

1. Introduction

This Final Environmental Impact Report (EIR) for the Eastside Transit Corridor Phase 2 (Project) has been prepared to comply with the requirements of California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000 et seq.) by the Los Angeles County Metropolitan Transportation Authority (Metro), which is the lead agency for the Project. The Final EIR will be finalized upon certification by Metro's decision-making body, the Metro Board of Directors (Metro Board); consequently, modifications to the Final EIR may be provided up until the time of certification.

This chapter of the Final EIR presents a brief overview of the Project analyzed in the Recirculated Draft EIR, released for public review in June 2022, and identifies the action taken by the Metro Board on December 1, 2022 authorizing the preparation of this Final EIR for the full 9-mile alignment (Alternative 1) and selecting Alternative 3 as the Locally Preferred Alternative (LPA). The Project would extend the existing Metro E Line (formerly Metro L [Gold] Line) light rail transit (LRT) line from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles, to eastern Los Angeles County, a distance of approximately 3.2 to 9.0 miles depending on the Build Alternative. Three Build Alternatives with up to two design options and two Maintenance and Storage Facility (MSF) site options (one of which has one design option) are evaluated for the Project. A summary of the Build Alternatives and the design options is provided in **Section 1.5** below. As identified above and described further in **Section 1.5.2**, Alternative 3 Atlantic to Greenwood IOS with the Montebello At-Grade Option was selected by the Metro Board as the LPA.

Upon the completion of the Final EIR and other required documentation, the Metro Board may adopt a mitigation monitoring and reporting program (MMRP) for the project, adopt findings relative to the Project's environmental effects after implementation of mitigation measures, certify the Final EIR, and approve the Project. The Final EIR will also support the Project's permitting and approval processes to be conducted by relevant agencies, including but not limited to, the Los Angeles Regional Water Quality Control Board, the Los Angeles County Department of Public Works, and the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier.

1.1 Final EIR Intended Use

This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Project. Consistent with CEQA Guidelines Section 15132, this Final EIR incorporates the Eastside Transit Corridor Phase 2 Recirculated Draft EIR (State Clearinghouse No. 2010011062) by reference, in its entirety, as revised by the Corrections and Additions contained in Chapter 3 of this Final EIR. Chapter 4 of this Final EIR provides a list of persons, organizations, and agencies that provided comments on the Recirculated Draft EIR, a reproduction of the text of the public comments received on the Recirculated Draft EIR, and Metro's responses to the public comments. The original comment submissions, as well as any graphics, charts, and attachments included with the submissions, are provided in their entirety in **Appendix A**.

This Final EIR and the Recirculated Draft EIR, along with other Project information, is available for review and download online on Metro's website at https://www.metro.net/projects/eastside_phase2/. Hard copies of the Recirculated Draft EIR are also available for public review at the following repositories:

- Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles
- East Los Angeles Library, 4837 E 3rd Street, East Los Angeles
- Commerce Public Library, 5655 Jillson Street, Commerce
- Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello
- Pico Rivera Library, 9001 Mines Avenue, Pico Rivera
- Los Nietos County Library, 8511 Duchess Drive, Whittier
- Whittier Public Library, 7344 Washington Avenue, Whittier

1.2 Final EIR Organization

The contents of this Final EIR include:

Chapter 1: Introduction. This chapter includes a summary of the contents of the Final EIR, a summary of the environmental review process and community outreach, and a brief description of the Project's Build Alternatives and design options including identification of Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF as the LPA.

Chapter 2: Design Refinements. This chapter addresses refinements to the overall project design and performance that have been identified following publication of the Recirculated Draft EIR. The chapter provides a description of the Design Refinements and identifies which are new project components and which are optional, identifies the relationship of these refinements to the Recirculated Draft EIR, and presents an evaluation of environmental impacts of Alternative 1 and Alternative 3 with the refinements.

Chapter 3: Corrections and Additions to the Recirculated Draft EIR. This chapter provides changes to the Recirculated Draft EIR resulting from public comments and minor corrections or updates to Recirculated Draft EIR information. Changes in the Recirculated Draft EIR text are signified by strikeouts where text is removed, and italics and underline where text is added, unless otherwise noted. These changes do not add significant new information to the Recirculated Draft EIR within the meaning of Public Resources Code section 21092.1 and State CEQA Guidelines Section 15088.5, do not alter the conclusions regarding the potentially significant impacts of the Project, and do not result in any new or substantially more severe significant environmental impacts that would require recirculation of the Recirculated Draft EIR under CEQA.

Chapter 4: Responses to Comments. Chapter 4 of this Final EIR includes the reproduced text of all public comment submissions received on the Recirculated Draft EIR and the written responses prepared by Metro. The Recirculated Draft EIR was distributed for review by responsible and trustee agencies, organizations, and the public for 60 days from June 30, 2022 through August 29, 2022. Public comment submissions were received via mail, email, website, helpline, event, oral, and the public hearings held on July 21, 2022 in East Los Angeles; July 30, 2022 in Montebello; August 11, 2022 in Pico Rivera (virtual); and August 17, 2022 in Whittier.

Chapter 5: Mitigation Monitoring and Reporting Plan (MMRP). This chapter includes the MMRP for the Project. The MMRP lists each of the required mitigation measures and identifies the monitoring action, responsible party, enforcement agency, and the monitoring phase for the Project. The MMRP also lists the Project Measures, which are design features, best management practices, or other measures required by law and/or permit approvals that are components of the Project, and identifies the monitoring action, responsible party, enforcement agency, and the monitoring phase.

Chapter 6: References. This chapter lists all the references and sources used in the preparation of the Final EIR in addition to the references listed in Chapter 9 of the Recirculated Draft EIR. Documents listed in this chapter are available for review upon request.

Chapter 7: List of Contributors and Preparers. This chapter lists the persons who contributed to the preparation of this Final EIR.

Appendix A: Public Comment Submissions. This appendix includes all original comment submissions with ID numbers and bracketing that correspond to the comments and responses presented in Chapter 4. All graphics, charts, and attachments included as part of the comment submissions are also provided.

Appendix B: Public Outreach. This appendix includes documentation of the outreach that has been performed for the Project since the Recirculated Draft EIR was released in June 2022.

Appendix C: Updated Engineering Drawings. This appendix includes an updated plan set of the advanced conceptual engineering drawings for Alternative 1 and Alternative 3.

1.3 Environmental Review Process and Community Outreach

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach activities, workshops, and meetings for the Alternatives Analysis (AA), and continuing through the present time for the efforts related to this Final EIR. Pursuant to CEQA, Metro issued a Recirculated Notice of Preparation (NOP) on May 31, 2019 for the Recirculated Draft EIR. Metro conducted six public Scoping Meetings in June 2019 to receive formal public comments on the Build Alternatives and their potential impacts to the environment and quality of life. In 2020, in anticipation of recommending the withdrawal of the SR-60 Alternative and Combined Alternative from further evaluation to the Metro Planning and Programming Committee and the Metro Board, Metro staff prepared for and planned three community meetings in February 2020 to provide a comprehensive Project update. Metro hosted another round of meetings in November 2021 to provide a Project update and share information on the ongoing station design efforts. As a follow-up to the community meeting series hosted in November 2021, Metro conducted additional meetings in March 2022 focused on sharing information on the ongoing station design efforts with specific communities and

cities and providing stakeholders with the opportunity to ask questions. Leading up to the release of the Recirculated Draft EIR, the outreach program initiated partnering efforts with local Community Based Organizations (CBO), that served as local experts. The CBOs advised the team on ways to enhance community outreach methods, including notification to underserved corridor communities and neighborhoods, and provided local task and event staffing support.

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

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

1.4 Project Background

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

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

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

Constraints within or along the SR 60 Alternative became more evident as further technical environmental analysis, additional engineering design, and Metro policy and program updates were completed. In addition, conflicts with future improvements along the SR 60 freeway were also identified. In February 2020, the Metro Board approved the withdrawal of the SR 60 and Combined Alternatives, the discontinuation of the National Environmental Policy Act (NEPA) analysis, and the preparation of a Recirculated Draft EIR pursuant to CEQA to address the Washington Alternative.

The Recirculated Draft EIR evaluated three Build Alternatives and the No Project Alternative. The three Build Alternatives (Alternative 1 Washington [Alternative 1], Alternative 2 Atlantic to Commerce/Citadel IOS [Alternative 2], and Alternative 3 Atlantic to Greenwood IOS [Alternative 3]) have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. The Recirculated Draft EIR also evaluated several design options and two MSF site options. The Recirculated Draft EIR was released for public review by agencies, organizations, and the public for 60 days from June 30 through August 29, 2022. During this period, 301 comment submissions were received. One additional comment submission was received three months after the close of the comment period.

The Build Alternatives and design options that were evaluated in the Recirculated Draft EIR and are the subject of this Final EIR, are summarized in **Section 1.5** below. A more detailed description is provided in Chapter 2 of the Recirculated Draft EIR.

As described in greater detail in **Section 1.5.2** below, on December 1, 2022, the Metro Board authorized the preparation of the Final EIR for the full project alignment (Alternative 1) and approved Alternative 3 with the Atlantic/Pomona Station Option, the Montebello At-Grade Option, and the Montebello MSF as the LPA.

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

1.5 Build Alternatives Evaluated in the Recirculated Draft EIR

The Project would extend the Metro E Line (formally LRT Metro L (Gold) Line) from the current terminus at the Atlantic Station into eastern Los Angeles County. The Recirculated Draft evaluated three Build Alternatives and a No Project Alternative. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new stations) and two MSF site options, one in the city of Commerce and one in the city of Montebello. The alignment would terminate at Lambert station on Lambert Road in the city of Whittier as shown in **Figure 1.1**. Alternative 2 and Alternative 3 are Initial Operating Segments (IOS). An IOS is a segment of the Project alignment that can function as a stand-alone Project with independent constructability and independent utility (independent of other segments or phases to be constructed). The purpose of developing and evaluating the IOS alternatives is to identify constructability options and a cost-effective solution with the greatest benefit to the Project.

Alternative 2 is approximately 3.2 miles in length with three stations (one relocated/reconfigured and two new stations) and one MSF site option in the city of Commerce as shown in **Figure 1.2**. Alternative 2 has the same guideway alignment from the East Los Angeles area eastward but would terminate at the Commerce/Citadel station in the city of Commerce. Alternative 3 is approximately 4.6 miles in length with four stations (one relocated/reconfigured and three new stations) and two MSF site options, one in the city of Commerce and one in the city of Montebello as shown in **Figure 1.3**. Alternative 3 has the same guideway alignment from the East Los Angeles area eastward but would terminate at the Greenwood station on Greenwood Avenue and Washington Boulevard in the city of Montebello.

The Recirculated Draft EIR evaluated design options 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 Montebello (applicable to Alternatives 1 and 3 and the Montebello MSF site option). Construction and operation of one or both design options are considered and evaluated for Alternative 1, Alternative 3, and the Montebello MSF site option.



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

Figure 1.1. Alternative 1 Washington GSA and DSA



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

Figure 1.2. Alternative 2 Atlantic to Commerce/Citadel IOS GSA and DSA



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

Figure 1.3. Alternative 3 Atlantic to Greenwood IOS GSA and DSA

1.5.1 Environmentally Superior Alternative

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

Based on the environmental analysis presented in the Recirculated Draft EIR, Alternative 3 with the Montebello MSF site option, with or without the design alternatives, was identified as the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives 1, 2, and 3 with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build of the Alternative 1 with Montebello MSF site option.

1.5.2 Metro Board Action on December 1, 2022

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

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

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

1.6 Build Alternatives Advanced to the Final EIR

As described in **Section 1.5.2** above, pursuant to the Metro Board decision on December 1, 2022, the Final EIR advances the evaluation of the following alternatives:

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

Alternative 3 (LPA) is described in greater detail below. Additional information and a description of Alternative 1 is provided in Chapter 2, Project Description, of the Recirculated Draft EIR. Design Refinements applicable to Alternative 1 and Alternative 3 (LPA) are identified and evaluated in Chapter 2 of the Final EIR.

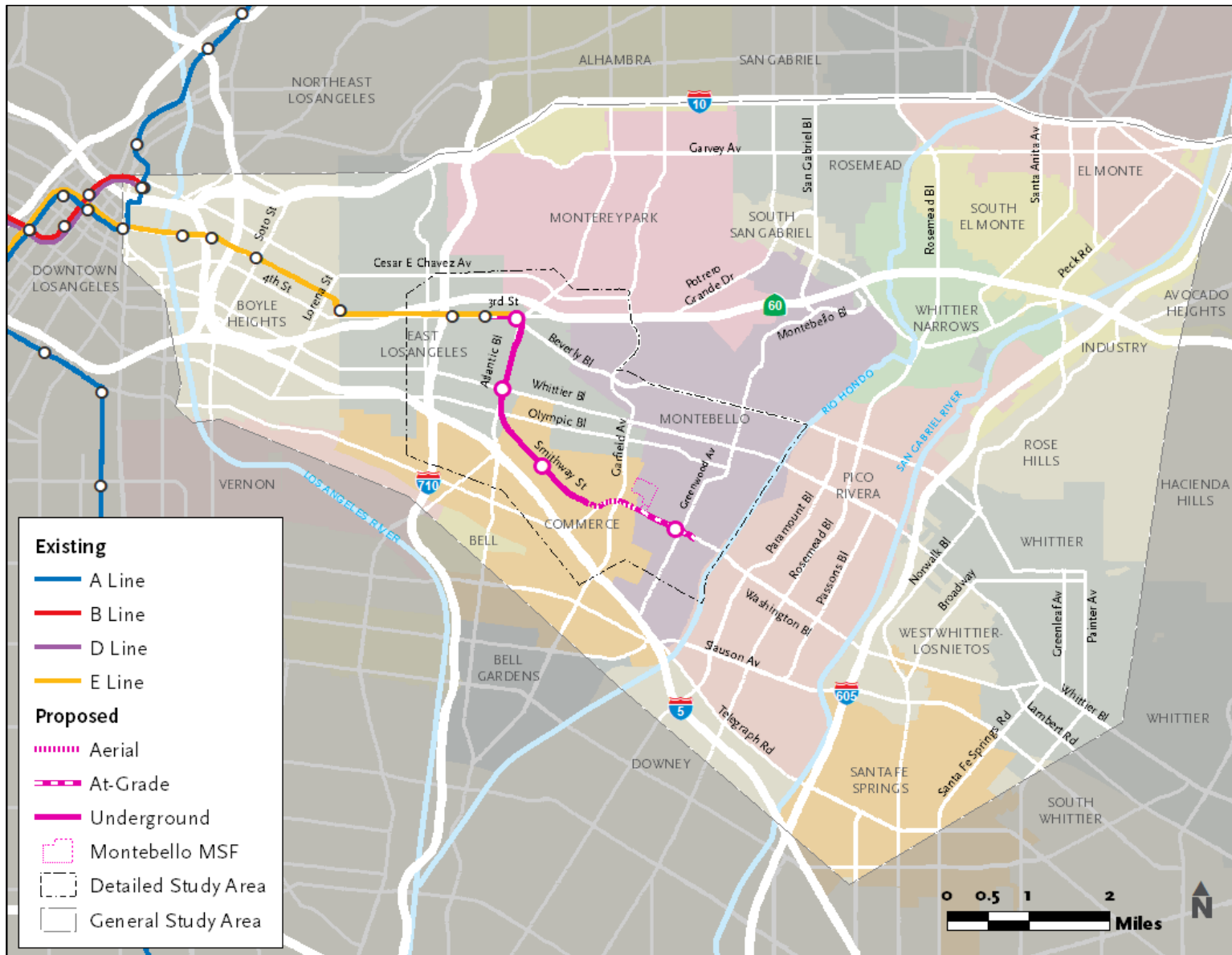
1.6.1 Alternative 3 (LPA)

The LPA would extend the Metro E Line (formerly Metro L [Gold] Line) approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the city of Montebello. The LPA would include a relocated open-air shallow underground Atlantic station and three new stations: Atlantic/Whittier (underground), Commerce/Citadel (underground), and Greenwood (at-grade). The LPA would have approximately 3.0 miles of underground, 0.5 miles of aerial, and 1.1 miles of at-grade alignment. The LPA is shown on **Figure 1.4**.

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

1.6.1.1 Guideway Alignment

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



Source: Metro; CDM Smith/AECOM JV, 2024

Figure 1.4. Locally Preferred Alternative

1.6.1.2 Proposed Stations

The following stations would be constructed under the LPA:

- Atlantic Pomona Open-Air Station – The Atlantic/Pomona Station Option would relocate the existing Atlantic Station to a shallow underground open-air station with two side platforms and a canopy. This station would be located beneath the existing triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona Station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the city of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the city of Montebello. This station would have a parking facility near the intersection of Greenwood Avenue and Washington Boulevard.

1.6.1.3 Maintenance and Storage Facilities

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

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

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

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

1.6.1.4 Ancillary Facilities

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

1.6.1.5 Description of Construction

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

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

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

1.6.1.6 Description of Operations

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

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