

## **WEST SANTA ANA BRANCH TRANSIT CORRIDOR (ALSO KNOWN AS SOUTHEAST GATEWAY LINE) JOINT PORTS-OWNED SAN PEDRO SUBDIVISION RIGHT-OF-WAY**

### **1.0 INTRODUCTION**

The City of Long Beach, acting by and through its Board of Harbor Commissioners (“Port of Long Beach” or “Port”), as a Responsible Agency pursuant to the California Environmental Quality Act (“CEQA”) has reviewed the Final Environmental Impact Statement (“EIS”)/Environmental Impact Report (“EIR”) prepared for the West Santa Ana Branch Transit Corridor Project (“WSAB Project”, also known as “Southeast Gateway Line”) and certified by the Los Angeles Metropolitan Transportation Authority (“Metro”) (Lead Agency) on April 25, 2024. Metro filed a Notice of Determination with the Los Angeles County Clerk in accordance with CEQA on August 29, 2024.

The WSAB Project is a light rail transit (“LRT”) line that will extend from a northern terminus in the City of Angeles/Florence-Firestone community of Los Angeles County to a southern terminus in the City of Artesia. The LRT will include approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment for a total 14.5 miles. The northern terminus of the LRT will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the existing A Line Slauson Station. The LRT will follow the Union Pacific Railroad (“UPRR”)-owned La Habra Branch Right-of-Way (“ROW”) and turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric ROW (“PEROW”) south of the I-105 freeway. The LRT will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia.

### **2.0 PROJECT DESCRIPTION**

The Port of Long Beach is identified as a responsible agency pursuant to CEQA for potential real estate transactions and approval of track relocations on property jointly-owned with the Port of Los Angeles (“POLA”) on the San Pedro Subdivision ROW as part of the overall Southeast Gateway Line to accommodate the aerial structure, and relocation of portions of the Union Pacific Railroad (UPRR)-operated freight tracks to accommodate for dual LRT tracks. Although freight tracks will be relocated, existing track sidings and spurs, as well as active freight service, will be maintained within the rail ROW and will not change the ROW. The Project would not impede or change the function of the freight tracks and freight sidings used by industrial uses adjacent to the ROW. Among the real estate transactions to be entered into, include the Joint Revocable Permit, which must be issued to Metro to excavate and sample various locations for environmental analysis and/or to perform certain work, including the relocation of freight tracks on the San Pedro Subdivision right-of-way, which is jointly owned by the City of Long Beach and the City of Los Angeles.

### **3.0 FINDINGS REGARDING ENVIRONMENTAL IMPACTS**

CEQA prohibits a public agency from approving or carrying out a project for which a CEQA document has been completed and identifies one or more significant adverse environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding (State CEQA Guidelines

section 15091). Where a project for which significant environmental impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits would be rendered the project's potentially unavoidable environmental effects, "acceptable" (State CEQA Guidelines Sections 15093, 15043(bb); California Public Resources Code Section 21081(b)). In the Statement of Overriding Considerations, the Port identifies the specific economic, social and other considerations that, in its independent judgment, outweigh the significant environmental effects of the project.

These findings provide the written analysis and conclusions of the Port, acting by and through its Board of Harbor Commissioners, as a Responsible Agency, regarding the environmental impacts of the proposed Project and potential real estate transactions related to the relocation of freight lines along the joint ports-owned San Pedro Subdivision ROW. As a Responsible Agency under CEQA, the Port must make and adopt the Findings of Fact pursuant to Public Resources Code section 21081 and Title 14 California Code of Regulations section 15091; adopt the Statement of Overriding Considerations pursuant to Public Resources Code section 21081 and Title 15 California Code of Regulations section 15093; and set forth the implementation of the measures in the Mitigation, Monitoring, and Reporting Program ("MMRP") that pertain to actions related to the relocation of the freight lines along the San Pedro Subdivision ROW.

### **3.1 Environmental Impacts Found to Remain Significant and Unavoidable with Mitigation**

The Final EIS/EIR identified environmental impacts related to noise (construction and operations) and vibration (operations) that would potentially remain significant and unavoidable with mitigation associated with real estate transactions and relocations of freight lines along the joint ports-owned San Pedro Subdivision right-of-way.

#### **Noise and Vibration**

**Impact NOI-CON-1 (Construction):** The Project would result in temporary and periodic increases in ambient noise levels that will exceed Federal Transit Administration (FTA) criteria, and, where applicable, the standards established by local noise ordinances, including the City and County of Los Angeles.

**Finding and Rationale:** Based on the analysis in the Final EIS/EIR, the Port finds that construction activities would 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, including the City and County of Los Angeles. Implementation of *Mitigation Measure NOI-6 (Noise Control Plan)* requires Metro to develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction activities, designed to follow Metro requirements, construction noise control, and include measurement of existing noise, a list of major pieces of equipment that will be used, and predictions of noise level at the closest noise sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan will be approved by Metro prior to initiating construction. Therefore, construction cannot be performed in accordance with FTA 1-hour

$L_{eq}$  construction noise standards, The FTA 1-hour  $L_{eq}$  construction noise standards are as follows: Residential daytime standard of 90 dBA  $L_{eq}$  and nighttime standard of 80 dBA  $L_{eq}$ , and Commercial and Industrial daytime standard of 100 dBA  $L_{eq}$  and nighttime standard of 100 dBA  $L_{eq}$ . The contractor will conduct noise monitoring to demonstrate compliance with contract noise limits. In addition, Metro will comply with local noise ordinances when applicable. Though this measure is anticipated to reduce construction noise levels, no other feasible mitigation measures or project alternatives have been identified that would reduce the construction impacts to less than significant. As such, the impact is expected to remain significant and unavoidable following mitigation.

**Impact NOI-1 (Operations): The Project would 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 the FTA or in local general plans or noise ordinances.**

**Finding and Rationale:** Relocation of existing freight tracks would be required to the west of the project alignment within the San Pedro Subdivision ROW to accommodate the LRT alignment and maintain existing operations along the existing ROW where the co-located with the existing freight tracks. The Final EIR/EIS concluded that impacts related to relocated freight track noise will be potentially significant. The Final EIS/EIR explains that noise associated with LRT includes noise from steel wheels rolling on steel rails (wheel/rail noise), propulsion motors, air conditioning, and other auxiliary equipment on the vehicles. Sensitive uses would be exposed to a combination of noise sources, including pass-by noise, audible warnings noise (crossing signal bells), wheel squeal noise, and special trackwork noise. Curves with a radius of less than 600 feet could produce wheel squeal, including a transition curve from the San Pedro Subdivision ROW to Randolph Street. Regarding ancillary facility noise, implementation of Mitigation Measure NOI-4 (Traction Power Substation [TPSS] Noise Reduction) would reduce noise levels. However, as noted in the Final EIS/EIR, at the current stage of design, various TPSS noise-reduction methods may or may not completely effective due to design constraints for individual TPSS locations, which will be determined as part of final design. Therefore, while *Mitigation Measure NOI-1 (Soundwalls)*, *Mitigation Measure NOI-2 (Low Impact Frogs)*, *Mitigation Measure NOI-4 TPSS (Noise Reduction)*, and *Mitigation Measure NOI-3 (Wheel Squeal Noise Monitoring)* would reduce the number and severity of operational noise impacts, impacts would remain significant and unavoidable.

**Impact NOI-2 (Operations): The Project would result in generation of excessive ground-borne vibration or ground-borne noise levels.**

**Finding and Rationale:** The Final EIS/EIR concludes that the vibration level at associated with the relocated freight tracks would range from 74 vibration decibels (VdB) to 80 VdB at the nearest residential structures, which does not exceed the FTA impact criterion for residential properties exposed to infrequent vibration events of 80 VdB. Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low Impact Frogs) would reduce LRT pass-by vibration impacts. Final mitigation design will be based on the Detailed Vibration Assessment to eliminate residual impacts to the extent feasible. Project-generated ground-borne vibration levels would potentially

remain significant an unavoidable with the implementation of *Mitigation Measure VIB-1 (Ballast Mat or Resilient Rail Fasteners)* and *Mitigation Measure VIB-2 (Low Impact Frogs)*.

### 3.2 Environmental Impacts Found to Be Less than Significant with Mitigation

The Final EIS/EIR identified nine potential significant environmental impacts that can be reduced to levels of insignificance with the implementation of all feasible mitigation measures.

#### Transportation

**IMPACT TRA-3 (Operations): The Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

***Finding and Rationale:*** The Project would 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, resulting in impacts. Safety requirements will be established in accordance with FTA and Federal Rail Administration (FRA) regulations (49 California Code of Federal Regulations [CFR] 659), California Public Utility Commission (CPUC) General Order (GO) 164-E and GO 143-B requirements, the Metro Rail Design Criteria (MRDC) or equivalent, and with additional input from the freight operators for safety elements. The Project will also operate in accordance with Metro system safety plans, policies, and procedures, including the Metro System Safety Program Plan, the Metro System Security Plan, the Metro Standard Emergency Operating Procedures, and the Metro Rail Operating Rulebook. The safety characteristics will reduce the potential for conflicts between freight and LRT service; however, impacts will not be completely avoidable and will be considered significant. Implementation of *Mitigation Measure SAF-1 (Encroachment Detection)* would ensure additional safety measures to reduce impacts from LRT operations and freight operations within shared ROW to less than significant levels. With the implementation of *Mitigation Measure SAF-1 (Encroachment Detection)*, hazards due to a geometric design feature such as sharp curves or dangerous intersections or incompatible uses would be further reduced to less than significant.

**Impact SAF-CON-3 (Construction): The Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

***Finding and Rationale:*** Temporary construction-related activities and conditions could increase hazards associated with freight track relocation along the San Pedro Subdivision ROW, including excavation, utility installations, staging and storage of construction equipment and materials, movement of construction equipment and materials, transportation of excavation debris along haul routes within communities and construction and staging sites where bystanders could fall or suffer an accident. *Mitigation Measure COM-1 (Construction Outreach Plan)*, *Mitigation Measure SAF-2 (School District Coordination)*, and *Mitigation Measure SAF-3 (Construction Site Measures)* would minimize potentially significant impacts to less than significant.

**Impact TRA-CON-4 (Construction): The Project would result in inadequate emergency access.**

**Finding and Rationale:** The Port finds that construction activity to relocate freight tracks would require temporary modification of existing transportation facilities. Coordination with emergency responders would be required to maintain emergency access during construction activities and to minimize project-related delays in response times. The implementation of *Mitigation Measure TRA-18 (Transportation Management Plan(s))* and *Mitigation Measure COM-1 (Construction Outreach Plan)* would reduce the impact to less than significant.

**Impact LU-CON-1: The Project physically divides an established community.**

**Finding and Rationale:** Based on the Port's review of the Final EIS/EIR, temporary construction impacts associated with the relocation of freight tracks within the San Pedro Subdivision ROW could result in temporary street and lane closures, and temporary construction easements (TCEs). During construction, detours, and directional signage would be provided as part of Metro's Construction Relation Program, as outlines in *Mitigation Measure COM-1 (Construction Outreach Plan)*. The Construction Outreach Plan will maintain accessibility to residences and businesses in communities and neighborhoods to extent possible and, as well as the flow of traffic around the construction area. In addition, affected sites with TCEs for construction staging and temporary street, lane, and detours and closures will be returned to preconstruction conditions once construction is complete. With implementation of *Mitigation Measure COM-1 (Construction Outreach Plan)*, Impact LU-CON-1, would be reduced to less than significant.

**Hazards and Hazardous Materials****Impact HAZ-CON-2 (Construction): The Project would 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.**

**Finding and Rationale:** The Ports finds that construction activities associated with relocation of freight tracks may use hazardous materials such as fuels, paints and coatings, solvents, and welding materials during construction. During construction, demolition, grading or other activities, disturbance, excavation, removal, and/or transport of hazardous materials could result in reasonably foreseeable upset and accident from contaminated soil and groundwater, lead-based paint and striping, asbestos-containing materials, polychlorinated biphenyls, common railroad corridor contaminants, aerially deposited lead in soil, pesticides from agricultural uses, hazardous material (liquid) and natural gas pipeline utility corridor contaminants, and oil and gas wells. In the event unidentified oil and gas wells are encountered, *Mitigation Measure HAZ-1 (Unidentified Oil and Gas Wells)* would reduce potential impacts to less than significant.

**Historic, Archaeological, and Paleontological Resources****Impact ARCH-CON-1 (Construction): The Project would cause a substantial adverse change in the significance of an archaeological resources as defined in State CEQA Guidelines Section 15064.5.**



***Finding and Rationale:*** No known archeological resources have been identified within the direct Area of Potential Effect for the Project. As such, ground-disturbing activities associated with construction of the Project will not result in significant impact to known archaeological resources. However, ground-disturbing activities associated with construction of the Project have the potential to alter, remove, or destroy unanticipated resources, if present. If unanticipated archaeological historical resources are directly altered, removed, or destroyed by construction of the Project, a significant impact will occur. Implementation of *Mitigation Measure CR-1 (Development of Cultural Resources Monitoring and Discovery Program)*, *Mitigation Measure CR-2 (Archaeological Worker Environmental Awareness Program)*, *Mitigation Measure CR-3 (Archaeological Monitoring)*, and *Mitigation Measure CR-4 (Treatment of Unanticipated Discoveries)* will avoid or reduce potential impacts related to unanticipated discover of potential archaeological resources.

**Impact PALEO-CON-1 (Construction):** The Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

***Finding and Rationale:*** The entire Affected Area for paleontological resources is considered to have the same paleontological sensitivity (high at depths at or below 5 feet). Impacts to paleontological resources associated with construction activities along the San Pedro Subdivision such as grading, excavation, and trenching that require a high degree of sediment displacement. These activities will directly impact and disturb the geologic strata at depth and have a high potential to impact buried paleontological resources where disturbance will extend below 5 feet below ground surface. Staging areas or access roads are examples of construction activities that will result in limited surface-disturbing activities; therefore, the potential to significantly impact paleontological resources as a result of these ancillary activities is low or is not anticipated. Removal of existing structures is not anticipated to result in significant impacts because ground disturbance will occur within previously disturbed sediments. Indirect impacts during construction of the LPA are not anticipated because non-construction personnel will not be allowed to gain access to any newly unearthed, previously buried paleontological resources and unlawful collection of fossils will not occur. If paleontological resources are encountered during construction activities to relocate freight tracks along the San Pedro Subdivision, impacts would be effectively reduced with implementation of the following mitigation measures: *Mitigation Measure PR-1a (Paleontological Resources Mitigation and Monitoring Program)*, *Mitigation Measure PR-1b (Paleontological Worker Environmental Worker Awareness Worker Program)*, *PR-1c (Construction Monitoring)*, and *PR-1d (Preparation and Curation of Recovered Fossils)*.

### **Tribal Cultural Resources**

**Impact TCR-CON-1 (Construction):** The Project would 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: 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 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.**

***Finding and Rationale:*** While no tribal cultural resource has been identified in the Affected Area for tribal cultural resources for the Project, nor is it expected that construction will result in significant impacts to known tribal cultural resources, the Port finds that based on the Final EIS/EIR, construction activities associated with relocation of freight tracks within the San Pedro Subdivision ROW could affect undocumented tribal cultural resources, if they are present. If tribal cultural resources are encountered during construction activities associated with relocation of the freight tracks in the San Pedro Subdivision ROW, impacts to tribal cultural resources would be reduced to less than significant with the implementation of the following mitigation measures: *Mitigation Measure TCR-1 (Native American Monitoring)*, *Mitigation Measure TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources)*, and *Mitigation Measure CR-1 (Development of Cultural Resources Monitoring and Discovery Program)*.

### **Economic and Fiscal Impacts**

**Impact-ECON-CON-1 (Construction): The Project would result in substantial impacts to regional mobility and connectivity.**

***Finding and Rationale:*** Construction activities associated with the Project, including relocation of freight tracks along the San Pedro Subdivision would likely result in modifications and potential delays on the transportation network that will result in temporary significant impacts to the surrounding communities. *Implementation of Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction])* would address impacts to mobility and connectivity. Implementation of these two measures during construction activities will address the potential construction impacts to businesses and residences located near construction areas and minimize temporary effects.

### **3.3 Environmental Impacts Found to be Cumulatively Considerable**

The Project will have cumulative effects to transportation, land use, and noise and vibration.

***Finding and Rationale:*** Construction activities associated with the relocation of freight tracks along the San Pedro Subdivision ROW would require temporary closures of streets and lanes. Construction of other projects in the vicinity of the construction areas for the Project may also require temporary closure of streets and lanes and loss of on- and off-street parking. The relocation of freight tracks incremental contribution to the potentially significant cumulative impact related to transportation during construction activities is cumulatively considerable. Implementation of *Mitigation Measures TRA-18 (Transportation Management Plan[s])* and *COM-1 (Construction Outreach Plan)* will be implemented to reduce construction impacts to transportation.

Cumulative growth and development in cities located in the vicinity of the San Pedro Subdivision could result in increases in roadway traffic volumes over time that would concurrently increase ambient noise levels in the vicinity of the Project. However, future increases in roadway noise are expected to

be minimal along the alignment because of limited roadway capacity and freight train noise, which is generally intermittent as only two to three trains pass per day. Increased freight frequency would also occur in the future as a result of the AltAir/World Energy project at the Paramount Refinery Facility. While trains pass-bys would be infrequent, *Mitigation Measure NOI-5 (Freight Track Relocation Soundwalls)* would reduce freight noise at sensitive receptors and result in moderate or severe or operational noise effects. *Mitigation Measure NOI-1 (Soundwalls)* through *Mitigation Measure NOI-5 (Freight Track Relocation Soundwalls)*, including soundwalls, low impact frogs, TPSS noise reduction, and wheel squeal reduction, will reduce impacts from noise, but due to physical constraints will not be mitigated. Therefore, impacts would remain significant and unavoidable. The Project's incremental contribution to noise would potentially be cumulatively considerable.

With regard to vibration, the primary source of existing vibration is from freight trains. Due to the infrequency of freight trains, it is unlikely that LRT vibration and freight train vibration will combine to produce a cumulative vibration effect. However, the Final EIS/EIR discusses that regardless if the existing vibration from infrequent freight trains, after implementation of *Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners)* and *VIB-2 (Low Impact Frogs)*, significant and unavoidable impacts would remain at two locations; therefore, a potentially significant cumulative impact related to vibration during operational activities is cumulatively considerable.

#### **4.0 FINDINGS CONCLUSION**

All of the findings presented here are supported by substantial evidence as analyzed in the Final EIS/EIR and in the administrative record as a whole. Changes or alterations have been incorporated into the Project to mitigate or minimize the potentially significant adverse environmental effects associated with Project-specific impacts to less than the applicable significance threshold. The Project would result in significant and unavoidable impacts related to noise during construction and operational activities and vibration during operational activities. No additional feasible mitigation measures or alternatives were identified that could further reduce the impacts.

The Port further finds that there have been (1) no substantial changes to the Project which would require major revisions of the Final EIS/EIR, (2) no substantial changes with respect to the circumstances under which the Project is being undertaken which would require major revisions in the Final EIS/EIR, and (3) no new information has become available which was not known or could have been known at the time the Final EIS/EIR was certified as complete.

#### **5.0 STATEMENT OF OVERRIDING CONSIDERATIONS**

If significant adverse impacts of a project remain after incorporating feasible mitigation measures, or no feasible measures to mitigate the adverse impacts are identified, the lead agency must make a determination that the benefits of the project outweigh the unavoidable, significant, adverse environmental effects if it is to approve the project. In accordance with Public Resources Code Section 21081 and Title 14 California Code of Regulations Section 15093, the Port, in determining whether or not to approve the Project, balanced the economic, social, technological, and other project benefits against its unavoidable environmental risks, and finds that each of the benefits of the proposed



Project set forth below outweigh the significant adverse environmental effects that are not mitigated to less than significant levels. This statement of overriding considerations is based on the Port's review of the Final EIS/EIR and the administrative record as a whole. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Project. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the Project, as set forth below, has been prepared. Pursuant to State CEQA Guidelines Section 15093(c), this Statement of Overriding Considerations will be included in the record of the Project approval and will also be noted in the Notice of Determination.

Having reduced the potential effects of the Project through all feasible mitigation measures as described previously in this statement and balancing the benefits of the Project against its potential unavoidable adverse impacts related to noise and vibration associated with construction activities on the San Pedro Subdivision, the Port finds that the following legal requirements and benefits of the Project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

- 1. Substantial mitigation has been provided to further reduce noise and vibration impacts.** Impacts have been mitigated to the maximum extent feasible and the level of risk, while significant, has a low probability of occurrence and the analysis conducted is conservative to provide for the maximum level of scrutiny and disclosure. With regards to mitigation, the approach of the measures in the Final EIS/EIR is to reduce the impacts, by requiring the preparation of a Noise Control Plan identifying noise-reducing methods to be employed during construction activities that could include acoustically attenuating shields around construction equipment, high-performance noise-reducing mufflers, temporary noise barriers, substitution of diesel power equipment for quieter electric equipment, and periodic noise monitoring. Measures to reduce vibration effects from operations on freight tracks would include the installation of ballast mats or resilient rail fasteners.
- 2. The Southeast Gateway Line would provide high-quality, reliable transit service and mobility needs.** The Project would accommodate new transit services for the future mobility needs of residents, employees, and visitors who travel within and through the Southeast Gateway. The Southeast Gateway Transit Line would connect the Gateway Cities to the surrounding region, providing reliable transit service to reduce travel times to local and regional destinations, accommodating future travel demand, including the high number of transit trips made by residents near the alignment. It will improve access for densely populated neighborhoods, major employment centers, and other key regional destinations where future growth is forecasted.
- 3. The Southeast Gateway Line would support the reduction of vehicle miles traveled, air pollution and greenhouse gas emissions.** The Project would allow for the increase in

service and expansion of the geographical reach of the Metro LRT system, which will enhance the appeal and viability of LRT as a mode of transportation. The use of LRT as a mode of transportation would provide an opportunity for the reduction in regional single-occupancy vehicle miles traveled (VMT) and associated air pollutant and greenhouse gas emissions, which is the priority of state, regional, local transportation, and sustainability plans. The Project would contribute to regional efforts to improve sustainability and reduce VMT.

## **6.0 RECORD OF PROCEEDINGS**

The record of the Long Beach Board of Harbor Commissioners' approval of the freight track relocations along the San Pedro Subdivision ROW, including these Findings of Fact, Statement of Overriding Considerations, and MMRP, and the Notice of Determination (to be filed and posted by the Office of Los Angeles County Clerk and the State Clearinghouse) will be available for to the general public online at the Port of Long Beach website at <https://www.polb.com/ceqa> and at: the Port of Long Beach Administrative Building located at 415. W. Ocean Blvd., 7<sup>th</sup> Floor Long Beach, CA 90802 (by appointment only via email at [CEQA@polb.com](mailto:CEQA@polb.com) or calling (562) 283-7100).

The record of the approval of the Southeast Gateway Line Project may be obtained from Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, 15<sup>th</sup> Floor, Los Angeles, California 90012 (by appointment only by email at [library@metro.net](mailto:library@metro.net)) or online at <https://www.metro.net/southeastgateway>.

## 7.0 MITIGATION MONITORING AND REPORTING PLAN

When a public agency conducts an environmental review of a proposed project in conjunction with approving it, the lead agency shall adopt a program for monitoring or reporting on the measures it has imposed to mitigate or avoid significant adverse environmental effects pursuant Public Resources Code section 21081 and Title 14 California Code of Regulations section 15097. Public Resources Code section 21081.6 states in part that when making the findings required by section 21081(a):

*“... the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.”*

The mitigation, monitoring, and reporting requirements identified in this plan will be enforced through the agreements between Metro, the Port of Long Beach, and Port of Los Angeles. The mitigation measures are primarily the responsibility of Metro to implement. To certify compliance, documentation that mitigation measures have been implemented, records will be maintained by Metro to ensure potential environmental impacts are mitigated in accordance with the performance standards identified in the Final EIS/EIR certified by the Metro Board.

The MMRP is organized in a table format and lists mitigation measures that correspond to the mitigation measures adopted by Metro in the MMRP for the WSAB Project; the mitigation measures shown in Table 1 apply to activities associated with actions related to the relocation of freight rail tracks along the joint ports-owned San Pedro Subdivision ROW.

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<b>TRANSPORTATION</b>				
<p><b>TRA-18 Transportation Management Plan(s) (TMP).</b>                      TMP(s) will be prepared to address construction impacts on transportation facilities as applicable under the jurisdiction of all involved cities and agencies.</p> <p>The TMP(s) will address potential impacts from construction activities on vehicular, transit, pedestrian, and bicycle access and mobility, including, but not limited to, temporary lane/roadway, sidewalk, bicycle facility, and freeway ramp closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); construction parking; and emergency services (e.g., fire, police, ambulances).</p> <p>The development of the TMP will be coordinated with Metro, local jurisdictions (cities and the county), agencies, and other potentially affected parties (e.g., school bus and transit operators and police, fire, and emergency services providers). The TMP(s) will identify specific TMP strategies, the party/parties responsible for implementing those strategies, the agencies and parties the TMP strategies will be coordinated with, and implementation timing. The TMP will include specific strategies to address short term, project-related construction effects on traffic, bicyclists, pedestrians, and area residents and businesses. The following list, which is part of this mitigation measure, identifies the types of TMP strategies that will be applicable:</p> <ul style="list-style-type: none"> <li>• Public Information</li> </ul>	<p>Review and verify preparation of TMP(s) and submission to Metro. Verify in the field that TMP measures have been implemented.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro                      Final Design/Prior to Construction, During Construction, After Construction</p>	<p>Cities adjacent to/along the San Pedro Subdivision ROW, Los Angeles County, local transportation agencies, California Department of Transportation, local emergency services providers, school districts, and local business owners</p>

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<ul style="list-style-type: none"> <li>– Brochures and Mailers</li> <li>– Press Releases</li> <li>– Paid Advertising</li> <li>– Public Meetings/Speakers Bureau</li> <li>– Internet</li> <li>– Public Meeting Rooms</li> <li>• Motorist Information</li> <li>– Portable Changeable-Message Signs</li> <li>– Ground-mounted Signs</li> <li>• Incident Management</li> <li>– Traffic Management Team</li> <li>• Construction</li> <li>– Lane Closure Chart</li> <li>– Reduced Speed Zone</li> <li>– Incentives and Disincentives (e.g., early completion payments and late re-opening penalties for contractors)</li> <li>– Movable Barrier</li> <li>– Temporary Pedestrian Walkways and Detour. The Resident Engineer will require the Construction Contractor to implement the strategies in the TMP prior to, during, and after construction activities, as required in the TMP.</li> </ul> <p>Pedestrian and Bicycle Facility Closures: When sidewalks, crosswalks, and/or bicycle facilities are temporarily closed during construction, pedestrian and bicycle detours will be developed and clearly signed prior to closing those facilities.</p>				
<p><b>TRA-21. LOSS OF PARKING (CONSTRUCTION).</b> Metro will coordinate with local jurisdictions to address the loss of public parking spaces during construction. This could</p>	<p>Verify coordination efforts with local jurisdictions where</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/ Final Design, Construction</p>	<p>Cities adjacent to/along the San Pedro Subdivision ROW, Los Angeles County</p>



**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
include, but not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities in a way that minimizes parking disruption, and adjusting the time limits for on-street parking.	parking is physically removed temporarily during construction. Verify development and implementation of parking management strategies. Verify in the field.			
<b>COMMUNITIES AND NEIGHBORHOODS</b>				
<p><b>COM-1. CONSTRUCTION OUTREACH PLAN.</b> Metro will develop a Construction Outreach Plan as part of Metro’s Construction Relation &amp; Mitigation Programs in Community Relations in coordination with affected communities, community facilities, and businesses that will be implemented by Metro and its contractors during construction of the Project. The Construction Outreach Plan will include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> <li>• Maintain access to community assets (including, but not limited to, schools and bike trails) and neighborhoods during construction as practicable</li> <li>• Maintain access to businesses during the operating hours of the businesses as practicable</li> <li>• Provide signage to direct pedestrians and motorists around construction areas; around sidewalk, street, and lane closures; to entrances of businesses and community assets; to maintain the flow of traffic around the construction area; and to notify pedestrians and motorists of any permanent closed streets prior to the closure of such streets</li> </ul>	Verify development and implementation of Construction Outreach Plan. Verify coordination efforts with applicable parties.	Construction Contractor/ Metro	Metro Final Design, Prior to Construction, During Construction	Cities adjacent to/along the San Pedro Subdivision ROW/ Los Angeles County; local agencies and organizations; local business owners/Port of Long Beach

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<ul style="list-style-type: none"> <li>• Provide appropriate signage, barriers, and fencing for pedestrian and bicycle detour routes to prevent pedestrians and bicyclists from entering the construction zones</li> <li>• Provide signage alerting potential customers that businesses are open during construction and clearly mark detours as appropriate</li> <li>• Provide the public with updates, alerts, and schedules during construction and prior to the start of revenue service through informational meetings, the project website, and other forms of communication such as, but not limited to, mailings and flyers to businesses and residences with 0.25-mile of the construction zone</li> <li>• Develop a mitigation plan to support businesses affected by by construction to help reduce impacts to businesses during construction</li> <li>• Coordinate construction activities with other capital improvement projects being carried out nearby to minimize construction impacts and competing needs for detour routes</li> </ul>				
<b>SAFETY AND SECURITY</b>				
<p><b>SAF-1 ENCROACHMENT DETECTION.</b> Subject to coordination with the applicable stakeholders, the Project will incorporate a means of encroachment detection along the portion of the corridor that shares right-of-way with freight operations. The encroachment detection system will detect unauthorized entry into Metro right-of-way, such as a freight train derailment. Prior to the start of service, Metro will develop a plan that outlines procedures should the encroachment detection system be</p>	<p>Verify coordination with applicable stakeholders (i.e., freight operators) to identify encroachment detection. Verify incorporation of encroachment detection system along the portion of the corridor that</p>	<p>Construction Contractor/ Metro</p>	<p>Metro Final Design, Construction, Prior to Operation</p>	<p>Applicable freight operators</p>

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
triggered. In the event the intrusion detection system detects a possible derailment, all parties operating in the shared right-of-way corridor will be notified and train traffic (freight and light rail transit) will not be permitted to enter the area until the detection is investigated and the intrusion, if any, addressed to avoid possible derailments.	shares right-of-way with freight operations, including verifying on design plans. Verify development of a plan that outlines procedures if the encroachment detection system is triggered.			
<b>SAF-2. School District Coordination.</b> Metro will coordinate with and notify the school districts and individual school administrators to maintain or modify safe and convenient pedestrian, bicycle, and bus routes to schools as necessary during and after construction. This also includes the publication and distribution of alternative pedestrian and bicycle route maps.	Verify coordination with and notification of school districts and individual school administrators.	Construction Contractor/ Metro	Metro/Prior to Construction, Construction, After Construction	Local school districts and school administrators
<b>SAF-3. CONSTRUCTION SITE MEASURES.</b> Metro’s contractor will provide safety and security measures at the construction sites and staging areas. Security measures will include barriers for excavations, installation of temporary barriers around perimeters, security patrols, and appropriate signage and lighting. The contractor will provide a safety and security plan to Metro for review prior to the start of construction.	Verify development and implementation of safety and security measures at construction sites and staging areas. Verify in field.  Verify development and implementation of a safety and security plan.	Construction Contractor/ Metro	Metro/ Prior to Construction, Construction	Metro/Port of Long Beach
<b>NOISE AND VIBRATION</b>				
<b>NOI-1. SOUNDWALLS.</b> Soundwalls will be placed at-grade or at the edge of aerial structures to reduce noise related to light rail transit vehicles at the identified sensitive receiver locations shown along the San Pedro Subdivision ROW where freight track	Review design plans for compliance. Verify in the field.	Construction Contractor/ Metro	Metro/ Final Design, Construction, Prior to Operations	Metro/Port of Long Beach

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<p>relocations are to occur and where moderate and severe impacts have been identified based on design completed to date. Height and length will be verified during final design with the objective to reduce noise from light rail trains to below the FTA moderate impact criteria. Where separate soundwalls are identified in close proximity and gaps are not required for access, they may be linked to form a continuous wall.</p>				
<p><b>NOI-2. LOW IMPACT FROGS.</b> Low impact frogs (crossing point of two rails) will be installed at applicable locations along the San Pedro Subdivision ROW to reduce crossover impact noise where necessary to reduce noise from light rail trains to below the FTA moderate impact criteria. Locations will be verified during final design with the objective to reduce noise from light rail trains to below the FTA moderate impact criteria.</p>	<p>Review design plans for compliance. Verify in the field.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Final Design, Construction, Prior to Operation</p>	<p>Metro/Port of Long Beach</p>
<p><b>NOI-3. WHEEL SQUEAL NOISE MONITORING.</b> Metro will conduct wheel squeal noise monitoring prior to the start of revenue operations to determine if excessive wheel squeal is occurring at the curves identified along the San Pedro Subdivision ROW. If wheel squeal occurs, Metro will use wayside rail lubrication to lubricate rail surfaces as necessary with the objectives of minimizing wheel squeal and reducing noise from light rail trains to below the FTA moderate impact criteria.</p>	<p>Verify wheel squeal noise monitoring is conducted at locations specified. Confirm whether wheel squeal is excessive, and if so, verify implementation of wayside rail lubrication.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to Operation</p>	<p>Metro/Port of Long Beach</p>
<p><b>NOI-4 TPSS NOISE REDUCTION.</b> If applicable to freight track relocations, at the traction power substations (TPSS) locations identified in the following table, Metro will implement measures to reduce TPSS noise below the performance criteria shown in the table below. FTA</p>	<p>Review design plans for compliance. Verify implementation of identified measures.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Final Design, Construction, Prior to Operation</p>	<p>Metro/Port of Long Beach</p>

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure				Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination												
<p>impact criteria shown in the table are based on existing noise levels per FTA guidance. Measures to reduce TPSS noise may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Orient cooling fans and heating, ventilation, and air conditioning (HVAC) equipment away from sensitive receivers.</li> <li>• Utilize quieter cooling fans or HVAC equipment</li> <li>• Provide a surrounding enclosure around the TPSS unit and HVAC equipment</li> <li>• Install baffles on the exterior of the cooling fan</li> <li>• Sound insulation of TPSS unit enclosure or mounting of sound isolation materials to minimize transformer hum</li> </ul>																			
<table border="1"> <thead> <tr> <th>Civil Station</th> <th>TPSS</th> <th>Location</th> <th>FTA Impact Criteria (dBA, Ldn)</th> </tr> </thead> <tbody> <tr> <td>737+75</td> <td>15(e)</td> <td>East of Stafford Ave and north of Randolph St within private property</td> <td>59</td> </tr> <tr> <td>1110+50</td> <td>7(e2)</td> <td>South of Rose Street and just west of Arthur Ave within Metro-owned property</td> <td>59</td> </tr> </tbody> </table>				Civil Station	TPSS	Location	FTA Impact Criteria (dBA, Ldn)	737+75	15(e)	East of Stafford Ave and north of Randolph St within private property	59	1110+50	7(e2)	South of Rose Street and just west of Arthur Ave within Metro-owned property	59				
Civil Station	TPSS	Location	FTA Impact Criteria (dBA, Ldn)																
737+75	15(e)	East of Stafford Ave and north of Randolph St within private property	59																
1110+50	7(e2)	South of Rose Street and just west of Arthur Ave within Metro-owned property	59																



**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure				Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination																									
1195+50	5(e)	North of Hegel St and south of the Bellflower Bike Trail within private property	54																													
<p><b>NOI-5. FREIGHT TRACK RELOCATION SOUNDWALLS.</b>                      Soundwalls will be placed at the edge of the right-of-way at the locations identified in the following table to reduce freight and light rail transit noise related to the freight track relocation. Height and length will be verified during final design with the objective to reduce noise from light rail trains to below the FTA moderate impact criteria.</p> <table border="1"> <thead> <tr> <th>Civil Station</th> <th>Location</th> <th>Track Side</th> <th>Placement</th> <th>Height</th> </tr> </thead> <tbody> <tr> <td>764+00 to 769+75</td> <td>Between State St. and Plaska Ave</td> <td>Right</td> <td>At-grade</td> <td>12 feet</td> </tr> <tr> <td>769+75 to 779+00</td> <td>Between Plaska Ave and Hollenbeck St</td> <td>Right</td> <td>At-grade</td> <td>10 feet</td> </tr> <tr> <td>1089+50 to 1096+00</td> <td>Between I-105 Fwy and Happy St</td> <td>Right</td> <td>At-grade</td> <td>14 feet</td> </tr> <tr> <td>1096+00 to 1107+75</td> <td>Between Happy St and Pacific</td> <td>Right</td> <td>At-grade</td> <td>16 feet</td> </tr> </tbody> </table>				Civil Station	Location	Track Side	Placement	Height	764+00 to 769+75	Between State St. and Plaska Ave	Right	At-grade	12 feet	769+75 to 779+00	Between Plaska Ave and Hollenbeck St	Right	At-grade	10 feet	1089+50 to 1096+00	Between I-105 Fwy and Happy St	Right	At-grade	14 feet	1096+00 to 1107+75	Between Happy St and Pacific	Right	At-grade	16 feet	Review design plans for compliance. Verify implementation of identified measures.	Construction Contractor/ Metro	Metro/Final Design, Construction, Prior to Operation	Metro/Port of Long Beach
Civil Station	Location	Track Side	Placement	Height																												
764+00 to 769+75	Between State St. and Plaska Ave	Right	At-grade	12 feet																												
769+75 to 779+00	Between Plaska Ave and Hollenbeck St	Right	At-grade	10 feet																												
1089+50 to 1096+00	Between I-105 Fwy and Happy St	Right	At-grade	14 feet																												
1096+00 to 1107+75	Between Happy St and Pacific	Right	At-grade	16 feet																												

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure					Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
	Electric Right-of-Way							
1089+50 to 1096+50	Between I-105 Fwy and Pearle St	Left	At-grade	12 feet				
1096+50 to 1104+00	Between Happy St and south of Howe St	Left	At-grade	16 feet				
1104+00 to 1108+50	Between south of Howe St and Pacific Electric Right-of- Way	Left	At-grade	12 feet				
1108+50 to 1120+50	Between Union Pacific Right-of-Way and Colorado Ave	Left	At-grade	14 feet				
<p><b>NOI-6. NOISE CONTROL PLAN.</b> Metro’s contractor will develop a Noise Control Plan demonstrating how noise criteria will be achieved during construction. The Noise Control Plan will be designed to follow Metro requirements, Construction Noise Control, and will include measurements of existing noise, a list of the major pieces of construction equipment that will be</p>					Verify development and implementation of Noise Control Plan.	Construction Contractor/ Metro	Metro/Final Design, Prior to Construction, During Construction	Metro/Port of Long Beach

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<p>used, and predictions of the noise levels at the closest noise- sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan will be approved by Metro prior to initiating construction. Where the construction cannot be performed in accordance with the FTA 1-hour Leq construction noise standards, the contractor will investigate alternative construction measures that will result in lower sound levels. The FTA 1-hour Leq construction noise standards are as follows: Residential daytime standard of 90 dBA Leq and nighttime standard of 80 dBA Leq, and Commercial and Industrial daytime standard of 100 dBA Leq and nighttime standard of 100 dBA Leq. The contractor will conduct noise monitoring to demonstrate compliance with contract noise limits. In addition, Metro will comply with local noise ordinances when applicable. Noise reducing methods that may be implemented by Metro include:</p> <ul style="list-style-type: none"> <li>• If nighttime construction is planned, a noise variance may be prepared by the contractor, if required by the jurisdiction, that demonstrates the implementation of control measures to maintain noise levels below the applicable FTA standards.</li> <li>• Where construction occurs near noise-sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers may be used.</li> <li>• Limit unnecessary idling of equipment.</li> <li>• Install temporary noise barriers or noise control curtains, where feasible and desirable.</li> <li>• Reroute construction-related truck traffic</li> </ul>				

**Table 1. Mitigation Monitoring and Reporting Plan**

**West Santa Ana Branch Transit Corridor – Joint Ports-Owned San Pedro Subdivision Right-of-Way**

Mitigation Measure	Monitoring Action/Procedure	Party Responsible for Implementation	Monitoring Responsibility/ Implementation Phase	Agency/Organization Coordination
<p>away from local residential streets and/or sensitive receivers.</p> <ul style="list-style-type: none"> <li>• Limit impact pile driving where feasible and effective.</li> <li>• Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.</li> <li>• Minimize the use of impact devices such as jackhammers and hoe rams, using concrete crushers and pavement saws instead.</li> </ul>				
<p><b>VIB-1 BALLAST MAT OR RESILIENT RAIL FASTENERS.</b> At the locations where vibration impacts will occur, Metro will isolate trackwork using ballast mats for ballast and tie track and resilient rail fasteners for direct fixation track or other comparable vibration isolation techniques. Locations where mitigation is necessary will be verified during final design, with the objective to reduce vibration levels to below the FTA groundborne vibration impact criteria for frequent events.</p>				
<p><b>VIB-2 LOW IMPACT FROGS.</b> Low impact frogs will be used at the turnout and crossover rack locations where exceedance of the FTA impact thresholds has been identified. The locations of low impact frogs required to reduce vibration impacts are identified with Mitigation Measure NOI-2 (Low Impact Frogs). Locations where mitigation is necessary will be verified during final design with the objective to reduce vibration levels to below the FTA groundborne vibration impact criteria for frequent events.</p>	<p>Review design plans for compliance. Verify in the field.</p>	<p>Construction Contractor/Metro</p>	<p>Metro/Final Design, Construction, Prior to Operation</p>	<p>Metro/Port of Long Beach</p>

HAZARDS AND HAZARDOUS MATERIALS				
<p><b>HAZ-1. UNIDENTIFIED OIL AND GAS WELLS.</b> If an unknown oil and gas well is encountered during construction, the contractor will notify Metro, California Division of Occupational Safety and Health, and the California Department of Conservation Geologic Energy Management Division (CalGEM) and proceed in accordance with state requirements. The requirements include written notification to CalGEM, protection of adjacent property, and before commencing any work to abandon any well, obtaining approval by CalGEM. Abandonment work, including sealing off oil and gas bearing units, pressure grouting, etc., must be performed by a state-licensed contractor under the regulatory oversight and approval of CalGEM. Where the Locally Preferred Alternative cannot be adjusted to avoid unidentified abandoned wells, the California Department of Conservation (Department of Oil, Gas, and Geothermal Resources) and a re-abandonment specialty contractor will be contacted to determine the appropriate method of re-abandoning the well. Oil well abandonment must proceed in accordance with California Laws for Conservation of Petroleum and Gas (1997), Division 3. Oil and Gas, Chapter 1. Oil and Gas Conservation, Article 4, Sections 3228, 3229, 3230, and 3232.</p>	<p>Maintain log of construction surveys prior to and during construction. Verify implementation of any identified measures and coordination.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to Construction, Construction</p>	<p>California Division of Occupational Safety and Health, CalGEM, California Department of Conservation (Department of Oil, Gas, and Geothermal Resources), if applicable</p>
HISTORIC, ARCHAEOLOGICAL, AND PALEONTOLOGICAL RESOURCES				
<p><b>CR-1. DEVELOPMENT OF CULTURAL RESOURCES MONITORING AND DISCOVERY PROGRAM.</b> Prior to the start of any ground-disturbing activity, an archaeologist that meets the Secretary of Interior’s Professional Qualification Standards in Archaeology will prepare and implement a Cultural Resources Monitoring and Discovery Program (CRMDP) for the Project. The CRMDP will include the requirements of Mitigation Measures CR-2 through CR-4 and the following:</p> <ul style="list-style-type: none"> <li>• A summary of the results of the West Santa Ana Branch Transit Corridor Project Final Cultural</li> </ul>	<p>Verify development and implementation of CRMDP. Verify inclusion of the requirements of Mitigation Measures CR-2 through CR- 4.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to Construction, Construction, Post Construction</p>	<p>Metro/Port of Long Beach</p>



<p>Resources Survey Report—Rev 2 and the West Santa Ana Branch Transit Corridor Project Revised Final Cultural Resources Effects Report.</p> <ul style="list-style-type: none"> <li>• Procedures for avoidance of unanticipated discoveries where possible.</li> <li>• Procedures for preservation in place of unanticipated discoveries where possible.</li> <li>• Provisions of cultural resources awareness training to construction workers that will be implemented as part of Mitigation Measure CR-2 (Archaeological Work Environmental Awareness Program).</li> <li>• Provisions for archaeological and Native American monitoring of ground disturbance related to construction of the Project.</li> <li>• Summary of the treatment procedures for unanticipated discoveries, as specified in Mitigation Measure CR-4 (Treatment of Unanticipated Discoveries). This will include general research questions to be addressed by any studies, field, and laboratory methods for the gathering of data to evaluate sites for the California Register of Historical Resources and/or National Register of Historic Places, and requirements for addressing any sites identified as significant.</li> <li>• Procedures for Native American coordination and input.</li> <li>• Procedures for the treatment of human remains, if applicable, as outlined in existing regulations. These procedures will include, but not be limited to, communication protocol for contacting the coroner and preparation of a human remains treatment plan in consultation with the Most Likely Descendant(s).</li> <li>• Guidelines for the reporting of monitoring and treatment results.</li> </ul>				
---	--	--	--	--

<p><b>CR-2. ARCHAEOLOGICAL WORKER ENVIRONMENTAL AWARENESS PROGRAM.</b> A Secretary of the Interior qualified archaeologist will be retained to prepare a Worker’s Environmental Awareness Program training for archaeological sensitivity. This training will be provided to all construction personnel prior to the commencement of any ground-disturbing activities.</p> <p>Archaeological sensitivity training will include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p>	<p>Verify a qualified archaeological monitor has been retained prior to construction.</p> <p>Verify monitoring activities pursuant to the Cultural Resources Monitoring and Discovery Program.</p> <p>Verify consultation with State Historic Preservation Officer and consulting parties, if applicable.</p> <p>Verify development and review of final report that summarizes the results of the archaeological monitoring efforts.</p>		<p>Metro/Prior to Construction, Construction, Post Construction</p>	
<p><b>CR-3. ARCHAEOLOGICAL MONITORING.</b> Monitoring pursuant to the Cultural Resources Monitoring and Discovery Program will be supervised by the qualified archaeologist who meets the Secretary of Interior Standards. The duration and timing of the monitoring will be determined by the qualified archaeologist. The archaeological monitor under the direction of a Secretary of the Interior qualified archaeologist will be present during ground-disturbing activities that have the potential to uncover previously known and unknown archaeological resources (i.e., ground-disturbing activities that will extend beyond the limits of prior disturbances). These activities will include, but will not be limited to, pavement removal, grading, and trenching. Activities such as drilling that do not allow</p>	<p>Verify a qualified archaeological monitor has been retained prior to construction.</p> <p>Verify monitoring activities pursuant to the Cultural Resources Monitoring and Discovery Program.</p> <p>Verify consultation with State Historic Preservation Officer and consulting parties, if applicable.</p> <p>Verify development and review of final report that</p>	<p>Construction Contractor/ Metro</p>	<p>1. Metro 2. Prior to Construction, Construction, Post Construction</p>	<p>Federal Transit Administration, State Historic Preservation Officer</p>

<p>for soil visibility during excavation will be spot-checked but will not require a full-time monitor.</p> <p>Monitoring and spot checking will be required up to a depth of 20 feet. If the qualified archaeologist determines that full-time monitoring is no longer warranted, he or she may recommend reducing monitoring to periodic spot checking or cease entirely. Monitoring will be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension of the monitoring will need to be reconsidered by the qualified archaeologist. In the event that an archaeological resource is discovered, the monitor will have the authority to temporarily divert construction equipment around the find with a 50-foot buffer, or other buffer as determined by the archaeologist, to protect the resource until it is assessed for significance and treatment (e.g., avoidance, testing, data recovery), if necessary, is determined by the FTA in consultation with the State Historic Preservation Officer and consulting parties and executed.</p> <p>At the conclusion of archaeological monitoring, a final report will be prepared by the Secretary of the Interior qualified archaeologist, or his or her designee, describing the results of the archaeological monitoring efforts associated with the Project. If previously unidentified cultural resources are discovered during construction monitoring, a report will be prepared following the State Historic Preservation Office's Archaeological Resource Management Report Guidelines that document the findings of the field and laboratory analysis and interpret the data within appropriate research context.</p>	<p>summarizes the results of the archaeological monitoring efforts.</p>			
<p><b>CR-4. TREATMENT OF UNANTICIPATED DISCOVERIES.</b> The contractor or archaeological monitor will notify Metro immediately if potentially significant archaeological resources are exposed during ground-</p>	<p>Verify in the field that a qualified archaeologist is monitoring the site during ground-</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Construction</p>	<p>FTA, State Historic Preservation Officer</p>

<p>disturbing activities. Archaeological monitors will have the authority to divert or temporarily halt ground-disturbing operations at the discovery. The area will be fenced or flagged as soon as possible following the discovery. Until the boundaries of the resource can be established with testing procedures, a 50- foot buffer zone around the identified deposit will be fenced or flagged off. Subsequent to the identification of site boundaries, the fenced or flagged buffer surrounding the resource could be reduced to a 10- to 15-foot buffer zone at the discretion of the qualified archaeologist. All fencing or flagging of archaeological deposits will be monitored by a qualified archaeologist. Temporary fencing or flagging will remain in place until the resource has been released by the qualified archaeological monitor, in consultation with Metro and FTA.</p> <p>Construction activities may continue in areas beyond the buffer zones. The discovery will be evaluated by the qualified archaeologist in accordance with the methods identified in the Cultural Resources Monitoring and Discovery Program (Mitigation Measure CR-1) to determine if the archaeological resource is eligible for listing on the National Register of Historic Places (NRHP) and/or California Register of Historic Resources (CRHR). If the archaeological resource is determined eligible for the NRHP and/or CRHR, a treatment plan, will be prepared in accordance with 36 Code of Federal Regulations § 800.13(a)(2) in consultation with the State Historic Preservation Officer.</p>	<p>disturbing activities. Verify notification and implementation of methods identified in the Cultural Resource Monitoring and Discovery Plan. Verify development and implementation of treatment plan, inclusive of consultation, if an archaeological resource is eligible for the NRHP and/or CRHP.</p>			
<p><b>PR-1(a). PALEONTOLOGICAL RESOURCES MITIGATION AND MONITORING PROGRAM.</b> Prior to the commencement of ground-disturbing activities for the Locally Preferred Alternative (LPA), Metro will retain a qualified professional paleontologist to prepare and implement a Paleontological Resources Mitigation and Monitoring Program (PRMMP) for the LPA. The qualified paleontologist (principal</p>	<p>Verify a qualified paleontologist has been retained. Verify preparation and implementation of PRMMP.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to ground- disturbing construction activities, Construction</p>	<p>Not Applicable</p>

<p>paleontologist) must have at least a Master’s degree or equivalent work experience in paleontology, will have experience with local paleontology, and will be familiar with paleontological procedures and techniques. The PRMMP will describe mitigation requirements to be consistent with the Society of Vertebrate Paleontology (SVP) standards for paleontological resources mitigation (SVP 2010). The PRMMP will include at a minimum the following:</p> <ol style="list-style-type: none"> <li>1) Geologic setting, including paleontological sensitivity of the LPA site</li> <li>2) Description of the LPA, outlining the type and extent of ground disturbance</li> <li>3) Specifications for what ground-disturbing activity requires paleontological monitoring</li> <li>4) Paleontological monitoring procedures: <ol style="list-style-type: none"> <li>a. qualifications of paleontological monitors</li> <li>b. timing and duration of monitoring</li> <li>c. required data collection procedures</li> <li>d. daily monitoring log content</li> </ol> </li> <li>5) Communication protocols to be followed in the event that an unanticipated fossil discovery is made during development of the LPA</li> <li>6) Construction diversion and resource recovery protocols: <ol style="list-style-type: none"> <li>a. authority for ceasing construction.</li> <li>b. aerial extent of avoidance (construction exclusion) for any discovery</li> <li>c. timing to evaluate and recover the fossil</li> </ol> </li> </ol>				
--	--	--	--	--

<p>7) Fossil collection and preparation standards (field and museum)</p> <p>8) Curation standards including appropriate institutions, curation agreements, and deadlines for materials to be accessioned</p> <p>9) Post-recovery reporting requirements</p>				
<p><b>PR-1(b) PALEONTOLOGICAL WORKER ENVIRONMENTAL AWARENESS PROGRAM.</b> Prior to the start of construction, the qualified paleontologist or his or her designee will conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The Paleontological Worker Environmental Awareness Program will be fulfilled at the time of a preconstruction meeting. In the event of a fossil discovery by construction personnel, all ground-disturbing activities within 50 feet of the find will be halted, a 50-foot exclusion zone around the find will be established, and the qualified paleontologist and/or designee will be contacted to evaluate the find before restarting work in the exclusion zone. If the qualified paleontologist determines that the fossil(s) is (are) scientifically significant, the qualified paleontologist will complete the conditions outlined in Mitigation Measure PR 1(c) and PR 1(d) to mitigate impacts to significant fossil resources.</p>	<p>Verify the development and implementation of a Paleontological Worker Environmental Awareness Program.</p> <p>Verify implementation of Mitigation Measure PR 1(c) and PR 1(d).</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to ground- disturbing construction activities</p>	<p>Not Applicable</p>
<p><b>PR-1(c). CONSTRUCTION MONITORING.</b> Ground-disturbing construction activities (including grading, excavation, and trenching) that have the potential to impact previously undisturbed (i.e., native) sediments or geologic units of high paleontological sensitivity below 5 feet below ground surface will be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. Monitoring</p>	<p>Verify monitoring activities pursuant to the Paleontological Mitigation and Monitoring Program.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Construction</p>	<p>Not Applicable</p>

<p>pursuant to the Paleontological Mitigation and Monitoring Program will be supervised by the qualified paleontologist and will be conducted by a monitor who meets or exceeds the Society of Vertebrate Paleontology (2010) requirements for a qualified paleontological monitor, including at least a Bachelor's degree in geology, paleontology, or related field, and experience with collection and salvage of paleontological resources. If geological evidence indicates that sediments are younger alluvium or previously disturbed sediments and have a low potential to yield paleontological resources, or if older sediments are determined not to be fossiliferous based on results of monitoring at this location, the qualified paleontologist may determine that full-time monitoring is no longer warranted and may recommend reducing monitoring to periodic spot checking or cease entirely. Monitoring will be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension of the monitoring will need to be reconsidered by the qualified paleontologist.</p> <p>Ground-disturbing activity that reaches a depth of less than 5 feet below ground surface will not require paleontological monitoring.</p> <p>In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected. Typically, fossils can be safely recorded and, if significant, potentially collected quickly by a single paleontologist without disrupting construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) may require more extensive excavation and longer recovery periods. In such a case, the monitor, under the supervision of the principal paleontologist, will have the authority to</p>				
---	--	--	--	--

temporarily direct, divert, or halt construction activity so that the fossil(s) can be removed in a safe and timely manner.				
<p><b>PR-1(d). PREPARATION AND CURATION OF RECOVERED FOSSILS.</b> Once recovered, significant fossils will be identified to the lowest possible taxonomic level, prepared to a curation ready condition, and curated at a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County) along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the qualified paleontologist. The cost of curation is assessed by the repository and will be the responsibility of Metro.</p> <p>At the conclusion of all required monitoring, laboratory work, and museum curation, the qualified paleontologist will prepare a final report describing the results of the paleontological mitigation monitoring efforts associated with the Locally Preferred Alternative. The report will include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository and to Metro.</p>	<p>Verify the preparation and curation of recovered fossils is completed if significant fossils are recovered.</p> <p>Verify development and review of final report that summarizes the results of the paleontological mitigation monitoring efforts.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Construction, Post construction</p>	<p>Scientific institution, if applicable</p>
<p><b>TCR-1. NATIVE AMERICAN MONITORING.</b> Because of the potential to encounter previously undocumented Traditional Cultural Properties and/or Tribal Cultural Resources, a Native American monitor will be retained by the Los Angeles County Metropolitan Transportation Authority to monitor project-related, ground- disturbing construction activities (e.g., grading, excavation, drilling, trenching) that occur within areas that are identified as having a moderate-to-high potential for containing</p>	<p>Verify a Native American monitor has been retained.</p> <p>Verify in the field that a Native American monitor is monitoring the site during ground-disturbing</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Prior to Construction, Construction</p>	<p>Consulting tribes, if applicable</p>



<p>prehistoric Native American remains, as specified in the Cultural Resources Monitoring and Discovery Plan (CRMDP), as described in Mitigation Measure CR-1. Development of Cultural Resources Monitoring and Discovery Program. The appropriate Native American monitors will be selected based on the tribal consultation under Assembly Bill 52 and Section 106. Monitoring staff will be identified in the CRMDP.</p> <p>Monitoring procedures and the role and responsibilities of the Native American monitor will be outlined in the CRMDP. In the event that the Native American monitor identifies a cultural resource of Native American origin during construction, the monitor will be given the authority to temporarily halt ground-disturbing activities (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) will be provided an opportunity to participate in the documentation and evaluation of the find and development of treatment, as necessary.</p>	<p>activities per the CRMDP.</p>			
<p><b>TCR-2. UNANTICIPATED DISCOVERY OF TRADITIONAL CULTURAL PROPERTIES/TRIBAL CULTURAL RESOURCES.</b> In the event that cultural resources of Native American origin are identified during construction, all earth-disturbing work within a 50-foot radius of the find will be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. The specific procedures to be followed in the event of an unanticipated discovery of cultural resources of Native American origin will be identified in the Cultural Resources Monitoring and Discovery Program, as described in Mitigation Measure CR-1 (Development of Cultural Resources Monitoring and Discovery Program). If Metro determines that the resource is a Traditional Cultural</p>	<p>Verify notification and implementation of methods identified in the Cultural Resources Monitoring and Discovery Plan. Verify development and implementation of a treatment plan, if applicable.</p>	<p>Construction Contractor/ Metro</p>	<p>Metro/Construction</p>	<p>SHPO, FTA, Native American groups, as applicable</p>

<p>Property and/or Tribal Cultural Resource and is found significant under CEQA/Section 106, a treatment plan will be prepared and implemented in accordance with state guidelines and in consultation with Native American groups as described below.</p> <p>The treatment plan will be developed by a Secretary of the Interior qualified archaeologist in consultation with the State Historic Preservation Officer (SHPO) and with Native American contacts, as applicable. Metro will be responsible for ensuring that the treatment plan is developed and consultation with stakeholders (e.g., tribes, SHPO) is completed. The treatment plan will be developed to ensure treatment of archaeological historic properties/historical resources meets the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation, the California Office of Historic Preservation's Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Guidelines for Archaeological Research Design (1991), the Advisory Council on Historic Preservation's publication Treatment of Archaeological Properties: A Handbook, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 106 of the National Historic Preservation Act.</p> <p>The treatment plan will include the following: procedures required should archaeological historic properties/historical resources be determined to no longer be extant, methods for avoidance should avoidance be determined feasible upon discovery, and Phase III data recovery methods in the event that avoidance is infeasible. Phase III data recovery methods within the treatment plan would include, but not be limited to, research questions to be addressed by the study of each site, a description of methods including excavation methods, data analysis, reporting requirements, and final disposition of recovered</p>				
--	--	--	--	--

<p>materials. Phase III data recovery methods will also identify the thresholds at which point data redundancy is achieved. Phase III data recovery will ensure each site is adequately documented in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The treatment plan will be implemented when a determination is made that a property/resource cannot be avoided and will be adversely affected/significantly impacted by the Project.</p>				
--	--	--	--	--

