

West Santa Ana Branch Transit Corridor

Final Economic and Fiscal Impact Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Economic and Fiscal Impact Analysis Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
BEA	Bureau of Economic Analysis
CEQA	California Environmental Quality Act
EIS/EIR	environmental impact statement/environmental impact report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
I-	Interstate
LA	Los Angeles
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
O&M	operation and maintenance
PEROW	Pacific Electric Right-of-Way
Project	West Santa Ana Branch Transit Corridor Project
RIMS	Regional Input-Output Modeling System
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	State Route
TOC	transit-oriented community
TOD	transit-oriented development
TPSS	traction power substation
UPRR	Union Pacific Railroad
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors identified the Locally Preferred Alternative (LPA), which will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (renamed to Eco-Rapid Transit, which has since been dissolved), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the *West Santa Ana Branch Transit Corridor Project Technical Refinement Study* (Metro 2015a) in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section options
- Huntington Park Alignment and Stations
- New C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

¹ Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low-speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit.

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period to 60 days. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018a). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Alternatives E and G for further evaluation.

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives E and G into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; more than 250 comments were received.

Following the July 2018 scoping period, a number of project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these project refinements at its November 2018 meeting.

1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two station design options, and two site options for a maintenance and storage facility (MSF):

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

- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review and comment period. In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With identification of the LPA, the Metro Board also identified the MSF site option located in the City of Bellflower as a component of the LPA.

1.4 Report Purpose and Structure

This report describes and evaluates the economic and fiscal impacts of the Project on the Affected Area and the LA County region. For purposes of this economic analysis, the Affected Area is defined as a 0.25-mile area on both sides of the proposed alignment and a 0.50-mile area around the proposed stations. Economic impacts from project construction and operation will likely be experienced within and beyond (for indirect impacts) the defined Affected Area. Some economic or fiscal data and impacts are presented at the regional LA County level.

This report presents the following:

- Affected environments/existing conditions
- Regulatory setting
- Impact criteria and thresholds
- Impact analysis of operation and construction of the Project on the local and regional economy
- Mitigation measures
- CEQA determination related to economic impacts

The LPA and one design option (Design Option 1: Close 186th Street) are analyzed in this report. Additionally, the Project will include the construction and operation of an MSF in Bellflower.

This Economic and Fiscal Impact Analysis Report examines the environmental effects of the Project as it relates to economics. The report is organized into nine sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Regulatory Framework
- Section 4 – Affected Environment/Existing Conditions

- Section 5 – Environmental Impacts/Environmental Consequences
- Section 6 – CEQA Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

1.5 General Background

Project operation and construction will generate economic activity in the Study Area and the greater LA metropolitan region. Project construction will create jobs and income for those employed by the Project. Also, project construction will temporarily increase congestion and noise and change access for businesses and residents in the area, as discussed in the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibrations Impact Analysis Report* (Metro 2024d) and the *West Santa Ana Branch Transit Corridor Project Final Transportation Impact Analysis Report* (Metro 2024e).

During operations, the Project will provide employees, residents, and visitors with an additional transportation link to employment and visitor destinations in LA County. LRT operations within the WSAB corridor also will create new jobs for maintenance and operation workers. Finally, the Project could lead to future development opportunities around station areas, consistent with Metro’s vision to create transit-oriented communities (TOCs) (Metro 2018b).

1.6 Methodology

The method used to determine the potential economic effects of the Project varied depending on the economic effect assessed. The methodology employed to determine potential economic impacts includes an evaluation of both operational- and construction-related effects that may result from project completion. Various types of impacts are discussed in Sections 1.6.1 through 1.6.6.

1.6.1 Operational Impacts

After the Project is operational, new jobs and the corresponding earnings will be created through additional operation and maintenance (O&M) expenditures. Funds from local or regional sources, such as transit fares, are considered transfers that could have been spent by residents and businesses on other economic activities, thus will not generate new beneficial economic impacts. Typically, only “new money” to a region from an outside or alternate source has a measurable net economic effect on employment and income gains resulting from operation of the Project. Federal funding is an example of “new money.” The potential for economic impacts associated with these new expenditures is discussed qualitatively in Section 5.

1.6.2 Long-term Impacts on Property Values

The Project is expected to indirectly lead to new development and/or redevelopment of land surrounding the proposed light rail stations, which could increase property tax revenues for the affected local jurisdictions. While development is regulated by the affected jurisdictions and is driven by regional and local economic conditions, light rail lines can advance the timing and increase the intensity of development within the limits allowed by local zoning, particularly surrounding proposed station areas. Research on the long-term property value

impacts associated with light rail systems is presented, and the potential project-related impacts are discussed qualitatively, in Section 5.

1.6.3 Regional Mobility and Connectivity

For broader regional effects, the linkage between transportation infrastructure improvements, mobility, congestion, and economic growth are considered and discussed (Section 5.2.3). The benefits of connecting to the regional employment and transportation networks are also discussed qualitatively.

1.6.4 Impacts on Local Tax Bases

Property acquisitions for right-of-way or construction staging areas (permanent acquisition) will result in property tax revenue losses to LA County and local jurisdictions where the respective properties are located. The potential loss of tax revenues to these jurisdictions was assessed based on the land acquisitions required by the Project, including potential modifications to property access and effects during construction.

Property tax losses for each jurisdiction were based on the tax dollar values of the parcel acquisitions. The tax dollar values for these parcels were obtained from the LA County Assessor's records. The relevant data from the Assessor's office included property taxes paid in fiscal year 2019, city location, property ownership, land use, and building square footage (LA County 2019).

The initial tax impact for properties affected by the Project was compared to the total property taxes collected for each affected jurisdiction. To the extent that redevelopment occurs around transit stations, local jurisdictions may experience an increase in property tax revenues above what would have occurred without the Project as new or redeveloped properties in the vicinity of the stations experience an increase in assessed values.

1.6.5 Direct Employment Impacts from Displacements

The project alignment will require additional right-of-way that could displace some businesses and residences. The number of businesses and employees located at properties that will be acquired by the Project was estimated. The estimates were prepared based on field verification of addresses and business names obtained from the *West Santa Ana Branch Transit Corridor Project Final Displacements and Acquisitions Impact Analysis Report* (Metro 2024b). Resources consulted to estimate the number of business units and the corresponding number of employees displaced included the RefUSA and CoStar's Tenant module (Metro 2024b).

1.6.6 Impact Criteria and Thresholds

No specific laws or executive orders specify the impact criteria and thresholds of economic impacts. NEPA requires a discussion of economic and fiscal effects but does not specifically define threshold criteria. CEQA includes a discussion of economic effects at the discretion of the lead agency. Section 7, CEQA Determination, provides additional information. The CEQA Guideline updates (December 2018, Appendix G of the CEQA Guidelines [14 California Code of Regulations, Section 15000 et seq.]) define the significance of environmental effects from an economic or fiscal perspective and caused by a project. Specifically, economic changes resulting from a project will not be treated as significant effects on the environment, but the economic changes may be used to determine the significance of physical changes on the environment. If the physical change causes adverse

economic effects on people, those adverse effects may be used as a factor to determine whether the physical change is significant (CEQA Section 15064).

Social and land use impacts, which are often combined with economics, are discussed separately in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024a) and the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024c). The methodologies and impact definitions provided above in Sections 1.6.1 through 1.6.5 were used to determine whether adverse effects according to NEPA or significant impacts according to CEQA will occur as a result of project construction and operation. Those impact discussions are provided in Sections 5 through 7.

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

The No Build Alternative and LPA are generally defined as follows:

- **No Build Alternative:** Reflects the transportation network in the 2042 horizon year without the LPA. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long Range Transportation Plan (2009 LRTP)* (Metro 2009) and SCAG's *2016-2040 RTP/SCS (SCAG 2016)*, as well as additional projects funded by Measure M that would be completed by 2042.
- **LPA:** The LPA consists of a 14.5-mile LRT line that will extend from the northern terminus in the City of Los Angeles/Florence-Firestone community of LA County to a southern terminus in the City of Artesia.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch² ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW south of the I-105 freeway. The LPA will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia. Figure 2-2 depicts the alignment sections that will require freight track relocation. The LPA will be grade separated where warranted, as indicated on Figure 2-1.

² The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

Figure 2-1. Locally Preferred Alternative Alignment by Grade



Source: WSP and TAHA 2023

Figure 2-2. Existing Rail Right-of-Way Ownership



Source: WSP and TAHA 2023

2.1 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from each side of the four alternatives evaluated in the Draft EIS/EIR) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the LPA's impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

The required environmental baseline socioeconomic growth projections, including the reasonably foreseeable transportation network in 2042, were established in July 2017 when the preparation of the Draft EIS/EIR began. The SCAG 2016-2040 RTP/SCS was the adopted current regional growth forecast at the time the Draft EIS/EIR baseline was established. Specifically, the baseline year 2017 and future year 2042 population, housing, and employment are derived from the Transportation Analysis Zone-level estimates from the SCAG 2016-2040 RTP/SCS.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative based on the Metro 2009 LRTP and SCAG 2016 RTP/SCS.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)¹		
Metro Westside D Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C Line Extension	Norwalk to Expo/Crenshaw	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Road Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G Line to Metro E Line	Outside Study Area

Project	To / From	Location Relative to Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US ³	LAUS	Within Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁴	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro G Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Road	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Road	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-57/SR-60	Outside Study Area
I-710 South Corridor Project (Phases 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro 2018, WSP 2019

Notes: ¹ Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

² The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ Link US rail walk times included only.

⁴ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = bus rapid transit; LA = Los Angeles; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; LRT = light rail transit; SR = State Route; VA = Veterans Affairs

2.2 Locally Preferred Alternative

2.2.1 Refinements to the Locally Preferred Alternative

The LPA evaluated in this report is Alternative 3 from the Draft EIS/EIR with refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA include the following:

- Shift the Slauson/A Line aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements between the Slauson/A Line Station and the existing A Line Station. Additionally, a set of stairs was added between the A Line station and street level.
- Swap the location of the freight and LRT tracks within the La Habra Branch ROW compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south side to accommodate potential freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park:
 - Open crossings previously proposed for closure at Albany Street and Rugby Boulevard
 - Close crossings previously proposed to remain open at Malabar Street and Arbutus Avenue
 - Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of infrastructure related to a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to avoid impacts to a spur track.
- Close the private at-grade crossing at Miller Way. The private business will be displaced by the Project.
- Extend the LRT viaduct north of Imperial Highway to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north; also add a new driveway entrance to the parking facility at Century Boulevard.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Modify the replacement freight bridge at I-105 to a four-span structure, consistent with the current bridge, rather than the previously proposed two-span structure.
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that will span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for a signalized pedestrian crossing of Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate dedicated turning movements to the community.

- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and provide replacement parking elsewhere on the property to maintain the existing number of parking spaces.
- Redesign retaining walls on the southeast side of the 183rd Street/Gridley Road crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trails as an existing, rather than future, condition in the Final EIS/EIR plan set.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia, and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Place and shift structure north to provide alley egress resulting in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway along the east side.
- Incorporate Mitigation Measures NOI-4 (Crossing Signal Bell Shrouds) and NOI-5 (Gate-Down-Bell-Stop Variance), recommended in the Draft EIS/EIR to further reduce noise at grade crossings, as Project Measure NOI PM-1 and NOI PM-2 in the Final EIS/EIR to be implemented as part of the LPA.
- Add Project Measure VA PM-8 (Residential Screening for Aerial Structures), which requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening.
- Add Project Measures BIO PM-1 (Invasive Plant Species Best Management Practices) and BIO PM-2 (Prohibition of Invasive Plant Species in Landscape Plans) to provide options to minimize the spread of invasive species during construction and prohibit the inclusion of invasive species in landscape plans; add Project Measure BIO PM-3 (LA Metro Tree Policy) to require adherence to LA Metro Tree Policy, adopted by Metro in October 2022.
- Add Project Measure CR PM-1 (Secretary of the Interior Standards Design Review), which requires review and approval of the design of the new LRT bridge and C Line station that will be constructed within the Century Freeway-Transitway Historic District and extension of the Union Pacific LA River Rail Bridge's existing concrete piers by a professional who meets the Secretary of the Interior's Professional Qualification Standards in architectural history, history, or architecture.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area near State Street and Randolph Street to east of State Street in the railroad ROW.
- Relocate the laydown area at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substations (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility east of the tracks at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street/Gridley Road to the southeast side.

2.2.2 Alignment Configuration

This section summarizes the LPA alignment. The general characteristics of the LPA are summarized in Table 2.2. Figure 2-3 illustrates the freeway crossings along the alignment. Additionally, the LPA will require relocation of existing freight rail tracks within the ROW to maintain existing operations where freight tracks will be in a shared corridor with the LRT tracks. Figure 2-2 depicts the alignment sections that will require freight track relocation.

Table 2.2. Summary of LPA Components

Component	Quantity
Alignment length	14.5 miles
Length of at-grade and aerial	12.1 miles at-grade; 2.4 miles aerial ¹
Station configurations	9 along WSAB alignment, 1 at-grade infill station along C Line 3 aerial; 6 at-grade
Parking facilities	5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces)
At-grade crossings	30
Elevated street crossings	15
Freight crossings	6
Freeway crossings	4 (1 aerial/overcrossing at I-105; 3 freeway undercrossings ² at I-710, I-605, SR 91)
Freight realignment	8.7 miles
River crossings	3 (Rio Hondo, LA River and San Gabriel)
TPSS facilities	17
Maintenance and Storage Facility site	1 (City of Bellflower)

Source: WSP 2023

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

LA = Los Angeles; TPSS = traction power substation; WSAB = West Santa Ana Branch

Figure 2-3. Freeway Crossings



Source: WSP 2023

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of approximately 2,800 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 30 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings. The following further describes the LPA along the alignment.

Northern terminus (City of Los Angeles/Florence-Firestone community of LA County): The northern terminus of the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line. Transfers between the Slauson/A Line Station and the existing Metro A Line will be accommodated via two pedestrian bridges between the two station platforms. The pedestrian bridges will be located at the southern and northern ends of the platforms and will be accessed by stairs, escalators, and/or elevators. Stairs, escalators, and/or elevators will also connect with the street level on the north side of the station, while stairs will connect with the street level on the south side of the station. An additional set of stairs will be added to the existing A Line Station providing access to street level. Tail tracks³ accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW⁴ (City of Huntington Park): South of the Slauson/A Line Station, the alignment will turn east along the existing UPRR owned La Habra Branch ROW in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW, and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard. From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Avenue and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration.

San Pedro Subdivision ROW (Cities of Huntington Park, Bell, Cudahy, South Gate, Downey, and Paramount): At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

³ Tail tracks are additional tracks that extend beyond the end of the mainline tracks and can be used for temporarily parking, storing, or reversing the direction of trains. While the tracks are designed to allow for layover if needed, trains will not sit at the end of the line.

⁴ The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing approximately 600 parking spaces with a vehicle underpass under the freight tracks to access the parking facility.

The alignment will then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment will continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The LRT bridge will be constructed next to the existing freight bridge. South of the LA River, the alignment will transition to an at-grade configuration, then passing under the I-710 freeway through a new box tunnel structure. The alignment will then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment will transition to an aerial structure to cross over a realigned spur track, Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment will transition to an at-grade configuration and serve the Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to serve the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The I-105/C Line Station will include a dedicated transit parking facility providing approximately 340 to 360 parking spaces, depending on the location of the TPSS. The alignment will continue at-grade, crossing Century Boulevard, then will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the new C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line Station will also be provided at Façade Avenue via stairs and elevators. To accommodate construction of the new station platform, the existing Metro C Line tracks will be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured.

PEROW (Cities of Paramount, Bellflower, Cerritos, and Artesia): South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the northeast side of the alignment adjacent to the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing approximately 490 parking spaces located south of the alignment between Los Angeles Department of Water and Power property and Rosecrans Avenue.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility (Somerset Boulevard).

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing approximately 260 parking spaces.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. The LRT alignment will continue southeast within the PEROW and transition to an aerial configuration near Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment will return to an at-grade configuration south of Woodruff Avenue. South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. Continuing southeast, the LRT alignment will cross under the SR-91 freeway in an existing undercrossing. The alignment will cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment will transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

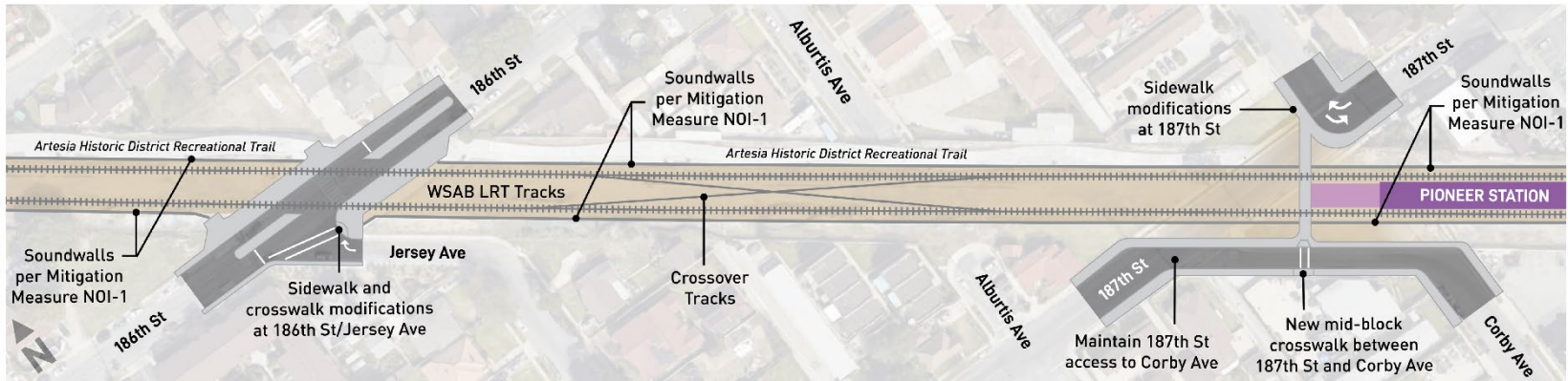
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration and cross 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing approximately 1,100 parking spaces. Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

2.2.3 Design Option – Close 186th Street

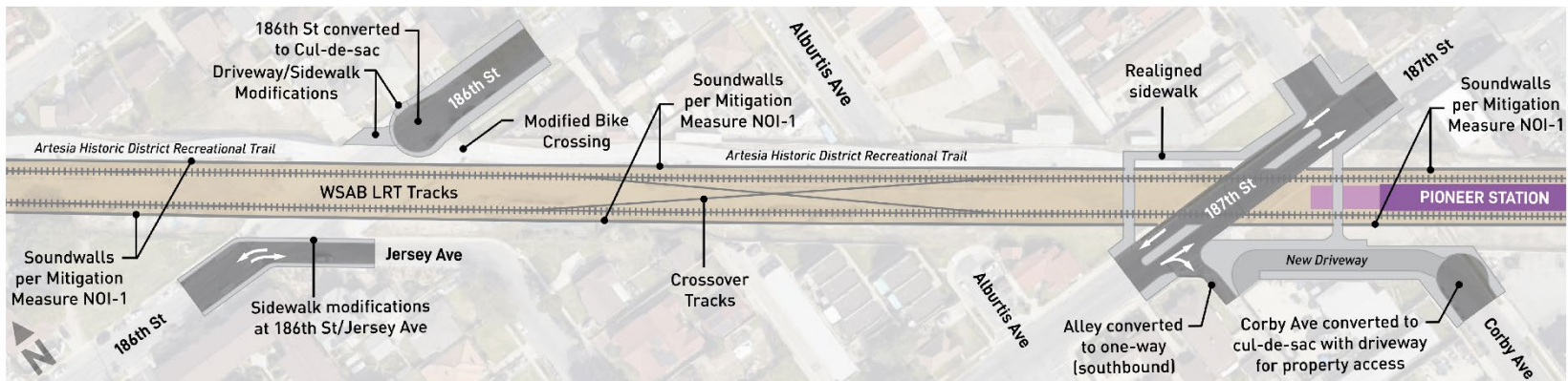
The LPA includes one design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would become a cul-de-sac with an access driveway for the existing business (Figure 2-4).

Figure 2-4. Locally Preferred Alternative and Design Option: Close 186th Street



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

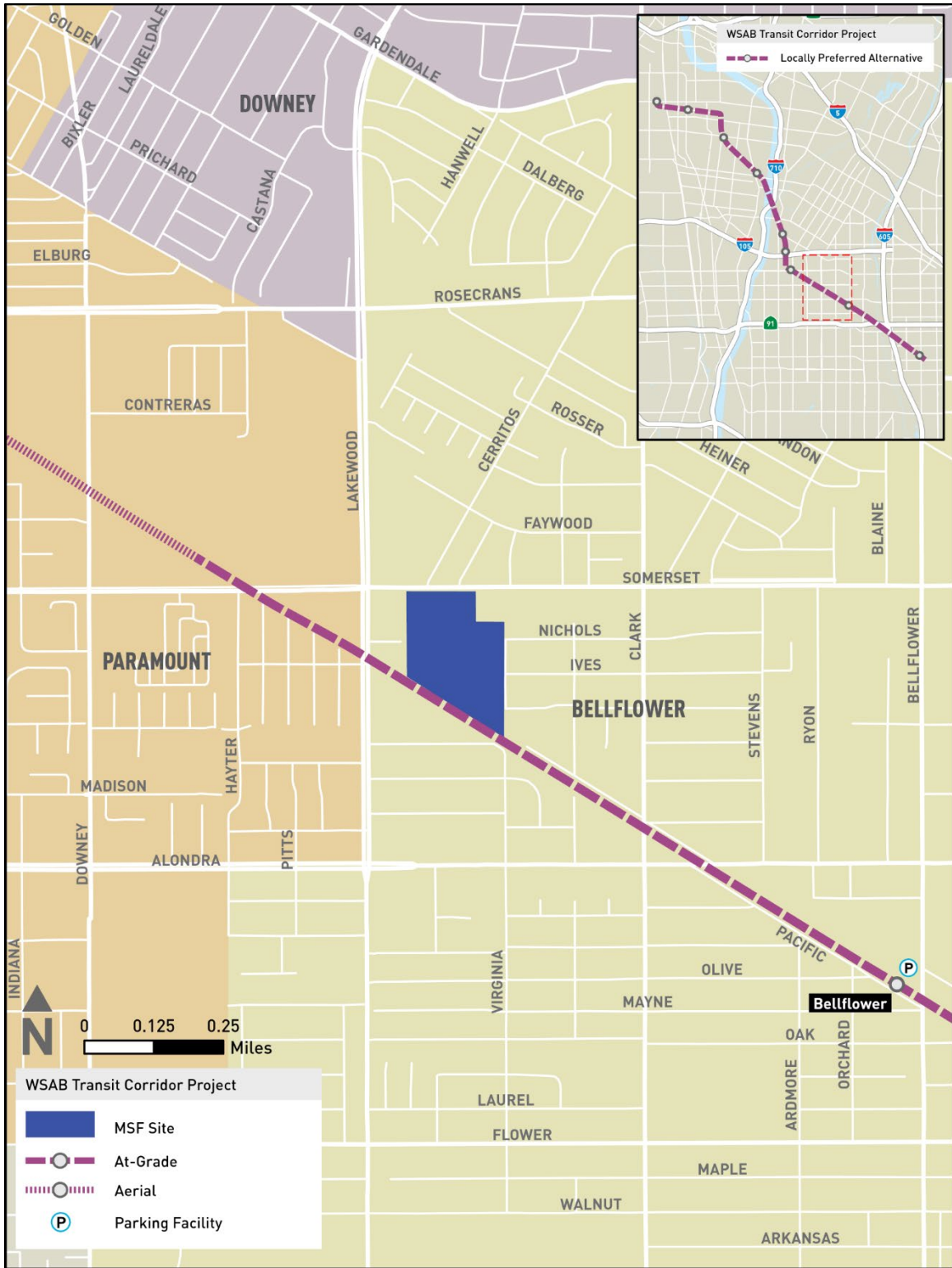
2.2.4 Maintenance and Storage Facility

Generally, each LRT project requires an MSF facility to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRVs). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

In January 2022, the Metro Board identified the Bellflower MSF as the WSAB Project's MSF site. The MSF site is located in the City of Bellflower and is bounded by a mobile home community and industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. Access to the site will be via a signalized driveway at Somerset Boulevard and Bayou Avenue (Figure 2-5). In total, the MSF site is approximately 21 acres and could accommodate up to 80 LRVs to serve the Project's operations plan.

The MSF will have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility will include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) will have sufficient length for a three-car train set.

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023

3 REGULATORY FRAMEWORK

No specific laws or executive orders regulate the topic of economic impacts. Preparation of the economics analysis included federal, state, and local guidance.

3.1 Federal

The following federal documents provided guidance for conducting the economic and fiscal impact analysis:

- **Federal Highway Administration (FHWA) Technical Advisory 6640.8A (FHWA 1987):** This guidance document states that the economic impact analysis should include a discussion of the local and regional impacts of each alternative related to economic development, tax revenue impacts, and employment opportunities. The analysis should also discuss the impacts to local businesses and business districts and the opportunity to minimize or reduce potential impacts.
- **Federal Transit Administration (FTA), Social and Economic Impacts (FTA 2016):** Transit projects may have economic impacts that should be included in the environmental documentation process. Impacts discussed may include business displacements, disruptions to business activities, and impacts to the regional economy.
- **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970:** The Uniform Relocation Act (Public Law 91-646) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

3.2 State

- **CEQA:** According to CEQA, economic effects of a project will not be treated as significant effects on the environment. However, economic effects of the Project may be considered to determine the significance of the physical changes caused by the Project (see CEQA Guidelines, § 15064(e)).
- **California Relocation Assistance Act:** The California Relocation Assistance Act (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement.

3.3 Regional and Local

SCAG defines the regional planning principles for the corridor, while local municipalities define economic policies for specific areas within their jurisdictional boundaries. Section 4.2 provides examples of regional and local economic policies in the Affected Area. Refer to the *West Santa Ana Branch Transit Corridor Project Final Land Use Impact Analysis Report* (Metro 2024c) for additional information.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

4.1 General Corridor-wide Conditions

The Project is located in one of the country's largest metropolitan areas. Specifically, the project alignment traverses 12 local jurisdictions: the Cities of Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County. For economics, the Affected Area is defined as the 0.25-mile area on both sides of the alignment and a 0.5-mile area around the station.

Economic impacts from construction and operation will likely be experienced in areas both inside and outside the defined Affected Area. When possible, data are presented for the Affected Area, but some economic or fiscal data are discussed at the city or regional level when data for the smaller Affected Area were not available or are not appropriate due to the larger area of influence.

4.1.1 Population, Housing, and Employment

Table 4.1 shows population, housing, and employment data for the Affected Area in the Base Year (2017) and Forecast Year (2042). The Affected Area is 0.25 mile on both sides of the alignment and 0.5 mile from the stations. Population and households are projected to grow at 1.9 percent per year, while employment is forecast to grow at 0.8 percent per year. Section 4.1 of the Final Communities and Neighborhoods Impact Analysis Report (Metro 2024a) provides additional information, and the *West Santa Ana Branch Transit Corridor Project Final Environmental Justice Impact Analysis Report* (Metro 2024h) provides a summary of the demographic and socioeconomic characteristics of the Affected Area.

Table 4.1. Affected Area of Economics Population, Housing, and Employment, 2017 and 2042

Item	LPA
Length (miles)	14.5
Population	
Year 2017	151,111
Year 2042	240,580
Average annual growth	1.9%
Households	
Year 2017	39,338
Year 2042	63,711
Average annual growth	1.9%
Employment	
Year 2017	37,937
Year 2042	46,230
Average annual growth	0.8%

Source: Metro 2024a

Note: LPA = Locally Preferred Alternative

4.1.2 Employment Trends

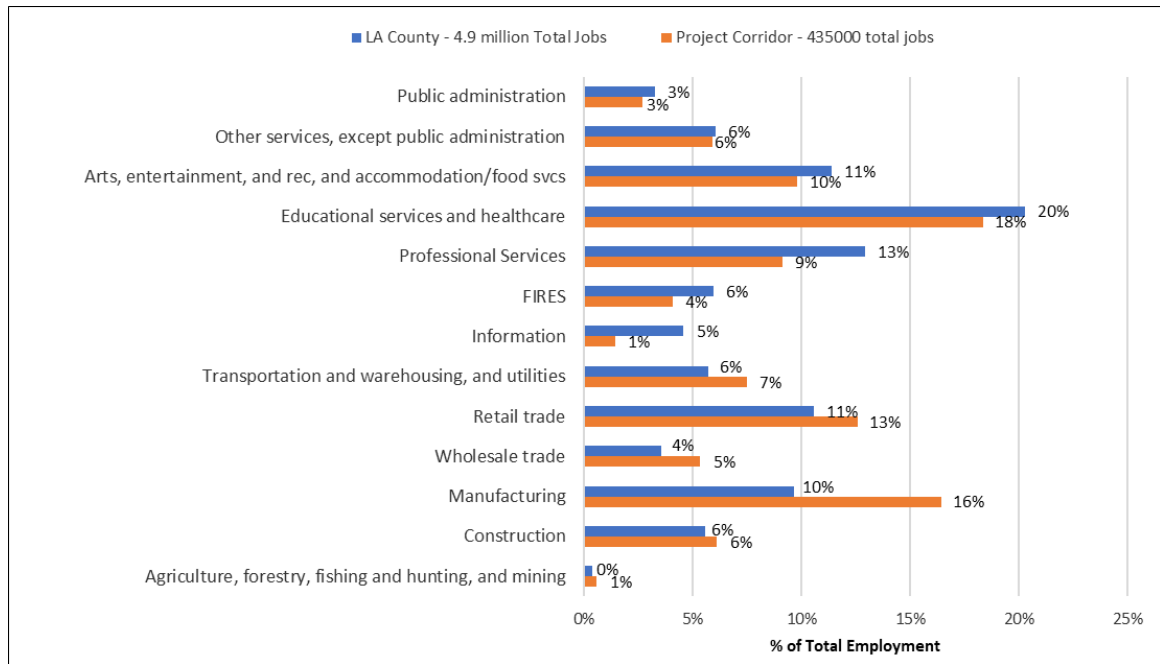
The Affected Area includes a section of the City of Los Angeles, the largest city in LA County and one of the largest economies in the country. The Project will achieve the following:

- Provide reliable fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities to the area's job centers
- Reduce travel times on local and regional transportation networks
- Accommodate substantial future employment and population growth

Figure 4-1 displays average employment by industry for communities located along the project corridor. Figure 4-1 also reports census tract employment data from the U.S. Census Bureau and includes a different geographic area from the area represented by the data presented in Table 4.1. Employment in the project corridor is concentrated in the education, health care, and manufacturing sectors, representing 34 percent of all jobs. Other large employers in the area include the retail trade (13 percent); arts, entertainment, recreation, accommodation, and food service (10 percent); and professional services (9 percent). These sectors are strong sources of employment in LA County as a whole, which has a slightly higher percentage of jobs in the education and health care sector and a lower percentage of jobs in manufacturing when compared to the project corridor.

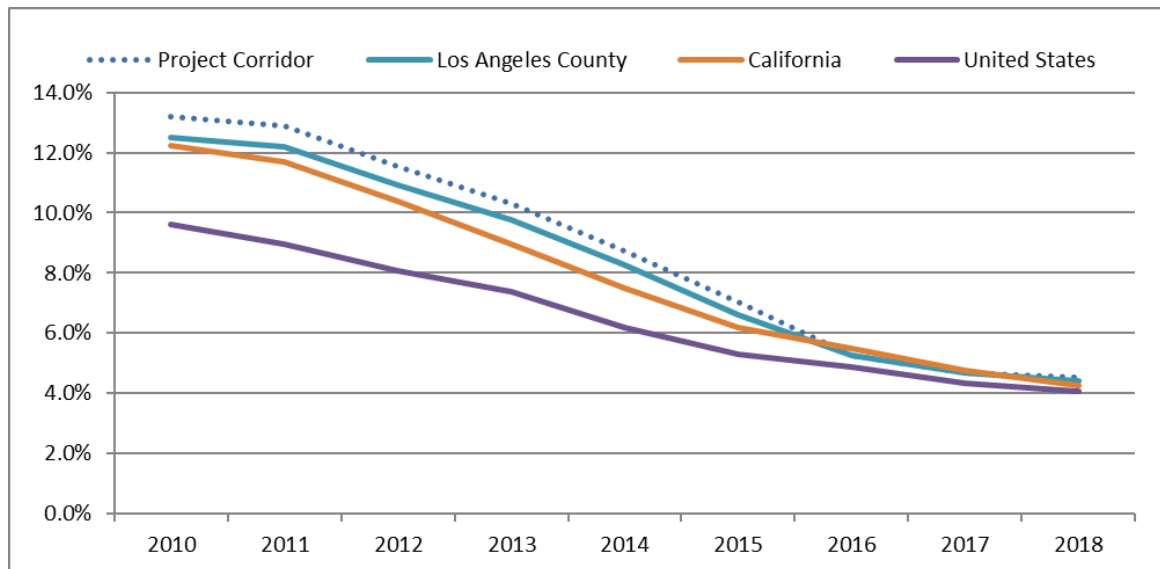
Figure 4-2 shows unemployment rate data from the Bureau of Labor Statistics and the California Department of Employment Development for the project corridor, LA County, the State of California, and the United States from 2010 through 2018. The corridor includes the unemployment data for each city within the project alignment and represents a larger geographic area than the Affected Area. The corridor data are dominated by the employment data for the City of Los Angeles. While the unemployment trends generally mirror the movement of the national unemployment rate, the Affected Area, LA County, and the state had a higher rate than the nation as a whole. The high unemployment rates in 2010 are a reflection of the slowdown in the regional and national economies. The unemployment rate improved as job growth continued through 2018, and in that year, the rates for the Study Area, LA County, and the state were near the national average.

Figure 4-1. 2016 Employment by Industry along Project Corridor



Source: U.S. Census Bureau 2018

Figure 4-2. Unemployment Trends in Project Corridor, 2010 to 2018



Source: State of California Employment Development Department 2018; U.S. Bureau of Labor Statistics 2018

4.1.3 Local Government Tax Revenues

City and county governments rely on tax revenues to fund general services to their respective communities. The Project could affect property tax and retail sales revenues for jurisdictions in the Affected Area. For the State of California, voter-approved Proposition 13 set the property tax rate at 1 percent of assessed value. The 1 percent is shared by all taxing agencies whose districts include the property location, such as cities, school districts, fire departments/districts, and LA County. All cities in the Affected Area, except Cudahy, receive a portion of the basic levy to fund government services. The rate varies for each city.

Table 4.2 shows tax revenues and the percent of total general fund tax revenues represented by property tax revenues for each city within the Affected Area for economics. Property taxes represented 7 percent to 46 percent of total tax revenue. Approximately 41 percent of all taxes are included as “Other Taxes” in Table 4.2. “Other Taxes” may include transient occupancy taxes, utility taxes, business license taxes, and other taxes for which the source is not specified.

Table 4.2. Local Government Tax Revenues

City	Property Taxes	Sales Tax	Other Taxes	Total General Fund Tax Revenue	Property Tax as Percent of Total Tax Revenue
Los Angeles	\$2,058,761,000	\$557,990,000	\$1,891,958,000	\$4,508,709,000	46
Vernon	\$17,270,355	\$7,177,884	\$23,974,390	\$48,422,629	36
Huntington Park	\$1,069,127	\$11,686,353	\$6,134,065	\$18,889,545	6
Bell	\$4,411,848	\$2,360,400	\$4,311,800	\$11,084,048	40
Cudahy	\$265,030	\$1,270,000	\$1,097,000	\$2,632,030	10
South Gate	\$12,314,651	\$21,126,054	\$4,928,819	\$38,369,524	32
Downey	\$25,996,994	\$25,796,994	\$12,218,000	\$64,011,988	41
Paramount	\$2,265,000	\$7,800,000	\$6,649,250	\$16,714,250	14
Bellflower	\$11,032,000	\$6,172,000	\$7,659,500	\$24,863,500	44
Artesia	\$2,444,466	\$2,695,000	\$1,153,381	\$6,292,847	39
Cerritos	\$3,125,000	\$34,577,500	\$5,188,900	\$42,891,400	7
Total	\$2,139,056,655	\$674,109,538	\$1,965,289,040	\$4,778,455,233	45

Sources: City of Artesia 2018; City of Bell 2018; City of Bellflower 2018; City of Cerritos 2018; City of Cudahy 2018; City of Downey 2018; City of Huntington Park 2018; City of Los Angeles 2018; City of Paramount 2018; City of South Gate 2018; City of Vernon 2018

Note: Revenues reported do not include revenue sources such as license fees, fees for service, interest income, or other miscellaneous non-tax revenues.

4.2 Existing Land Use

The improved mobility and connectivity provided by stations could be one of many factors that influences new development or redevelopment of vacant or under-utilized properties near stations. Transportation investment may provide opportunities for transit-oriented development (TOD). This development may also serve as a catalyst for public and private

economic revitalization that could provide economic benefits and an enhanced quality of life to communities.

One critical component of TOD is supportive policies, including a land use policy that encourages economic development around transit stations. The policies could incentivize revitalization of under-utilized or vacant parcels, encourage new housing near transit centers, support pedestrian and bike facilities, and preserve or expand access to open spaces and recreation. SCAG reports that “all jurisdictions within the project study area have one or more plans guiding future development around proposed stations” (SCAG 2012b).

The following list provides examples of existing transit-related policies for various jurisdictions in the Affected Area that support the success of the Project:

- SCAG has developed a regional transportation plan update that defines policies that support regional transportation objectives. One of the policies in the Sustainable Communities Strategy section states that SCAG will “pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in TOD areas, and in neighborhood-serving commercial areas” (SCAG 2012a).
- Metro will work with local communities through the Joint Development Program to identify development opportunities and the related infrastructure necessary to help create TOD and promote its positive effects for the community. The Joint Development Program includes partnering with stakeholders and developers to build housing on Metro-owned property.
- Metro's TOD Planning Grant Program is designed to spur the adoption of local land use regulations that are supportive of TOD in LA County. Objectives of the TOD Planning Grant Program are to increase access to transit by assisting local governments to accelerate the adoption of TOD regulatory frameworks; improve the transit network and increase use of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines; further the reduction of greenhouse gases through encouraging infill development along public transportation corridors and transit use; and support and implement sustainable development principles. Under this grant program, cities within the WSAB corridor, including the Cities of Artesia, Bellflower, Downey, and Huntington Park, were awarded for the preparation and adoption of the TOD-related plans.
- Metro has broadened the vision from TOD to TOCs. In its document, *Supporting Transit Oriented Communities: A Metro Demonstration Program*, Metro describes its vision of TOCs as “a comprehensive approach to creating compact, walkable and bikeable places in a community context, rather than concentrating on a single development site. For Metro, creating TOCs means expanding the boundaries to consider the impact of our system in a 1.0- to 1.5-mile corridor around a transit station” (Metro 2015b).
- LA County discusses a number of TOD-focused policies in its *Los Angeles County General Plan* (LA County 2015) and has defined specific transit-oriented districts to “encourage(s) infill development, pedestrian-friendly and community-serving uses near transit stops. The goal is to encourage walking, bicycling, and transit use” (LA County 2017). In the General Plan, LA County Policy Land Use 4.3 states that the County will “encourage TOD in urban and suburban areas with the appropriate residential density along transit corridors and within station areas” (LA County 2015).

- The Cities of Huntington Park and South Gate are currently updating their respective General Plans. One of the areas of focus in the updates is to develop TOD policies to guide each city's planning around transit stations (City of Huntington Park 2017).

Additional information on land use policies is provided in the Final Communities and Neighborhoods Impact Analysis Report (Metro 2024a).

The northern terminus for the LPA is the Slauson/A Line Station, which will serve as a transfer point to the Metro A (Blue) Line via the existing aerial Slauson Station. The station near the City of Vernon will be located in the city's dense manufacturing and industrial center. The employment center is home to a number of industries that support the apparel, steel, plastics, logistics, and food sectors.

Stations in the City of Huntington Park will be adjacent to commercial and industrial centers, as well as long-established residential communities and open spaces. The Pacific/Randolph Station will be a key transit hub and will include a vibrant mixed-used corridor with commercial, entertainment, and retail activities.

A station near the intersection of Florence Avenue and Salt Lake Avenue in the City of Huntington Park will be adjacent to commercial and long-established residential communities, as well as open spaces.

The Firestone Station in the City of South Gate is located near Firestone Boulevard, which is adjacent to a major industrial district and residential neighborhoods. The area also includes a large recreational complex that has baseball fields, soccer fields, and a nine-hole golf course.

The Gardendale Station located in the City of Downey will be in an area experiencing redevelopment with the creation of a mixed-use regional employment and destination center. The station area will also be surrounded by industrial and residential uses.

The I-105/C Line Station, also located in the City of South Gate, will serve neighboring residential needs and as a transit hub for customers transferring to or from the Metro C (Green) Line. It will also provide residents with additional transit access to commercial areas for employment opportunities.

Current uses around the Paramount/Rosecrans Station in the City of Paramount consist of commercial, institutional, and residential uses.

The Bellflower Station on Bellflower Boulevard in the City of Bellflower will be located on the city's main street that consists of mixed commercial properties along an existing pedestrian corridor. The Bellflower Station area has a variety of land uses, including institutional, residential, and commercial.

The Pioneer Station located in the City of Artesia will represent the corridor's southern terminus. This station will be located along the main commercial corridor that is surrounded by a variety of retail, cultural, commercial, and residential uses. Table 4.3 provides additional station location information, including the surrounding land uses currently in place.

Table 4.3. Locally Preferred Alternative Stations

Location	Station	Current Station Area Land Use
LA County	Slauson/A Line (adjacent to existing Metro A [Blue] Line Slauson Station)	Industrial, commercial, and residential; civic; open space
Huntington Park	Pacific/Randolph, Florence/Salt Lake	Industrial, commercial, and low-scale residential; civic; open space
South Gate	Firestone; I-105/C Line (adjacent to the Metro C [Green] Line Station)	Industrial; commercial; Azalea Shopping Center; residential; high-traffic and train movements
Downey	Gardendale	Health care (Rancho Los Amigos); commercial; residential
Paramount	Paramount/Rosecrans	Residential; adjacent to commercial and civic uses
Bellflower	Bellflower	Neighborhoods; residential; commercial and mixed use
Artesia	Pioneer	Industrial; mixed commercial; residential

Source: SCAG 2013; Metro 2024c

Note: I- = interstate

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

This section describes the environmental impacts and consequences of the No Build Alternative and LPA as they relate to economics. The LPA consists of at-grade and aerial light rail alignments. The following discussions are based on the existing conditions described in Section 4.

5.1 No Build Alternative

The No Build Alternative includes existing transportation networks and transportation improvements that have been identified in constrained plans of the 2009 LRTP (Metro 2009) and the RTP/SCS (SCAG 2016). The service features include transit, freeway, and arterial operations within and around the Affected Area. As such, the No Build Alternative includes existing, under construction, and planned rail, bus, and highway projects. Planned projects could be subject to separate environmental analysis to evaluate economic and fiscal impacts. Implementation of these projects, including O&M, would be subject to regulatory standards, conditions, and permitting requirements discussed in Section 2. Compliance with these standards would minimize economic impacts. Residual impacts are expected to be minor; therefore, no adverse economic and fiscal effects are anticipated from the No Build Alternative.

Under the No Build Alternative, economic benefits associated with construction spending for the Project would not be realized. Residents, employees, and visitors in the Affected Area would not have the benefit of the interconnected transportation network provided by the Project. The additional employment and income associated with new jobs created by the operation of the Project would not be realized. The station areas would lose a major driver for the development or redevelopment of vacant or under-utilized properties near the stations.

5.2 Locally Preferred Alternative

The sections that follow describe the potential impacts of the LPA, including the project alignment, design option, and MSF, with corridor-wide application. The approach to analyzing the impacts of the LPA on the different topics discussed in this section are similar for each alternative, and the potential impacts are summarized together. The following economic and fiscal elements are evaluated in the following sections:

- Operational Impacts on Employment (Section 5.2.1)
- Long-term Impacts on Property Values (Section 5.2.2)
- Regional Mobility and Connectivity (Section 5.2.3)
- Impacts on Local Tax Bases (Section 5.2.4)
- Direct Employment Impacts from Displacements (Section 5.2.5)

The LPA will include transit stations, pedestrian walkways, trains, TPSSs, and the guideway.

5.2.1 Operational Impacts on Employment

Estimated impacts of operational employment are discussed for the entire corridor. The LPA will create long-term jobs and additional earnings as a result of O&M expenditures. The benefits of operating and maintaining the light rail system include supporting a diverse

employee base and providing living-wage jobs. The additional household earnings will increase economic activity in the local economy, both through direct hiring to fill transit jobs and indirectly as the transit workers spend earnings, thus creating additional consumer demand and jobs to meet that demand.

Annual costs for the LPA were estimated in the *West Santa Ana Branch Transit Corridor Project Final Operating and Maintenance Cost Report* (Metro 2024f). Annual operating expenses are estimated to be \$117.7 million for the LPA. Total wages and benefits are estimated to be approximately 62 percent of total operating expenses.

The overall impact of the additional O&M jobs on the regional economy will depend on the source of funding for the workers. If funds are from local taxes or fares, the impact will be small because the local funding source will be considered an economic transfer of monies that will have likely been spent in the economy on other things. If a portion of the funding is from federal sources, then the impact will be greater because the federal funding will represent “new” money circulating into the regional economy.

In 2016, Metro received assistance from the federal government in the form of grants to fund 10 percent of total operations (Metro 2017). More specifically, in 2016, Metro received nearly \$200 million in federal grants as nonoperating revenue to help offset the \$1.6 billion operating loss. Passenger fares and other operating revenue only generated \$443 million toward the \$2 billion required for total system operating expenses. It is assumed that Metro will continue to receive similar levels of federal assistance to fund operations of the LPA; thus, the additional jobs created through operational activities will have a net benefit on regional economic activity, and no adverse effects on operational employment are anticipated.

In order to estimate regional impacts associated with the Project, Regional Input-Output Modeling System (RIMS) II final demand multipliers from the Bureau of Economic Analysis (BEA) for the transit and ground transportation industry were applied to the amount of new funding that will be used for operating expenses. Multipliers for the greater LA area were used. The results of this analysis are summarized in Table 5.1.

The additional operational spending effects associated with the Project will result in an estimated \$27.3 million in overall economic activity per year. The new economic activity includes direct and indirect activity. Direct impacts include employment and income resulting from operation of the Project. Indirect effects will include indirect employment resulting from the purchase of goods and services by Metro employees, and induced employment resulting from Metro workers spending their income within the region. It is estimated that operation-related spending will provide regional economic benefits by generating \$8.8 million in additional wages and salaries for households and by creating approximately 250 person-year jobs for all industries in the region per year. A person-year job is defined as one job for one person for one year. Based on the predicted regional economic benefits from both direct and indirect sources, the potential impacts will be beneficial, and no adverse effects will occur.

Table 5.1. Summary of Economic Impacts during Project Operation

Item	LPA
Operating expenditure (2023 dollars):	\$117,681,000
Percent of new money ¹	10%
Additional operating expenditure within region funded by new federal money	\$11,768,000
Final Demand Multiplier for Transit and Ground Transportation Sector	
Output	2.3162
Earnings	0.7502
Jobs per \$1 million spent	27.9529
Regional Impacts	
Output	\$27,257,000
Earnings	\$8,828,000
Employment (person-year jobs) ^{2,3}	251

Source: BEA 2017; Metro 2024f

Notes: ¹ Percent of new money is the percent of total O&M expenses funded through federal funding sources that otherwise would not have been introduced into the regional economy.

² A job is defined as one job for one person for one year.

³ The employment multipliers are based on 2015 data; therefore, the additional operating expenditure funded by new federal money was deflated to 2015 dollars based on the Bureau of Economic Inflation Factor of 1.31.

LPA = Locally Preferred Alternative; O&M = operation and maintenance

5.2.2 Long-term Impacts on Property Values

Long-term impacts on property values are discussed for the entire project corridor. The LPA is expected to indirectly lead to new development and/or redevelopment of land surrounding some of the light rail stations, which will likely increase property tax revenues for the affected local jurisdictions. While development is regulated by the affected jurisdictions and is driven by regional and local economic conditions, light rail lines can advance the timing and increase the intensity of development within the limits allowed by local zoning, particularly surrounding station areas.

Research on the impacts associated with light rail systems indicates that light rail is one of many factors that can influence development. The U.S. Government Accountability Office (Wise 2014) reviewed six federally funded transit projects and found a wide range in the amount of TOD near transit stations after transit operations began in those locations. The six communities studied were Baltimore, Maryland; Charlotte, North Carolina; Houston, Texas; San Francisco, California; Santa Clara County, California; and Washington, D.C. The study identified the following key conditions that support TOD:

- **Market demand for real estate:** A strong local and regional economy is more likely to support development; market demand is a major factor for developers when considering TOD.
- **Large parcels of land available for development:** Vacant or under-utilized sites present an opportunity for development and promotion of transit-supportive land uses.
- **Resident support for TOD:** Younger residents support TOD and want to live in neighborhoods close to public transit and amenities (e.g., retail, restaurants, and offices).

- **Efficient access to jobs and centers of activity:** Connecting people to employment and activity centers provides the potential for development; transit's ability to connect potential riders to central business districts, local social or historical institutions, major employment centers, and mixed-use neighborhoods increases potential for TOD.
- **Local government support of TOD:** Local governments can encourage development with supportive zoning regulations, tax incentives, station area planning, targeted infrastructure investments, and tax incentives; the policies and planning efforts need to be responsive to local residents' needs and to the market demand.

These findings are consistent with a study conducted by the Center for Transit-Oriented Development (2011) that reviewed the development patterns along three LRT projects in the United States: the Hiawatha Line in Minneapolis-St. Paul, the Southeast Corridor in Denver, and the Blue Line in Charlotte. According to the study, all three lines experienced new development. The study found that the major drivers for the development were proximity to downtown, proximity to employment centers, and the availability of vacant or under-utilized property. Other factors that helped support TOD included station planning efforts and proactive efforts to invest in neighborhood infrastructure and amenities that support transit and transit connectivity.

Research conducted by the Center for Transportation Studies at the University of Minnesota (Goetz et al. 2010; Ko and Cao 2010) on the impacts that the Metro A Line (Hiawatha Line LRT) has had on residential, commercial, and industrial properties suggests that light rail has an overall positive effect on property values; this research is consistent with Real Estate Mantra—Locate Near Public Transportation, a study conducted by the American Public Transportation Association and the National Association of Realtors (2019). Both studies concluded that proximity to station areas was a major factor in the positive effect on residential and multifamily properties. Commercial properties also experienced a greater increase in property value when located within 0.5 mile of a station. The overall strength of the economy, local government policies, and land availability are also critical factors in determining the value of the property.

Metro will work with local communities through the Joint Development Program to identify development opportunities and the related infrastructure necessary to help create TOD and promote its positive effects for the community. The Joint Development Program includes partnering with stakeholders and developers to build housing on Metro-owned property. It would be speculative to consider the environmental, economic, or fiscal impacts of such development at this time as development plans are unknown. Many communities along the LPA corridor are subject to local municipal policies that are or will be in place to support TOD. Policies that encourage TOD, such as general plan updates for the Cities of Huntington Park and South Gate, will encourage development near station areas that should increase the property tax base for communities along the corridor. New development near light rail stations will likely result in new property tax revenues for the local and regional taxing authorities, as well as new economic opportunities for residents. The LPA will serve residents in a densely populated area located in economic and cultural activity centers, which is expected to attract continued investment in the area. The added investment will likely result in increased property values for businesses and residences near station areas.

The LPA also could cause environmental effects (nuisance effects) that could reduce the value of an area for some existing or planned uses or lower the revenue of local businesses over the long term. These potential nuisance effects could include disruptive noise levels, visual

impacts, and reductions in vehicular access and parking. The rate, timing, and potential for an adverse determination of such impacts are influenced by several factors: the location of the business or residence relative to new stations, changes in business activity during construction and operation of the system, business visibility, and local land use plans and development standards. Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) (Metro 2024e) will minimize the potential for adverse impacts.

Some properties located next to the LPA will likely experience an effect on their values because of nuisance effects associated with the LPA. The Final Noise and Vibrations Impact Analysis Report (Metro 2024d) identifies properties that will experience noise impacts. Design features such as noise walls will help minimize and mitigate some effects. However, the potential for increased property values and new development near station areas will likely provide greater benefits to businesses and residences in the Affected Area, and increased property tax revenues will benefit local jurisdictions in the Affected Area. The overall net effect will likely be beneficial for the region, and no adverse effects are anticipated.

5.2.3 Regional Mobility and Connectivity

Operation of the LPA will provide a number of economic benefits to businesses, employees, and residents in the area. The LPA will have the following beneficial impacts to the regional economy:

- Businesses will benefit from the increased access to a broader labor market, with individuals possessing diverse sets of skills who will be served by the LPA.
- Potential employees who are transit-dependent will have access to a larger labor market, which may provide greater economic opportunities.
- Businesses located near stations may experience an increase in retail sales as riders travel to and from the station area.
- Some public transportation passengers may experience a reduction in vehicle ownership costs as they switch from driving to public transportation.
- Some areas may experience a reduction in traffic congestion, which could lead to travel time savings for businesses and individuals.
- The transit network will have improved connectivity with more connections to the existing Metro A (Blue) and C (Green) lines.
- Future travel demand will be accommodated, including the high number of transit trips made by residents along the LPA.
- The densely populated neighborhoods, major employment centers, and other key regional destinations where future growth is forecasted to occur along the LPA will have improved access to public transportation.

The LPA will have impacts on local businesses as local traffic patterns change, patronage to new stations is introduced, and the off-street and on-street parking in the corridor changes because of reductions from construction and operations, along with focused increases at the five new station parking facilities: Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station. Even with the new station parking facilities, these changes introduced by the LPA could result in a loss of overall parking for some businesses (Metro 2024e).

New stations will add parking facilities near station areas for park-and-ride opportunities. The parking facilities near the stations might increase traffic and congestion near the stations at

peak travel times as passengers travel to and from the area. According to the Final Transportation Impact Analysis Report (Metro 2024e), spillover parking impacts are not anticipated long term. However, if the parking demand reaches the full projection at peak hours, adverse spillover effects could occur as a result of drivers circulating along roads adjacent to the station as they attempt to find available parking. Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) is proposed to reduce these impacts. Implementation of the LPA will require removal of on-street parking at locations along the alignment, which could contribute to drivers circulating along adjacent roads as they attempt to find available parking. Parking supply on surrounding streets will have sufficient capacity to accommodate parking demand despite the loss of parking with minimal circulation and there will not be adverse effects. However, implementation of TRA-20 (Parking Mitigation Program [Permanent]) (*Final Transportation Impact Analysis Report*, Section 8.2.1.4 [Metro 2024e]) is expected to reclaim some of the lost parking, which will minimize effects. Lastly, the removal of off-street parking spaces will not cause the off-street parking supply to decrease below the respective city parking code requirements and, therefore, will not result in an adverse effect. It is assumed that current parking enforcement practices at shopping centers will be employed to minimize the potential parking impacts for businesses located at the shopping centers.

Some businesses may experience a loss in revenue if potential customers are discouraged from patronizing the businesses because of both real and perceived inconvenience factors. Other factors may also positively affect business revenues, including increased exposure to customers in and around the station area, higher visibility along the light rail alignment, or changes to local and global economic conditions.

The LPA will add an aerial station with connection to the existing Metro A (Blue) Line at the Slauson/A Line Station. The pedestrian connectivity with the Metro A (Blue) Line will provide mobility benefits to passengers. Both the City and the County of LA have identified the area surrounding the existing Metro A (Blue) Line in the vicinity of the existing Slauson Station as a potential TOD (LA County 2017). The LPA will improve opportunity for new development or redevelopment in the area, which will likely increase property values and property tax revenue for local jurisdictions.

After departing the Slauson/A Line Station, the LPA alignment will follow Randolph Street and cross Pacific Boulevard to the Pacific/Randolph at-grade station. Operation of the light rail train will have an impact on vehicle traffic along Randolph Street because some left turns will be restricted, some streets and rail crossings will be closed, and trains will cause traffic delays when the train is in the area. As LRVs pass through at-grade crossings, vehicular traffic will be stopped (e.g., on Pacific Boulevard and Randolph Street) by means of signals. The frequency of train service will range from one train every 5 minutes during AM/PM peak hours to one train every 20 minutes during weeknights.

According to Section 8.2.1.1 of the Final Transportation Impact Analysis Report (Metro 2024e), mitigation measures will not fully reduce impacts to many of the intersections along Randolph Street, and delays will increase when compared to the No Build Alternative. Increased traffic congestion, delays, and temporarily decreased access could cause some motorists to avoid the area, which could affect industrial and retail sales at businesses. However, motorists will likely adapt to the traffic revisions, and transit riders may frequent businesses near the station, reducing overall impacts on retail sales to negligible levels.

The Pacific/Randolph Station will be located along Randolph Street in a busy retail district. The at-grade station will be located within the La Habra Branch ROW in the middle of Randolph Street. The station will also provide potential shoppers with access to the retail district, which could have a positive impact on retail sales. Conversely, the LPA will restrict some left turns to and from Randolph Street. These restrictions along Randolph Street will reduce access to industrial and commercial uses, which could affect sales. Some residential areas will also have access restrictions. Motorists will be required to find available alternate pathways between both sides of Randolph Street. Operation of the alignment is not expected to generate any permanent access disruptions to businesses or residences on either side of Randolph Street. Although access alterations occur along some at-grade portions of the alignment, access will be available from adjoining or parallel streets. According to Section 8 of the Final Transportation Impact Analysis Report (Metro 2024e), some delays after mitigation efforts will result in adverse effects with regard to delay at some intersections. However, adverse effects to retail sales from access restrictions are not expected to be adverse as motorists are expected to adapt to the traffic revisions.

With the widening of the freight alignment, multiple parcels in the Cities of Vernon and South Gate have historic or active spurs to the existing freight corridor. Spurs at three of the parcels have been abandoned, and they are no longer active. Entities at other parcels do not actively use their spurs but wish to maintain access to the spurs for future use. The spur at one parcel is actively being used for shipments of scrap metal. Access to this spur will be maintained with the realignment of the freight corridor and the elevation of the light rail line.

Many of the jurisdictions have plans guiding future development around stations. Stations at Florence/Salt Lake, Gardendale, and Firestone could lead to new or redeveloped TOD with commercial, retail, and high-density housing located near the station area. The Paramount/Rosecrans, Bellflower, and Pioneer Stations are all located in areas with existing retail and commercial centers within their respective communities. The potential for TOD will increase with operation of the light rail line, which could have overall positive impacts on assessed values and retail sales. No adverse effects will occur.

5.2.4 Impacts on Local Tax Bases

Sales taxes will provide revenues to the general fund for all cities in the Affected Area for economics. The LPA will impact local businesses as local traffic patterns change, patronage to new stations is introduced, and off-street and on-street parking in the project corridor changes. Some businesses may experience a loss in revenue if potential customers are discouraged from patronizing the businesses because of both real and perceived inconvenience factors, such as roadway modifications or delays associated with at-grade crossings. However, motorists likely will adapt to the changes in traffic circulation, and transit riders may frequent businesses near the station, reducing overall impacts on retail sales to negligible levels. Businesses that are destination trips, such as shopping centers or automobile sales, make them more resilient to changes in the roadway network.

Some factors may also positively affect business revenues, including increased exposure to customers in and around the stations, higher visibility along the light rail alignment, or changes to local and global economic conditions. The LPA will also result in additional access to businesses along the corridor to customers who do not drive, providing a source of increased retail sales during operations.

For the LPA, Metro will need to acquire residential and commercial properties as well as property owned by cities and other government agencies within the corridor. More details about the affected properties are provided in the Final Displacements and Acquisitions Impact Analysis Report (Metro 2024b). Acquisitions and displacements include properties affected as a result of design refinements to address comments received on the Draft EIS/EIR and in coordination with stakeholders.

When referring to the property tax impacts of acquisitions, the term “initial property tax impacts” is used because the extent of the long-term fiscal impact of the system is uncertain. Initially, property taxes will no longer be collected from full or partial acquisitions along the route. As a result, the rates charged to remaining taxpayers will increase slightly to recover budgeted funds, or budgets for essential government services will be reduced accordingly.

Table 5.2 presents the initial property tax impact estimates by jurisdiction for the LPA. The property tax impact presented in this section focuses on the impact to each city’s general fund collections. Property tax records for each property (or portion of a property) within a local jurisdiction were used to estimate the amount of property tax revenue that could be affected by the LPA. For partial acquisitions, potential property tax impacts were estimated by prorating the city’s share of property taxes collected by the percentage of total property affected by the LPA. For example, if 10 percent of a property is acquired for the LPA, then 10 percent of the property tax collection was assumed to be affected. The tax effects of the LPA are estimated to be between 0.0 and 1.4 percent of the budgeted general fund property tax collections in 2018 for affected cities.

Table 5.2. Initial Property Tax Impact by City

City	2018 Property Tax Revenue	Initial Property Tax Impacts	Potential Impacts to General Fund Property Tax Revenues
Los Angeles	\$2,058,761,000	\$9,881	0.00%
Vernon	\$17,270,355	\$254	0.00%
Huntington Park	\$1,170,311	\$16,199	1.38%
Bell	\$4,411,848	\$19	0.00%
Cudahy	\$265,030	\$0	0.00%
South Gate	\$12,314,651	\$65,870	0.53%
Downey	\$25,996,994	\$1,137	0.00%
Paramount	\$2,265,000	\$18,498	0.82%
Bellflower	\$11,032,000	\$4,315	0.04%
Artesia	\$2,444,466	\$15,119	0.62%
Cerritos	\$3,125,000	\$75	0.00%

Source: Metro 2024b

As shown in Section 4.1.3, 7 to 46 percent of the tax revenues collected by affected cities are from property taxes. The remaining revenues come from other sources, such as sales and use taxes, business and occupation taxes, utility taxes, and other taxes. Similar to property tax impacts, the long-run tax impacts to local jurisdictions from these other taxes are uncertain and depend on whether displaced businesses relocate within the same community. Businesses unable or unwilling to relocate within the same community will represent a loss of revenues to the local jurisdiction. These types of losses will be offset to the extent that business activity increases and/or new businesses are attracted to the area. Local jurisdictions are likely to receive substantial sales tax revenues from purchases related to project construction. In addition to funding local jurisdiction programs, total property tax levies include funds collected for consolidated county taxes, fire prevention, libraries, schools, and other services. Based on the LPA's conceptual design, the initial property tax impacts from acquisitions are, in most cases, less than 0.8 percent of the total general fund property tax revenues collected by cities along the project alignment. Huntington Park is projected to have the highest relative impact to property tax collections on a percentage basis. However, total property tax revenues only represent 6 percent of total general fund revenues for the city. Thus, the effect of the initial property tax effect is expected to be minimal.

As discussed in Section 5.2.2, TOD is likely to occur near the light rail stations. This will result in new construction, which is added to the jurisdiction's tax base, thus increasing the revenue available to a jurisdiction for essential government services. Thus, the long-term property tax impacts are uncertain but are likely to be lower than the initial property tax impacts. No adverse effects related to general fund property tax revenues are anticipated.

5.2.5 Direct Employment Impacts from Displacements

Table 5.3 provides estimates of the numbers of businesses and employees located at properties that will be acquired for the LPA. The numbers presented do not include the potential impact of the MSF, which will be presented separately. The estimates were prepared based on field verification of addresses and business names obtained from the Final Displacements and Acquisitions Impact Analysis Report (Metro 2024b). For a small number of parcels for which information from other sources was not available, employment was estimated using employee-per-square-foot ratios. The LPA will affect an estimated 58 businesses and 368 employees.

Table 5.3. Business and Employee Displacement

Project	Number of Businesses	Estimated Number of Employees
LPA	58	368

Source: Metro 2024b

Note: LPA = Locally Preferred Alternative

The magnitude of the business displacement impact is described by comparing the number of employees displaced to total employment in the areas surrounding the light rail line (Table 5.4). The second and third columns in Table 5.4 compare 2017 and 2042 employment forecasts for neighborhoods surrounding the Affected Area. The estimates are based on SCAG regional projections. Data for the segments are defined as a collection of traffic analysis zones located within 0.25 mile of the rail line and 0.5 mile of stations. The fourth and fifth columns in Table 5.4. provide the cumulative annual average growth rate for the LPA and the implied number of employees added from 2017 to 2018, which is an estimate of

one year’s worth of underlying growth in employment in the Affected Area for economics. The far-right column provides estimates of the number of employees at businesses that will be displaced by the LPA. For the LPA, the projected employment growth from 2017 to 2018 in the Affected Area is expected to be slightly lower than the jobs displaced by the Project.

Table 5.4. Relative Impact of Displaced Employees

Project	2017 Employment	2042 Employment	Cumulative Annual Growth		Employees (Jobs) Displaced
			Percent	Jobs	
LPA	37,937	46,230	0.8	332	368

Source: Metro 2024b

Note: LPA = Locally Preferred Alternative

Employees in a variety of industrial businesses represent approximately 40 percent of potentially impacted employment across the LPA. Other industries that are affected by the LPA include retail and automotive services. Metro will provide relocation assistance to impacted employers; therefore, it is likely that the displaced jobs will be relocated, not lost.

Some displaced businesses may relocate within the same area of the current business; therefore, the estimated employment impact may be less than shown. The analysis demonstrates that the changes in employment patterns resulting from the business displacements associated with the Project are expected to be negligible, and no adverse effects are anticipated.

According to the Final Displacements and Acquisitions Impact Analysis Report (Metro 2024b) prepared for the LPA, the supply of currently available replacement sites within a 6-mile radius is sufficient to relocate nearly all displaced businesses. Because the Project will provide relocation assistance to displaced businesses and employees, it is likely that some of the displaced jobs will be relocated, not lost. However, some businesses may find it difficult to relocate to a new neighborhood within the project area and may decide to close or move farther away, resulting in a loss of jobs in the immediate area. Additionally, some employees may find commuting to a relocated business expensive or inconvenient and decide not to relocate with their place of employment. Some displaced employees may be able to find new jobs through the relocation effort. Overall, the potential employment impacts from business displacements are not expected to be substantial. The potential for direct and induced employment associated with the Project are also expected to add employment opportunities to the local and regional economy; therefore, the impact on displaced businesses as a result of the Project will not result in an adverse effect on the economy.

5.3 Design Option: Close 186th Street

The LPA with the design option is substantially similar to the LPA without the design option with regard to property values, potential impacts, and effect determinations. The LPA with the design option only differs from the LPA without the design option in that the 187th Street at-grade crossing would be open and the 186th Street at-grade crossing would be closed. The design option would result in traffic circulation modifications, and motorists are expected to adapt to these changes. No additional displacements would occur under the LPA with the design option compared to the LPA without the design option. Job creation, property values, regional mobility and connectivity, impacts on local tax bases, and direct employment

impacts to local tax bases would remain similar to the LPA without the design option. The operational effects are expected to be similar to the LPA without the design option, and there would not be an adverse effect on the economy.

5.4 Maintenance and Storage Facility

The MSF will be located in the City of Bellflower. The facility will be designed and built to meet the maintenance needs of the LRT vehicles required to operate the LPA. The MSF will consist of outdoor storage for LRT vehicles, a guideway to connect to the main line and allow the movement of LRT vehicles from the main line track to and within the MSF area, a main yard shop building with office and vehicle repair areas, parking for employees, and other facilities. Operation of the facility will create noise and generate trips for employees commuting to and from the site for work, which could affect property values.

The MSF is located on a property owned by the City of Bellflower and leased to the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX. Table 5.5 presents the initial property tax impact for the MSF. The tax effects of the MSF are estimated to be 0.0 percent of the general fund property tax collections in 2018 for affected jurisdictions. Because the property is owned by the City of Bellflower, it is exempt from property taxes. The initial property tax effects from the MSF are not expected to result in adverse effects to the city's tax-based revenues.

Table 5.5. Initial Property Tax Impact by Jurisdiction – Maintenance and Storage Facility

Jurisdiction	2018 Property Tax Revenue	Initial Property Tax Impacts	Potential Impact to General Fund Revenues
Bellflower	\$11,032,000	\$0	0.0%

Source: Metro 2024b

Table 5.6 provides estimates of the numbers of businesses and employees located at properties that will be acquired for the MSF. The MSF will displace 1 business (Hollywood Sports Paintball & Airsoft Park and Bellflower BMX) and approximately 75 employees.

Table 5.6. Business and Employee Displacement – Maintenance and Storage Facility

MSF	Number of Businesses	Estimated Number of Employees
Bellflower	1	75

Source: Metro 2024b

Note: MSF = maintenance and storage facility

Some perspective on the relative magnitude of the business displacement impacts can be gained by comparing the number of employees displaced to total employment in the areas surrounding the project alignment. The MSF is estimated to displace fewer employees than are projected to be added in the first year in the project area (Table 5.7). The number of employees displaced is about 0.2 percent of total employment in the Affected Area for economics based on 2017 estimates.

Table 5.7. Relative Impact of Displaced Employees – Maintenance and Storage Facility

MSF	2017 Employment	2042 Employment	Cumulative Annual Growth		Employees Displaced By MSF
			Percent	Jobs	
Bellflower	37,937	46,230	0.8	332	75

Source: Metro 2024b

Note: MSF = maintenance and storage facility

Because the Project will provide relocation assistance to displaced businesses and employees, it is likely that some of the displaced jobs will be relocated, not lost. However, some businesses such as the sports park may find it difficult to relocate to a new neighborhood and may decide to close, resulting in the loss of jobs in the immediate area. Overall, the potential employment impacts from business displacements will not be substantial and will not result in an adverse effect on the regional economy.

Land uses surrounding the site include single-family and multifamily residential uses, industrial and commercial uses, and recreational uses. The MSF will not involve any roadway/intersection closures or turning restrictions that will restrict access to nearby residential communities. Nuisance impacts related to access restrictions or noise are not expected to result in adverse effects on property values. There are no anticipated noise impacts associated with the MSF (Metro 2024d).

5.5 U.S. Army Corps of Engineers

Economic and fiscal impacts are not relevant to U.S. Army Corps of Engineers facilities.

5.6 California Department of Transportation

Economic and fiscal impacts are not relevant to California Department of Transportation facilities.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

The CEQA determination presented in the following section is based on a comparison of the existing conditions described in Section 4 (Affected Environment/Existing Conditions) and the environmental impacts analysis presented in Sections 5.1 and 5.2 (No Build and LPA) and Section 7.1 (Construction Impacts). The following sections are applicable to the Affected Area, including the LPA, MSF, and design option.

Under CEQA, economic changes resulting from a project will not be treated as significant effects on the environment unless the economic changes are used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic effects on people, those adverse effects may be used as a factor to determine whether the physical change is significant (CEQA Section 15064e).

While the Appendix G checklist in the CEQA Guidelines does not specify economic thresholds to be analyzed, the following question is presented as a relevant economic issue to be considered under CEQA Guidelines and to determine whether significant impacts would result from implementation of the No Project Alternative and the LPA.

6.1 Threshold ECON-1: Would the Project result in substantial impacts to regional mobility and connectivity?

As discussed in Section 5.2, project operation will have beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and costs in the region. These improvements will likely encourage greater economic activity and may benefit businesses and commuting employees. The Project will also result in an increase in employment and tax revenue, which will benefit local and regional economies. No impacts to regional mobility or connectivity are anticipated.

6.1.1 No Project Alternative

Under the No Project Alternative, no design features of the LPA would be introduced, thereby resulting in no changes to the Affected Area regarding regional mobility and connectivity. Residents, employees, and visitors in the Affected Area would not have the benefit of the interconnected transportation network provided by the LPA. The additional employment and income associated with new jobs created by operation of the Project would also not be realized. Station areas would lose an economic driver for the development or redevelopment of vacant or under-utilized properties near the stations. However, the absence of these potential benefits does not rise to the level of nor constitute a significant impact. Therefore, operation-related impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts remaining after mitigation would be less than significant.

6.1.2 Locally Preferred Alternative

Operation of the LPA will result in the projected beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and transportation costs in the region. These improvements will likely encourage greater economic activity and may benefit businesses and commuting employees. The potential for transit-oriented development will provide opportunities for utilization of properties and structures and lessen the likelihood of urban decay. The LPA will also result in an increase in employment and tax revenue, which will benefit local and regional economies. Therefore, operation-related impacts will be beneficial, resulting in less than significant impacts, and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts remaining after mitigation will be less than significant.

6.1.3 Design Option: Close 186th Street

The LPA with the design option is substantially similar to the LPA without the design option with regard to improved transit accessibility, enhance mobility and regional connectivity, and reduced travel times. Operation-related impacts would be beneficial, resulting in less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts remaining after mitigation would be less than significant.

6.1.4 Maintenance and Storage Facility

The MSF will be an integral part of operation of the LPA. Proper maintenance of the railcars will allow Metro to provide improved connectivity, reduce travel time, and enhance transit accessibility to potential system users. The MSF will not involve any roadway and/or intersection closures or turning restrictions that will restrict access to nearby residential communities. Per Section 5.4.1 in the Final Noise and Vibration Impact Analysis Report (Metro 2024d), nuisance impacts related to noise are not expected to result in adverse effects on property values. No noise impacts associated with the MSF (Metro 2024d) are anticipated.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts remaining after mitigation will be less than significant.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Project construction will generate economic activity in the Study Area and the greater LA metropolitan region. Project construction will create jobs and income for those employed by the Project. Also, construction of the Project will temporarily increase congestion and noise and will change access for businesses and residents in the area, as discussed in the Final Noise and Vibrations Impact Analysis Report (Metro 2024d) and Final Transportation Impact Analysis Report (Metro 2024e).

The LPA will require extensive infrastructure improvements to construct supports for the aerial portions of the alignment and stations. Other infrastructure improvements will include overhead catenary systems, TPSSs, and the MSF.

7.2 Methodology

To satisfy NEPA requirements, the analysis of construction effects includes the following: identification of anticipated construction activities, comparison of economic conditions between the No Build Alternative and the LPA, and a discussion of potential impacts.

7.2.1 Spending Effects on the Regional Economy

Large infrastructure projects can increase output, income, and employment from construction spending that would not otherwise have occurred in the region. Construction of the Project could have a beneficial effect on the regional and local economies as a result of new direct and indirect employment. Direct employment is construction-related employment in industries whose jobs and services are purchased to build the Project. Indirect economic benefits are created by the secondary demand for goods and services across a broader spectrum of industrial sectors as a result of the economic multiplier effect of construction. The number of direct and indirect jobs generated by the Project as a result of capital construction expenditures was estimated using employment multipliers provided by the BEA RIMS II model (BEA 2017).

How much a project affects a region's economy depends on the source of project funding. Funds from local or regional sources, such as Measure M, are transfers that could have been spent by residents and businesses on other economic activities. Typically, only "new money" to a region from an outside or alternate source has a measurable net economic effect on employment and income gains resulting from project construction. Federal funding is an example of "new money." Final funding amounts and sources for the Project are not certain at this time. The economic impact for project spending would likely be different from the amounts described in Section 5 depending on the amount of federal funding secured for the Project. However, the increased economic activity would still benefit the economy.

7.2.2 Localized Project Impacts

Construction could have temporary negative economic impacts on some commercial and industrial businesses, particularly those near or adjacent to construction sites. A review of proposed construction techniques, site visits to the Affected Area, and a review of information provided in other impact analysis reports (such as the Final Communities and Neighborhoods Impact Analysis Report [Metro 2024a], the Final Displacements and

Acquisitions Impact Analysis Report [Metro 2024b], the Final Noise and Vibration Impact Analysis Report [Metro 2024d], the Final Land Use Impact Analysis Report [Metro 2024c], and the Final Transportation Impact Analysis Report [Metro 2024e]) were used to assess impacts on local businesses. Potential impacts may include traffic disruption; increased noise, vibration, and dust; modified vehicular and pedestrian traffic patterns and access; impacts to residents or businesses engaged in sound- or vibration-sensitive work; and utility disruptions. Business impacts could also include reduced visibility of commercial signs and businesses. These construction impacts could in turn result in a loss of sales and/or increased operating costs for commercial establishments.

7.2.3 Impact Criteria and Thresholds

No specific laws or executive orders specify the impact criteria and thresholds of economic impacts. NEPA requires a discussion of economic and fiscal effects but does not specifically define threshold criteria. CEQA includes a discussion of economic effects at the discretion of the lead agency. Section 7, CEQA Determination, provides additional information. The CEQA Guideline updates (December 2018, Appendix G of the CEQA Guidelines [14 California Code of Regulations, Section 15000 et seq.]) define the significance of environmental effects from an economic or fiscal perspective and caused by a project. Specifically, economic changes resulting from a project will not be treated as significant effects on the environment, but the economic changes may be used to determine the significance of physical changes on the environment. If the physical change causes adverse economic effects on people, those adverse effects may be used as a factor to determine whether the physical change is significant (CEQA Section 15064).

Social and land use impacts, which are often combined with economics, are discussed separately in the Final Communities and Neighborhoods Impact Analysis Report (Metro 2024a) and the Final Land Use Impact Analysis Report (Metro 2024c). The methodologies and impact definitions provided in Sections 7.2.1 through 7.2.3 were used to determine whether potential adverse effects according to NEPA or potential significant impacts according to CEQA would occur as a result of project construction.

7.3 Construction Impacts

7.3.1 No Build Alternative

The No Build Alternative includes existing transportation networks and transportation improvements that have been identified in constrained plans of the 2009 LRTP (Metro 2009), the RTP/SCS (SCAG 2016), and projects funded by Measure M. The service features include transit, freeway, and arterial operations within and around the Affected Area. As such, the No Build Alternative includes existing, under construction, and planned rail, bus, and highway projects. Table 2.1 lists the projects anticipated by 2042. The Affected Area would likely experience some construction-related effects associated with construction spending as well as temporary nuisance impacts (modified access, noise, physical barriers) that often accompany a construction project. However, planned projects would be subject to separate environmental analysis that could include the evaluation of temporary (construction) and operational fiscal and economic impacts if their inclusion is required by the lead agency. Implementation of these projects, including O&M, could be subject to regulatory standards discussed in Section 3. Compliance with these standards would minimize impacts to the regional economy.

Under the No Build Alternative, the Affected Area would likely experience some economic benefits associated with construction spending related to planned improvements presented in Table 2.1 but would not have the opportunity of the additional economic benefits related to construction spending associated with the LPA. Conversely, businesses located near the corridor would not experience additional construction-related nuisances such as noise, dust, construction traffic, and vibrations from building the Project, which could have a negative impact on sales revenues. Overall, construction-related impacts are expected to be minor, and no adverse effects on the economy are anticipated from the No Build Alternative.

7.3.2 Locally Preferred Alternative

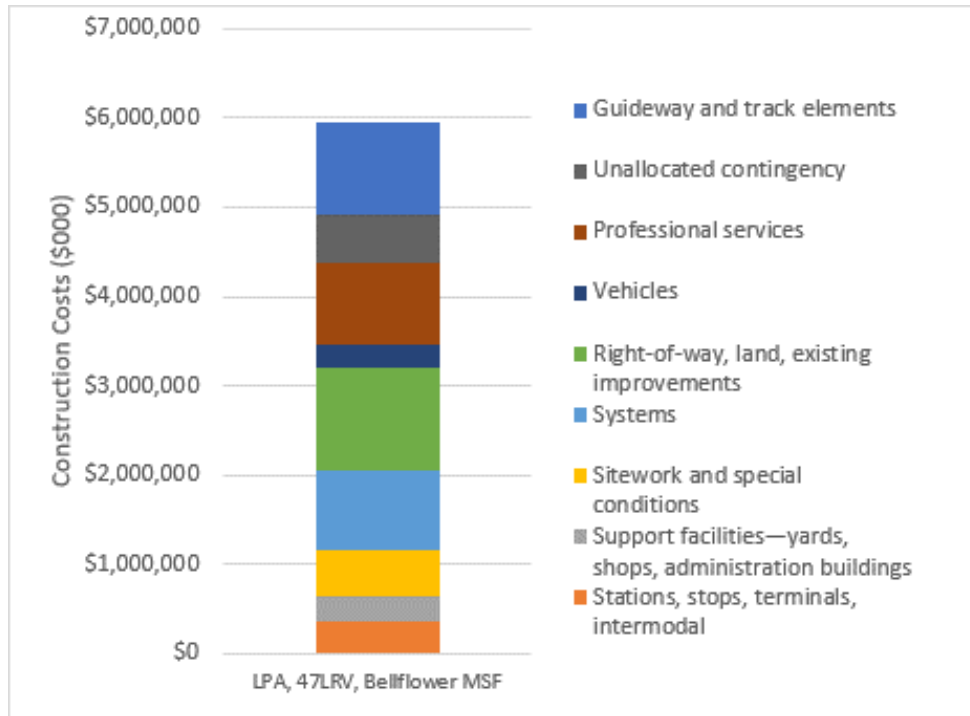
7.3.2.1 Regional Economic Construction Impacts

Construction of the LPA will represent a substantial capital investment in the regional economy that will increase employment, earnings, and economic output during the construction period. Figure 7-1 presents the construction costs for the LPA. The estimated construction cost estimate for the LPA is approximately \$5.9 billion (2023 dollars).

The degree to which construction of the LPA will provide an economic stimulus to the region depends on the source of project funding. Only those economic effects that are attributable to funds that are made available for this specific Project (new or federal money) will be considered project-related. Funds from local sources, such as sales tax revenue from Measures M and R, are economic transfers that will have been spent in the regional economy with or without construction of the LPA. The amount of new or federal funding sources are not known at this time, thus the economic impacts associated with construction spending are estimated using the total project cost.

In order to estimate the regional impacts associated with the Project, RIMS II final demand multipliers from the BEA for the construction and professional services industry were applied to the amount of new funding that will be used for capital expenditures. Multipliers for the greater LA area were used. LRV costs are not included because vehicles will likely be purchased from outside the region. ROW costs are also not included because these costs are for real estate acquisition and relocation as well as “loss of business” compensation, and the acquisition of land does not generate jobs or income and will result in minimal economic output or employment impacts. Finance and real estate costs associated with the purchase of ROW are included in professional services costs. The results of this analysis, as summarized in Table 7.1, are expressed as jobs that will span the duration of construction activities, excluding ROW acquisition and systems testing (approximately eight years).

Figure 7-1. Construction Cost Estimate



Source: Metro 2024g

Table 7.1. Summary of Economic Impacts during Project Construction

Impact Category	LPA
Total Capital (2029\$, billion) ^{1, 2, 3}	\$4.8
Regional Impacts	
Output (\$billion)	\$9.6
Earnings (\$billion)	\$2.9
Employment (jobs) ⁴	54,700

Source: BEA 2017; Metro 2024g

Notes: ¹ Inflated to mid-point of construction (2029) using historical California Construction Cost Index.

² Assumed 90 percent of total construction costs occur within LA County. The greater LA economy is expected to support the most labor and materials needed for the LPA.

³ Excludes right-of-way and vehicle costs.

⁴ Compared to the No Build Alternative; a job is defined as one job for one person for one year.

Notes: LPA = Locally Preferred Alternative

Construction-related economic impacts are positively correlated to the size of the Project. The region will experience net beneficial economic impacts associated with construction spending for the LPA.

The construction spending effects associated with the LPA will result in an estimated \$9.6 billion in overall economic activity (year of expenditure dollars) for the Los Angeles-Long Beach-Anaheim Metropolitan Statistical Area over the eight-year construction period. The economic activity will include direct, indirect, and induced activity. Direct impacts include

employment and income resulting from construction of the Project. Indirect effects will include indirect employment resulting from the purchase of goods and services by firms involved with construction and induced employment resulting from construction workers spending their income within the region. It is estimated that construction-related spending will provide regional economic benefits by generating up to approximately \$2.9 billion in additional wages and salaries for households and by creating up to approximately 54,700 person-year jobs for all industries in the region during the construction phase of the Project. A person-year job is defined as one job for one person for one year. If a job employs a single person for three years, it will equal three person-year jobs. Based on the predicted regional economic benefits, from both direct and indirect sources, along with the creation of person-year jobs, the potential impacts from construction spending will be beneficial, and no adverse effects will occur. Metro will continue to comply with existing policies that support job creation and workforce development, including the Labor Agreement and Construction Careers Policy and the Local Hire Program. Metro will also encourage construction employment and training opportunities on Metro construction projects to those who reside in economically disadvantaged areas.

7.3.2.2 Localized Project Impacts

For the LPA, construction may result in lost revenues for businesses and result in short-term property value reductions. Those effects will be caused by construction-related activities, such as the following:

- Temporary or permanent elimination of parking
- Traffic congestion, changes in access, and reduced visibility from the street (e.g., establishing a detour that requires customers to take longer or less familiar routes to a business, removing a left-hand turn lane into a shopping center, or eliminating the “street appeal” from a business that depends on drive-by or walk-up sales)
- Increased noise and dust, and perceived changes in visual quality (e.g., glare from nighttime construction lighting)

Retail and personal services businesses that depend on good access and an aesthetically pleasing experience for customers are most likely to experience short-term adverse impacts during construction. Implementation of Mitigation Measures COM-1 (Construction Outreach Plan) (Final Communities and Neighborhoods Impact Analysis Report, Section 8 [Metro 2024a]) and TRA-21 (Loss of Parking [Construction]) (Final Transportation Impact Analysis Report, Section 8 [Metro 2024e]) will reduce these potential impacts, and no adverse effects will result. Metro could also use the Business Interruption Fund to assist small businesses along the corridor that are affected by project construction activities. The Business Interruption Fund is approved by the Metro Board of Directors on a per-project basis after the Final EIS/EIR is certified.

The LPA will need to acquire additional ROW for the project alignment, construction staging, new stations, and the placement of support columns. Metro will provide relocation assistance and compensation to all affected property owners and renters in accordance with state and federal law.

Since the release of the Draft EIS/EIR, project refinements have been made that affect construction activities and locations. Two construction staging areas have been relocated from private property away from businesses and residences onto rail ROW in response to public comments, and one construction laydown area was added in an industrial area. Businesses near the two construction staging areas that were relocated may experience a

reduction in disruption to business activities compared to the Draft EIS/EIR, as both laydown areas are now located within rail ROW and off private property. Businesses in the industrial area near the new laydown area may experience an increase in disruption to business activities compared to the Draft EIS/EIR.

Construction of the LPA will include aerial and at-grade features that will impact residences and businesses near stations, construction staging areas, and the project alignment. The alignment will traverse portions of the Wilmington Branch ROW, La Habra Branch ROW, San Pedro Subdivision ROW, and the PEROW.

The construction of aerial and at-grade features along the LPA will result in temporary or intermittent street closures during the construction period. Businesses, customers, and residents will also experience modified access; increased noise, vibration, and dust; and general construction-related inconveniences that may affect sales. Businesses along Pacific Boulevard and Randolph Street near the at-grade Pacific/Randolph Station are likely to experience the most disruptions. Some businesses that rely on drive-by customers will be negatively affected if drivers avoid the area. Conversely, some businesses will benefit from spending by construction workers at local retail establishments. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize impacts to the regional economy so that they will not be adverse.

With the widening of the freight alignment, multiple parcels in the Cities of Vernon and South Gate have historic or active spurs to the existing freight corridor. Spurs at three parcels have been abandoned and are no longer active. Entities at other parcels do not actively use their spurs but wish to maintain access to the spurs for future use. The spur at one parcel is actively being used for shipments of scrap metal. Construction of the Project may temporarily interrupt access for some businesses. Implementation of COM-1 (Construction Outreach Plan) will minimize impacts to these businesses. One business is actively using the spur on its property and will have access maintained with the realignment of the freight corridor and the addition of the light rail line.

South of Florence Avenue, the alignment is primarily at-grade with some aerial features. The alignment is within an existing ROW in the San Pedro Subdivision (owned by the Ports of Los Angeles and Long Beach) and the PEROW (owned by Metro). Most construction will occur within an existing ROW. Construction will increase delays for at-grade intersections and street crossings, which will lead to increased traffic delays and congestion near the intersections. Construction of aerial crossings at Firestone Boulevard, Atlantic Boulevard, Imperial Highway, Garfield Avenue, and Rosecrans Avenue/Paramount Boulevard will also cause delays. Properties near the alignment will experience a temporary increase in noise, vibration, and visual impacts related to construction activities. These potential changes will affect some local businesses economically because potential customers may be discouraged from patronizing businesses in congested areas as a result of both real and perceived inconvenience factors. Industrial businesses may experience increased transportation costs because of construction-related delays or detours. While some individual businesses will have negative construction-related effects, these businesses represent a relatively small portion of the overall regional economy. Therefore, the overall impact to the region is expected to be negligible. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will further reduce potential impacts, and no adverse effects will occur.

Construction of parking facilities near stations will also result in displacements of businesses and residences. Some additional residential and commercial displacements may occur because additional ROW will be needed for track alignment.

Table 7.2 presents the stations for the LPA and the construction-related impacts anticipated around each station. While some individual businesses may experience adverse impacts associated with construction activities, implementation of Mitigation Measure COM-1 (Construction Outreach Plan) (Final Communities and Neighborhoods Impact Analysis Report, Section 8 [Metro 2024a]) to each construction area will minimize impacts to the overall economy so that impacts will not be adverse.

Table 7.2. Construction-related Economic Impacts of LPA Stations

Station	Type of Proposed Station	Impacts
Slauson/ A Line	Aerial	Construction will occur parallel to the existing Metro A (Blue) Line. Construction-related traffic and temporary road closures could cause traffic delays on Slauson Avenue, Long Beach Avenue, Randolph Street, and adjacent streets. Noise, dust, and vibration nuisances will also be present and may cause potential nuisances to customers. Some businesses could experience an increase in sales as construction workers spend at local stores. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize the potential impacts.
Pacific/ Randolph	At-grade	Construction will occur between the eastern and western lanes of Randolph Street. Construction could increase delays and congestion along Randolph and adjacent streets. Many retail businesses in this area rely on drive-by traffic for sales. Potential customers may avoid the construction area, which could affect sales at some businesses. Conversely, some businesses may experience an increase in sales as construction workers spend at local stores. Construction-related nuisances such as noise, dust, and vibration could also deter customers from visiting the area. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize the potential impacts.
Florence/ Salt Lake	At-grade	Noise, dust, and vibration could have impacts on some nearby businesses and residences. Some businesses could experience an increase in sales as construction workers spend at local stores. Impacts to retail sales are expected to be negligible with implementation of Mitigation Measure COM-1 (Construction Outreach Plan).
Firestone	Aerial	Construction will result in business displacements for a proposed parking area and station platform. Construction could temporarily increase delays and congestion along Atlantic Avenue, Firestone Boulevard, and adjacent streets because roads may be temporarily closed, or access may be temporarily altered. Noise, dust, and vibration nuisances could also affect businesses near the construction area. Most businesses near the construction area are commercial and industrial uses that do not rely as much on drive-by traffic to generate sales revenue.

Station	Type of Proposed Station	Impacts
Gardendale	At-grade	Construction could increase delays and congestion along Gardendale Street and adjacent streets because roads may be temporarily closed, or access may be temporarily altered. Converting Dakota Avenue to one-way and installing signalized intersections may also cause delays. Noise, dust, and vibration nuisances could also impact businesses near the construction area. Some businesses could experience an increase in sales as construction workers spend at local stores. Overall impacts to retail sales are expected to be negligible because businesses are commercial/industrial uses that do not rely heavily on drive-by traffic.
I-105/C Line	At-grade	Construction will result in business displacement for parking and rail alignment. Construction will require temporary freeway and frontage road closures during off-peak hours for the demolition of the existing freight bridge and construction of new bridges. Noise, dust, and vibration nuisances could also have short-term impacts on property values of nearby residences.
Paramount/ Rosecrans	Aerial	Construction will increase truck traffic and may cause delays and congestion along Rosecrans Avenue, Paramount Boulevard, and adjacent streets. Construction-related nuisances (noise, dust, and vibration) could also impact businesses near the construction area. Some businesses could experience an increase in sales as construction workers spend at local stores. Business displacements for a parking facility are anticipated. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize potential impacts.
Bellflower	At-grade	Construction will result in a business displacement for parking. Construction will increase delays and congestion along Bellflower Boulevard, Pacific Avenue, and adjacent streets because roads may be temporarily closed or access may be temporarily altered. Noise, dust, and vibration nuisances could also have impacts on residents and businesses near the construction area. Some businesses could experience an increase in sales as construction workers spend at local stores. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize potential construction-related impacts.
Pioneer	At-grade	Construction will result in residential and business displacement for parking. Construction could increase delays and congestion along Pioneer Boulevard, 187th Street, and adjacent streets because roads may be temporarily closed or access may be temporarily altered. Noise, dust, and vibration nuisances could also impact businesses and residences near the construction area. Some businesses could experience an increase in sales as construction workers spend at local stores. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) will minimize potential construction-related impacts.

Source: Prepared by Jacobs in 2020

7.3.3 Design Option: Close 186th Street

Localized economic impacts for the LPA with the design option would be substantially similar to the economic impacts under the LPA without the design option (as described in Section 7.3.2.2). The conclusions and effect determinations provided for the LPA without the design option also would apply to the LPA with the design option. Implementation of Mitigation Measure COM-1 (Construction Outreach Plan) would minimize construction-related impacts.

7.3.4 Maintenance and Storage Facility

The MSF is on a city-owned property currently leased to the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX. Construction of the MSF will displace this business. Land uses surrounding the property include single-family and multifamily residential uses, mobile home communities, and industrial and commercial uses. Construction of the MSF will create noise, dust, and construction-related truck trips. Impacts to surrounding land uses are expected to be minimal.

Affected property owners in the City of Bellflower will be eligible for compensation as provided by federal and state law for the acquired property based on the land's highest and best use. Displaced tenants may also be eligible for relocation assistance depending on the terms of their lease agreements with the property owner. Barring any exclusions, tenants will be eligible for relocation assistance in accordance with state and federal law.

7.3.5 U.S. Army Corps of Engineers

Economic and fiscal impacts are not relevant to U.S. Army Corps of Engineers facilities.

7.3.6 California Department of Transportation

Economic and fiscal impacts are not relevant to California Department of Transportation facilities.

7.4 California Environmental Quality Act Determination

While the Appendix G checklist in the CEQA Guidelines does not specify economic thresholds to be analyzed, the following questions are presented as relevant economic issues to be considered under CEQA Guidelines and to determine whether significant impacts would result from implementation of the No Project and the LPA.

7.4.1 Threshold ECON-CON-1: Would the Project result in substantial impacts to regional mobility and connectivity?

As discussed in Section 5.2, operation of the Project will have beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and costs in the region. These improvements will likely encourage greater economic activity and may benefit businesses and commuting employees. The Project will also result in an increase in employment and tax revenue, which will benefit local and regional economies. No impacts to regional mobility or connectivity are anticipated.

7.4.1.1 No Project Alternative

Under the No Project Alternative, access modifications and potential delays related to construction activities that could affect mobility and access would not take place. Therefore, construction-related impacts would not occur, and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts remaining after mitigation would be less than significant.

7.4.1.2 Locally Preferred Alternative

Construction activities for the LPA will likely result in access modifications and potential transportation delays that will have temporary significant impacts to the surrounding communities; therefore, the following mitigation measures will be implemented: COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]). Implementation of these two measures during construction activities will minimize temporary effects. Therefore, construction activities of the LPA will result in impacts that will be less than significant.

Mitigation Measures

To address potential construction impacts to businesses and residences near construction areas associated with the LPA, Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]) will be implemented, and impacts will be reduced to a less than significant level.

Impacts Remaining after Mitigation

Impacts remaining after mitigation will be less than significant.

7.4.1.3 Design Option: Close 186th Street

The localized economic impacts for the LPA with the design option would be substantially similar to the economic impacts under the LPA without the design option (as described in Section 7.3.2.2). The conclusions and effect determinations provided for the LPA without the design option also would apply to the LPA with the design option. Implementation of Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]) would minimize construction-related impacts.

Mitigation Measure

To address potential construction impacts on businesses and residences near construction areas associated with the LPA with the design option, Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]) would be implemented, and impacts would be reduced to a less than significant level.

Impacts Remaining after Mitigation

Impacts remaining after mitigation would be less than significant.

7.4.1.4 Maintenance and Storage Facility

Construction activities for the MSF will create noise, dust, and construction-related truck trips. Impacts to surrounding land uses are expected to be minimal. Therefore, no construction-related impacts for the MSF will occur.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts from construction of the MSF are expected to be less than significant.

7.4.2 Threshold ECON-CON-2: Would the project result in substantial construction-related impacts to businesses and residences that would result in physical deterioration of the existing environment?

Construction of the LPA will have beneficial economic and fiscal impacts related to direct and indirect effects from construction spending. While the construction spending effects will be positive for the overall regional economy, construction of the LPA will have potential impacts on businesses and residences near active construction areas. The LPA will require additional ROW for the alignment, construction staging areas, and parking areas, resulting in displacements of businesses and residences. The extent to which changes to the area caused by construction of the Project result in the physical deterioration of properties or structures that will impair their proper use in the surrounding communities will be assessed.

7.4.2.1 No Project Alternative

Under the No Project Alternative, the LPA would not be constructed, and no construction-related impacts would occur within the Affected Area to businesses and residences. Therefore, construction-related impacts would not occur, and no mitigation measures are required.

Mitigation Measure

No mitigation measures are required.

Impacts Remaining after Mitigation

No impacts would occur.

7.4.2.2 Locally Preferred Alternative

Construction of the LPA will have beneficial economic and fiscal impacts related to direct and indirect effects from construction spending. While the construction spending effects will be positive for the overall regional economy, construction of the Project may have potential impacts on businesses and residences near active construction areas. The LPA will require additional ROW for the alignment, construction staging areas, and parking areas, which will displace businesses and residences. Affected property owners and tenants will be eligible for compensation or relocation assistance in accordance with state and federal law. Property owners will be compensated based on the highest and best use of the property.

Construction activities will also cause temporary road closures, modified access, and construction-related nuisances (i.e., noise, dust, and vibration) that may deter potential customers from visiting the area while the Project is under construction. The temporary

construction-related impacts will not lead to physical deterioration of the existing environment or “urban decay.” Implementation of Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]), identified to address impacts under NEPA, will further minimize economic impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts will be less than significant.

7.4.2.3 Design Option: Close 186th Street

The localized economic impacts for the LPA with the design option would be substantially similar to the economic impacts under the LPA without the design option (as described in Section 7.3.2.2). The conclusions and effect determinations provided for the LPA without the design option also would apply to the LPA with the design option. Implementation of Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-21 (Loss of Parking [Construction]) would further minimize construction-related impacts.

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Impacts will be less than significant.

7.4.2.4 Maintenance and Storage Facility

The MSF in the City of Bellflower is on a city-owned property currently leased to the Hollywood Sports Paintball & Airsoft Park and Bellflower BMX. Construction of the MSF will displace this business. Land uses surrounding the property include single-family and multifamily residential, mobile home communities, and industrial and commercial properties. Construction of the MSF will create noise, dust, and construction-related truck trips. Potential short-term impacts to the property values of surrounding land uses are expected to be minimal. The temporary construction-related impacts will not lead to physical deterioration of the existing environment or “urban decay.”

Mitigation Measures

No mitigation measures are required.

Impacts Remaining after Mitigation

Less than significant impacts.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

No project measures related to economics were included in the design of the LPA.

8.2 Mitigation Measures

To minimize potential impacts of the Project during construction and operation, Metro will implement Mitigation Measures COM-1 (Construction Outreach Plan), TRA-20 (Parking Mitigation Program [Permanent]), and TRA-21 (Loss of Parking [Construction]). Refer to the Final Communities and Neighborhoods Impact Analysis Report, Section 8 [Metro 2024a] and the Final Transportation Impact Analysis Report, Section 8 [Metro 2024e] for additional details regarding these mitigation measures.

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