

# Executive Summary

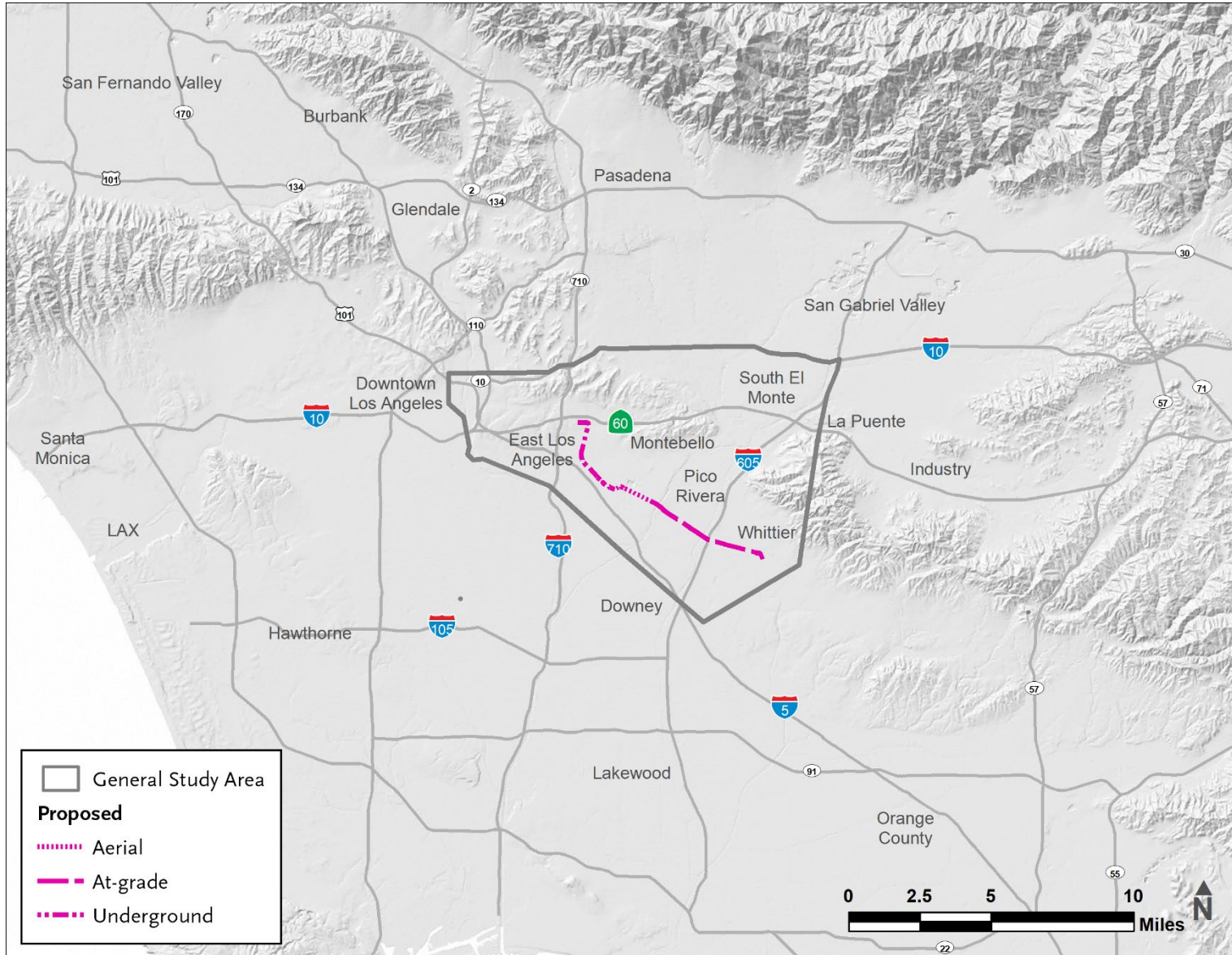
## ES.1 Introduction

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

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

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

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



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

**Figure ES.1. Regional Location Map**



## ES.2 Purpose of the Recirculated Draft Environmental Impact Report

This Recirculated Draft EIR satisfies the requirements of the California Environmental Quality Act (CEQA)<sup>1</sup> and CEQA Guidelines<sup>2</sup> to inform decision-makers and the public about the potential significant environmental impacts of the Project; ways to avoid significant effects through a review of Build Alternatives, MSF site options, and design options; required mitigation measures that would minimize or reduce impacts to less than significant levels; and impacts that would be significant and avoidable. As the lead public agency, Metro has the principal responsibility for approving the Project and will use this Recirculated Draft EIR to consider the environmental consequences of the Project. Lead public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In approving the Project, Metro will balance the Project's environmental, economic, social, and transportation benefits compared to its significant and unavoidable impact on the environment. As such, this Recirculated Draft EIR is an informational public document to be used to analyze the significant environmental effects of the Project, identify alternatives, and disclose potential ways to reduce or avoid the possible change to the environment. Significant effects on the environment are defined as a substantial adverse change in the physical conditions which exist in the area affected by the Project.<sup>3</sup>

### ES.2.1 Environmental Review Process

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

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

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

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<sup>1</sup> Per Public Resources Code Section 21000, et seq.

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

<sup>3</sup> California Code of Regulations, Title 14, Chapter 3, Section 15002(g).

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

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

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

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

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

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

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

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

## ES.2.2 Project Objectives

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

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

## ES.3 Alternatives Considered/Project Description

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

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

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

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

## ES.3.1 Build Alternatives

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

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

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

**Table ES-1. Summary of Build Alternatives Components**

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

**Notes:**

- 1 The Base Alternative is the Build Alternative without the implementation of any design options (Atlantic/Pomona Station Option and/or Montebello At-Grade Option). Design Option are listed in the table if they differ from the Base Alternative.
- 2 Total lengths do not include MSF lead track
- 3 The at-grade length includes 0.05-mile of transition from at-grade to underground.
- 4 Freight rail crossings would be grade separated and would not occur in the at-grade configuration.
- 5 The Base Alternative with design options would have the same number of river crossings.
- 6 The Base Alternative with design options would have the same number of TPSS facilities.

**Key:**

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

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

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

## ES.3.2 No Project Alternative

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

## ES.4 Environmental Analysis

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

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

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





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

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



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

Figure ES.5. Alternative 3 Atlantic to Greenwood IOS

**Table ES-2. Summary of Impacts by Environmental Resource**

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

Source: CDM Smith/AECOM JV, 2022.

**Notes:**

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

**Key:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## ES.4.1 Significant and Unavoidable Impacts

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

## ES.5 Comparison of Alternatives

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

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

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

Source: CDM Smith/AECOM JV, 2022.

Note:

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

Key:

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

## ES.5.1 Environmentally Superior Alternative

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

## ES.6 Public Outreach

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

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

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

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

## ES.7 Areas of Controversy and Issues to Be Resolved

### ES.7.1 Areas of Controversy

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

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

### ES.7.2 Issues to be Resolved

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

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