within the Affected Area will be a negligible fraction of the 177,000-acre basin area. Should long-term contaminated groundwater dewatering be necessary, ongoing management or treatment will be required.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-3: Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	<b>CEQA:</b> The LPA will not alter drainage patterns in a manner that will result in significant erosion or siltation on-site or off-site.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-4: 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 that would substantially increase the rate or amount of surface runoff or would result in flooding on- or off-site?	<b>CEQA:</b> The LPA will not substantially increase the rate or amount of runoff from the project site that could cause flooding on- or off-site.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold WR-5: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?	<b>CEQA:</b> The LPA will not adversely affect stormwater runoff.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-6: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would impede or redirect flood flows?	<b>CEQA:</b> The LPA will not impede or redirect flood flows.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-7: Would the Project be subject to inundation by seiche, tsunami, or mudflow?	<b>CEQA:</b> The LPA will not result in significant impacts related to pollutant releases due to inundation. The Affected Area is not subject to seiche or tsunami risk.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-8: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>CEQA:</b> The LPA will not obstruct implementation of a water quality control plan or sustainable groundwater management plan.	None required	<b>CEQA:</b> Less than significant.



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Energy	Operation of the Project would require energy.	<b>NEPA:</b> The LPA will reduce operational energy consumption compared to the No Build Alternative by approximately 126,706 MMBTU/year in 2042 (0.015%).	None required	<b>NEPA:</b> No adverse effect.
	Threshold ENERGY-1: Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<b>CEQA:</b> The LPA will not result in wasteful, inefficient, or unnecessary consumption of energy resources during operation. If the LPA had been operating in 2017, it would have reduced operational transportation energy consumption compared to existing conditions by 32,613 MMBTU/year (0.004%).	None required	<b>CEQA:</b> Less than significant.
	Threshold ENERGY-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>CEQA:</b> The LPA is consistent with the applicable regional and local conservation plans.	None required	<b>CEQA:</b> Less than significant.
Electromagnetic Fields	Operation of the LPA will generate electromagnetic fields.	<b>NEPA/CEQA:</b> EMF levels produced by LRT vehicles will be below health safety criteria. There are no facilities with EMF-sensitive equipment in the Affected Area.	None required	<b>NEPA/CEQA:</b> No adverse effect/No impact.

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<b>Historic, Archaeological, and Paleontological Resources</b>	The LPA could affect historic architectural (built environment) properties.	<b>NEPA:</b> The LPA will alter the Century Freeway-Transitway Historic District, the Union Pacific LA River Rail Bridge, and the LA River, Rio Hondo, and San Gabriel River channels in a manner that is not adverse. Operation of the LPA will not change the use or alter the historic characteristics of any of the extant built environment historic properties in a manner that will diminish their integrity of location, design, setting, materials, workmanship, feeling, or association. Therefore, the LPA will result in no adverse effect on historic properties.	None required	<b>NEPA:</b> No adverse effect.
	The LPA could affect archaeological resources.	<b>NEPA:</b> Operation of the LPA will not affect archaeological historic properties as there will be minimal, if any, ground disturbance.	None required	<b>NEPA:</b> No effect.
	The LPA could affect paleontological resources.	<b>NEPA:</b> Operation of the LPA will involve minimal, if any, ground disturbance; therefore, there will be no adverse effect to paleontological resources.	None required	<b>NEPA:</b> No adverse effect.
	Threshold HIS-1: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<b>CEQA:</b> The LPA will alter the Century Freeway-Transitway Historic District, the Union Pacific LA River Rail Bridge, and the LA River, Rio Hondo, and San Gabriel River channels in a manner that is less than significant.	None required	<b>CEQA:</b> Less than significant.
	Threshold ARCH-1: Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	<b>CEQA:</b> Operation of the LPA will result in no effect to archaeological historic properties.	None required	<b>CEQA:</b> No impact.

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	Threshold ARCH-2: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	<b>CEQA:</b> Operation of the LPA will have no impact to human remains.	None required	<b>CEQA:</b> No impact.
	Threshold PALEO-1: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>CEQA:</b> Operation of the LPA will have no impact to paleontological resources.	None required	<b>CEQA:</b> No impact.
<b>Tribal Cultural Resources</b>	Native American tribes were consulted in compliance with Section 106.	<b>NEPA:</b> No traditional cultural properties were identified within the Area of Potential Effect.	None required	<b>NEPA:</b> No adverse effect.
	<p>Threshold TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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:</p> <ul style="list-style-type: none"> <li>a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</li> <li>b) A resource determined by the lead agency, in its discretion and supported by substantial</li> </ul>	<b>CEQA:</b> No tribal cultural resources were identified within the Area of Potential Effect associated with the LPA.	None required	<b>CEQA:</b> No impact.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
<b>Parklands and Community Facilities</b>	Parklands and community facilities are located within the Affected Area of the LPA.	<b>NEPA:</b> The LPA will require a partial property acquisition of a LADWP utility right-of-way located along the northern boundary of Paramount Park and a termination of the lease for the Metro-leased parking area within Paramount Park. Off-site parking located in the San Pedro Subdivision ROW and used by Salt Lake Park will be removed/relocated. The LPA will require the realignment of the Bellflower Bike Trail and Paramount Bike Trail.	Mitigation Measure LU-1 (Consistency with Bike Plans)	<b>NEPA:</b> With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the LPA will maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail resulting in no adverse effect.
	Threshold PARK-1: 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 standards for any park or recreational facility?	<b>CEQA:</b> The LPA could preempt or obstruct future development and implementation of planned bike paths and limit access to bicycle facilities identified in adopted local plans.	Mitigation Measure LU-1 (Consistency with Bike Plans)	<b>CEQA:</b> Significant and unavoidable.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold PARK-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<b>CEQA:</b> The LPA will improve accessibility to existing neighborhood parks, recreational facilities, and bike facilities by having a nearby transit station, which could result in increased use; however, the increased use is not expected to severely impact the infrastructure of the facilities.	None required	<b>CEQA:</b> Less than significant.
	Threshold PARK-3: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>CEQA:</b> The existing Paramount Bike Trail and Bellflower Bike Trail will be reconfigured to accommodate the Project, and access and connectivity will be maintained. The LPA could preempt or obstruct future development and implementation of the planned Class I bicycle paths along Salt Lake Avenue, north of Rayo Avenue, and south of the Los Angeles River. While planned, the bike paths are unfunded and not scheduled for implementation. In addition, the reclassification of the bike paths is an inconsistency with the current bike plans and an adverse effect will occur.	Mitigation Measure LU-1 (Consistency with Bike Plans)	<b>CEQA:</b> Significant and unavoidable.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Economic and Fiscal Impacts</b>	The LPA could affect employment, property values, connectivity, and local tax bases.	<b>NEPA:</b> The LPA will directly generate \$8.8 million in additional wages and salaries by creating approximately 250 new jobs. Overall effects on property values are anticipated to have a net benefit to the regional economy. Effects on local businesses will include lost parking and increased access by transit. Private property converted to right-of-way will decrease the local tax base; however, increased property values and new construction will increase tax revenue. The LPA will displace businesses, as identified under the heading “Acquisitions and Displacements” above, and associated jobs, which will likely be relocated.	None required	<b>NEPA:</b> No adverse effect.
	Threshold ECON-1: Would the Project result in substantial impacts to regional mobility and connectivity?	<b>CEQA:</b> The LPA will have beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and costs in the region.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Safety and Security</b>	Transit system safety focuses on identifying, eliminating, and/or controlling safety hazards.	<b>NEPA:</b> The LPA will be designed to provide for the safety and security of passengers and employees. Portions of the right-of-way will be shared with freight operations, which introduces a potential for derailment or collision.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	<b>NEPA:</b> No adverse effect.
	At-grade crossings would introduce the potential for collisions and potential hazards to motorist, pedestrian, and bicyclist safety.	<b>NEPA:</b> The LPA will comply with all applicable regulations. Traffic-control improvements and way-finding features will be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.	None required	<b>NEPA:</b> No adverse effect.
	The LPA could interfere with local jurisdictions' emergency response plans or delay emergency service providers.	<b>NEPA:</b> Metro will coordinate with the applicable fire and police departments in addressing fire/life safety and security for the facilities within their respective jurisdictions. Metro, in coordination with local jurisdictions, will develop traffic management plans to reduce delays in response times for emergency service providers.	None required	<b>NEPA:</b> No adverse effect.
	Security relates to protection of people from intentional acts that could result in injury or harm, and protection of property from deliberate acts.	<b>NEPA:</b> The LPA includes security features such as lighting, surveillance, CCTV, access control, and emergency call boxes to reduce the potential for crime and terrorist activity.	None required	<b>NEPA:</b> No adverse effect.

Topic	Description of Impact Considerations	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold SAF-1: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>CEQA:</b> The LPA will not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans will typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	<b>CEQA:</b> Less than significant.
	Threshold SAF-2: Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	<b>CEQA:</b> The LPA will not introduce the need for new or expanded facilities relative to emergency service providers.	None required	<b>CEQA:</b> No impact.
	Threshold SAF-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>CEQA:</b> The LPA will introduce new grade crossings. The LRT operations will share ROW with freight operations and impacts will be significant.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	<b>CEQA:</b> Less than significant.

Source: Compiled on behalf of Metro in 2023

Notes: BMP = best management practices; CCTV= closed-circuit television; CDFW = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; EMF = electromagnetic fields; FEMA = Federal Emergency Management Agency; FTA = Federal Transit Administration; GHG = greenhouse gas; IGP = Industrial General Permit; LADWP = Los Angeles Department of Water and Power; LPA = Locally Preferred Alternative; LRT = light rail transit; MS4 = municipal separate storm sewer system; MMBTU = million British thermal units; MSAT = Mobile Source Air Toxics; MSF = maintenance and storage facility; MTCO<sub>2e</sub> = metric tons of carbon dioxide equivalent; NEPA = National Environmental Policy Act; NPDES = National Pollutant Discharge Elimination System; PEROW = Pacific Electric Right-of-Way; ROW = right-of-way; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; TOD = transit-oriented development; TPSS = traction power substation; VMT = vehicle miles traveled



Table S.4. Construction Environmental Impacts and Mitigation Measures

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Land Use	Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, lane and active transportation detours, and air quality and noise.	<b>NEPA:</b> The temporary construction activities associated with the LPA will be primarily located within the public and/or rail ROW or on sites acquired for construction. Temporary barriers and fencing along the perimeter of construction areas and additional temporary parking for construction personnel at construction staging areas will be provided. Sensitive land uses could also experience adverse effects related to intermittent construction noise and vibration. The LPA will comply with applicable regulations to minimize these effects.	Mitigation Measures COM-1 (Construction Outreach Plan), NOI-6 (Noise Control Plan), and VIB-3 through and VIB-7, which include a vibration control plan and minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, where applicable	<b>NEPA:</b> No adverse effect.
	Threshold LU-CON-1: Would the Project physically divide an established community?	<b>CEQA:</b> Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, and lane and active transportation detours.	Mitigation Measure COM-1 (Construction Outreach Plan)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold LU-CON-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<b>CEQA:</b> Construction activities will be temporary and will not directly conflict with applicable regional and local land use plans, policies, and regulations.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Communities and Neighborhoods</b>	<p>Construction effects on communities and neighborhoods could include temporary impacts to access and mobility, community character and cohesion, and community stability.</p>	<p><b>NEPA:</b> Construction activities for the LPA will be temporary and include barriers around construction activities and staging areas that will be removed upon completion of construction. Temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions. However, based on the timing of temporary closures and the implementation of detour routes, adverse effects will occur. Construction activities will not permanently isolate or alter the physical layout and character of the communities and are not expected to cause residents to move out of their communities.</p>	<p>Mitigation Measure COM-1 (Construction Outreach Plan)</p>	<p><b>NEPA:</b> No adverse effect after mitigation.</p>
	<p>Threshold COM-CON-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>	<p><b>CEQA:</b> Construction will be temporary and will not directly or indirectly induce unplanned population growth in the area.</p>	<p>None required</p>	<p><b>CEQA:</b> Less than significant.</p>
<b>Acquisitions and Displacements</b>	<p>Construction effects will include properties that are acquired for or affected by construction activities, and the affected businesses and residents.</p>	<p><b>NEPA:</b> Construction of the LPA and MSF will require acquisition of or temporary easements from approximately 195 parcels. Construction of the LPA with the design option would result in one additional temporary impact. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect will occur.</p>	<p>None required</p>	<p><b>NEPA:</b> No adverse effect.</p>

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold DIS-CON-1: Would the Project displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?	<b>CEQA:</b> Acquisitions and easements will occur for construction. These acquisitions to support construction will not result in displacements that will necessitate the construction of replacement housing or business.	None required	<b>CEQA:</b> Less than significant.
<b>Visual and Aesthetics</b>	Temporary construction activities and staging areas would be visible and could temporarily alter visual quality.	<b>NEPA:</b> Construction activities could result in adverse effects related to visual quality. Construction will not affect any scenic views, but construction activities will be temporarily visible to sensitive viewers. If nighttime construction activities occur, sensitive viewers will also be highly sensitive to spillover lighting and glare that originate from construction areas.	Mitigation Measures VA-3 (Construction Screening), VA-4 (Construction Lighting), and NOI-6 (Noise Control Plan)	<b>NEPA:</b> No adverse effect after mitigation.
	Threshold VIS-CON-1: Would the Project have a substantial adverse effect on a scenic vista?	<b>CEQA:</b> No scenic vistas are within the Affected Area.	None required	<b>CEQA:</b> No impact.
	Threshold VIS-CON-2: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<b>CEQA:</b> No state scenic highways are located within the Affected Area.	None required	<b>CEQA:</b> No impact.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold VIS-CON-3: In nonurbanized areas, would the Project 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 a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	<b>CEQA:</b> Construction has the potential to temporarily alter the visual character and quality of the Affected Area.	Mitigation Measures VA-3 (Construction Screening), and NOI-6 (Noise Control Plan)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold VIS-CON-4: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<b>CEQA:</b> Nighttime construction work could increase nighttime light or glare in the Affected Area and temporarily affect visibility.	Mitigation Measure VA-4 (Construction Lighting)	<b>CEQA:</b> Less than significant after mitigation.
<b>Air Quality</b>	Construction effects would relate to criteria pollutant and ozone precursor emissions, and a nuisance of odor and dust.	<b>NEPA:</b> Construction will generate air pollution emissions, including earth moving, equipment and vehicle exhaust, and asphalt paving. Construction emissions will be less than SCAQMD regional mass daily thresholds.	None required	<b>NEPA:</b> No adverse effect.
	Threshold AQ-CON-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	<b>CEQA:</b> Construction emissions for the LPA will be less than SCAQMD regional mass daily thresholds.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold AQ-CON-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<b>CEQA:</b> Construction of the LPA will not result in a significant air quality impact related to ozone precursors or particulate matter.	None required	<b>CEQA:</b> Less than significant.
	Threshold AQ-CON-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	<b>CEQA:</b> Construction emissions for the LPA will be less than SCAQMD regional mass daily thresholds; therefore, neither regional nor localized emissions will expose sensitive receptors to substantial pollutant concentrations.	None required	<b>CEQA:</b> Less than significant.
	Threshold AQ-CON-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<b>CEQA:</b> Construction activities will not generate a substantial source of construction odors or visible dust plumes.	None required	<b>CEQA:</b> Less than significant.
<b>Greenhouse Gas Emissions</b>	Construction effects would relate to the generation of GHG emissions from construction activities, including equipment, worker travel, and construction methods.	<b>NEPA:</b> Temporary GHG emissions will be generated to construct an energy-efficient mass transit system that will reduce long-term regional GHG emissions through transportation mode shift.	None required	<b>NEPA:</b> No adverse effect.
	Threshold GHG-CON-1: Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<b>CEQA:</b> Temporary GHG emissions will be generated to construct an energy-efficient mass transit system that will reduce long-term regional GHG emissions.	None required	<b>CEQA:</b> Less than significant.
	Threshold GHG-CON-2: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?	<b>CEQA:</b> Construction will not interfere with GHG reduction plans, policies, or regulations.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Noise and Vibration</b>	Temporary construction impacts could include measurable annoyance and stress due to construction noise, as well as vibration damage and annoyance.	<p><b>NEPA:</b> Construction noise levels could exceed impact criteria. Construction noise could increase community annoyance and the potential for stress-related diseases at affected sensitive uses.</p> <p>Construction vibration could cause less than significant short-term annoyance. Vibration is unlikely to result in building damage.</p>	Mitigation Measures NOI-6 (Noise Control Plan) and VIB-3 through VIB-7, which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, where applicable	<p><b>NEPA:</b> Adverse noise effect after mitigation.</p>
	Threshold NOI-CON-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	<p><b>CEQA:</b> Construction will result in temporary and periodic increases in ambient noise levels that will exceed FTA criteria, and, where applicable, the standards established by local noise ordinances.</p>	Mitigation Measure NOI-6 (Noise Control Plan)	<p><b>CEQA:</b> Significant and unavoidable after mitigation.</p>
	Threshold NOI-CON-2: Would the Project result in generation of excessive ground-borne vibration or groundborne noise levels?	<p><b>CEQA:</b> Vibration is unlikely to result in building damage.</p>	Mitigation Measures VIB-3 through VIB-7, which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, where applicable	<p><b>CEQA:</b> Less than significant after mitigation.</p>

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold NOI-CON-3: 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 2 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?	<b>CEQA:</b> No public airports or private airstrips are located within 2 miles of the project area.	None required	<b>CEQA:</b> No impact.
<b>Ecosystems/ Biological Resources</b>	Construction could affect bats, nesting birds, jurisdictional waters, and protected trees.	<b>NEPA:</b> The LPA could adversely impact maternal roosting bats and their young and nesting birds. The LPA will cross three jurisdictional resources.  The piers and debris walls related to construction will be permanent fill impacts to jurisdictional water resources.  An estimated 85 trees could be affected by the LPA.	Mitigation Measures BIO-1 (Bats), BIO-2 (Nesting Birds), BIO-3 (Jurisdictional Resources), and BIO-4 (Protected Trees)	<b>NEPA:</b> No adverse effect after mitigation.
	Threshold BIO-CON-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<b>CEQA:</b> Impacts to roosting western mastiff bats and nesting birds may occur during project construction.	Mitigation Measures BIO-1 (Bats) and BIO-2 (Nesting Birds)	<b>CEQA:</b> Less than significant after mitigation.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold BIO-CON-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<b>CEQA:</b> The LPA is located in a highly developed/urban area, and no quality habitat that supports native riparian plant or wildlife species is present. Impacts to sensitive natural communities will not occur.	None required	<b>CEQA:</b> No impact.
	Threshold BIO-CON-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<b>CEQA:</b> Construction of the LPA will affect 1.31 acres, 0.47 acre, and 0.38 acre of the Los Angeles River, Rio Hondo Channel, and San Gabriel River crossings, respectively.	Mitigation Measure BIO-3 (Jurisdictional Resources)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold BIO-CON-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<b>CEQA:</b> The LPA will not interfere 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.	None required	<b>CEQA:</b> No impact.
	Threshold BIO-CON-5: the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<b>CEQA:</b> Protected street trees in the Cities of Los Angeles, Huntington Park, Bell, South Gate, Downey, Bellflower, and Cerritos are present within the Affected Area. Construction could require pruning or removal of street trees.	Mitigation Measure BIO-4 (Protected Trees)	<b>CEQA:</b> Less than significant after mitigation.



Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold BIO-CON-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<b>CEQA:</b> The LPA is not located in an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved Habitat Conservation Plan.	None required	<b>CEQA:</b> No impact.
<b>Geotechnical, Subsurface, and Seismic</b>	Construction could affect naturally occurring gas and unconsolidated/saturated alluvial soils.	<b>NEPA:</b> Construction of the LPA could result in an adverse effect related to unconsolidated/saturated alluvial soils if construction causes settlement resulting in distress to existing adjacent improvements.	None required	<b>NEPA:</b> No adverse effect.
	Threshold GEO-CON-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<b>CEQA:</b> Construction will not have a significant impact on the faults in the Affected Area.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-CON-2: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<b>CEQA:</b> Construction will not have a significant impact on the seismic potential in the Affected Area.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold GEO-CON-3: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	<b>CEQA:</b> Construction will not have a significant impact on the geologic environment in the Affected Area.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-CON-4: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<b>CEQA:</b> Construction will not have a significant impact on the unconsolidated/saturated alluvial soils in the Affected Area.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-CON-5: Would the Project result in substantial soil erosion or the loss of topsoil?	<b>CEQA:</b> Construction will occur in an urban setting, and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-CON-6: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<b>CEQA:</b> Construction will not exacerbate existing geologic conditions related to potential on- or off-site lateral spreading, subsidence, liquefaction or collapse, or seismic-related ground failure, including liquefaction.	None required	<b>CEQA:</b> Less than significant.
	Threshold GEO-CON-7: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<b>CEQA:</b> Construction will not have a significant impact on the expansive potential of soils in the Affected Area.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold GEO-CON-8: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<b>CEQA:</b> Construction will occur within highly urbanized areas served by existing municipal sewage systems.	None required	<b>CEQA:</b> No impact.
	Threshold GEO-CON-9: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<b>CEQA:</b> Refer to Threshold PALEO-CON-1.	N/A	N/A
<b>Hazards and Hazardous Materials</b>	Construction could affect known, potential, and historical concern sites; landfills; groundwater contamination; hazardous materials; oil and gas wells; and oil and gas fields.	<b>NEPA:</b> There are 307 known, potential, or historical environmental concern sites in the Affected Area of the LPA.  LBP, asbestos/ACM, and PCBs will likely be encountered during demolition. The LPA may affect soil and/or groundwater by common railroad corridor contaminants and the relocation or disturbance of hazardous material pipelines. The disturbance of past agricultural locations may also result in adverse effects related to pesticides, arsenic, and lead.  One abandoned oil and gas well is known to be within 200 feet of the LPA.	Mitigation Measure HAZ-1 (Unidentified Oil and Gas Wells)	<b>NEPA:</b> No adverse effect after mitigation.
	Threshold HAZ-CON-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<b>CEQA:</b> Construction contractors may use hazardous materials. Hazardous materials will be managed appropriately.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold HAZ-CON-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>CEQA:</b> Construction teams may use hazardous materials such as fuels, paints and coatings, solvents, and welding materials during construction. Contaminated soils may be disturbed.	Mitigation Measure HAZ-1 (Unidentified Oil and Gas Wells)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold HAZ-CON-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>CEQA:</b> Construction will not require emitting hazardous materials or handling of hazardous or acutely hazardous materials, substances, or wastes at greater than regulated quantities within 0.25 mile of an existing or proposed school.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-CON-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<b>CEQA:</b> The LPA is located near three Government Code Section 65962.5 sites. Potential impacts from construction with regard to environmental concern sites include the potential exposure of construction workers or members of the public to chemical compounds in soils, soil gases, and groundwater. Appropriate management of hazardous materials, affected groundwater, and contaminated soil during construction is a project measure.	None required	<b>CEQA:</b> Less than significant.
	Threshold HAZ-CON-5: For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<b>CEQA:</b> No airports are located within 2 miles of the LPA.	None required	<b>CEQA:</b> No Impact.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold HAZ-CON-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>CEQA:</b> Refer to Threshold SAF-CON-1.		
	Threshold HAZ-CON-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<b>CEQA:</b> No wildlands are located in the vicinity of the LPA.	None required	<b>CEQA:</b> No Impact.
<b>Water Resources</b>	Construction activities could adversely affect hydrology and surface water quality, floodplains, and groundwater.	<b>NEPA:</b> Construction activities could degrade water quality by increasing the risk of discharge of contaminants to surface water, and could adversely affect groundwater by dewatering or exposure to contamination. The LPA will cross three floodplains. Construction within the rivers could result in potential impacts. Implementation of the project design features and best practices will minimize potential impacts, and no adverse effect will occur.	None required	<b>NEPA:</b> No adverse effect.
	Threshold WR-CON-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<b>CEQA:</b> Construction will involve ground disturbance that will expose bare soils to stormwater and could lead to erosion and sedimentation. Construction activities could result in temporary impacts to water quality. Compliance with permits will be mandatory.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold WR-CON-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<b>CEQA:</b> Dewatering of the construction site, if needed, will be subject to the requirements of the Construction Dewatering Permit and other applicable permits.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-CON-3: Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	<b>CEQA:</b> Construction may temporarily increase the impervious area within the Affected Area.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-CON-4: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<b>CEQA:</b> Construction may temporarily increase the impervious area within the Affected Area. Construction will implement a SWPPP that complies with the CGP.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold WR-CON-5: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?	<b>CEQA:</b> Construction may temporarily increase the impervious area within the Affected Area. Construction will implement a SWPPP that complies with the CGP.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-CON-6: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through addition of impervious surfaces, in a manner which would impede or redirect flood flows?	<b>CEQA:</b> Construction may temporarily increase the impervious area within the Affected Area. Where construction occurs in the LA River, the Rio Hondo Channel, or the San Gabriel River, activities will comply with all applicable federal and local floodplain regulations.	None required	<b>CEQA:</b> Less than significant.
	Threshold WR-CON-7: Be subject to inundation by seiche, tsunami, or mudflow?	<b>CEQA:</b> Implementation of the LPA will not alter the ability of the river channels to convey the 100-year flows. Construction activities will not release pollutants due to inundation. Construction will be located more than 20 miles from the ocean and, therefore, will not be within areas potentially affected by seiches or tsunamis.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold WR-CON-8: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>CEQA:</b> Construction may result in temporary impacts on groundwater resources. Construction will implement a SWPPP that complies with the CGP. Construction site dewatering activities (if needed) will be permitted.	None required	<b>CEQA:</b> Less than significant.
<b>Energy</b>	Construction effects relate to energy consumption associated with construction activities.	<b>NEPA:</b> Construction of the LPA will consume 381,064 MMBTU of energy in the form of fuel.	None required	<b>NEPA:</b> No adverse effect.
	Threshold ENERGY-CON-1: Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<b>CEQA:</b> Construction will not require new or expanded sources of energy or infrastructure to meet energy demands and will not result in the wasteful or inefficient use of energy.	None required	<b>CEQA:</b> Less than significant.
	Threshold ENERGY-CON-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>CEQA:</b> Construction will comply with state and local plans for energy efficiency in construction activities.	None required	<b>CEQA:</b> Less than significant.
	Threshold ENERGY-CON-3: Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<b>CEQA:</b> Construction will not require new or relocated distribution infrastructure such as transmission lines from power facilities and transformers.	None required	<b>CEQA:</b> Less than significant.
<b>Electromagnetic Fields</b>	Construction effects would relate to electromagnetic field levels generated by construction activities.	<b>NEPA/CEQA:</b> Construction activities will generate EMF levels similar to household appliances and will not cause adverse/significant levels of EMF.	None required	<b>NEPA/CEQA:</b> No adverse effect/Less than significant.



Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Historic, Archaeological, and Paleontological Resources</b>	Construction effects would relate to impacts to built environment historic properties.	<b>NEPA:</b> Construction will not significantly alter historic properties in the existing urban environment. The introduction of temporary construction-related visual elements to historic properties or their vicinity will not alter any of the characteristics of historic properties in the APE. Noise and vibration associated with construction will be temporary. Construction-related vibration will not result in physical damage to 17 of the 19 historic properties in the APE. Pursuant to NEPA, impacts could occur at two built historic properties during construction activities that generate high levels of vibration (e.g., compacting or using a large vibratory roller or compacter).	Mitigation Measures VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources) and, for precaution, VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources).	<b>NEPA:</b> No adverse effect, including after mitigation pursuant to NEPA at the two built historic properties.
	Construction effects would relate to impacts to archaeological historic properties.	<b>NEPA:</b> There are no known archaeological resources in the APE for the LPA. Construction will involve ground disturbance with the potential to alter buried archaeological deposits associated with unknown archaeological historic properties in the APE. Unanticipated archaeological historic properties may be encountered during ground-disturbing activities associated with construction of the LPA. Direct alteration of unanticipated archaeological historic properties will represent an adverse effect if present.	Mitigation Measures CR-1 (Development of Cultural Resources Monitoring and Discovery Program), CR-2 (Archaeological Worker Environmental Awareness Program), CR-3 (Archaeological Monitoring), and CR-4 (Treatment of Unanticipated Discoveries)	<b>NEPA:</b> No adverse effect after mitigation if unknown archaeological historic properties are encountered.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Construction effects would relate to impacts to paleontological resources.	<b>NEPA:</b> Construction will involve ground disturbance with the potential to discover paleontological resources. An adverse effect could occur if construction of the LPA results in the disturbance or destruction of paleontological resources if present.	Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, will effectively reduce the Project's adverse effects to these resources.	<b>NEPA:</b> No adverse effect after mitigation if paleontological resources are present.
	Threshold HIS-CON-1: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<b>CEQA:</b> Construction of the LPA will not physically alter 19 of the 22 built environment historical resources in the APE. Impacts could occur at three built historical resources during construction activities that generate high levels of vibration (i.e., compacting or using a large vibratory roller or compacter).	Mitigation Measures VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources) and, for precaution, Mitigation Measure VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources).	<b>CEQA:</b> Less than significant after mitigation at the three built historical resources.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>Threshold ARCH CON-1: Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?</p>	<p><b>CEQA:</b> Construction of the LPA will involve ground disturbance with the potential to physically impact unknown archaeological resources within the direct APE, if present. There are no known extant resources in the direct APE for the LPA.</p>	<p>Mitigation Measures CR-1 through CR-4, which includes the development of a cultural resources monitoring and discovery program, a worker environmental awareness program, archaeological monitoring, and treatment of unanticipated discoveries.</p>	<p><b>CEQA:</b> Less than significant after mitigation if resources are present.</p>
	<p>Threshold ARCH CON-2: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?</p>	<p><b>CEQA:</b> No known human remains or cemeteries have been documented in the APE. Construction activities have the potential to physically alter, remove, or destroy buried human remains that may extend into the direct APE, if present. The LPA will adhere to existing state regulations concerning the discovery of human remains.</p>	<p>None required</p>	<p><b>CEQA:</b> Less than significant if resources are present.</p>
	<p>Threshold PALEO-CON-1: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p><b>CEQA:</b> Construction impacts to paleontological resources will be greatest for activities such as grading, excavation, trenching, and wide diameter- auguring that require displacement. Impacts could occur if resources are present.</p>	<p>Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, will effectively reduce the Project's significant impacts to these resources.</p>	<p><b>CEQA:</b> Less than significant after mitigation if resources are present.</p>

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Tribal Cultural Resources</b>	Effects would relate to impacts to known traditional cultural properties during construction.	<b>NEPA:</b> No traditional cultural properties have been identified in the Affected Area for traditional cultural properties for the LPA. Therefore, construction will not result in effects to known traditional cultural properties. Construction could affect undocumented traditional cultural properties if present.	Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources), and CR-1 (Development of a Cultural Resources Monitoring and Discovery Program)	<b>NEPA:</b> No adverse effect after mitigation if traditional cultural properties are present.
	Threshold TCR-CON-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or 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: <ul style="list-style-type: none"> <li>a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</li> </ul>	<b>CEQA:</b> No tribal cultural resource has been identified in the Affected Area for tribal cultural resources for the LPA. Construction will not result in significant impacts to known tribal cultural resources. Construction could affect undocumented tribal cultural resources if present.	Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources), and CR-1 (Development of Cultural Resources Monitoring and Discovery Program)	<b>CEQA:</b> Less than significant after mitigation if tribal cultural resources are present.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			
<p><b>Parklands and Community Facilities</b></p>	<p>Construction activities would result in impacts to access and parking for parks and community facilities.</p>	<p><b>NEPA:</b> Construction activities for the LPA will not permanently affect existing buildings or permanently disrupt parklands, recreation facilities, bike facilities, and community facilities, and no adverse effect will occur. Construction activities will not cause indirect air quality, noise, or vibration impacts to parklands or recreational facilities. Construction-related traffic, detours, lane closures, sidewalk detours, and bike facility detours could affect access and parking for parklands, recreational facilities, and community facilities, and could result in adverse effects.</p>	<p>Mitigation Measures COM-1 (Construction Outreach Plan), NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), where applicable</p>	<p><b>NEPA:</b> No adverse effect after mitigation.</p>

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold PARK-CON-1: 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 standards for any park or recreational facility?	<b>CEQA:</b> Pedestrian and bicycle access routes in the construction area will be temporarily disrupted during construction. In addition, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction.	Mitigation Measure COM-1 (Construction Outreach Plan)	<b>CEQA:</b> Less than significant after mitigation.
	Threshold PARK-CON-2: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<b>CEQA:</b> Construction will not generate permanent residences that will increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities.	None required	<b>CEQA:</b> Less than significant.
	Threshold PARK-CON-3: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<b>CEQA:</b> Construction will be temporary and will not include the construction of recreational facilities or require the expansion of existing recreational facilities.	None required	<b>CEQA:</b> No impact.
<b>Economic and Fiscal Impacts</b>	Construction effects would relate to regional economic construction impacts and localized project impacts.	<b>NEPA:</b> Construction will represent a substantial capital investment in the regional economy that will increase employment, earnings, and economic output during the construction period. Construction activities will likely result in access modifications and potential transportation delays that will result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction])	<b>NEPA:</b> No adverse effect after mitigation.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold ECON-CON-1: Would the Project result in substantial impacts to regional mobility and connectivity?	<b>CEQA:</b> Construction activities will likely result in access modifications and potential transportation delays that will result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction])	<b>CEQA:</b> Less than significant after mitigation.
	Threshold ECON-CON-2: Would the Project result in substantial construction-related impacts to businesses and residences that would result in physical deterioration of the existing environment?	<b>CEQA:</b> While the construction spending effects will be a positive for the overall regional economy, construction of the LPA will have potential impacts on businesses and residences near active construction areas. Construction will require additional right-of-way for the alignment, construction staging areas, and parking areas, resulting in displacements of businesses and residences.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction])	<b>CEQA:</b> Less than significant after mitigation.
<b>Safety and Security</b>	Construction effects would relate to construction-related activities and conditions that could impact pedestrian, bicyclist, and motorist safety, emergency response services, and security and prevention of crime.	<b>NEPA:</b> The LPA will include advance notices, signage, barriers, and fencing to direct pedestrian, bicyclist, and motorist travel, and reduce the potential for temporary safety impacts. However, these methods may interfere with or potentially block Safe Routes to School, and an adverse effect could occur. The LPA will not have adverse impacts to emergency response services. Construction sites will include security features such as CCTV, on-site guards and security teams, and perimeter fencing to reduce potential impacts related to security and crime.	Mitigation Measures SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	<b>NEPA:</b> No adverse effect after mitigation.
	Threshold SAF-CON-1: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<b>CEQA:</b> Construction-related impacts on emergency response plans or emergency evacuation plans could be caused by temporary construction activities.	None required	<b>CEQA:</b> Less than significant.

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Threshold SAF-CON-2: Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	<b>CEQA:</b> There will be no construction-related activities associated with new or physically altered government facilities to maintain response times or other performance objectives for fire and police protection services.	None required	<b>CEQA:</b> No impact.
	Threshold SAF-CON-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<b>CEQA:</b> Temporary construction-related activities and conditions could affect pedestrian, bicyclist, and motorist safety.	Mitigation Measures COM-1 (Construction Outreach Plan), SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	<b>CEQA:</b> Less than significant after mitigation.

Source: Compiled on behalf of Metro in 2023

Notes: ACM = asbestos-containing materials; APE = Area of Potential Effect; CCTV= closed-circuit television; CEQA = California Environmental Quality Act; CGP = Construction General Permit; EMF = electromagnetic fields; FTA = Federal Transit Administration; GHG = greenhouse gas; LBP = lead-based paint; LPA = Locally Preferred Alternative; MMBTU = million British thermal units; MSF = maintenance and storage facility; NEPA = National Environmental Policy Act; PCB = polychlorinated biphenyls; ROW = right-of-way; SCAQMD = South Coast Air Quality Management District; SWPPP = Stormwater Pollution Prevention Plan



Table S.5. Growth, Cumulative, and Environmental Justice Impacts and Mitigation Measures

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
<b>Growth</b>	Could the Project foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.	<b>NEPA/CEQA:</b> Population, housing, and employment growth is anticipated along the project alignment with population and housing growth being closely related. The LPA is a transit infrastructure project proposed to serve forecasted population, housing, and employment growth. It will not result in growth-inducing impacts or unplanned growth beyond growth already anticipated.	None required	<b>NEPA/CEQA:</b> No adverse effect.
<b>Cumulative Impacts</b>	In combination with identified past, present, and reasonably foreseeable future projects would the Project have significant impacts?	<b>NEPA/CEQA:</b> The LPA will have cumulative effects to transportation, land use, and noise and vibration.	Mitigation Measures LU-1 (Consistency with Bike Plans); NOI-1 through NOI-6, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and a Noise Control Plan; VIB-3 through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring where applicable; and TRA-21 (Loss of Parking [Construction]).	<b>NEPA:</b> During operation, transportation, land use, and noise and vibration will have significant cumulative impacts that would be cumulatively considerable.  During construction, transportation and noise will have significant cumulative construction impacts that would be cumulatively considerable. <b>CEQA:</b> During operation, land use and noise and vibration will have significant cumulative impacts that would be cumulatively considerable.  During construction, transportation and noise will have significant cumulative construction impacts that would be cumulatively considerable.
<b>Environmental Justice</b>	What is the potential for disproportionately high and adverse	<b>NEPA:</b> During operation, environmental justice communities will experience effects with regard to traffic operations and parking;	Mitigation Measures TRA-1 through TRA-17, which are specific intersection	<b>NEPA:</b> A disproportionately high and adverse effect will occur in the environmental

Topic	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>effects on environmental justice communities?</p>	<p>land use consistency; parklands and communities; displacements and acquisitions; visual quality; and noise and vibration levels.</p> <p>During construction, environmental justice communities will experience effects with regard to transportation, land use, displacements and acquisitions, communities and neighborhoods, noise and vibration, and parklands and community facilities.</p> <p>Adverse effects with regard to intersection improvements and traffic operations on the environmental justice community of Huntington Park will be appreciably more severe or greater in magnitude than the other affected communities along the LPA based on the concentration of affected intersections. This will result in a disproportionately high and adverse effect to the environmental justice community of Huntington Park.</p> <p>Adverse effects on other environmental justice communities will not be appreciably more severe or greater in magnitude than other affected communities along the LPA, all of which are environmental justice communities. The LPA will not cause a disproportionately high and adverse effect on other environmental justice communities. Where adverse effects would occur, mitigation measures will be provided and implemented equally throughout all environmental justice communities in the Affected Area.</p>	<p>improvements, TRA-18 (Transportation Management Plan(s)), TRA-19 (Parking Monitoring and Community Outreach), TRA-20 (Parking Mitigation Program [Permanent]), and TRA-21 (Loss of Parking [Construction]); LU-1 (Consistency with Bike Plans); VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”); NOI-1 through NOI-6, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, TPSS noise reduction, and a noise control plan; VIB-1 through VIB-7, which include a ballast mat or resilient rail fasteners, low-impact frogs, a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, where applicable; COM-1 (Construction Outreach Plan).</p>	<p>justice community of Huntington Park with regard to intersection improvements and traffic operations after the implementation of Mitigation Measures TRA-1 through TRA-17. Mitigation Measures TRA-1 through TRA-17 will be implemented and sufficient to reduce adverse effects to the extent feasible. Nonetheless, adverse effects will remain.</p> <p>Taking into account the implementation of mitigation measures and the off-setting benefits, the LPA will not result in disproportionately high and adverse effects to environmental justice communities within the environmental justice Affected Area.</p>

Source: Compiled on behalf of Metro in 2023

Notes: CEQA = California Environmental Quality Act; LPA = Locally Preferred Alternative; NEPA = National Environmental Policy Act; TPSS = traction power substation

## S.5 Section 4(f) Evaluation

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides special protection of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the official(s) with jurisdiction over the park, area, refuge, or site) (49 United States Code Section 303). The FTA may not approve the non-*de minimis* use of Section 4(f) property unless the FTA determines that (1) there is no prudent or feasible alternative, and (2) the project includes all possible planning to minimize harm to these resources resulting from such use (23 Code of Federal Regulations 774.3).

Prior to making Section 4(f) approvals under Section 774.3(a), the draft Section 4(f) evaluation was provided for coordination and comment to the official(s) with jurisdiction over the Section 4(f) resource and to the Department of the Interior, and as appropriate to the Department of Agriculture and the Department of Housing and Urban Development (23 Code of Federal Regulations Section 774.5).

FTA has determined that the Project will have a *de minimis* impact on the activities, attributes, or features that qualify the Century Freeway-Transitway Historic District, 6101 Santa Fe Avenue, Huntington Park High School, Cudahy Substation, Los Angeles River Channel, Rio Hondo River Channel, and San Gabriel River Channel for protection under Section 4(f). The FTA also has made a determination that the Project will have a *de minimis* impact on Paramount Park.

The FTA also has determined that the temporary occupancy exception to Section 4(f) use applies to Paramount Park, the Los Angeles River Bike Path, the Rio Hondo Bike Path, and the San Gabriel River Mid-Trail.

The Project will have no use of other Section 4(f) properties. There will be no constructive use of any Section 4(f) properties. FTA determined that the Project will satisfy the requirements of Section 4(f) because the only impacts to Section 4(f) properties will be *de minimis* or meet the requirements of the temporary occupancy exception.

## S.6 Evaluation of Alternatives

The information presented in Chapter 6 highlights the important trade-offs between the alternatives evaluated in the Draft and Final EIS/EIR. The Draft EIS/EIR described and evaluated in detail the environmental impacts of a range of alternatives. Based on that analysis, Alternative 3 was identified as the environmentally superior alternative pursuant to CEQA requirements and the Staff Preferred Alternative; it was subsequently identified by the Metro Board of Directors as the LPA in January 2022. Since completion of the Draft EIS/EIR and based on public comments received on the Draft EIS/EIR and stakeholder coordination, Metro has refined and continued the design of the LPA to reduce impacts, support mitigation design, incorporate stakeholder suggestions as to how to best integrate the LPA into the community, and provide detail required for interagency approvals. The refinements and associated analysis have not identified any new or substantially more severe significant adverse impacts than were identified in the Draft EIS/EIR. In several cases, the refinements reduce impacts compared to those identified in the Draft EIS/EIR.

## S.7 Public Outreach, Agency Consultation, and Coordination

Metro initiated a comprehensive outreach program for the Project beginning in 2017. Metro has continued to keep elected officials, agency staff, community stakeholders, and the general public informed on the status of the Project, as well as progress of the environmental review process.

The FTA published the Notice of Intent pursuant to NEPA in the *Federal Register* on July 26, 2017. Metro issued a Notice of Preparation pursuant to CEQA on May 25, 2017, with supplemental publications on June 14, 2017 and July 11, 2018. Metro used the scoping process to seek agency and public feedback on the scope of the Draft EIS/EIR. Metro hosted one agency scoping meeting and eight public scoping meetings with the option to join a live webcast or access the video recording on the Project's website.

Metro communicated project information and provided opportunities for public and agency input during preparation of the Draft EIS/EIR. The notice of availability was published for the Draft EIS/EIR on July 30, 2021. Metro conducted community information sessions, public hearings, and an extended 60-day public comment period. In total, 452 formal comment submissions (e.g., comment cards, emails, and letters) were received containing approximately 2,255 individual comments during the public review period. Comments included general statements of support or opposition to the Project or the four Build Alternatives evaluated in the Draft EIS/EIR. Other comments offered suggestions on how to modify the Project through refinements, as well as requests for changes, clarification, and/or new or additional analysis and mitigation to the Draft EIS/EIR. Additionally, other comments expressed concern over environmental impacts and funding/cost-effectiveness. Individual comments and responses are included in Appendix D of this Final EIS/EIR.

Subsequent to the public comment period, Metro has continued to coordinate with the California Public Utilities Commission, the California Department of Transportation, the USACE, the Ports of Los Angeles and Long Beach in conjunction with the Union Pacific Railroad, and corridor cities. Through this process the USACE and the California Department of Transportation were identified as cooperating agencies. Likewise, Metro continued the Section 106 consultation process, which identified additional properties eligible for the National Register of Historic Places in the Area of Potential Effect, which concluded with a finding of No Adverse Effect for the LPA on March 12, 2024.

The release of the Final EIS/EIR will include an opportunity for public review and information on the anticipated next steps for the Metro Board's certification of the EIR and the FTA's issuance of the Record of Decision for the EIS.

## S.8 Areas of Controversy and Issues to Be Resolved

The following areas of concern were raised in comments received on the Draft EIS/EIR:

- Funding availability for the ultimate extension of the Project beyond the north limit of the LPA, inclusive of a station in Little Tokyo
- Alignment configuration, with preferences stated for an underground alignment or avoidance of creating new at-grade crossings
- Parking strategies, including the provision of additional dedicated transit parking at stations, although some comments requested a reduction in dedicated transit parking to encourage non-vehicular transportation

The following design considerations will be addressed as planning and design of the Project proceeds:

- Determination whether to keep 186th Street open and close 187th Street (included as the basis of the LPA design) or close 186th Street and keep 187th Street open (included as the design option) at the PEROW within the City of Artesia.
- Selection of ultimate locations for several traction power substation locations that have optional sites identified. The ultimate locations selected will be determined as design progresses.

## **S.9 Next Steps and Intended Use**

This Final EIS/EIR will be used to inform the Metro Board, FTA, responsible and trustee agencies, and the general public of the environmental effects resulting from the Project. Following circulation of the Final EIS/EIR for public review, the Metro Board will decide between the alternatives, including the design option, and consider certification of the Final EIR; adoption of Findings of Fact, a Mitigation and Monitoring Program, and a Statement of Overriding Considerations; and approval of the Project. The FTA, as NEPA lead agency for the Project, will make a final decision on a proposed action. FTA will issue the Record of Decision to satisfy NEPA requirements for the Project.