

West Santa Ana Branch Transit Corridor

Final Environmental Justice Impact Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Environmental Justice Impact Analysis Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

Prepared by:



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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AA	Alternatives Analysis
ACS	American Community Survey
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CPA	Community Plan Area
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EJ	Environmental Justice
FTA	Federal Transit Administration
HUD	United States Department of Housing and Urban Development
I-	Interstate
LA	Los Angeles
LEP	limited English proficiency
LOS	level-of-service
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
PEROW	Pacific Electric Right-of-Way
Project	West Santa Ana Branch Transit Corridor Project
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
TAZ	Transportation Analysis Zone
TCE	temporary construction easement

Acronym	Definition
TOD	transit-oriented development
TPSS	traction power substation
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
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 2015) 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 2018). 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 Impact Analysis Report examines the environmental effects of the Project as it relates to environmental justice (EJ). 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 Consequences / Environmental Impacts
- Section 6 – California Environmental Quality Act Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

1.5 General Topic Background

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires federal agencies to achieve environmental justice by “identifying and addressing the social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.” As a response to Executive Order 12898, the U.S. Department of Transportation (USDOT) issued an Order to Address Environmental Justice in Minority Populations and Low-Income Populations. This order sets guidelines to ensure that federally funded transportation-related programs, policies, or activities that have the potential to adversely affect human health or the environment involve a planning and programming process that considers the effects on minority populations and low-income populations. This report sets to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on EJ populations.

For purposes of this impact analysis report, the following analysis uses the Federal Transit Administration (FTA) Circular FTA C4703.1 as guidance to incorporate EJ principles into the Project.

1.6 Methodology

1.6.1 Affected Communities

The LPA includes an approximately 14.5-mile alignment through or adjacent to portions of the following jurisdictions: the Cities of Los Angeles (including the Southeast Los Angeles community), Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as unincorporated Florence-Firestone community of LA County. As further discussed below, the demographics and socioeconomic data presented in this impact analysis report can be understood as accurate descriptions of the demographic and socioeconomic characteristics estimated and projected for the affected jurisdictions using data from the U.S. Census Bureau and SCAG *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. Data were aggregated from the block group and/or Transportation Analysis Zone (TAZ) levels.

For purposes of this analysis, the EJ Affected Area is defined as the Census Block Groups that are located within or intersect the area within 0.25 mile of the alignment, parking facilities, and MSF site, and within 0.5 mile of the stations. The EJ Affected Area includes the approximately 14.5-mile alignment that crosses through or is adjacent to portions of the following jurisdictions: Cities of Los Angeles (including Southeast Los Angeles community), Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos, as well as the unincorporated Florence-Firestone community of LA County.

The “Affected Area” analyzed for each environmental topic varies depending on the environmental topic of concern. The “Summary of Effect” for each environmental topic in Section 5 is based on analysis conducted within that “Affected Area” of analysis and is discussed in the Methodology section of the impact analysis report for each environmental topic of concern. The effects of LPA operations and construction, benefits to EJ communities, health effects, and other potential effects are generally discussed for and focused on the Affected Area. This analysis considers whether construction or operation of the LPA will result in disproportionately high and adverse effects to the EJ communities identified in and along the EJ Affected Area.

1.6.2 Data Gathering

Demographic and socioeconomic characteristics used to determine potential effects to EJ populations described herein are based on the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024).

Existing conditions (2017) was determined by the year the Notice of Intent (NOI) was published in the *Federal Register* and the NOP was published informing the public of the intent to prepare a combined Draft EIS/EIR for the Project and notifying interested agencies and parties of public scoping meetings. The NOI and NOP were published in 2017. The horizon year of 2042 is determined based on FTA standard practice for a 25-year planning horizon. At the time of the public notice publication, the most current community-related data available was the U.S. Census Bureau's block group-level 2011-2015 American Community Survey (ACS) 5-Year Estimates released in 2016. The latest 2015-2019 ACS 5-Year Estimates were released in December 2020. A comparison of the two datasets was conducted and determined that the latest ACS socioeconomic dataset will not change the identification of EJ populations and will not change the results of the analysis.

Existing conditions (2017) and horizon year 2042 residential population in the EJ Affected Area are derived from TAZ-level estimates from the SCAG 2016-2040 RTP/SCS (SCAG 2016a). These datasets obtained for purposes of this analysis include information about average household size, race, ethnicity, median household income, and low-income.

Demographic and socioeconomic characteristics presented in this impact analysis report were derived from TAZ-level estimates from the SCAG 2016-2040 RTP/SCS. Since the data were aggregated to the TAZ and/or block group levels, data from the aforementioned datasets are not available at a geographical resolution sufficient to accurately describe areas strictly within the boundaries of the EJ Affected Area. However, the demographic and socioeconomic data presented in this impact analysis report can be understood as accurate descriptions of the demographic and socioeconomic characteristics estimated and projected for the block groups and TAZs that encompass the EJ Affected Area. The characterization of the communities within the EJ Affected Area is also based on a review of local general plans, land use and zoning maps, and a desktop aerial survey of each community.

1.6.3 Defining Environmental Justice Communities

The description of minority populations and/or low-income populations is drawn from the demographic and socioeconomic data from the U.S. Census Bureau's block group-level 2011-2015 ACS 5-Year Estimates and TAZ-level estimates from the SCAG 2016-2040 RTP/SCS with existing conditions (2017) and horizon year of 2042.

The FTA Circular 4703.1 and guidance from the Council on Environmental Quality (CEQ) were used to determine whether the EJ Affected Area consist of EJ communities and populations. The CEQ's *Environmental Justice: Guidance under the National Environmental Policy Act* (CEQ 1997) states, "Minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis." For this analysis, the unit of geographic analysis was the EJ Affected Area and the comparison geographic unit is LA County. LA County is used as the geographical area because each of the jurisdictions are

located in LA County and will not artificially dilute or inflate the minority or low-income population identified for this study.

Based on the CEQ *Environmental Justice Guidance under NEPA*, a community is considered an EJ community if any of the following criteria is met:

- At least 50 percent of the population in the affected community is minority or low-income; or
- The minority or low-income population in the affected community is meaningfully greater than the general population in the appropriate geographic unit of analysis. For this study, 10 percent is considered statistically meaningful greater than the population in LA County (based on similar Metro studies and methodologies used throughout the Metro service areas). A median household income 80 percent of LA County (\$45,000) is used as the low-income threshold.

1.6.3.1 Definition of Minority Populations

USDOT Order 5610.2C and subsequent agency guidance on EJ provides clear definitions of minority groups addressed by Executive Order 12898. USDOT defines minority groups as:

- **Black** refers to people having origins in any of the black racial groups of Africa;
- **Hispanic** includes persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- **Asian American** refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent (including for example Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, Philippine Islands, Thailand, and Vietnam);
- **American Indian and Alaskan Native** refers to people having origins in any of the original people of North and South America (including Central America), and who maintain cultural identification through tribal affiliation or community attachment;
- **Native Hawaiian or Other Pacific Islander** refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

A “minority population” means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy or activity.

1.6.3.2 Definition of Low-Income Populations

USDOT Order 5610.2C and subsequent agency guidance on EJ defines “low-income” as a person whose median household income at or below the U.S. Department of Health and Human Services poverty guidelines.² However, FTA Circular 4703.1 also states that a locally developed threshold, such as that used for FTA’s grant program or a percentage of median income for the area, provided that the threshold is at least as inclusive as the Health and Human Services poverty guidelines. For this study, the U.S. Department of Housing and Urban Development (HUD) threshold of income limits is used to define “low-income.” Per HUD, low-income is a person whose median household income is 80 percent for the area. LA County is used as the geographical area as discussed in 1.6.3. The 2015 median household income for LA County (\$56,196) is used because it is the closest available data to the base year of 2017. A median household income 80 percent of LA County (approximately \$45,000) is used as the low-income threshold.

A “low-income population” means any readily identifiable group or groups of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy or activity.

1.6.4 Defining Environmental Justice Effects

The EJ analysis starts with a determination as to whether minority populations and/or low-income populations would experience potential environmental or health impacts from an alternative. The analysis compares the burdens and benefits of the proposed activity experienced by EJ populations with those experienced by non-EJ populations. This analysis examines if the LPA would result in disproportionately high and adverse effects to the EJ population identified within the EJ Affected Area.

USDOT Order 5610.2C defines “disproportionately high and adverse effect on human health or the environment” as those impacts that are:

- Predominately borne by a minority population and/or a low-income population; or
- Suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Consistent with the USDOT Order 5610.2C and the FTA Circular 4703.1, when determining whether environmental effects of the Project on EJ populations are disproportionately high and adverse, the following were considered to the extent practicable:

- Will the project result in “adverse effects?”
- Will the project result in adverse effects predominately borne by an EJ population?

² Public Law 112-141 defines “low-income individual” to mean “an individual whose family income is at or below 150 percent of the poverty line, as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2)), including any revision required by that section, for a family of the size involved”.

- Will the project result in adverse effects that would be suffered by the EJ population that would be appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-EJ population?
- Does the project propose mitigation and/or enhancement measures?
- Are there project benefits (off-setting benefits) that would accrue to the EJ population as compared to non-EJ populations?
- Does the project affect a resource that is especially important to an EJ population? For example, does the project affect a resource that serves an especially important social, religious, or cultural function for an EJ population?

The benefits and burdens to EJ populations (particularly areas with the highest concentration of EJ populations) are examined against comparable non-EJ populations. Comparable non-EJ populations within the EJ Affected Area include those areas with a higher percentage of non-minority or a lower percent of low-income populations.

CEQA has no requirements to specifically address socioeconomic factors and, as a result, there are no CEQA EJ analysis requirements and a CEQA determination is not included in this section. The issue of EJ, as it is defined in California law, is not required to be a separate component of analysis in an EIR. In particular, questions of social and economic effects have a circumscribed role within CEQA. *CEQA Guidelines* Section 15131 allows the approving agency to include or present economic or social information in an EIR, but *CEQA Guidelines* Section 15131(a) limits the consideration of such factors in the assessment of significant impacts, stating:

Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

Issues that are pertinent to the question of EJ that are addressed under CEQA are considered in the Final EIS/EIR, including discussions in the air quality, noise, hydrology and water quality, hazards and hazardous materials, population and housing, transportation, and Other CEQA Considerations sections.

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 Branch³ 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.

³ 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 Los Angeles 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, Los Angeles 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 tracks⁴ accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW⁵ (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.

⁴ 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.

⁵ 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 Los Angeles River. The LRT bridge will be constructed next to the existing freight bridge. South of the Los Angeles 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.

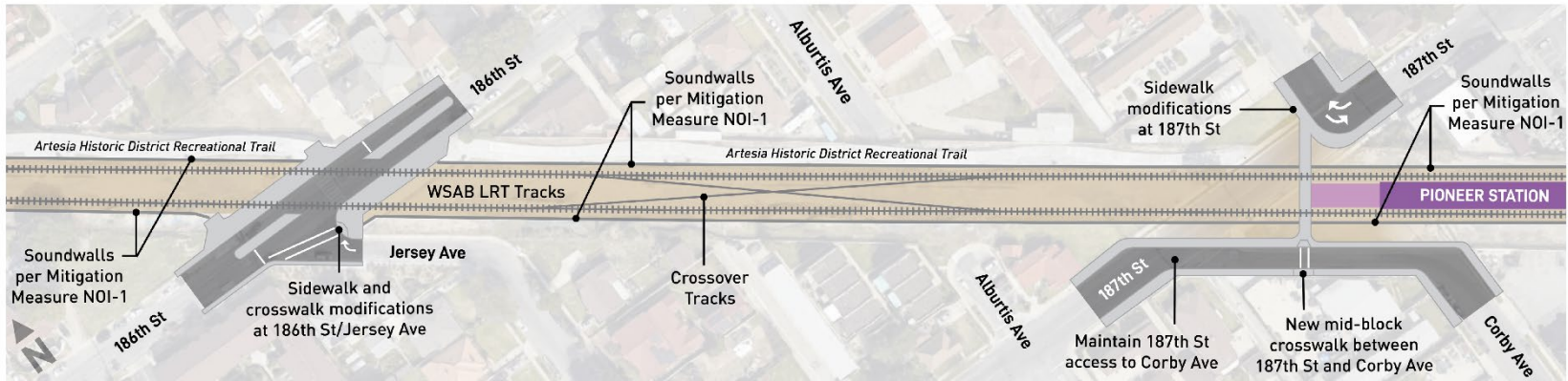
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street 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

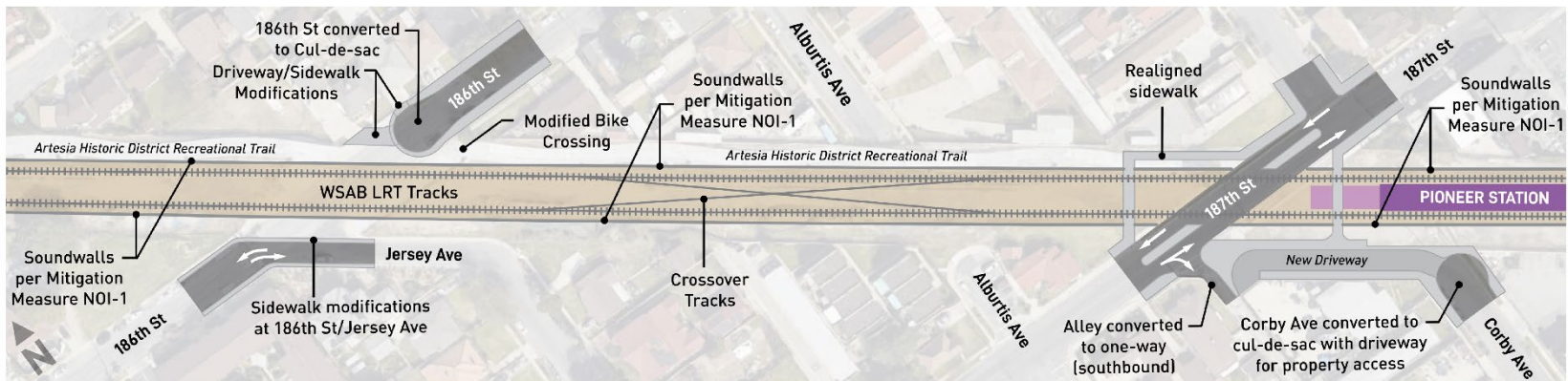
The LPA includes one design option:

- **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

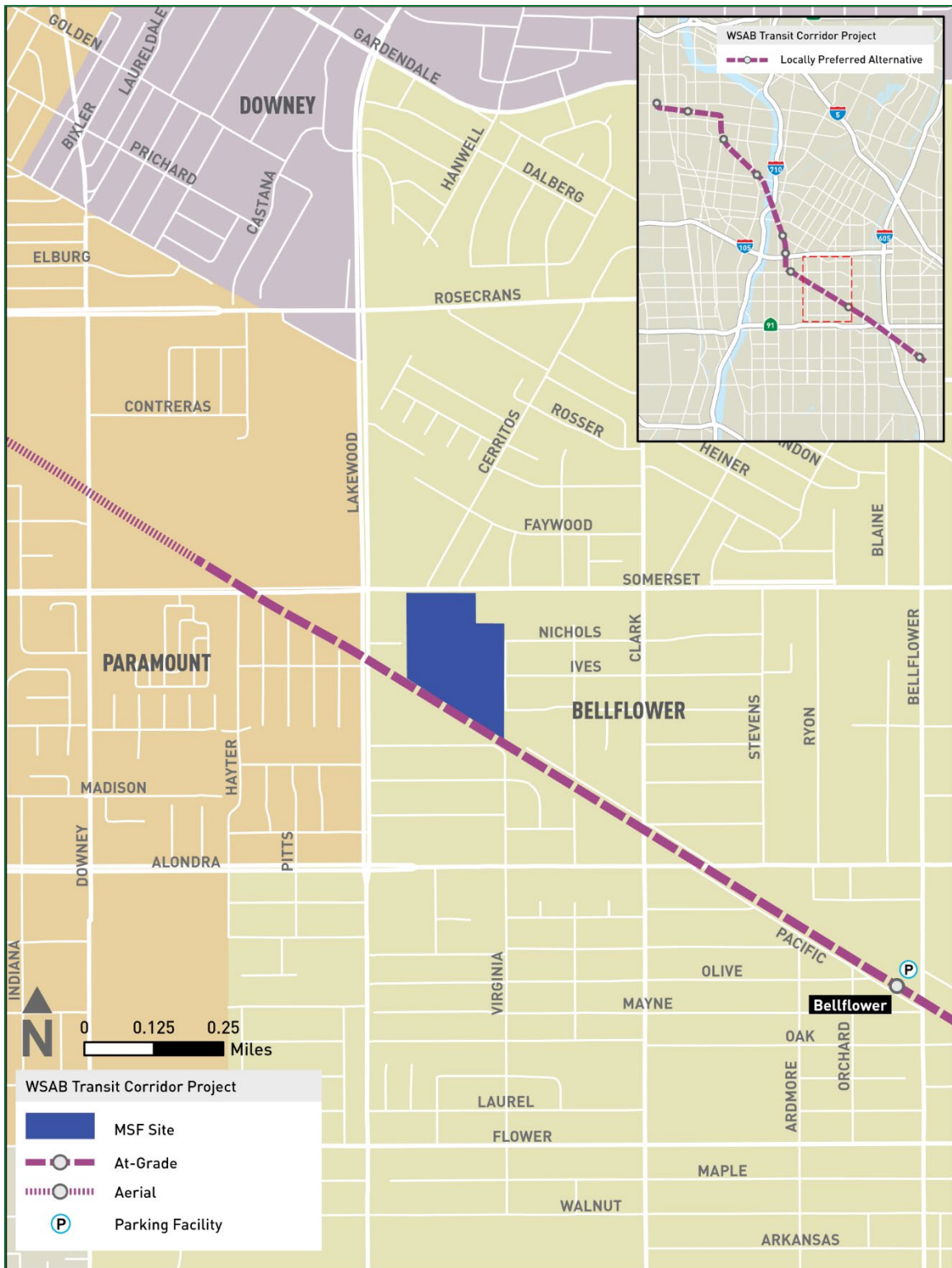
2.2.4 Maintenance and Storage Facility

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

Federal

- Environmental Justice Guidance Under the National Environmental Policy Act of 1969
- Council on Environmental Quality Environmental Justice Guidance
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- USDOT Order 5610.2C (U.S. Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), issued in May 2021
- FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients
- FTA Circular 4703.1, Environmental Justice Policy Guidance for FTA Recipients
- Title VI of the Civil Rights Act of 1964

State

- California Environmental Quality Act
- California Department of Transportation (Caltrans) Standard Environmental Reference Handbook Volume 4: Community Impacts Assessment

Regional

- Metro 2009 Long Range Transportation Plan

Local

- City of Los Angeles General Plan
- City of Los Angeles Land Use/Transportation Policy
- City of Vernon General Plan
- Los Angeles County General Plan 2035
- Florence-Firestone Community Plan
- City of Huntington Park General Plan
- City of Bell 2030 General Plan
- City of Cudahy 2040 General Plan
- City of South Gate General Plan 2035
- City of South Gate Hollydale Village Specific Plan
- City of Downey Vision 2025
- City of Paramount General Plan
- City of Bellflower General Plan: 1995-2010
- City of Artesia General Plan 2030
- City of Cerritos General Plan

3.1 Federal

3.1.1 National Environmental Policy Act of 1969

The National Environmental Policy Act of 1969, as amended, established that the federal government must use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. The CEQ regulations, which establishes the steps necessary to comply with NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and program.

3.1.2 Council on Environmental Quality Environmental Justice Guidance

A *Presidential Memorandum* accompanied Executive Order 12898, stating that "each Federal agency shall analyze the environmental effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required by [NEPA]." The CEQ responded to this order by issuing *Environmental Justice Guidance under the National Environmental Policy Act* (CEQ 2017) for agencies on how to address environmental justice under NEPA. The CEQ Environmental Justice Guidance includes general principles for addressing environmental justice during the NEPA process, such as considering relevant public health data; recognizing interrelated cultural, social, occupational, historical, or economic factors; and developing effective public participation strategies.

3.1.3 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898, signed by President Clinton in February 1994, directs Federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of their projects on the health or environmental of minority and low-income population to the greatest extent practicable and permitted by law. Executive Order 12898 also directs Federal actions, including transportation projects, to use existing law to avoid discrimination on the basis of race, color, or national origin, and to avoid disproportionately high and adverse impact on minority and low-income populations. These populations are often referred to as EJ populations.

In August 2011, a Memorandum of Understanding on EJ and Executive Order 12898 was issued stressing the importance of identifying and addressing EJ considerations in federal agency programs, policies, and activities as provided in Executive Order 12898. It states, "each Federal agency will identify and address, as appropriate, any disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations, including, but not limited to, as appropriate for its mission, in the following areas: (1) implementation of the NEPA; (2) implementation of Title VI of the *Civil Rights Act of 1964*, as amended; (3) impacts from climate change; and (4) impacts from commercial transportation and supporting infrastructure ("goods movement")." The *Age Discrimination Act of 1975* prohibits the discrimination based on age of individuals from having meaningful access and participating in federally funded programs.

3.1.4 U.S. Department of Transportation Order 5610.2C, U.S. Department of Transportation Actions Address Environmental Justice in Minority Populations and Low-Income Populations

USDOT Order 5610.2C updates EJ procedures for the USDOT in response to the *Memorandum of Understanding on Environmental Justice* signed by heads of Federal agencies on August 4, 2011, USDOT's revised *Environmental Justice Strategy*, updated on November 15, 2016, and Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, dated February 11, 1994. USDOT's original Environmental Justice Order, issued April 15, 1997, was a key component of the Department's original strategy and established procedures to be used by USDOT to comply with Executive Order 12898. USDOT Order 5610.2C continues to be a key component of USDOT's Environmental Justice Strategy. It updates and clarifies certain aspects of the original Order while maintaining its general framework and procedures and commitment to promoting the principles of environmental justice in all USDOT programs, policies, and activities.

USDOT Order 5610.2C, updates the procedures to use in order to comply with Executive Order 12898 and to avoid disproportionately high and adverse effects on minority and low-income populations.

Three fundamental EJ principles are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority population and low-income populations.

USDOT Order 5610.2C sets forth USDOT policy to consider EJ principles in all USDOT programs, policies and activities. It describes how the objectives of EJ will be integrated into planning and programming, rulemaking, and policy formulation. The order sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and EJ analyses conducted as part of federal transportation planning and NEPA provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions. The order clarifies the distinction between a Title VI analysis and an EJ analysis conducted as part of a NEPA review and affirm the importance of considering EJ principles as part of early planning activities in order to avoid disproportionately high and adverse effects.

3.1.5 FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients

FTA Circular 4702.1B was issued on October 1, 2012. This circular provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the USDOT Title VI regulations and to integrate into their programs and activities considerations expressed in the USDOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons. Title VI prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including the denial of

meaningful access for limited LEP persons. Objectives of FTA Circular 4702.1B are to help FTA federal funding recipients to:

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and
- Ensure meaningful access to transit-related programs and activities by persons with LEP.

3.1.6 FTA Circular 4703.1, Environmental Justice Policy Guidance for FTA Recipients

In August 2012, FTA made available FTA Circular 4703.1, which provides recommendations to State Departments of Transportation, Metropolitan Planning Organizations, public transportation providers, and other recipients of FTA funds on how to fully engage EJ populations in the decision-making process; how to analyze or determine whether EJ populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation project; and how to avoid, minimize, or mitigate such effects. The circular does not contain any new requirements, policies, or directives, but instead provides more detailed discussions of public outreach strategies, includes advice on how to develop and gather meaningful demographic information, and provides guidance on deciding whether an EJ population in the Study Area is “meaningfully greater” than the EJ population in the general population.

3.1.7 Title VI of the Civil Rights Act of 1964

Title VI of the *Civil Rights Act of 1964* and related statutes require federally assisted programs not to discriminate on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the *Fair Housing Act of 1968*). Title VI of the *Civil Rights Act of 1964* declared “it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy.”

3.2 State

3.2.1 California Environmental Quality Act

State law defines EJ in California Government Code Section 65040.12, as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies.” While there is no requirement under CEQA to address environmental justice, California law requires the Office of Planning and Research to coordinate with federal agencies regarding environmental justice based on Executive Order 12898.

3.2.2 Caltrans Standard Environmental Reference Handbook Volume 4: Community Impacts Assessment

The Standard Environmental Reference provides a single, standard reference on compliance with NEPA and related federal laws, executive orders, regulations, and policies. Volume 4 of the Standard Environmental Reference Handbook contains guidance to identify EJ populations and to identify disproportionately high and adverse effects on minority and low-

income populations. It provides several ways to ensure a successful public involvement process, particularly for the EJ population.

3.3 Regional

3.3.1 Metro 2009 Long Range Transportation Plan

Metro includes guidelines and planning policies regarding EJ issues in its current 2009 Metro LRTP. Metro's LRTP evaluates how much additional transit service would be provided in areas with high transit dependency and minority populations. The LRTP defines transit-dependent areas as those Census tracts with a higher number of low-income, zero-car households, or senior households than the countywide average. The LRTP includes extensive transit investments and policies about placement of these investments in proximity to areas with minority and lower-income populations and to job opportunities that support those areas. The Project is included in the LRTP.

3.4 Local

3.4.1 City of Los Angeles General Plan

The *City of Los Angeles General Plan* consists of the Framework, Health and Wellness, Air Quality, Conservation, Housing, Noise, Open Space, Service Systems, Safety, and Mobility Elements. The *General Plan Framework Element* (City of Los Angeles 2001), adopted in December 1996, is a strategy for long-term growth which sets a citywide context to guide the update of the community plans and citywide elements.

The *2013-2021 Housing Element of the City of Los Angeles General Plan* (City of Los Angeles 2013), adopted in December 2013, identifies the city's housing conditions and needs; establishes goals, objectives, and policies that are the foundation of the city's housing and growth strategy; and provides the array of programs the city intends to implement to create sustainable, mixed-income neighborhoods across the city.

Mobility Plan 2035 (MP2035) Plan (City of Los Angeles 2016a), adopted in September 2016, is the City of Los Angeles General Plan transportation element. The MP2035 presents a guide to the development of a citywide transportation system that provides for the efficient movement of people and goods. MP2035 recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit.

The *Land Use Element of the City of Los Angeles General Plan* is comprised of 35 community plans, which describe the land use designations, policies, and implementation programs for each community plan area (CPA). Each community plan discusses goals, objectives, and policies for developing a public transit system that improves mobility with convenient alternatives to automobile travel, encouraging transportation demand management strategies, developing active transportation options and coordinating activities with other jurisdictions. The LPA will traverse through the Southeast Los Angeles CPA.

Table 3.1 lists applicable EJ-related goals, objectives, and policies of the City of Los Angeles General Plan and Southeast Los Angeles Community Plan.

Table 3.1. City of Los Angeles General Plan Relevant Goals, Objectives and Policies

Goal/Objective/Policy	Description
Framework Element	
Objective 7.2	Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.
Objective 7.3	Maintain and enhance the existing businesses in the City.
Objective 7.8	Maintain and improve municipal service levels throughout the City to support current residents' quality of life and enable Los Angeles to be competitive when attracting desirable new development.
Goal 7H	A distribution of economic opportunity throughout the City.
Objective 7.10	Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City's overall economic policies.
Policy 7.10.1	Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."
Policy 7.10.2	Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.
Policy 7.10.3	Determine appropriate levels of service for, but not limited to, educational facilities, hospitals, job training and referral centers, and transportation opportunities in the "communities of need."
Housing Element	
Objective 2.2	Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.
Policy 2.2.5	Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.
Mobility Plan 2035	
Policy 1.2	Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.
Policy 2.6	Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
Policy 2.15	Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.
Policy 3.3	Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.
Policy 3.4	Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.
Policy 4.3	Ensure the fair and equal treatment of people of all races, cultures, incomes, and education levels with respect to the development and implementation of citywide transportation policies and programs.

Goal/Objective/Policy	Description
Policy 4.6	Make the most of limited financial resources by utilizing data to prioritize transportation projects based upon equity in safety, public health, access, social benefits, and/or economic benefits.
Southeast Los Angeles Community Plan	
Goal LU 1	Safe, secure, healthy and high quality residential environments that provide housing for all segments of the community.
Policy LU 3.1	Address Diverse Residential Needs. Provide for the development of appropriately located housing to meet the diverse demographics of existing and future residents.
Policy LU 3.6	Mixed-Income Neighborhoods. Encourage development of mixed-income neighborhoods to reduce segregation and concentrations of poverty.
Policy LU 18.5	Safety and Design. Urge the responsible agencies to fund infrastructure improvements that address safety issues, as well as maintenance and beautification of the Metro Blue Line and freight rail corridor along Long Beach Ave
Goal M6	An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets, so that automobile dependence can be reduced.

Source: City of Los Angeles 2001, 2013, 2016a, 2017

3.4.2 City of Los Angeles Land Use/Transportation Policy

The City of Los Angeles *Land Use/Transportation Policy*, adopted in November 1993, is a joint effort of Metro and the City of Los Angeles to coordinate land use and transportation investment decisions. It is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system. The Land Use/Transportation Policy covers eight elements (Land Use, Housing, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities Elements) that are intended to guide the land use and circulation patterns linked to the transit system. The following lists the applicable EJ-related policies in the *Land Use/Transportation Policy*:

- Equity
 - The City shall support and impact the decision-making process to ensure equal access and mobility to all City residents, to meet under-serving and unmet transit needs and, within the existing and proposed system, to give priority for development and revitalization to economically disadvantaged areas.
 - The City shall promote an equitable and balanced approach for the economic and mobility benefits of its residents in its advocacy for future funding/programming for transportation improvements and services.
 - The City and Metro shall work together to optimize participation by Disadvantaged Business Enterprises/Minority Business Enterprises/Women Business Enterprises in all residential, commercial, and transit services and construction contracts and development in transit corridors.

- The funds collected through Metro’s transit-related development projects shall, to the extent permitted by law, be distributed systemwide based on the equity principles contained in the Land Use/Transportation Policy.
 - The City and Metro shall utilize a Citizen Participation Process, which shall ensure community input and equitable decision-making in all phases of system and land use planning, development, engineering, and implementation.
 - City economic development funds shall be given priority to support the equity policy while transit funds shall be programmed for transit programs.
- Economic Development
 - Create employment opportunities in transit-oriented developments (TODs) by adopting a community job hiring/training program for public and private ventures.
 - Develop business attraction, retention, and expansion strategies for TODs.
 - Community revitalization programs such as redevelopment areas and enterprise zones shall be consistent with and support all elements of this Land Use Policy for transit station areas when the revitalization areas encompass a TOD.
Community revitalization programs such as redevelopment areas and enterprise zones shall be consistent with and support all elements of this Land Use Policy for transit station areas when the revitalization areas encompass a TOD.

3.4.3 City of Vernon General Plan

The *City of Vernon General Plan* (City of Vernon 2015), adopted in December 2007 and last amended in April 2015, identifies key policies to remain almost exclusively an industrial city. Table 3.2 lists the applicable EJ-related goal of the Circulation and Infrastructure Element.

Table 3.2. City of Vernon General Plan Relevant Goal

Goal	Description
Circulation and Infrastructure Element	
Goal CI-1	Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.

Source: City of Vernon 2015

3.4.4 Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* (LA County 2015), adopted in October 2015, consists of the Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing Elements. The General Plan provides a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. Table 3.3 lists the applicable EJ-related goals and policies of the *Los Angeles County General Plan 2035*.

Table 3.3. Los Angeles County General Plan Relevant Policies

Policy	Description
Economic Development Element	
Policy ED 2.3	Ensure environmental justice in economic development activities.
Land Use Element	
LU 5.7	Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
Mobility Element	
Goal M 4	An efficient multimodal transportation system that serves the needs of all residents.
Policy M 4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
Policy ED 2.7	Incentivize economic development and growth along existing transportation corridors and in urbanized areas.

Source: LA County 2015

3.4.5 Florence-Firestone Community Plan

The *Florence-Firestone Community Plan*, adopted in September 2019, is a policy document for the future development, conservation and maintenance of the Florence-Firestone community. The Community Plan reflects the community's shared vision of the future and establishes goals, policies, and implementation actions to achieve that vision. The Community Plan provides EJ-related goals and policies to address EJ and ease the disproportionate environmental burden on the disadvantaged community. Table 3.4 lists the applicable EJ-related goals and policies of the *Florence-Firestone Community Plan*.

Table 3.4. Florence-Firestone Community Plan Relevant Goals and Policies

Goal/Policy	Description
Goal R-1	Housing options meet a range of residents' needs, income levels, and household sizes, providing for increased housing supply and affordability.
Goal EJ-1	Residents are protected from harmful environmental effects.
Policy EJ-1.1	Compatible Land Uses. Require that existing development, especially near sensitive uses, meets current development and performance standards, comply with existing regulatory requirements, and be operationally compatible with surrounding uses.
Goal EJ-2	New and existing development and land uses have minimal negative environmental impact.
Goal EJ-4	The community is engaged and has access to information and resources related to environmental justice issues.
Policy EJ-4.1	Environmental Justice Decision Making. Ensure environmental justice, cumulative environmental impacts, and public health outcomes are analyzed in discretionary land use proposals and taken into account during the decision-making process.

Goal/Policy	Description
Policy EJ-4.2	Public Awareness About Land Use. Increase public participation and ensure the public and other stakeholders are informed and have access to information on environmental justice issues and environmental and health risks impacting their community
Policy EJ-4.4	Access to Public Information. Encourage community member participation in local matters, such as land use decision-making, by providing multilingual notices and translation services as needed

Source: LA County 2017

3.4.6 City of Huntington Park General Plan

The *City of Huntington Park General Plan* (City of Huntington Park 2017) was adopted in February 1991 and amended in 1996. The *2008-2014 Housing Element of the City of Huntington Park General Plan*, adopted in February 2009, identifies strategies and programs that focus on preserving and improving housing and neighborhoods; providing adequate housing sites; assisting in the provision of affordable housing; removing governmental and other constraints to housing investment; and promoting fair and equal housing opportunities. Huntington Park is in the process of updating its General Plan and Housing Element that will further define public transportation goals and policies. Table 3.5 lists the applicable EJ-related policies of the *General Plan 2030*.

Table 3.5. City of Huntington Park General Plan Relevant Policies

Policy	Description
Land Use Element	
Goal 1.0	Provide for a mix of land uses which meets the diverse needs of all Huntington Park residents, offers a variety of employment opportunities, and allows for the capture of regional growth.
Housing Element	
Policy 2	The City of Huntington Park shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished.
Policy 4	The City of Huntington Park shall vigorously oppose any public agency initiative that would result in the removal of existing housing units without the provision of replacement housing.
Policy 18	The City of Huntington Park shall ensure adequate housing and high-quality community services for all persons regardless of income, age, race, sex, marital status, or ethnic background.

Source: City of Huntington Park 2017

3.4.7 City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* (City of Bell 2018), adopted in May 2018, includes the Land Use and Sustainability, Resource Management, Health and Safety, Mobility and Circulation, and Housing Elements. The General Plan is a long-range comprehensive plan designed to control and regulate growth in the City and to maintain the quality of the environment. Table 3.6 lists the applicable EJ-related policies of the *City of Bell 2030 General Plan*.

Table 3.6. City of Bell 2030 General Plan Relevant Policies

Policy	Description
Land Use and Sustainability Element	
Policy 12	The City of Bell shall review the need for new or expanded public facilities to address the City's changing demographic character. The City shall ensure that the general public and residents are involved in this planning process. Finally, the City shall keep abreast of changing demographic trends.
Policy 35	The City of Bell shall emphasize environmental justice in the review and implementation of new development projects in the City.
Policy 36	The City of Bell shall collaborate with other public agencies to ensure that future development projects that are undertaken by these other entities consider environmental justice in the planning process.
Policy 37	The City of Bell emphasize the importance of environmental justice in the planning and implementation of future regional improvement projects.
Housing Element	
Policy 4	The City of Bell shall minimize housing displacement and require expeditious and equitable relocation in the event units are demolished. A Housing Relocation Plan must be established prior to any demolition of housing.
Policy 7	The City of Bell shall minimize displacement in future development activities, while at the same time, promote the expeditious and equitable housing replacement. New residential projects involving displacement must assist in the relocation of displaced residents.

Source: City of Bell 2018

3.4.8 City of Cudahy 2040 General Plan

The *Cudahy 2040 General Plan* (City of Cudahy 2018), adopted in March 2018, is divided into the Land Use, Housing, Circulation, Open Space and Conservation, Economic Development, Safety, Air Quality, and Noise Elements. The General Plan takes a holistic approach to environmental justice with goals to reduce the unique or compounded health risks in disadvantaged communities, promote community engagement in the public decision-making process, and prioritize improvements and programs to address the needs of disadvantaged communities. The General Plan supports the environmental justice goal by reducing pollution exposure; promoting public facilities, food access, safe and sanitary homes, physical activity, and adaptation to climate change; and promoting civil engagement. Table 3.7 lists the applicable EJ-related goals and policies of the *Cudahy 2040 General Plan*.

Table 3.7. City of Cudahy General Plan Relevant Goals and Policies

Goal/Policy	Description
Policy CE 2.4	Increase the visibility and quality of public transit stops throughout Cudahy, making public transit use comfortable, accessible and practical for users of all ages and abilities.
Policy CE 3.5	Continue to use Measure R funds, Measure M funds, and other federal, State of California, and regional funding sources to improve the operation of public transit in Cudahy.
Policy AQE 5.3	Pursue “green” projects that improve public health and leverage funding available to disadvantaged and social justice communities.

Source: City of Cudahy 2018

3.4.9 City of South Gate General Plan 2035

The *City of South Gate General Plan 2035* (City of South Gate 2009), adopted in December 2009, is divided into Community Design, Mobility, Economic, Green City, Healthy Community, Public Facilities and Services, and Noise Elements. The General Plan guides long-term growth, development and conservation in the City and addresses sustainability and community. Table 3.8 lists the applicable EJ-related objectives and policies of the *City of South Gate General Plan 2035*.

Table 3.8. City of South Gate General Plan Relevant Objectives and Policies

Objective/Policy	Description
Community Design Element	
Objective CD 1.1, P.3	The City should develop strong relationships with its immediate neighbors and work together on projects of mutual interest and concern.
Objective CD 1.1, P.4	City sponsored or approved projects (including plans, public works projects and private development projects) should be reviewed for their environmental, public health, social and fiscal impact on the City.
Objective CD 1.1, P.5	The City should actively support regional transportation decisions that benefit the City and the region.
Objective CD 4.1, P.11	The City will work collaboratively with neighborhood associations and other community groups to address nuisances, eliminate blight and ensure that community aesthetic standards are maintained.
Healthy Community Element	
Objective HC 1.1, P.5	The City may seek input from the Los Angeles County Department of Public Health and others on proposed development projects or other land use and transportation decisions to ensure that the decisions achieve positive health outcomes.
Objective HC 2.3, P.1	The City will promote and support transportation decisions that reduce driving and increase rates of transit use, walking and biking, recognizing that local and regional transportation decisions impact the health of South Gate’s residents and workers.
Objective HC 2.3, P.2	The potential positive and negative health impacts of new transportation projects should be considered prior to approval by the City Council.

Objective/Policy	Description
Objective HC 2.3, P.4	The City will promote transit- and pedestrian- oriented development throughout the City.
Objective HC 4.1, P1	The City should strive to maintain and improve the safety of the transportation system through implementation of the policies in the Mobility Element and other actions, as necessary.
Objective HC 7.2	Encourage and enable transportation behavior that improves air quality and respiratory health.
Objective HC 7.2, P1	The City will implement strategies in the Mobility Element that improve air quality through transportation. These include multi-modal transit, reduction of Vehicle Miles Traveled (VMT) through Transportation Demand Management (TDM), and improved bicycle and pedestrian facilities.
Objective HC 7.2, P3	The City should support federal, state, and regional agencies in their efforts to reduce exposure to emissions from railroad, truck, and industrial diesel emissions.
Objective HC 11.1	Provide opportunities for participation in the City's planning process.
Objective HC 11.1, P3	The City will work collaboratively with neighborhood associations and other similar organizations to address issues of concern in neighborhoods.
Noise Element	
Objective N 4.2	Minimize noise levels created by the Union Pacific, Southern Pacific, and any future rail systems located in close proximity to residential and other noise-sensitive land uses.
Objective N 4.2 P.1	The City will work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.
Objective N 4.2, P.6	The City will require that noise attenuation measures be incorporated into all new development, renovations, and remodels of residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines. Sound attenuation measures will reduce interior noise to a maximum of 45 dBA CNEL.

Source: City of South Gate 2009

3.4.10 City of South Gate Hollydale Village Specific Plan

The *Hollydale Village Specific Plan* (City of South Gate 2017), adopted in June 2017, is a South Gate-initiated plan to demonstrate a clear vision for Hollydale with the anticipated arrival of the Project and proposed Gardendale and I-105/Green Line Stations in the vicinity. The *Hollydale Village Specific Plan* would revitalize the Hollydale Village community and improve access to all modes of active transportation, including transit, walking and bicycling. The *Hollydale Village Specific Plan* would also encourage TODs, promote active transportation, reduce vehicles miles traveled, improve access to regional open space resources, and create community benefits. Table 3.9 lists the applicable EJ-related goals and policies of the *Hollydale Village Specific Plan*.

Table 3.9. City of South Gate Hollydale Village Specific Plan Relevant Goals and Policies

Goal/Policy	Description
Goal 2	Create a range of housing opportunities and choices.
Policy 2.3	Preserve existing stock of affordable housing.
Policy 5.2	Coordinate with Metro to minimize the impacts of traffic and parking related to the Green Line I-105 Transfer Station on the adjacent residential neighborhoods.
Policy 5.3	Provide a variety of housing choices within walking distance of the Eco-Rapid Gardendale Station.

Source: City of South Gate 2017

3.4.11 City of Downey Vision 2025

The *City of Downey General Plan (Vision 2025)* (City of Downey 2005), adopted in January 2005, is divided into Land Use, Circulation, Housing, Conservation, Safety, Noise, Open Space, Design, and Economic Development Elements. The General Plan serves as a guide to address further changes in the community. Table 3.10 lists the applicable EJ-related goals, policies and programs of the *City of Downey General Plan*.

Table 3.10. City of Downey General Plan (Vision 2025) Relevant Goals, Policies and Programs

Goal/Policy/Program	Description
Circulation Element	
Program 2.2.4.7	Coordinate and evaluate with MTA and other public transit authorities to assure their planning efforts will meet the changing and increasing public transit needs of the City, especially along Lakewood Boulevard.
Goal 2.4	Reduce adverse impacts onto city streets from traffic traveling through the region.
Land Use Element	
Program 1.4.1.4	Promote public participation in the planning process.
Program 2.2.4.7	Coordinate and evaluate with MTA and other public transit authorities to assure their planning efforts will meet the changing and increasing public transit needs of the City, especially along Lakewood Boulevard.
Noise Element	
Program 6.1.1.3	Continue to work with the Metropolitan Transportation Authority and other transit agencies toward minimizing noise impacts by discouraging the use of local residential streets as transit routes.
Policy 6.2.2	Support measures to reduce noise generated by railroad traffic.

Source: City of Downey 2005

3.4.12 City of Paramount General Plan

The *City of Paramount General Plan* (City of Paramount 2007), adopted in August 2007, is divided into Land Use, Transportation, Resource Management, Health and Safety, Economic Development, and Public Facilities. Table 3.11 lists the applicable EJ-related policies of the *City of Paramount General Plan*.

Table 3.11. City of Paramount General Plan Relevant Policies

Policy	Description
Economic Development Element Policy 15	The City of Paramount will ensure that future development, supported in whole or part through redevelopment, is fiscally sound and benefits the community.

Source: City of Paramount 2007

3.4.13 City of Bellflower General Plan

The *City of Bellflower General Plan: 1995-2010* (City of Bellflower 1994), adopted in December 1994, includes the Land Use, Circulation, Housing, Conservation, Noise, Safety, and Open Space/Recreation Elements. The General Plan establishes goals, policies, and implementation programs to accomplish goals of the plan. Table 3.12 lists the applicable EJ-related goals and policies of the *City of Bellflower General Plan*.

Table 3.12. City of Bellflower General Plan Relevant Goals and Policies

Goal/ Policy	Description
Land Use Element	
Policy 2.1	Create opportunities wherein a population diverse in terms of income, age, occupation race, lifestyle, values, interest, and religion may interact, exchange ideas, and realize common goals.
Noise Element	
Goal 4	Minimize railroad noise impacts on residential areas.

Source: City of Bellflower 1994

3.4.14 City of Artesia General Plan 2030

The *City of Artesia General Plan 2030* (City of Artesia 2010), adopted in 2014, is divided into the Community Development and Design, Community Resources and Wellness, Community Culture and Economy, and Sustainability Elements. The goals, policies, and programs of the General Plan is based on three pillars of sustainability: environment, economy, and equity. These principles are interconnected and valued equally to address the social, environmental and economic needs of the current population and future generations. Table 3.13 lists the applicable EJ-related goals and policies of the *City of Artesia General Plan 2020*.

Table 3.13. City of Artesia General Plan – Relevant Goals and Policies

Goal/Policy	Description
Land Use Sub-Element	
Policy LU 2.3	Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a neighborhood.
Community Facilities and Infrastructure Sub-Element	
Community Policy CFI 1.1	Maintain facilities and infrastructure to serve diverse community needs.
Community Policy CFI 1.2	Promote equitable distribution of community facilities and infrastructure.

Goal/Policy	Description
Air Quality and Climate Change Sub-Element	
Community Policy AQ 1.2	Increase awareness and participation throughout the community in efforts to reduce air pollution and enhance air quality.
Noise Sub-Element	
Community Goal N 2	Noise impacts from transportation sources are minimized.
Community Policy N 2.1	Encourage outside agencies to minimize impacts of noise from regional transportation corridors.
Community Policy N 2.2	Reduce noise impacts from transportation corridors under the City’s jurisdiction.
Sustainability Sub-Element	
Community Policy SUS 6.2	Protect and enhance environmental and public health by reducing or eliminating the use of hazardous and toxic materials; minimizing pollutants entering the air, soil, and water; and lessening the risks which environmental problems pose to human health and prosperity.

Source: City of Artesia 2010

3.4.15 City of Cerritos General Plan

The *City of Cerritos General Plan* (City of Cerritos 2004), adopted in January 2004, links the city’s community values, visions and objectives with the way the city uses its public and private land and other community resources. Table 3.14 lists the applicable EJ-related goals and policies of the *City of Cerritos General Plan*.

Table 3.14. City of Cerritos General Plan – Relevant Goals and Policies

Goal/Policy	Description
Circulation Element	
Goal CIR-8	Strive to achieve a public transportation system which serves the needs of the community, is accessible to all and is a viable alternative to the single occupant vehicle.
Growth Management Element	
Goal GM-6	Provide adequate transportation and circulation system to meet the needs of residents and businesses in Cerritos.
Policy GM-6.3	Ensure that all future development’s transportation and circulation impacts are properly mitigated.

Source: City of Cerritos 2004

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

4.1 Race and Ethnicity

4.1.1 Jurisdiction Wide

The EJ Affected Area includes several different racial and ethnic groups. As defined by the U.S. Census Bureau, “race” included in the census questionnaire generally reflects a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race. Table 4.1 characterizes the racial groups in the jurisdictions.

Table 4.1. Racial Characteristics of the Jurisdictions

Jurisdiction	Percent Share of Total Population ^{1,2,3,4,5}						
	White Only	Black Only	White Only	Asian Only	White Only	Some Other Race Only	Two or More Races ⁶
County of Los Angeles ⁷	53.3%	8.3%	0.6%	14.1%	0.3%	19.6%	3.9%
City of Los Angeles – Southeast Los Angeles ⁸	34.1%	17.8%	0.7%	0.5%	0.1%	45.5%	1.3%
Florence-Firestone	46.5%	8.1%	1.1%	0.3%	0.0%	42.7%	1.3%
Vernon	36.6%	0.0%	0.0%	7.3%	0.0%	56.1%	0.0%
Huntington Park	68.9%	0.6%	0.4%	0.7%	0.4%	27.8%	1.2%
Bell	74.2%	1.1%	0.4%	1.1%	0.1%	22.0%	1.0%
Cudahy	73.7%	0.7%	0.2%	0.7%	0.0%	22.8%	1.9%
South Gate	54.0%	1.0%	0.3%	0.6%	0.1%	42.1%	1.8%
Downey	65.4%	3.8%	0.2%	6.7%	0.2%	21.0%	2.6%
Paramount	49.4%	10.0%	0.6%	3.0%	0.9%	33.4%	2.7%
Bellflower	38.2%	14.8%	0.4%	11.8%	0.2%	30.9%	3.7%
Cerritos	23.5%	7.6%	0.4%	60.7%	0.2%	4.4%	3.2%
Artesia	39.5%	2.2%	0.2%	40.1%	0.0%	15.0%	3.0%

Source: U.S. Census Bureau 2016; TAHA 2021; TAHA 2023

Notes: ¹The U.S. Census Bureau racial categories in the census questionnaire generally reflect a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

²The U.S. Census Bureau defines “ethnicity” as either “Hispanic or Latino” or “Not Hispanic or Latino.” “Hispanic or Latino” is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race.

³Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates (Table B02001 RACE).

⁴This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

⁵Percent Share of Total Population shows what percentage of a given community total population is a given race (Percent Share of Total Population = Race Population ÷ Total Population in Same Affected Community).

⁶Two or more races includes subcategories: “Two races including some other race” and “Two race excluding some other race, and three or more races.”

⁷LA County contain U.S. Census Bureau block group information for the entire county.

⁸Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area.

The U.S. Census Bureau defines “ethnicity” as either “Hispanic or Latino” or “Not Hispanic or Latino.” “Hispanic or Latino” is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race. Based on the CEQ guidelines, a community is considered an EJ community if the minority population in the affected community is at least 10 percent higher than the average of the minority population in LA County. The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent. Table 4.2 characterizes the ethnicities of the jurisdictions.

Table 4.2. Ethnic Characteristics of the Jurisdictions

Jurisdiction	Percent Share of Total Population ^{1,2}							
	Total Minority ³	Hispanic of Any Race	Non-Hispanic					
			Black Only	Asian Only	American Indian or Alaskan Native Only	Native Hawaiian / Pacific Islander Only	Some Other Race Only	Two or More Races ⁴
County of Los Angeles ⁵	73.1%	48.2%	8.0%	14.0%	0.2%	0.2%	0.3%	2.2%
City of Los Angeles – Southeast Los Angeles ⁶	99.1%	80.3%	17.5%	0.6%	0.2%	0.1%	0.2%	0.3%
Florence-Firestone	99.4%	90.8%	7.8%	0.3%	0.1%	0.0%	0.1%	0.3%
Vernon	75.6%	68.3%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%
Huntington Park	98.7%	97.3%	0.3%	0.6%	0.0%	0.4%	0.0%	0.0%
Bell	94.7%	92.2%	1.1%	1.1%	0.0%	0.1%	0.0%	0.2%
Cudahy	97.3%	96.2%	0.3%	0.6%	0.1%	0.0%	0.1%	0.1%
South Gate	97.1%	95.5%	0.7%	0.6%	0.0%	0.1%	0.1%	0.1%
Downey	84.4%	73.0%	3.6%	6.5%	0.1%	0.2%	0.2%	0.9%
Paramount	95.0%	80.4%	9.7%	2.9%	0.1%	0.9%	0.1%	0.8%
Bellflower	82.4%	54.2%	14.3%	11.7%	0.2%	0.2%	0.3%	1.4%
Cerritos	83.9%	12.6%	7.4%	60.5%	0.3%	0.2%	0.4%	2.4%
Artesia	80.5%	36.9%	2.1%	39.8%	0.0%	0.0%	0.1%	1.6%

Source: U.S. Census Bureau 2016; TAHA 2021; TAHA 2023

Notes: ¹ The U.S. Census Bureau defines “ethnicity” as either “Hispanic or Latino” or “Not Hispanic or Latino.” “Hispanic or Latino” is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race.

² Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates.

³ A minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. The table shows the percent of the total population that identified as a minority based on the 2011-2015 ACS 5-year estimates.

⁴ Two or more races includes subcategories: “Two races including some other race” and “Two race excluding some other race, and three or more races.”

⁵ LA County contain U.S. Census Bureau block group information for the entire county.

⁶ Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area.

Based on the 2011-2015 ACS, City of Los Angeles – Southeast Los Angeles (99.1 percent), Florence-Firestone (99.4 percent), Huntington Park (98.7 percent), Cudahy (97.3 percent), and South Gate (97.1 percent) have the highest percent of minority populations. Vernon (75.6 percent), Artesia (80.5 percent), and Bellflower (82.4 percent) have the lowest percent of minority populations.

4.1.2 EJ Affected Area

Table 4.3 characterizes the racial groups of the communities in the EJ Affected Area.

Table 4.3. Racial Characteristics of Communities in the EJ Affected Area

Community	Percent Share of Total Population ^{1,2,3,4}						
	White Only	Black Only	American Indian or Alaskan Native Only	Asian Only	Native Hawaiian / Pacific Islander Only	Some Other Race Only	Two or More Races ⁵
County of Los Angeles ⁶	53.3%	8.3%	0.6%	14.1%	0.3%	19.6%	3.9%
City of Los Angeles – Southeast Los Angeles ⁷	35.8%	8.7%	0.4%	0.8%	0.0%	53.4%	0.9%
Florence-Firestone	43.2%	3.4%	0.2%	0.2%	0.1%	50.1%	2.7%
Vernon	36.6%	0.0%	0.0%	7.3%	0.0%	56.1%	0.0%
Huntington Park	68.2%	0.7%	0.4%	0.8%	0.5%	28.2%	1.2%
Bell	69.8%	0.6%	0.5%	0.2%	0.2%	27.5%	1.1%
Cudahy	72.4%	1.0%	0.4%	1.1%	0.0%	23.2%	1.8%
South Gate	56.0%	1.8%	0.2%	1.7%	0.3%	38.7%	1.4%
Downey	65.4%	1.0%	0.0%	12.0%	0.0%	21.0%	0.5%
Paramount	51.0%	10.3%	0.2%	3.3%	1.1%	30.8%	3.2%
Bellflower	42.6%	13.0%	0.6%	10.2%	0.3%	30.2%	3.0%
Cerritos	29.7%	9.0%	0.4%	50.2%	0.0%	6.8%	3.8%
Artesia	37.4%	2.0%	0.2%	45.5%	0.0%	11.3%	3.6%

Source: U.S. Census Bureau 2016; TAHA 2021; TAHA 2023

Notes: ¹ The U.S. Census Bureau racial categories in the census questionnaire generally reflect a social definition of race recognized in this country and does not attempt to define race biologically, anthropologically, or genetically. In addition, it is recognized that the race categories include racial and national origin or sociocultural groups. People may choose to report more than one race to indicate their racial mixture. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

² Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates (Table B02001 RACE).

³ This table includes race only and does not distinguish by ethnicity (Hispanic/Latino by origin). People who identify their origin as Hispanic, Latino, or Spanish may be of any race.

⁴ Percent Share of Total Population shows what percentage of a given community total population is a given race (Percent Share of Total Population = Race Population in an Affected Community ÷ Total Population in Same Affected Community).

⁵ Two or more races includes subcategories: “Two races including some other race” and “Two race excluding some other race, and three or more races”.

⁶ LA County contain U.S. Census Bureau block group information for the entire county.

⁷ Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area and intersects the EJ Affected Area.

Table 4.4 shows the ethnicities of the communities in the EJ Affected Area.⁶ Figure 4-1 illustrates the percent of the population identified as minority populations within the EJ Affected Area.

Table 4.4. Ethnicities of Communities in the EJ Affected Area

Community	Percent Share of Total Population ^{1,2,3}							
	Total Minority ^{4,5}	Hispanic of Any Race	Non-Hispanic					Two or More Races ⁶
			Black Only	Asian Only	American Indian or Alaskan Native Only	Native Hawaiian / Pacific Islander Only	Some Other Race Only	
County of Los Angeles ⁷	73.1%	48.2%	8.0%	14.0%	0.2%	0.2%	0.3%	2.2%
City of Los Angeles – Southeast Los Angeles ⁸	99.5%	90.2%	8.2%	0.8%	0.1%	0.0%	0.1%	0.1%
Florence-Firestone	99.2%	95.8%	3.1%	0.2%	0.0%	0.0%	0.0%	0.0%
Vernon	75.6%	68.3%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%
Huntington Park	98.6%	97.0%	0.4%	0.7%	0.0%	0.4%	0.1%	0.1%
Bell	96.3%	95.3%	0.6%	0.2%	0.0%	0.2%	0.0%	0.0%
Cudahy	96.6%	94.8%	0.4%	1.0%	0.1%	0.0%	0.1%	0.1%
South Gate	94.6%	91.0%	1.6%	1.6%	0.0%	0.2%	0.0%	0.1%
Downey	83.2%	69.6%	1.0%	12.0%	0.0%	0.0%	0.0%	0.5%
Paramount	94.6%	78.9%	10.1%	3.3%	0.0%	1.0%	0.1%	1.2%
Bellflower	79.6%	54.1%	12.8%	10.1%	0.4%	0.3%	0.2%	1.7%
Cerritos	79.2%	17.4%	9.0%	49.7%	0.2%	0.0%	0.3%	2.5%
Artesia	75.3%	26.1%	2.0%	45.2%	0.0%	0.0%	0.0%	2.0%

Source: U.S. Census Bureau 2016; TAHA 2021; TAHA 2023

Notes: **Bolded** entries identify the minority communities

¹ The U.S. Census Bureau defines “ethnicity” as either “Hispanic or Latino” or “Not Hispanic or Latino.” “Hispanic or Latino” is defined as a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race. People who identify as Hispanic, Latino, or Spanish may be any race.

² Data is from U.S. Census Bureau, 2011-2015 ACS 5-Year Estimates.

³ Percent Share of Total Population shows what percentage of a given community total population is a given ethnicity or minority (Percent Share of Total Population = Ethnic/Minority Population in an Affected Community ÷ Total Population in Same Affected Community).

⁴ A minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. Percent of minority population is determined using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

⁵ A community is considered an EJ community if the minority population in the affected community is at least 10 percent higher than the average of the minority population in LA County. The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent.

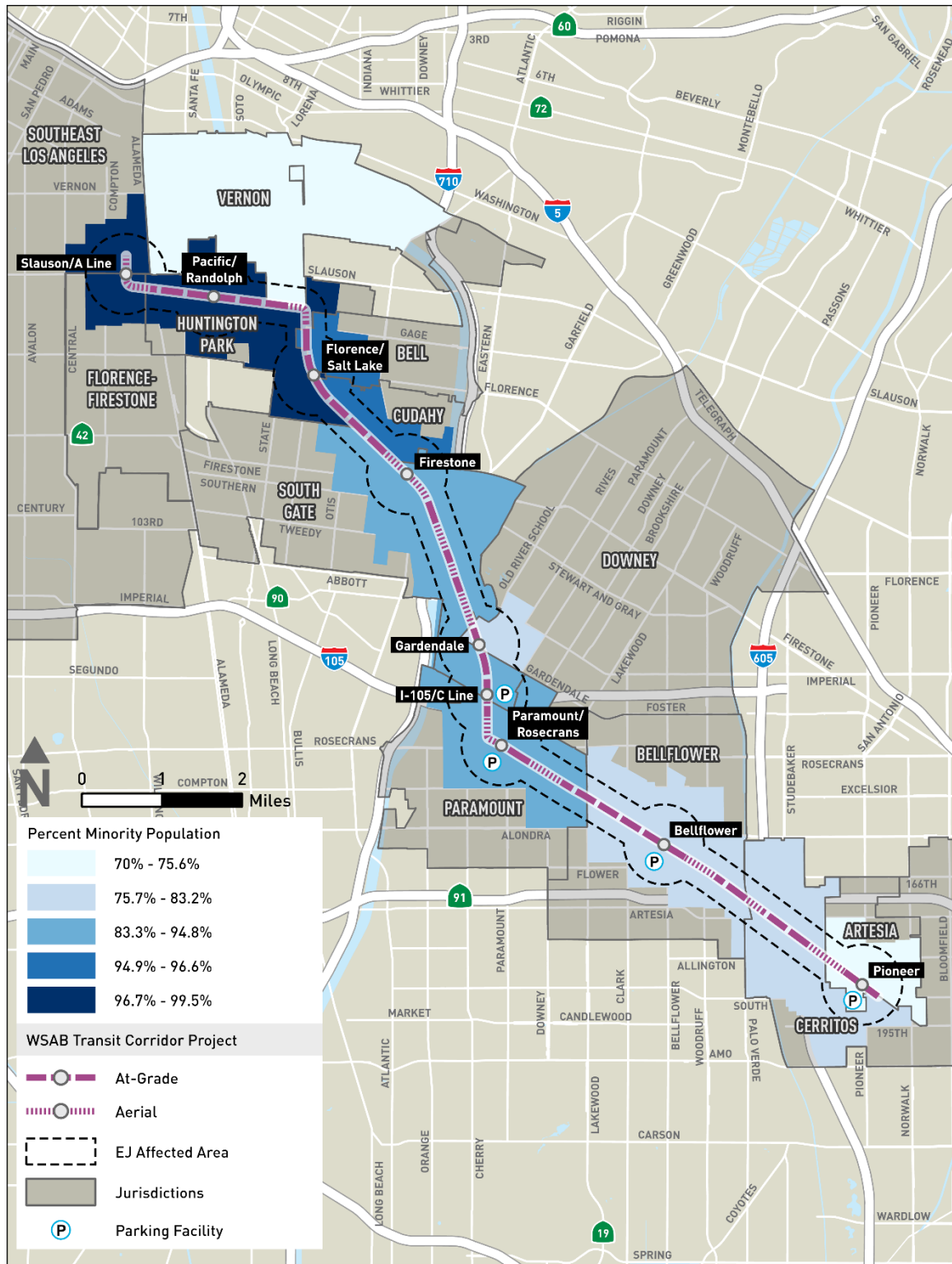
⁶ Two or more races includes subcategories: “Two races including some other race” and “Two race excluding some other race, and three or more races.”

⁷ LA County contain U.S. Census Bureau block group information for the entire county.

⁸ Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area and intersects the EJ Affected Area.

⁶ A community is considered an EJ community if the minority population in the affected community is at least 10 percent higher than the average of the minority population in LA County. The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent.

Figure 4-1. Percent of Population identified as Minority Populations in the EJ Affected Area



Source: TAHA 2023

Note: Minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. Percent of minority population is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

Based on the 2011-2015 ACS, City of Los Angeles - Southeast Los Angeles (99.5 percent), Florence-Firestone (99.2 percent), Huntington Park (98.6 percent), Cudahy (96.6 percent), and Bell (96.3 percent) have the highest percent of minority populations. Artesia (75.3 percent), Vernon (75.6 percent), Cerritos (79.2 percent) and Bellflower (79.6 percent) have the lowest percent of minority populations.

4.2 Low-Income Population

4.2.1 Jurisdiction Wide

As previously discussed in 1.6.3.2, the HUD threshold of income limits is used to define “low-income”. The 2015 median household income for LA County (\$56,196) is used because it is the closest available data to the base year of 2017. A median household income 80 percent of LA County (approximately \$45,000) is used as the low-income threshold. A community is considered a low-income community if the percent low-income is at least 10 percent higher than the LA County average, or the median household income is less than 80 percent of the median household income for LA County.

Table 4.5 shows the median household income and percent of low-income households for the jurisdictions. The jurisdictions with a percent low-income with a median household income less than 80 percent of LA County’s median household income are City of Los Angeles - Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, Cudahy, and South Gate.

Table 4.5. Median Household Income and Percent Low-Income of the Jurisdictions

Jurisdiction	Median Household Income ¹	Percent Low-Income ^{2,3,4}
County of Los Angeles ⁵	\$56,196	41.3%
City of Los Angeles – Southeast Los Angeles ⁶	\$29,828	69.2%
Florence-Firestone	\$33,934	65.0%
Vernon	\$61,250	43.8%
Huntington Park	\$34,887	62.7%
Bell	\$37,269	60.2%
Cudahy	\$36,429	60.3%
South Gate	\$43,552	51.5%
Downey	\$62,897	34.5%
Paramount	\$45,792	49.2%
Bellflower	\$48,823	46.1%
Cerritos	\$60,749	21.6%
Artesia	\$90,321	36.1%

Source: U.S. Census Bureau 2016; Metro 2023

Notes:¹ Median Household Income in 2015 Inflation-Adjusted Dollars.

² Low-income is defined as households with income less than \$45,000, or approximately 80% of the 2015 median household income for Los Angeles County (\$56,196). (2015 ACS 5-Year Estimates Table B19001).

³ Percent Low-Income is the percent of total households within an affected community with a household income of less than \$45,000.

⁴ This analysis excludes block groups with zero total households. Only one block group in the Affected Area (Downey) contains zero total households (LA County Rancho Los Amigos Medical Center).

⁵ LA County contain U.S. Census Bureau block group information for the entire county.

⁶ Total presented only contains Southeast Los Angeles U.S. Census Bureau block groups that intersect both the EJ Affected Area and the affected community.

4.2.2 EJ Affected Area

Table 4.6 show the median household income and percent of low-income households or the communities in the EJ Affected Area. Figure 4-2 illustrates the percent of the population identified as low-income within the EJ Affected Area. Affected communities in the EJ Affected Area identified as low-income communities include the City of Los Angeles – Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, and Cudahy.

Cerritos, Artesia, and Downey have the highest median household incomes (over \$70,000 median household income) and the lowest percent of low-income households (less than 36 percent of the population are low-income). Southeast Los Angeles has the lowest median household income (\$27,941) and the highest percent of low-income households (67.5 percent). Florence-Firestone (66.4 percent), Huntington Park (62.5 percent), Cudahy (61.9 percent), and Bell (59.5 percent) also have high percent low-income households.

Table 4.6. Median Household Income and Percent Low-Income for Communities in the EJ Affected Area

Community	Median Household Income ^{1,2}	Percent Low-Income ^{3,4}
County of Los Angeles ⁵	\$56,196	41.3%
City of Los Angeles – Southeast Los Angeles⁶	\$27,941	67.5%
Florence-Firestone	\$28,145	66.4%
Vernon	\$61,250	43.8%
Huntington Park	\$37,916	62.5%
Bell	\$34,958	59.5%
Cudahy	\$36,109	61.9%
South Gate	\$47,341	49.8%
Downey	\$76,149	20.1%
Paramount	\$53,940	43.6%
Bellflower	\$54,242	46.6%
Artesia	\$74,715	35.8%
Cerritos	\$88,730	24.1%

Source: Metro 2023

Note: **Bolded** entries identify the low-income communities

¹ Median Household Income in 2015 Inflation-Adjusted Dollars.

² Low-income is defined as households with income less than \$45,000, or approximately 80% of the 2015 median household income for Los Angeles County (\$56,196). (2015 ACS 5-Year Estimates Table B19001), or if the percent low-income is at least 10 percent higher than the LA County average (51.3 percent).

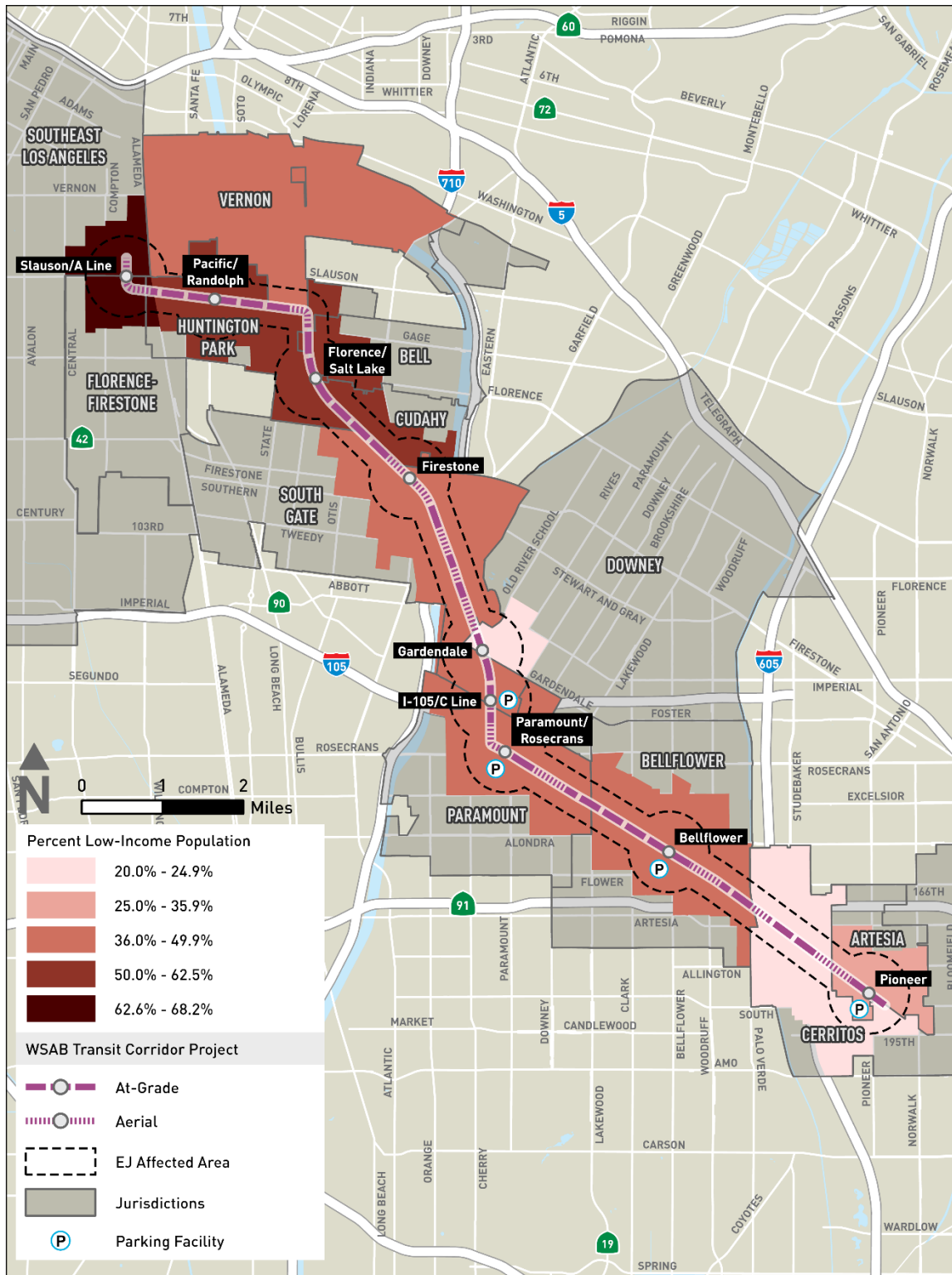
³ Percent Low-Income is the percent of total households within an affected community with a household income of less than \$45,000.

⁴ This analysis excludes block groups with zero total households. Only one block group in the Affected Area (Downey) contains zero total households (LA County Rancho Los Amigos Medical Center).

⁵ LA County contain U.S. Census Bureau block group information for the entire county.

⁶ Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area and intersects the EJ Affected Area.

Figure 4-2. Percent of Population Identified as Low-Income in the EJ Affected Area



Source: TAHA 2023

Note: The percent of low-income is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

4.3 EJ Communities

An EJ community in an EJ analysis is often compared with the surrounding region to identify similarities, differences, and relationships between the EJ community and the region. A discussion of community resources and facilities of the affected communities are provided in the *West Santa Ana Branch Transit Corridor Project Final Parklands and Community Facilities Impact Analysis Report* (Metro 2024j) and *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024l). The EJ Affected Area consists of the Cities of Los Angeles (including the Southeast Los Angeles community), unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos.

4.3.1 Jurisdiction Wide

Table 4.7 provides a summary of the demographic and socioeconomic characteristics (minority population and low-income population by percent) of the jurisdictions as a whole in which the LPA will be located. Over 50 percent of the population for each jurisdiction are minorities. The jurisdictions with a percent minority population that is more than 10 percent higher than that for the County of Los Angeles are: Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, and Cerritos. The jurisdictions with a percent low-income with a median household income less than 80 percent of LA County's median household income are Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, Cudahy, and South Gate.⁷

⁷ The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent. LA County's median household income is \$56,196. A median household income 80 percent of LA County (approximately \$45,000) is used as the low-income threshold.

Table 4.7. Summary of Percent Minority Population and Percent Low-Income of the Jurisdictions

Jurisdiction	Total Population	Percent Minority Population ^{1,2}	Median Household Income ³	Percent Low-Income ⁴
County of Los Angeles ⁵	10,038,388	73.1%	\$56,196	41.3%
City of Los Angeles - Southeast Los Angeles ⁶	283,506	99.1%	\$29,828	69.2%
Florence-Firestone	63,177	99.4%	\$33,934	65.0%
Vernon ⁷	41	75.6%	\$61,250	43.8%
Huntington Park	59,003	98.7%	\$34,887	62.7%
Bell	35,998	94.7%	\$37,269	60.2%
Cudahy	24,138	97.3%	\$36,429	60.3%
South Gate	95,350	97.1%	\$43,552	51.5%
Downey	113,407	84.4%	\$62,897	34.5%
Paramount	55,023	95.0%	\$45,792	49.2%
Bellflower	77,756	82.4%	\$48,823	46.1%
Cerritos	49,701	83.9%	\$60,749	21.6%
Artesia	16,785	80.5%	\$90,321	36.1%

Source: U.S. Census Bureau 2016; Metro 2023

Notes:

¹A minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. Percent of minority population is defined using 2011-2015 ACS 5-year estimates.

²A community is considered an EJ community if the minority population in the affected community is at least 10 percent higher than the average of the minority population in LA County. The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent.

³Median Household Income in 2015 Inflation-Adjusted Dollars.

⁴Low-income is defined as households with income less than \$45,000, or approximately 80% of the 2015 median household income for Los Angeles County (\$56,196). (2015 ACS 5-Year Estimates Table B19001).

⁵All data except for 'County of Los Angeles' comes from Census Block Groups that intersect both the EJ Affected Area and the affected communities. County of Los Angeles uses all block groups in LA County.

⁶Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area.

⁷City of Vernon is an exclusively industrial community with a small residential neighborhood located near the Vernon Avenue/Santa Fe Avenue intersection, towards the center of the community and surrounding City Hall.

4.3.2 EJ Affected Area

Table 4.8 provides a summary of the demographic and socioeconomic characteristics (minority population and low-income population by percent) of the communities in the EJ Affected Area. Based on the CEQ *Environmental Justice Guidance under the NEPA EJ* community criteria, each identified community in the EJ Affected Area is considered an EJ community.

Table 4.8. Summary of Percent Minority Population and Percent Low-Income of the EJ Affected Area

Affected Community	Percent Minority Population ^{1,2}	Median Household Income ³	Percent Low-Income ⁴
County of Los Angeles ⁵	73.1%	\$56,196	41.3%
City of Los Angeles - Southeast Los Angeles ⁶	99.5%	\$27,941	67.5%
Florence-Firestone	99.2%	\$28,145	66.4%
Vernon	75.6%	\$61,250	43.8%
Huntington Park	98.6%	\$37,916	62.5%
Bell	96.3%	\$34,958	59.5%
Cudahy	96.6%	\$36,109	61.9%
South Gate	94.6%	\$47,341	49.8%
Downey	83.2%	\$76,149	20.1%
Paramount	94.6%	\$53,940	43.6%
Bellflower	79.6%	\$54,242	46.6%
Cerritos	79.2%	\$74,715	35.8%
Artesia	75.3%	\$88,730	24.1%

Source: U.S. Census Bureau 2016; Metro 2023

Notes: **Bolded** entries identify the low-income communities

¹A minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. Percent of minority population is defined using 2011-2015 ACS 5-year estimates.

²A community is considered an EJ community if the minority population in the affected community is at least 10 percent higher than the average of the minority population in LA County. The percent of minority population for LA County is 73.1 percent; therefore, 10 percent higher is 83.1 percent.

³Median Household Income in 2015 Inflation-Adjusted Dollars.

⁴Low-income is defined as households with income less than \$45,000, or approximately 80% of the 2015 median household income for Los Angeles County (\$56,196). (2015 ACS 5-Year Estimates Table B19001).

⁵LA County contain U.S. Census Bureau block group information for the entire county.

⁶Southeast Los Angeles data comes from U.S. Census Block Groups that fall within the Southeast Los Angeles community plan area and intersects the EJ Affected Area.

Based on the CEQ Environmental Justice Guidance under the NEPA EJ community criteria discussed in Section 1.6.3 and the data provided in Table 4.7 and Table 4.8, each jurisdiction affected by the Project and each community located in the EJ Affected Area is considered an EJ community.

Communities with the highest percent of minorities

- Southeast Los Angeles
- Florence-Firestone
- Huntington Park
- Cudahy
- Bell

Communities with the highest percent of low-income households

- Southeast Los Angeles
- Florence-Firestone
- Huntington Park
- Cudahy
- Bell

Communities with the lowest percent of minorities (most non-minority population)

- Artesia
- Vernon
- Cerritos
- Bellflower
- Downey

Communities with the lowest percent of low-income households (highest median income/lowest percent low-income)

- Downey
- Cerritos
- Artesia
- Paramount
- Vernon

The following describes the socioeconomic characteristics of the jurisdiction as a whole.

Southeast Los Angeles, City of Los Angeles. The Southeast Los Angeles community in the City of Los Angeles has a population of approximately 283,506 persons. With an area of approximately 15.4 square miles, the population density is approximately 18,409 persons per square mile. Land uses in the Southeast Los Angeles community in the EJ Affected Area consist of primarily industrial and residential uses, with residential uses located along the west side of the alignment along Long Beach Avenue at Slauson Avenue.

The population is 99.1 percent minority, and approximately 69.2 percent of the community's population is considered low-income. The percent of minority and low-income population for the Southeast Los Angeles community exceeds LA County and City of Los Angeles. The Southeast Los Angeles community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

Florence-Firestone, Unincorporated County of Los Angeles. The Florence-Firestone community has a population of approximately 63,177 persons. With an area of approximately 3.6 square miles, the population density is approximately 17,549 persons per square mile. Land uses in the Florence-Firestone community within the Affected Area consist of primarily residential uses with limited industrial uses. The industrial uses are located adjacent to the Slauson/A Line Station and alignment. The residential uses are located south and east of the abutting industrial uses.

The population is 99.2 percent minority, and approximately 67.5 percent of the community's population is considered low-income. The percent of minority and low-income population for the Florence-Firestone community exceeds LA County. The Florence-Firestone community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Vernon. The City of Vernon has a population of approximately 41 persons. With an area of approximately 5.2 square miles, the population density is approximately 8 persons per square mile. Land uses in the Vernon community within the Affected Area consist of primarily industrial uses and no residential uses are located along the alignment. Vernon is an exclusively industrial community with a few scattered commercial businesses. A small residential neighborhood is located near the Vernon Avenue/Santa Fe Avenue intersection, towards the center of the community and surrounding City Hall.

The population is 75.6 percent minority, and approximately 43.8 percent of the community's population is considered low-income. The Vernon community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Huntington Park. The City of Huntington Park has a population of approximately 59,003 persons. With an area of approximately 3.0 square miles, the population density is

approximately 19,667 persons per square mile. Land uses in the Huntington Park community within the Affected Area consist of a mix of residential, industrial, commercial, and institutional/park facilities uses. Land uses adjacent to the alignment along Randolph include industrial, commercial, and residential land uses on both sides of the track. South of Gage Avenue to Florence Avenue, the residential uses are limited, and Salt Lake Park is located west of the alignment. South of Florence Avenue to Santa Ana Street, residential uses are located adjacent to the alignment on the west side.

The population is 98.6 percent minority, and approximately 62.5 percent of the community's population is considered low-income. The percent of minority and low-income population for the Huntington Park community exceeds LA County. The Huntington Park community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Bell. The City of Bell has a population of approximately 35,998 persons. With an area of approximately 2.6 square miles, the population density is approximately 13,845 persons per square mile. Land uses in the Bell community within the EJ Affected Area consist of industrial, institutional/public facility uses, commercial, and residential uses. The residential uses are adjacent to the east side of the alignment, between Gage Avenue and Florence Avenue.

The population is 96.3 percent minority, and approximately 59.5 percent of the community's population is considered low-income. The percent of minority and low-income population for the Bell community exceeds LA County. The Bell community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Cudahy. The City of Cudahy has a population of approximately 24,138 persons. With an area of approximately 1.2 square miles, the population density is approximately 20,115 persons per square mile. Land uses in the Cudahy community within the Affected Area consist of primarily industrial and residential uses. The residential uses are adjacent to the east side of the alignment, between Florence Avenue and Santa Ana Street. Industrial uses are adjacent to the alignment south of Santa Ana Street to Patata Street.

The population is 96.6 percent minority, and approximately 61.9 percent of the community's population is considered low-income. The percent of minority and low-income population for the Cudahy community exceeds LA County. The Cudahy community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of South Gate. The City of South Gate has a population of approximately 95,350 persons. With an area of approximately 7.5 square miles, the population density is approximately 12,713 persons per square mile. Land uses in the South Gate community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Industrial uses and institutional/public facilities uses are located along both sides of the alignment. Residential uses adjacent and along the alignment are limited and buffered by industrial and commercial uses.

The population is 94.6 percent minority, and approximately 49.8 percent of the community's population is considered low-income. The percent of minority and low-income population for the South Gate community exceeds LA County. The South Gate community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Downey. The City of Downey has a population of approximately 113,407 persons. With an area of approximately 12.5 square miles, the population density is approximately 9,073 persons

per square mile. Land uses in the Downey community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. The industrial and institutional/public facilities uses are adjacent to the alignment. Residential uses in the Downey community within the Affected Area are not adjacent to the alignment in the Downey.

The population is 83.2 percent minority, and approximately 20.1 percent of the community's population is considered low-income. The percent of minority population for the Downey community exceeds LA County. The Downey community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Paramount. The City of Paramount has a population of approximately 55,023 persons. With an area of approximately 4.8 square miles, the population density is approximately 11,463 persons per square mile. Land uses in the Paramount community within the EJ Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Residential uses are located on both sides of the alignment south of the I-105 freeway to Rosecrans Avenue, on the west side of the alignment south of Rosecrans Avenue. Industrial, commercial, and institutional/public facilities uses are also located adjacent to both sides of the alignment south of Rosecrans Avenue.

The population is 94.6 percent minority, and approximately 43.6 percent of the community's population is considered low-income. The percent of minority and low-income population for the Paramount community exceeds LA County. The Paramount community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Bellflower. The City of Bellflower has a population of approximately 77,756 persons. With an area of approximately 6.1 square miles, this community's population density is approximately 12,747 persons per square mile. Land uses in the Bellflower community within the Affected Area consist of a mix of industrial, commercial, institutional/public facilities, and residential uses. Residential uses are located on both sides of the alignment south of the I-105 freeway to Rosecrans Avenue, and from Virginia Avenue south to the I-605 freeway. Commercial and institutional/public facilities uses are also located adjacent to both sides of the alignment in Bellflower.

The population is 79.6 percent minority, and approximately 46.6 percent of the community's population is considered low-income. The percent of minority and low-income population for the Bellflower community exceeds LA County. The Bellflower community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Cerritos. The City of Cerritos has a population of approximately 49,701 persons. With an area of approximately 8.9 square miles, this community's population density is approximately 5,584 persons per square mile. Land uses in the Cerritos community within the Affected Area consist of a mix of commercial, institutional/public facilities, open space/recreational, and residential uses. Residential uses are located on the north side of the alignment west of the intersection of Gridley Avenue and 183rd Street. Commercial uses are also predominately adjacent to the southern side of the alignment.

The population is 79.2 percent minority, and approximately 35.8 percent of the community's population is considered low-income. The percent of minority population for the Cerritos community exceeds LA County. The Cerritos community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

City of Artesia. The City of Artesia has a population of approximately 16,785 persons. With an area of approximately 1.6 square miles, this community's population density is approximately 10,490 persons per square mile. Land uses in the Artesia community within the Affected Area consist of a mix of commercial, institutional/public facilities, open space/recreational, and residential uses. Residential uses are located on both sides of the alignment east of the intersection of Gridley Avenue and 183rd Street south to Pioneer Boulevard. Both commercial and residential uses are located around the Pioneer Station.

The population is 75.3 percent minority, and approximately 24.1 percent of the community's population is considered low-income. The percent of minority population for the Artesia community exceeds LA County. The Artesia community and population in the EJ Affected Area meets the criteria to be considered an EJ community.

4.4 Distribution of EJ Populations

The distribution of the EJ populations presented in this section is the number of minority/low-income persons within an affected community as a proportion of the total minority/low-income persons within the entire EJ Affected Area. The distribution shows the percentage of the EJ Affected Area's total minority or low-income population within a given affected community and is provided in Table 4.9. The highest percentage of population identified as minority or low-income are located in Huntington Park, South Gate, Paramount, and Bellflower. Figure 4-3 and Figure 4-4 show the distribution of the populations identified as minority and low-income in the EJ Affected Area.

Table 4.9. Distribution of EJ Populations within the EJ Affected Area

Affected Community	Minority Distribution Percent ^{1,2}	Low-Income Distribution Percent ^{1,3}
City of Los Angeles - Southeast Los Angeles ⁴	6.5%	6.7%
Florence-Firestone	4.3%	4.5%
Vernon	0.0%	0.0%
Huntington Park	25.4%	27.2%
Bell	6.2%	6.6%
Cudahy	6.6%	7.1%
South Gate	12.0%	11.2%
Downey	0.7%	0.3%
Paramount	14.3%	10.9%
Bellflower	14.9%	18.3%
Artesia	4.4%	4.1%
Cerritos	4.6%	2.9%

Source: U.S. Census Bureau 2016; TAHA 2021; TAHA 2023

Notes: Does not equal to 100 percent due to rounding.

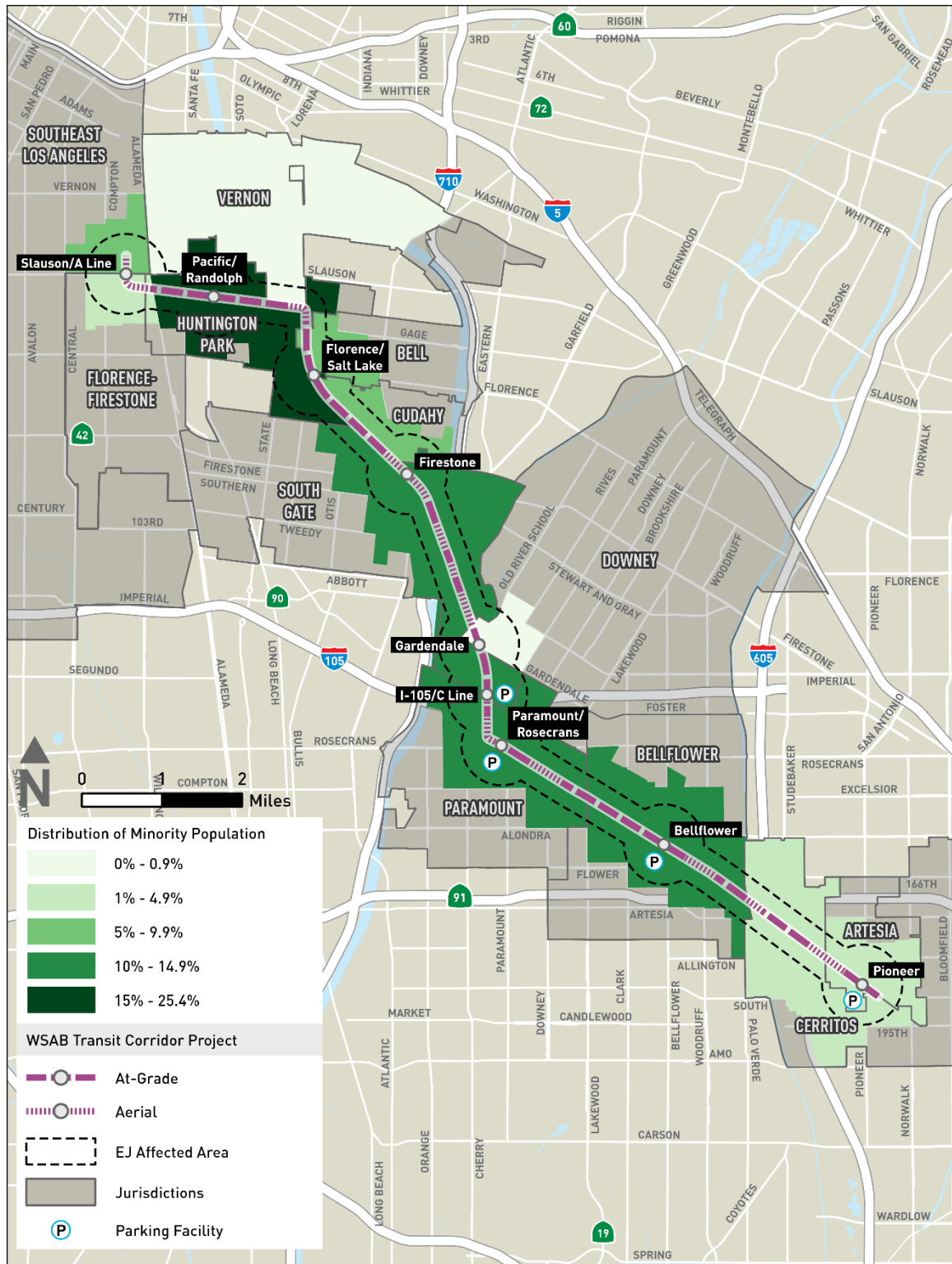
¹ Distribution is the number of minority/low-income persons within an affected community as a proportion of (divided by) the total minority/low-income persons within the EJ Affected Area. Distribution shows what percentage of the EJ Affected Area's total minority or low-income population are within a given affected community. (Distribution = Minority or Low-Income Population in an Affected Community ÷ Total Minority or Low-Income Population in the entire EJ Affected Area).

² A minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone. Percent of minority population is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

³ Low-income is defined as households with income less than \$45,000, or approximately 80 percent of the 2015 median household income for Los Angeles County. Percent Low-Income is the percent of total households within an affected community with a household income of less than \$45,000.

⁴ Southeast Los Angeles data comes from U.S. Census Block Groups that fall within each community plan area and intersects the EJ Affected Area.

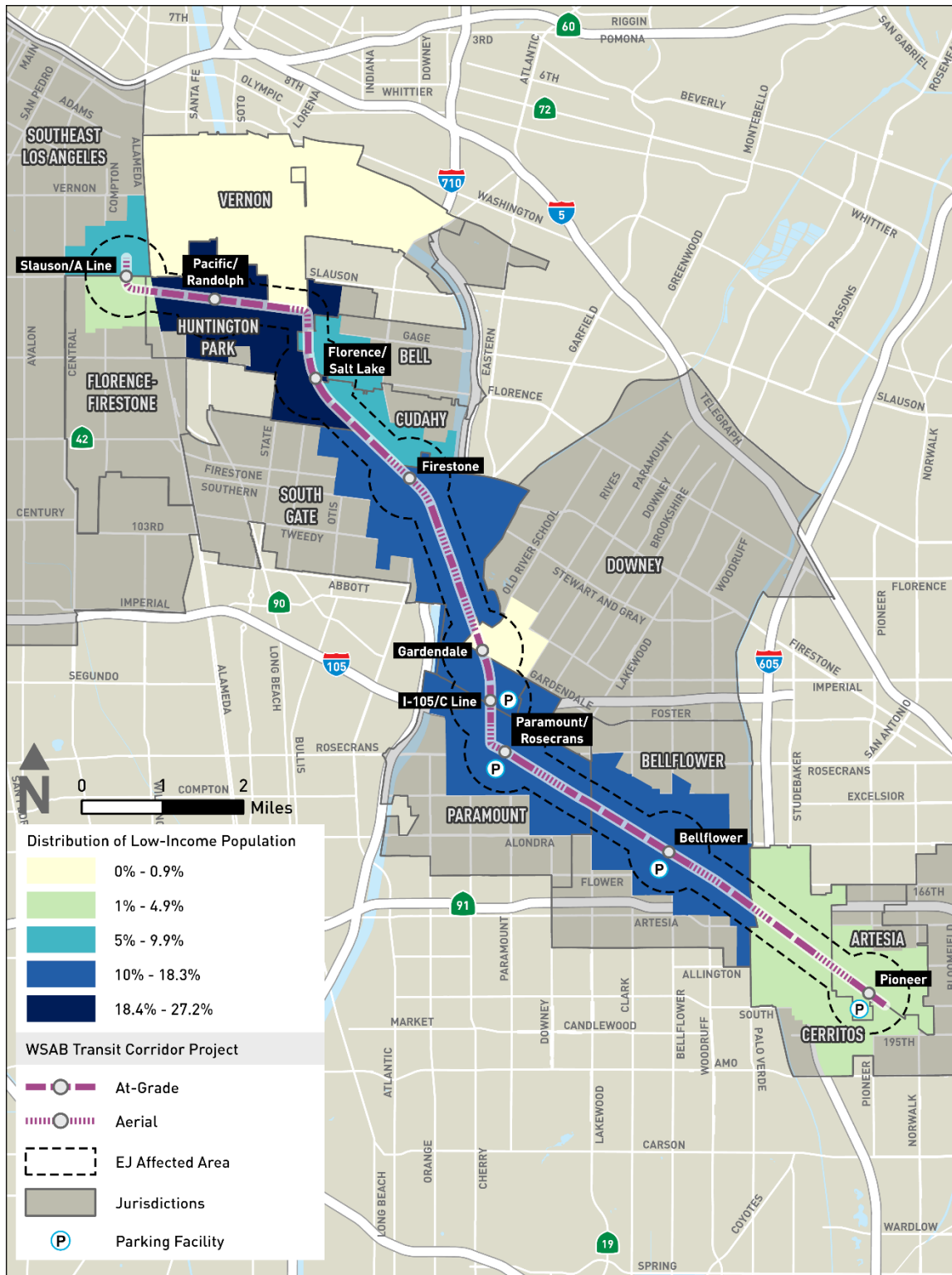
Figure 4-3. Distribution of the Population Identified as Minority Populations in the EJ Affected Area



Source: TAHA 2023

Note: The percent of low-income is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

Figure 4-4. Distribution of the Population Identified as Low-Income Populations in the EJ Affected Area



Source: TAHA 2023

Note: The percent of low-income is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community.

4.5 Public Participation

4.5.1 Draft EIS/EIR

FTA published the NOI in the Federal Register on July 26, 2017, to initiate the EIS process for the Project, which provided scoping meeting information, contact information, and Project information.⁸ Prior to Federal Register publication, Metro issued NOP pursuant to CEQA on May 25, 2017, informing the public of its intent to prepare a combined Draft EIS/EIR for the Project and notify interested agencies and parties of public scoping meetings. A revised NOP was issued on June 14, 2017, to inform the public of the extension of the comment period from July 7, 2017, to August 4, 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.

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 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.

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. 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 affected jurisdictions. 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.

4.5.2 Final EIS/EIR

In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. Four community open houses were held in June 2023 to update the community on the LPA, including refinements, and the progress of the Final EIS/EIR:

- Paramount Progress Park, City of Paramount on June 5, 2023
- Bell Community Center, City of Bell on June 12, 2023
- Virtual Community Open House via Zoom on June 14, 2023
- Albert O. Little Community Center, City of Artesia on June 15, 2023

⁸ *Federal Register*. Vol. 82, No. 121, June 26, 2017.

4.5.3 Public Participation

All public meetings were held in facilities compliant with the Americans with Disabilities Act and language translation services (Spanish, Korean, Japanese, and American Sign Language) were provided. For those unable to attend the meetings, a video recording of the formal presentations was made available to the public within one week of the conclusion of the meeting series.

A public participation strategy was developed to encourage active participation and solicit input from groups that may be affected by and/or benefit from the Project. The purposes of the public participation strategy are to facilitate and document the lead agencies' structured interaction with the public and other agencies and to inform the public and other agencies of how public participation will be accomplished. The goal of public participation is to promote an efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues with the lead, and cooperating and participating agencies. The public participation strategy included traditional and non-traditional methods as recommended in FTA Circular 4703.1 and USDOT Environmental Justice Guidance.

Public outreach activities included several methods of outreach to provide information to the community and solicit feedback. Outreach methods included mailing lists, a project hotline, dedicated Project email and website, and a Project Facebook page. Notifications for public meetings were made available through various communications tools, including printed materials, public signage, and social media (i.e., Metro and local city websites, Facebook, Twitter, and local transit-oriented blogs), project website, and briefings. Public media (i.e., newspapers, "take ones," direct mail notice) was published in English, Spanish, Korean, and Japanese languages based on the ethnic makeup of the affected communities and requested languages.

Direct Mail Notices – Direct mail notices in English, Spanish, and Japanese were mailed to residents, businesses, property owners, community organizations, religious organizations, libraries, educational institutions, chambers of commerce, commissions, city staff, and elected officials in the Study Area.

"Take One's" – Project pamphlets were developed and provided at public meetings and throughout the Study Area at city halls, libraries, community centers, chambers of commerce, and elected district offices. The pamphlets included a project map, project background, and meeting details.

Facebook – A Facebook page for the Project was created and provides a central online place for project information/overview and meeting details. Photos and videos of public outreach, community events and other public meetings are posted. Events are posted for convenient updates the public. Comments posted on the Facebook page were monitored and commenters were encouraged to provide official comments via email, mail, or through the Project website.

For more information regarding the public outreach and consultation process see Chapter 7, of the Final EIS/EIR.

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

5.1 No Build Alternative

The No Build Alternative includes regional projects identified in SCAG 2016-2040 RTP/SCS, Metro 2009 LRTP, and Measure M. Under the No Build Alternative, the LPA would not be developed. However, several infrastructure and transportation-related projects located within the Study Area (i.e., the area within two miles of the four Build Alternatives considered in the Draft EIS/EIR) as described in Table 2.1 would be implemented and built.

The No Build Alternative establishes a baseline for comparison to evaluate potential traffic effects of the LPA. Daily vehicle traffic within the project Study Area is projected to increase under the No Build Alternative compared to existing conditions. Community mobility would be expected to deteriorate with the increased regional traffic congestion anticipated between now and 2042, which could result in a long-term reduction in access to public transportation, businesses, and community resources, as well as reduced emergency vehicle access. The No Build Alternative would not achieve the transportation benefits from the LPA, such as improved circulation, reliability, and access. The No Build Alternative would not provide the positive benefits of increased mobility and connectivity of the Gateway Cities region to the Metro rail system.⁹

5.2 Locally Preferred Alternative and MSF

As discussed in Section 4, all the affected jurisdictions are considered EJ communities with EJ populations. The areas of each jurisdiction within the EJ Affected Area are identified to contain EJ populations/communities. This analysis focuses on the immediate adverse effects to the EJ population located within the Affected Area (0.25 mile of the alignment, parking facilities, and MSF site, and 0.5 mile of the stations).

The following environmental topics will not result in adverse effects within the EJ Affected Area. Therefore, these environmental topics will not result in a disproportionately high and adverse effect to EJ communities and are not further discussed:

- Transportation (transit [operations]¹⁰, active transportation¹¹, off-street parking, rail and vehicular freight)
- Land Use (operations; land uses compatibility, regional plans)
- Communities and Neighborhoods (operations)
- Visual and Aesthetics (operations visual character and quality of scenic resources; construction)
- Air Quality
- Greenhouse Gas Emissions

⁹ The Gateway Cities region of Los Angeles County includes the Cities of Artesia, Avalon, Bell, Bellflower, Bell Gardens, Cerritos, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, La Habra Heights, Lakewood, La Mirada, Long Beach, Lynwood, Maywood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, Signal Hill, South Gate, Vernon, Walnut Park, and Whittier, as well as some unincorporated areas of Southeast Los Angeles County.

¹⁰ Adverse construction effects will not occur related to transit, however, this topic is discussed in Section 7.4.1 because the transit system is an important resource for EJ communities.

¹¹ Although adverse effects will not occur related to active transportation, this topic is discussed in Section 5.2.1 because the pedestrian and bicycle system is an important resource for EJ communities.

- Ecosystems and Biological Resources
- Geotechnical, Subsurface, Seismic Hazards
- Hazards and Hazardous Materials
- Water Resources
- Energy
- Electromagnetic Fields
- Archaeological, Historical, and Paleontological Resources
- Traditional Cultural Properties/Tribal Cultural Resources
- Parklands and Community Facilities (operational access and function of parklands, community facilities)
- Economic and Fiscal Impacts
- Safety and Security
- Section 4(f) Resources

The EJ Affected Area encompasses predominantly EJ communities. As such, the environmental effects of the LPA, including the MSF, will be predominantly borne by EJ communities. This analysis focuses on whether the LPA and MSF will result in disproportionately high and adverse effects to EJ populations identified within the EJ Affected Area. The analysis compares areas with high concentrations of EJ populations (e.g., Southeast Los Angeles, Huntington Park, Paramount, and Bellflower) with comparable non-EJ populations in the EJ Affected Area (e.g., Cerritos). As further discussed below, these types of environmental effects occur across the Metro system corridor in EJ communities and non-EJ communities. Mitigation measures will be implemented with similar type and quality throughout the EJ Affected Area.

As demonstrated for each environmental topic discussed herein, a majority of the adverse effects will occur in Paramount, South Gate and Huntington Park.

A review of Metro LRT projects constructed and operated in Los Angeles County was conducted to further assess the potential for disproportionately high and adverse effects. This review of the Metro LRT system identified several LRT systems comparable to the Project based on similar technologies, alignment types, and service areas. These include the Metro E (Expo) Line, L (Gold) Line, and C (Green) Line. These LRT systems are adjacent to communities that contain both EJ and non-EJ populations. Based on an analysis of current census data, the non-EJ populations along these LRT systems include^{12, 13}:

- **Metro E (Expo) Line:** Santa Monica, West Los Angeles, Rancho Park, Century City, Cheviot Hills, Beverlywood, Pico-Robertson
- **Metro L (Gold) Line:** Elysian Park, Pasadena
- **Metro C (Green) Line:** El Segundo, Manhattan Beach, Hawthorne, Redondo Beach

The non-EJ communities identified within these Metro LRT system corridors experienced environmental effects for construction and operation similar to those identified for the EJ communities in the EJ Affected Area. Across the Metro projects, adverse effects and

¹² The communities identified contain census tracts with non-EJ populations within 0.25 mile of the Metro E (Expo) Line, L (Gold) Line, and C (Green) Line alignments and 0.5 mile of the corresponding LRT stations.

¹³ Metro Countywide Planning and Development Staff, May 2021. With the opening of the Regional Connector in June 2023, the L (Gold) Line has been eliminated and service on the A Line and E Line extends through 7th Street/Metro Center to eastern and northern LA County.

mitigation in these non-EJ communities were addressed in a similar manner as EJ communities. Metro has implemented each LRT system guided by established design guidelines as well as through the requirements of project-specific environmental documents. The review of Metro LRT projects indicates that mitigation measures for the LPA will be implemented throughout the EJ Affected Area with similar type and quality as other Metro projects.

Furthermore, as demonstrated in the following analysis, the implementation of mitigation measures (Section 8) and off-setting benefits (Section 5.2.7.1) are considered in determining if a disproportionately high and adverse effect will occur in an EJ community in the EJ Affected Area. Off-setting benefits of the LPA to the EJ communities include the provision of an alternative mode of transportation; increased mobility; increased transit access to areas that have been previously underserved by regional transit; improved connectivity of the EJ populations to places of employment, community facilities, and education; air quality improvements; and economic and fiscal benefits to the EJ communities.

5.2.1 Transportation

The analysis considered impacts to each element of the transportation system: streets and intersections (including consideration of vehicle delay and level-of-service [LOS]), vehicular and rail freight, transit, bicycle and pedestrian facilities, and parking.

5.2.1.1 Traffic Operations

Summary of Effects

The vehicle delay and LOS that will occur with implementation of the LPA including MSF, were compared to the No Build Alternative, and impacts were assessed on a variety of criteria including, but not limited to, operational impacts due to new crossings, roadway network changes, and increased vehicular traffic related to new stations. Adverse effects related to traffic operations in the Affected Area may occur in either the AM peak period, the PM peak period, or during both peak periods. The MSF will not result in adverse impacts to roadway intersections. The LPA will have 19 intersections with adverse effects on traffic operations related to intersection LOS delays caused by at-grade rail crossings, increased traffic, and lane closures:

- Two intersections on Florence Avenue/California Avenue in Huntington Park and Huntington Park/Bell
- Eight intersections along Randolph Street in Huntington Park¹⁴
- Three intersections in Huntington Park/Bell
- Two intersections in South Gate
- Two intersections in Bellflower
- Two intersections in Cerritos

¹⁴ Under the LPA, the intersections of Randolph St/Alameda Street (West) and Randolph Street/Alameda Street (East) will operate with one set of traffic signals. Consistent with the Draft EIS/EIR, analysis was conducted to reflect the operation as a single intersection, and one set of delay/LOS was reported.

Implementation of Mitigation Measures TRA-1 through TRA-17, which are specific intersection modifications, will reduce adverse effects at the intersections. Even with implementation of Mitigation Measures TRA-1 through TRA-17, adverse effects at 12 intersections located in Huntington Park and Bell will remain:

- Randolph Street/Alameda Street (West), Huntington Park
- Randolph Street/Albany Street, Huntington Park
- Randolph Street/Santa Fe Avenue, Huntington Park
- Randolph Street/Rugby Avenue, Huntington Park
- Randolph Street/Pacific Boulevard, Huntington Park
- Randolph Street/Seville Avenue, Huntington Park
- Randolph Street/Miles Avenue, Huntington Park
- Randolph Street/State Street, Huntington Park
- Gage Avenue/Salt Lake Avenue (West), Huntington Park/Bell
- Gage Avenue/California Avenue, Huntington Park/Bell
- Florence Avenue/California Avenue (West), Huntington Park
- Florence Avenue/California Avenue (East) (AM only), Huntington Park/Bell

Environmental Justice Analysis

Given that there are EJ populations across the corridor, the traffic effects of the LPA will be predominantly borne by EJ communities. The traffic effects will occur in both EJ communities and areas with comparable non-EJ populations. Adverse effects after mitigation will occur in Huntington Park, which has the highest concentration of EJ populations, and Bell which has the lowest concentration of EJ populations and a higher concentration of non-EJ population compared to Huntington Park.

Under the LPA, after mitigation the number of intersections with adverse effects and increased vehicle delays are the highest in Huntington Park (12 intersections, with 8 of those intersections along Randolph Street). The number of intersections that will be adversely affected after mitigation in Huntington Park will be appreciably more than those on the border of Huntington Park and Bell (three intersections).¹⁵

Metro will coordinate with applicable local cities and agencies and mitigation measures will be similarly implemented along the LPA as necessary, regardless of the composition of the population. Mitigation measures for each affected intersection generally included three types of modifications: signalizing intersections that are currently stop controlled; adding lanes (right, through, and/or left); and/or extending turn bays (right or left). In developing mitigation, consideration was given to the efficacy of the mitigation (efficacy of reducing intersection delay) and avoidance of right-of-way, access, and other impacts to adjacent properties.

The LPA will also provide benefits to the affected EJ communities, including improved transit service, transit access, regional mobility, and air quality. The LPA also includes three new LRT stations (Slauson/A Line, Pacific/Randolph, and Florence/Salt Lake Stations) near Huntington Park and Bell, which will be a benefit to those communities. The LPA will result in a benefit by reducing intersection delay at several intersections across the corridor, including in Huntington Park. This will occur for a variety of reasons, including

¹⁵ Of the number of intersections identified for Huntington Park and Bell, three intersections are along the Huntington Park and Bell city boundaries.

implementation of project measures, optimized traffic signal timing, reconfiguration of roadway lanes, and/or changes in traffic flow. Improvements in delay will occur at the intersection where modifications occur and potentially at adjacent intersections due to improvements in traffic flow. Under the LPA, travel time on transit will be shorter than existing transit service across the corridor.

After implementation of mitigation, Huntington Park will have disproportionately high and adverse effects related to traffic operations. Considering the implementation of mitigation measures and the off-setting benefits as described in Section 5.2.7.1, the LPA will not result in disproportionately high and adverse effects to EJ communities within the EJ Affected Area.

5.2.1.2 Active Transportation (Bicycle/Pedestrian Facilities)

Summary of Effects

The potential conflict with planned bike paths in local plans is discussed in Section 5.2.2. Impacts to active transportation (pedestrians and bicyclists) facilities will occur if the LPA or MSF will remove or degrade a bike facility or sidewalk. Beneficial impacts can occur where new facilities are added, existing facilities are upgraded, or when access to active transportation facilities are provided at new LRT stations. The bicycle and pedestrian system will generally be the same as the No Build Alternative. Where project features will encroach on existing bicycle facilities (i.e., Paramount Bike Trail, Bellflower Bike Trail, and Artesia Historic District Recreation Trails) or sidewalks, these facilities will be realigned or reconstructed as part of the LPA. Permanent impacts will be avoided. The pedestrian and bicycle facilities will remain operational and function will be maintained.

Environmental Justice Analysis

The LPA will not result in adverse effects related to active transportation. The LPA will include enhancements to pedestrian walkways in the vicinity of the stations. Thus, the LPA will not result in disproportionately high and adverse effects related to active transportation to EJ communities in the EJ Affected Area.

5.2.1.3 Parking

Summary of Effects

The LPA will result in the permanent loss of approximately 450 on-street and 95 off-street parking spaces combined in cities along the LPA. The LPA will add approximately 2,800 parking spaces at 5 of the new transit stations. In the Cities of Los Angeles, Huntington Park, and South Gate the loss of on-street parking due to the LPA will result in a decrease in the parking supply below the observed utilization. The physical loss of on-street parking in these cities could contribute to drivers circulating along adjacent roads as they attempt to find available parking. This would cause an increase in localized traffic and delay on roadways and at intersections, including idling and increased vehicular emissions. However, parking supply on adjacent blocks and surrounding streets will have sufficient capacity to accommodate those utilizing on-street parking with minimal circulation. Additionally, Mitigation Measure TRA-20 (Parking Mitigation Program [Permanent]) will be implemented at all locations where implementation of the LPA results in a permanent, physical loss of on-street parking.

In seven locations, off-street parking will be removed permanently, affecting approximately 95 parking spaces. These properties are located in the Cities of Huntington Park, Vernon, South Gate, and Cerritos. 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.

Dedicated transit parking will be provided at the Firestone, I-105/C Line, Paramount/Rosecrans, Bellflower, and Pioneer Stations. At stations where transit parking is not provided, it is anticipated that demand will shift to the stations with transit parking or drivers will find another way to complete their trip. Similarly, at stations with transit parking where demand is projected to exceed the number of parking spaces provided, it is anticipated that over time drivers will seek parking at other stations where there is still capacity within dedicated transit parking or shift to other modes. Therefore, long-term adverse impacts associated with spillover parking will not occur.

As shown in Table 5.1, when transit demand is forecast at all nine stations along the LPA, the corridor wide transit parking demand exceeds the total parking supply, resulting in a deficit of 10 parking spaces. However, when parking demand is limited to the five stations with transit parking, overall parking demand throughout the corridor decreases by approximately 60 spaces, and a surplus of 50 parking spaces was projected. The two forecasts show that there will be adjustments to demand if passengers seeking to park at stations encounter limitations of supply, with these adjustments being either a decrease in demand, or a shift to a station with parking. Therefore, there will not be adverse impacts associated with spillover parking. While adverse effects related to spillover parking are not expected, Mitigation Measure TRA-19 (Parking Monitoring and Community Outreach) will be implemented to further ensure spillover parking impacts are not adverse. The mitigation measure will apply to all stations, including the stations where no dedicated transit parking is provided.

The MSF will not effect on- or off-street parking availability because the MSF will not create a demand for on-street parking spaces and the MSF site will remove off-street parking and the business(es) that use that parking.

Table 5.1. Station Parking Facility Supply and Demand

Station	Proposed Station Parking Spaces ¹ (Unconstrained Locations)	Projected 2042 Parking Demand ¹ (All Stations)	Excess Transit Parking Demand (All Stations)	Projected 2042 Parking Demand ¹ (Constrained Locations)	Excess Transit Parking Demand (Constrained Locations)
Slauson/A Line	0	30	-30	0	0
Pacific/Randolph	0	120	-120	0	0
Florence/Salt lake	0	490	-490	0	0
Firestone	600	370	230	670	-70
Gardendale	0	200	-200	0	0
I-105/C Line	340 ²	170	170	240	90
Paramount/ Rosecrans	490	220	270	300	190
Bellflower	260	330	-70	420	-160
Pioneer	1,100	870	230	1,090	10
Total ³	2,800	2,800	-10	2,720	50

Source: Metro 2023

Notes: ¹ Station parking and projected parking demand are rounded to nearest tenth.

² Parking supply assumes TPSS site 07E is located within the parking lot. If TPSS 07 is selected instead, parking supply would increase to approximately 360 spaces.

³Numbers may not equal due to rounding (to nearest ten).

Environmental Justice Analysis

The LPA will not result in adverse effects related to parking.

As discussed in Section 5.2.7.1, the LPA will also provide benefits to the affected EJ communities, including improved transit service and transit access, regional mobility, and air quality. With implementation of mitigation measures and in consideration of the off-setting benefits to the affected EJ communities, the LPA will not result in disproportionately high and adverse effects related to parking to EJ communities within the EJ Affected Area.

5.2.2 Land Use and Development

5.2.2.1 Summary of Effects

The LPA will preempt the future development and implementation of Class I bicycle paths in the local bicycle plans: along Salt Lake Avenue (Huntington Park, Bell, Cudahy), north of Rayo Avenue and south of the Los Angeles River (South Gate), and south of Main Street (South Gate). While planned, the bike facilities are concepts in the local plans and are not funded nor scheduled for implementation in local capital improvement budgets/programs. The LPA will be inconsistent with the current local plans and an adverse effect will occur.

With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), Metro will prepare and support adoption of amended language for each affected local plan consistent with each city's mobility and connectivity goals. Sufficient space will be available to accommodate alternative bike path classifications along the streets adjacent to the LPA. These Class II and Class III bike facilities will maintain connectivity and be supportive of the

goals identified in the bicycle plans. However, because the process to amend bike plans is a local process, including public participation, the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, an adverse effect related to the inconsistency with local plans will still occur after implementation of Mitigation Measure LU-1 (Consistency with Bike Plans).

5.2.2.2 Environmental Justice Analysis

The LPA could have adverse effects related to a conflict with local plans in Huntington Park, Bell, Cudahy, and South Gate. As the communities in the EJ Affected Area are all EJ communities, the effects of the LPA will be predominantly borne by EJ communities. Huntington Park and South Gate have the highest concentration of EJ populations while Bell and Cudahy have higher concentrations of non-EJ populations. Adverse effects will be similar for Huntington Park, Bell, Cudahy, and South Gate and will occur in both EJ communities and areas with non-EJ populations. Mitigation will be similarly implemented along the LPA alignment, as necessary.

As discussed in Section 5.2.7.1, the LPA, including the MSF, will also provide benefits to the affected EJ communities, including a reliable, fixed-guideway transit service that will improve mobility, and increase transit connectivity and access to areas that have been previously underserved by regional transit. The LPA will be supportive of transportation and connectivity goals in local plans. With implementation of mitigation measures and in consideration of the off-setting benefits to the affected EJ communities, the LPA will not result in disproportionately high and adverse effects related to land use planning in EJ communities in the EJ Affected Area.

5.2.3 Acquisitions and Displacement

5.2.3.1 Summary of Effects

Property acquisitions will be required for tracks, aerial structures, stations, train control house, radio house, TPSS sites, grade crossings/separations, and parking facilities. Full acquisitions will be required to accommodate the structures and columns for the aerial segments of the alignment, TPSS sites, parking facilities, and other ancillary facilities. Partial acquisitions will be required for stations, grade crossings and separations, freight track relocation, and other ancillary facilities (e.g., vents/switches/egress, train control house, radio house, and TPSSs). Property acquisitions will primarily affect commercial and industrial areas, although several residential properties will also be affected.

Non-residential and residential displacements will occur as a result of property acquisitions. Partial acquisition of residential properties will be primarily in rear yards of properties adjacent to the rail ROWs. For such properties, the primary dwelling units are set toward the front of the properties, away from the rail ROW and the area where the acquisition will be required. Sufficient residential replacement sites to relocate all residential displacees are available in the jurisdictions in which the affected communities are located (see *West Santa Ana Branch Transit Corridor Project Final Displacement and Acquisitions Report* [Metro 2024k]).

Table 5.2 summarizes the total number of parcels and square footage that will be affected by permanent full and partial acquisitions in each jurisdiction, as well as the number of potential businesses, employees, residential units, and residents that will be permanently displaced as a result of the acquisitions. Table 5.3 summarizes the total number of parcels and square footage that will be affected by the permanent full and partial acquisitions for the LPA and MSF site. This table also summarizes the number of potential businesses, employees, residential units, and residents that will be displaced as a result of the property acquisitions. Southeast Los Angeles will have three residential units (one single-family and two multi-family units) displaced; Huntington Park will have eight multi-family units displaced; and Artesia will have two single-family units displaced in the EJ Affected Area.¹⁶ The MSF will require the displacement of one business and no residential units.¹⁷

Table 5.2. Property Acquisitions and Permanent Displacement by Jurisdiction

Jurisdiction	Property Acquisition		Displacement			
	Affected Parcels ¹	Parcel Affected Area (sq ft) ^{2,3}	Total Businesses Displaced	Estimated Employees Displaced ⁴	Total Residential Units Displaced ⁵	Estimated Occupants Displaced
Southeast Los Angeles	17	11,900	10	71	3	9
Vernon	1	1,600	0	0	0	0
Unincorporated LA County	2	1,200	0	0	0	0
Huntington Park	48	61,100	10	33	8	31
Cudahy	8	4,400	3	8	0	0
Downey	2	5,200	0	0	0	0
South Gate	56	714,000	19	141	0	0
Paramount	48	250,600	2	57	0	0
Bell	1	100	0	0	0	0
Bellflower ^{6,7}	6	1,074,300	2	85	0	0
Artesia ⁸	12	76,700	13	48	2	7
Cerritos	5	1,100	0	0	0	0
Total	206	2,202,200	59	443	13	47

Source: Metro 2024m

Notes: sq ft = square feet

¹ Parcels are identified by parcel boundaries and Assessor's Parcel Numbers. "Affected Parcels" is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

² Parcel Affected Area rounded to nearest hundred.

¹⁶ Two parcels zoned as residential use will be acquired in the City of Artesia (APN 7039-012-004 and APN 7039-012-012). However, parcel APN 7039-012-012 does not currently contain a single-family residence building and no residents reside on-site. The count above considers this existing condition.

¹⁷ Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business in the City of Bellflower operates as one business. This business will be affected by the MSF site and will result in approximately 75 displaced employees.

³The table accounts for full permanent acquisitions of parcels that will be used for construction staging areas and then converted to station parking facilities and the MSF to support operation of the LPA. In total, 22 parcels will be converted to station parking facilities and the MSF.

⁴ Estimated number of displaced employees is based on research using RefUSA and CoStar’s Tenant module.

⁵ Total residential units displaced include single- and multi-family units.

⁶ The permanent property acquisitions for the City of Bellflower includes the MSF site.

⁷ Hollywood Sports Paintball and Airsoft Park and Bellflower BMX business operates as one business. This business will be affected by the MSF site and will result in approximately 75 displaced employees.

⁸ Two parcels zoned as residential use will be acquired in the City of Artesia (APN 7039-012-004 and APN 7039-012-012). However, parcel APN 7039-012-012 does not currently contain a single-family residence building and no residents reside on-site. The count above considers this existing condition.

Table 5.3. Property Acquisitions and Permanent Displacement

	Affected Parcels ¹	Full Acquisitions ²	Partial Acquisitions	Parcel Affected Area (sq ft) ³
Locally Preferred Alternative	204	48	199	1,262,500
MSF Site	2	2	0	939,700
LPA +MSF Total	206	50	199	2,202,200
Design Option ⁴	0	0	0	0

Source: Metro 2024m

Notes:

¹ Parcels are identified by parcel boundaries and Assessor’s Parcel Numbers. “Affected Parcels” is not a total sum of the permanent full and partial acquisitions. More than one permanent partial acquisition may occur on a single parcel and each permanent partial acquisition is counted.

² The table accounts for full permanent acquisitions of parcels that will be used for construction staging areas and then converted to station parking facilities and the MSF to support operation of the LPA. In total, 22 parcels will be converted to station parking facilities and the MSF.

³ Parcel Affected Area rounded to nearest hundred.

⁴ With implementation of the design option, the LPA with the design option would result in a net of one less permanent, partial acquisition and one less affected parcel compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet

A gap analysis was conducted to look at the amount of available replacement sites for lease and sale within each jurisdiction and within six miles of each affected property based on market conditions and vacancy as of June/July 2023. Based on that analysis a sufficient number of replacement sites are available for a majority of the affected businesses within six miles of the affected location (see *West Santa Ana Branch Transit Corridor Project Final Displacement and Acquisitions Report* [Metro 2023k]). Special property conditions (i.e., nursery and recreational [sports center] business) may struggle to find a suitable replacement site to lease at the time of acquisition and may not be able to successfully relocate. Currently, an insufficient number of potential replacement sites for sale or lease exist to accommodate these types of displacements and these businesses may not be able to successfully relocate

The nursery business (South Gate) and sports center (Bellflower) will be acquired and displaced by the LPA, including MSF; however, these businesses do not serve especially important social, religious or cultural functions for the surrounding EJ populations. Although the businesses provide employment, the facilities are not large employment centers.

Metro will provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. Where acquisitions and relocation are unavoidable, FTA and Metro will follow the provisions of both Acts, as amended. Metro will also follow the policies and procedures contained within

Metro's acquisition and relocation policies and procedures. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect on acquisition and displacement will occur for the LPA and MSF.

5.2.3.2 Environmental Justice Analysis

Compliance with the above regulations is standard practice for Metro and is implemented similarly throughout Metro's system in both EJ and non-EJ communities. As described in Section 5.2.7.1, the LPA will also provide benefits to the affected EJ communities, including improved transit service and transit access, regional mobility, and air quality. With compliance with the Uniform Act, California Relocation Act, and other applicable regulations and the consideration of off-setting benefits to EJ communities, the LPA will not result in disproportionately high and adverse effects related to acquisitions and displacement to EJ communities in the EJ Affected Area.

5.2.4 Visual and Aesthetics

5.2.4.1 Summary of Effects

As discussed in the *West Santa Ana Branch Transit Corridor Project Final Visual and Aesthetic Impact Analysis Report* (Metro 2024m), the LPA and MSF will not change the natural topography and will not obstruct views of or alter the visual character and quality of scenic resources. The MSF site will not adversely affect views of scenic resources. Project Measures VA PM-1 through VA PM-8 will be implemented to minimize visual effects associated with Project components; these measures include compliance with design standards, incorporation of public art at station areas, incorporation of landscaping at TPSS in residential areas, maintaining or replacing the existing landscaping and barriers that faces residential areas at the MSF site, directing light away from surrounding properties, and providing a vertical screening element on top of soundwalls on aerial structures to block the line-of-sight between the LRT vehicles on the aerial structures and the rear yards of adjacent residential properties where soundwalls are not sufficiently tall to block that line-of-sight.

At Somerset Boulevard in Paramount, the existing landscaping and decorative wall on the south side of the World Energy storage tracks (east of the LRT tracks) could be removed, which will make the refinery storage tank cars more visible to sensitive viewers (residents). Views of the storage tank cars will not be visually compatible with the surrounding residential area, and residents (particularly those on the south side of Somerset Boulevard) will be sensitive to the change in visual character. Additionally, the LPA will remove the "Belle" public art cow statue, which has aesthetic value to the City of Bellflower. Therefore, adverse visual effects will occur with the removal of the "Belle" public art cow statue and the decorative wall and landscaping at Somerset Boulevard.

With implementation of Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of "Belle"), no adverse effects on visual quality and aesthetics will occur because views of the storage tank cars will remain obstructed along Somerset Boulevard and the "Belle" public art cow statue will be relocated to a city-approved location in Bellflower, subject to a condition assessment detailing the current physical condition of the artwork. Removal of the public art cow statue will not conflict with or detract from the visual character of the portion of the PEROW on which the public art statue is sited.

5.2.4.2 Environmental Justice Analysis

Removal of the public art cow statue will not conflict with or detract from the visual character of the portion of the PEROW on which the public art statue is sited. In addition, the statue represents the city's origins as a dairy community; which may have social importance to the community of Bellflower as a whole but may not have especially important social, religious, or cultural importance for EJ communities. The relocation to a city-approved location will not change its importance to Bellflower and will not result in an adverse effect. Therefore, with the implementation of mitigation and in consideration of off-setting benefits as described in Section 5.2.7.1, the LPA will not result in disproportionately high and adverse effects related to visual and aesthetics to EJ communities in the EJ Affected Area.

5.2.5 Noise and Vibration

5.2.5.1 Noise

Summary of Effects

Operational sources of noise include train movements associated with the LRT and relocated freight tracks, audible warnings, station public address system, special trackwork (turnouts and crossovers), wheel squeal, ancillary equipment (TPSS), and MSF activity. Table 5.4 summarizes the number of noise-sensitive receptor clusters that will have noise impacts prior to and after implementation of mitigation measures. The noise impacts will occur in the communities of Southeast Los Angeles, unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia (see *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* [Metro 2024i]). Without the implementation of mitigation measures, noise impacts related to the operation of the LPA will generally occur along the LPA alignment where residences and other noise-sensitive land uses are located adjacent to the aerial and at-grade portions of the alignment. Additionally, impacts will occur in Huntington Park and Paramount in the EJ Affected Area due to the relocation of freight tracks.

Table 5.4. Summary of Noise Impacts

Design	LRT Pass-by		Freight Track Relocation		Ancillary Noise	
	Moderate ¹	Severe ²	Moderate ¹	Severe ²	Moderate ¹	Severe ²
Noise Impacts before Mitigation^{3,4}						
Locally Preferred Alternative	97	117	61	22	1	2
Design Option	96	118	61	22	1	2
Noise Impacts after Mitigation^{3,4}						
Locally Preferred Alternative	31	4	38	1	1	2
Design Option	33	2	38	1	1	2

Source: Metro 2024i

Notes: LRT = light rail transit

¹Moderate impact: Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance.

² Severe impact: Project-generated noise in this range is likely to cause a high level of community annoyance

³ Numbers represent the amount of noise-sensitive receptor clusters that will have noise impacts.

⁴ MSF sites will not result in noise impacts.

The MSF will not result in additional adverse noise effects at residential areas. Project Measures NOI PM-1 (Crossing Signal Bells) and NOI PM-2 (Gate-Down-Bell-Stop Variance),¹⁸ which include crossing signal bells and a gate-down-bell-stop variance, and Mitigation Measures NOI-1 through NOI-5, which include soundwalls for the LPA and freight track relocation, low impact frogs, wheel squeal noise monitoring, and TPSS noise reduction, will reduce adverse effects related to noise for the LPA.

Project measures and mitigation measures will be implemented as required along the LPA alignment without consideration of character of the adjacent community or the composition of the population. Similar noise project measures and mitigation (e.g., varied heights in soundwalls (NOI-1 and NOI-5), low impact frogs (NOI-2), wheel squeal noise monitoring (NOI-3), crossing signal bells (NOI PM-1), gate-down-bell stop variances (NOI PM-2), and TPSS noise reduction measures (NOI-5)) have been similarly implemented throughout Metro's system in both EJ and non-EJ communities to minimize adverse effects to the extent feasible. As summarized in Table 5.4, adverse noise effects will remain even after implementation of mitigation measures. The adverse noise effects after implementation of mitigation measures will occur in the communities of unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia.

Environmental Justice Analysis

Noise impacts will occur along the LPA alignment at residential areas and other noise and vibration-sensitive land uses. Adverse noise effects related to noise will affect the EJ communities of Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia.

The number of affected noise receptors after mitigation will be highest in Huntington Park, Paramount, Bellflower, Cerritos, and Artesia. As the communities in the EJ Affected Area are all EJ communities, environmental effects of the LPA will be predominantly borne by EJ communities. Huntington Park, Paramount, Bellflower, Southeast Los Angeles, and South Gate have the highest concentration of EJ populations. Artesia, Cerritos, and Bellflower have the highest concentration of non-EJ populations compared to the other EJ communities with adverse noise effects. Adverse noise effects will occur in EJ communities with higher concentrations of EJ populations as well as areas with comparable non-EJ populations and will not be concentrated in one EJ community. The LPA will not result in an appreciably more severe or greater in magnitude adverse effect than other areas with comparable non-EJ populations.

The LPA will also provide off-setting benefits (Section 5.2.7.1) such as an alternative mode of transportation that will increase mobility and transit access, provide air quality improvements, mitigation for existing noise sources such as freight, and economic and fiscal benefits. With the implementation of mitigation and in consideration of off-setting benefits, the LPA will not

¹⁸ The Draft EIS/EIR included Mitigation Measures NOI-4 (Crossing Signal Bells) and NOI-5 (Gate-Down-Bell-Stop Variance), which were recommended to further reduce noise at grade crossings, but require CPUC approval. Thus, while they were identified as mitigation measures in the Draft EIS/EIR, the benefits they provide were not included as part of the mitigated analysis in the Draft EIS/EIR in case they could not be implemented. Based on Metro's experience of successfully implementing bell shrouds and gate-down-bell stop variances on other transit lines and coordination with CPUC subsequent to circulation of the Draft EIS/EIR, NOI-4 (Crossing Signal Bells) and NOI-5 (Gate-Down-Bell-Stop Variance) have now been incorporated as project measures (PM-NOI-1 and PM-NOI-2, respectively) within the Final EIS/EIR and the associated reductions are included in the analysis of noise impacts associated with the LPA. Project measures NOI PM-1 (Crossing Signal Bells) and NOI PM-2 (Gate-Down-Bell-Stop Variance) remain subject to CPUC approval.

result in disproportionately high and adverse effects related to noise to EJ communities in the EJ Affected Area.

5.2.5.2 Vibration

Summary of Effects

The primary source of vibration will be train movements. Vibration created at the track switch for the MSF access track could exceed vibration thresholds at an adjacent business without mitigation. Table 5.5 summarizes the number of vibration-sensitive receptor clusters that will have vibration impacts prior to and after implementation of mitigation measures. The majority of vibration impacts will occur where the LRT will be at-grade. No vibration impacts will occur for the MSF site. Vibration impacts will occur along the at-grade portion of the alignment where residential uses and other sensitive land uses are located and affect the same communities with noise impacts described above. Implementation of Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low Impact Frogs) will reduce vibration impacts associated with the LPA. Mitigation measures will be implemented similarly along the LPA alignment.

Table 5.5. Summary of Vibration Impacts

Design	Vibration Impacts Before Mitigation ^{1,2}		Vibration Impacts After Mitigation ^{1,2}	
	LRT Pass-by	Freight Track Relocation	LRT Pass-by	Freight Track Relocation
Locally Preferred Alternative	88	0	2	0
Design Option ³	88	0	2	0

Source: Metro 2024i

Notes: LRT = light rail transit

¹ Numbers represent the amount of vibration-sensitive receptor clusters that will have vibration impacts.

² MSF operation will not cause vibration impacts.

³ Vibration impacts are the same for the design option as for the LPA and the same mitigation commitments would apply to the design option.

Environmental Justice Analysis

After incorporating mitigation, vibration impacts will still occur at two locations along the at-grade portion of the alignment within the City of Bellflower, an EJ community.

Similar vibration mitigation (e.g., ballast mat (VIB-1), low impact frogs (VIB-2), or resilient rail fasteners (VIB-3)) have been similarly implemented throughout Metro's system in both EJ and non-EJ communities to minimize adverse effects to the extent feasible. The LPA will also provide off-setting benefits (Section 5.2.7.1). With the implementation of mitigation and in consideration of off-setting benefits, the LPA will not result in disproportionately high and adverse effects related to vibrations in EJ communities in the EJ Affected Area.

5.2.6 Parklands and Community Facilities

5.2.6.1 Summary of Effects

The potential conflict with planned bike paths in local plans is discussed in Section 5.2.2. The LPA will be located within street ROWs and rail ROWs, or within acquired properties. The LPA will require partial acquisition of community facilities. The partial property acquisitions will not alter the functionality of the facilities. Operation of the LPA, including the MSF, will not result in the displacement of community and recreational facilities.

As discussed in Section 5.2.1.2, where project features will encroach on existing bicycle facilities (i.e., Paramount Bike Trail, Bellflower Bike Trail, and Artesia Historic District Recreation Trails) or sidewalks, these facilities will be realigned or reconstructed as part of the LPA. Permanent impacts will be avoided. The pedestrian and bicycle facilities will remain operational and function will be maintained. Thus, the LPA will not have adverse impacts to parklands and community facilities. The LPA will not result in disproportionately high and adverse impacts related to active transportation to EJ populations.

5.2.6.2 Environmental Justice Analysis

Pedestrian and bicycle facilities, parks, and community facilities will remain operational and function will be maintained. Thus, the LPA will not have adverse impacts to parklands and community facilities. The LPA will not result in disproportionately high and adverse impacts related to active transportation to EJ populations.

The LPA and MSF will provide benefits to EJ communities such as improved transit service and access, as well as regional mobility. This will provide the EJ communities in the EJ Affected Area with increased access to other parklands and community facilities along the LPA alignment. With the implementation of mitigation and in consideration of off-setting benefits to the affected EJ communities, disproportionately high and adverse effects related to parklands and community facilities will not occur in EJ communities in the EJ Affected Area.

5.2.7 Summary of Environmental Justice Analysis

5.2.7.1 Summary of Benefits

The LPA will benefit the EJ communities in the Affected Area. The LPA will increase the mobility of EJ populations, improve air quality, reduce regional energy consumption, and provide economic and fiscal benefits. The MSF will support, and is a requisite component of, the LPA. Additionally, the EJ communities around the MSF will experience similar air quality benefits as those around the LPA.

The LPA, including the design option, and MSF (which will support the LPA), will result in an improvement to both regional and local transit services, accessibility, and reliability because the LRT will operate in exclusive rights-of-way. Travel time with the LRT will be shorter than existing transit service in the jurisdictions. The LPA will provide the EJ communities additional transit service, new LRT stations in EJ communities, an alternative mode of transportation. This will also increase regional and local access employment centers, activity centers, and community facilities for the EJ communities and the residents along the corridor. With the pedestrian, bike, and transit connection improvements, the LPA will support active transportation and improve walkability near the stations.

The LPA, including with the MSF, will reduce regional air pollutants, greenhouse gas emissions, and energy consumption by decreasing regional vehicle miles traveled relative to the No Build Alternative. Daily operational emissions, mobile source air toxics emissions, and regional energy consumption will be lower than under the No Build Alternative. The reduction in pollutant emissions, greenhouse gas emissions, and energy consumption represent benefits to EJ populations and the region as a whole.

The LPA will have positive economic and fiscal effects which will benefit EJ populations. The LPA will result in economic benefits in the form of long-term job creation, creation of

construction jobs, opportunities for potential future transit-oriented development, and potential increase in property values near the station areas.

5.2.7.2 Summary of Effects on Environmental Justice Communities

As discussed for each of the environmental topics above, the LPA, including the MSF, will not have adverse effects with regard to transportation (transit operations, active transportation, off-street parking, rail and vehicular freight); acquisitions and displacement; communities and neighborhoods; visual and aesthetics (visual character and quality of scenic resources); air quality; greenhouse gas emissions; ecosystems and biological; geotechnical, subsurface, seismic hazards; hazards and hazardous materials; water resources; energy; electromagnetic fields; archaeological, historical, and paleontological resources; traditional cultural properties/tribal cultural resources; parklands and community facilities (operational access and function of parklands, community facilities); economic and fiscal impacts; safety and security; and Section 4(f) resources.

After the implementation of mitigation measures, the LPA (with and without the design option) will result in adverse effects on EJ communities in the EJ Affected Area related to transportation (traffic operations and parking); land use consistency; and noise and vibration levels. Adverse traffic effects after mitigation will only occur in Huntington Park along Randolph Street and in Huntington Park/Bell on Gage Avenue and Florence Avenue. Adverse noise effects after implementation of mitigation measure would occur in the EJ communities of unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia. Where adverse effects will occur, mitigation measures will be provided and implemented equally throughout all of the EJ communities in the Affected Area. The LPA, MSF, and design option will comply with all applicable federal, state, and local regulations.

As previously discussed, the EJ Affected Area consists of all EJ communities. Environmental effects of the LPA will be predominantly borne by EJ communities. Overall, adverse effects will occur in EJ communities with higher percentages of EJ populations and areas with comparable non-EJ populations. The LPA and MSF will not result in effects suffered by the EJ population that will be appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-EJ population.

As discussed in Section 5.2.7.1, the LPA, including the MSF, will also provide benefits to the affected EJ communities, including improved transit service and transit access, regional mobility, and air quality. Under NEPA, with the implementation of mitigation and with consideration to off-setting benefits, the LPA, including the MSF, will not cause a disproportionately high and adverse effect on the EJ communities in the Affected Area.

5.3 Design Option: Close 186th Street

5.3.1 Summary of Effects

The LPA with the design option would not generally result in adverse effects that would change the impacts of the LPA without the design option as discussed in Section 5.2, with the exception of noise impacts, which are summarized below. Similar to the LPA without the design option, the LPA with the design option would result in adverse noise and vibration impacts even with the implementation of mitigation measures.

The design option would close 186th Street to traffic across the new LRT tracks but would keep 187th Street open.

The design option would also remove the crossing signal noise from 186th Street and add crossing signal noise to 187th Street. The LPA with the design option would result in 92 moderate noise impacts and 115 severe noise impacts, which would be a decrease of 1 moderate impact and an increase of 1 severe impact compared to the LPA without the design option. The LPA with and without the design option would result in 207 LRT pass-by noise and 88 vibration impacts before mitigation and 35 LRT pass-by noise and 2 vibration impacts after mitigation. Groundborne vibration impacts for the LPA with the design option would be identical to those described above for the LPA without the design option. As summarized in Table 5.4, adverse noise effects would remain even after implementation of mitigation measures for the LPA with the design option. The adverse noise effects after implementation of mitigation measure would occur in the EJ communities of unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia.

5.3.2 Environmental Justice Analysis

The LPA with the design option would not generally result in adverse effects that would change the impacts of the LPA without the design option as discussed above. The LPA with the design option would result in adverse noise and vibration impacts even with the implementation of mitigation measures, similar to the LPA without the design option.

As with the LPA, after the implementation of mitigation measures, the LPA with the design option would result in similar adverse effects on EJ communities as the LPA without the design option. Where adverse effects would occur, mitigation measures would be provided and implemented equally throughout all of the EJ communities in the Affected Area.

Overall, adverse effects would occur in EJ communities with higher percentages of EJ populations and areas with comparable non-EJ populations. The LPA with the design option would not result in effects in areas with EJ populations that would be appreciably more severe or greater in magnitude compared to areas with non-EJ populations. Under NEPA, with the implementation of mitigation and with consideration to off-setting benefits, the design option would not cause a disproportionately high and adverse effect on the EJ communities in the Affected Area.

5.4 U.S. Army Corps of Engineers Facilities

5.4.1 Summary of Effects

The LPA alignment will cross over three U.S. Army Corp of Engineers (USACE) facilities located in the EJ communities of South Gate and at the border of Bellflower and Artesia: the concrete-lined Los Angeles River and Rio Hondo channels just west and east, respectively, of I-710, and the concrete-lined San Gabriel River channel just west of I-605. Although located in EJ communities, the USACE facilities are under the jurisdiction of the USACE and are river channels that do not consist of identified EJ populations. LPA operations will not affect EJ populations where the USACE facilities are located and no adverse effects to the environment will occur during operation of the LPA over the USACE facilities.

5.4.2 Environmental Justice Analysis

LPA operational activities crossing at USACE facilities will not result in effects suffered by the EJ population that will be appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-EJ population. Under NEPA, with consideration to off-setting benefits, LPA-related activities at the USACE facilities will not cause a disproportionately high and adverse effect on the EJ communities in the Affected Area.

5.5 California Department of Transportation Facilities

5.5.1 Summary of Effects

Operation of the LPA within the Caltrans ROW is similar to the overall LPA alignment in regard to regional transit, Metro rail, and Metro bus service performance. Although located in EJ communities, the Caltrans facilities are under the jurisdiction of Caltrans and are freeway infrastructure facilities that do not consist of identified EJ populations. LPA operations will not affect EJ populations where the Caltrans facilities are located and no adverse effects to the environment will occur during operation of the LPA at the Caltrans facilities.

5.5.2 Environmental Justice Analysis

LPA-related activities at Caltrans facilities will not result in effects suffered by the EJ population that will be appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-EJ population. Under NEPA, with the implementation of mitigation and with consideration to off-setting benefits, LPA-related activities at Caltrans facilities will not cause a disproportionately high and adverse effect on the EJ communities in the Affected Area.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

CEQA has no requirements to specifically address socioeconomic factors and, as a result, there are no CEQA EJ analysis requirements and a CEQA determination is not included in this section. The issue of EJ, as it is defined in California law, is not required to be a separate component of analysis in an EIR. In particular, questions of social and economic effects have a circumscribed role within CEQA. *CEQA Guidelines* Section 15131 allows the approving agency to include or present economic or social information in an EIR, but *CEQA Guidelines* Section 15131(a) limits the consideration of such factors in the assessment of significant impacts, stating:

Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

Issues that are pertinent to the question of environmental justice that are addressed under CEQA are considered in the Final EIR, including discussions in the air quality, noise, hydrology and water quality, hazards and hazardous materials, population and housing, transportation, and Other CEQA Considerations technical sections.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the West Santa Ana Branch Transit Corridor Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024f).

7.2 Regulatory Background and Methodology

7.2.1 Regulatory Background

All federal, state, regional, and local regulations and guidelines as they relate to EJ populations are discussed in Chapter 2.

7.2.2 Methodology

To satisfy NEPA requirements this analysis utilizes the same methods in looking at the EJ communities in the Affected Area as discussed in Section 1.6 to identify and evaluate potential effects on the affected EJ communities during construction activities.

EJ is addressed under NEPA. CEQA does not have thresholds of significance for EJ impacts. Therefore, no CEQA determination can be made regarding EJ.

7.3 No Build Alternative

The No Build Alternative includes projects identified in the SCAG 2016-2040 RTP/SCS, Metro 2009 LRTP, and Measure M. Under the No Build Alternative, the LPA would not be developed. However, several infrastructure and transportation-related projects located within the Study Area as described in Table 2.1 would be implemented and built.

Construction activities may include, but are not limited to, construction staging, materials stockpiling, hauling of dirt and materials, and temporary street and lane closures. Temporary easements may also be required. However, construction activities would be temporary and would not result in long-term impacts to surrounding communities. Furthermore, projects built under the No Build Alternative would implement project-specific construction-related measures to reduce and minimize potential adverse effects. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would adversely affect environmental justice communities.

7.4 Locally Preferred Alternative and MSF

Section 5.2 lists the environmental topics that will not result in adverse effects within the EJ Affected Area and are not further discussed below.

7.4.1 Transportation

7.4.1.1 Summary of Effects

Traffic Construction Effect

Construction activities for the LPA and MSF site will have temporary traffic effects associated with street and lane closures, reconfiguration of roads, detours, and traffic related to construction

workers accessing and departing construction staging areas. In general, increased delay for drivers will occur where there are lane reductions or increased travel distances because of detours, resulting in additional vehicle delay and traffic circulation. Detours will be identified to preserve circulation around temporary street closures or where turning movements are restricted. Construction activity near or on freeway facilities including ramp closures will be coordinated with Caltrans. Minor impacts to traffic operations associated with the staging/laydown areas and haul routes will occur. Impacts will be further minimized with the implementation of Mitigation Measure TRA-18 (Transportation Management Plan) will address potential construction-related traffic impacts. Implementation of the Transportation Management Plan will minimize temporary construction-related impacts, but adverse effects from construction activities on the street and highway system will remain.

Transit Effects

Construction of the LPA and MSF site will require temporary rerouting of existing transit routes. Minor increases in travel time for transit vehicles could occur, either as a result of changes to routes or increased traffic delay from lane closures. However, coordination with transit service operators will occur to maintain transit routes and schedules to the extent feasible. Temporary construction impacts will be minimized, and no adverse effects are anticipated.

There could be impacts to transit associated with the staging/laydown areas if the staging/laydown areas require relocation of existing transit stops, if there is a conflict with traffic at the staging area, or with the physical constraints of the site itself. If these impacts occur, they will be temporary and fully addressed by modifications (minor relocations) to transit stops and coordination with transit service providers. Haul routes are not anticipated to affect transit service because hauling activities will use existing roadways and will not require relocation of transit stops. Relocation of transit stops and coordination with transit providers will minimize impacts to transit and no adverse effects are anticipated.

Active Transportation Effects

Construction of the LPA and MSF site will require temporary closures of sidewalks, crosswalks, and bicycle facilities to protect the safety of pedestrians and bicyclists. As a result, pedestrian and bicycle access routes in the construction area will be temporarily disrupted during construction. The LPA will include designation of detour routes and signage to address the potential for these temporary impacts. Also, a construction mitigation program will be developed during final design and implemented during construction. However, even with incorporation of these elements, temporary construction impacts will remain.

Parking Effects

Temporary parking losses will occur during construction. These impacts will be associated with physical construction activities, including road closures, the temporary shifting of vehicle lanes onto existing on-street parking areas to maintain the number of lanes, and the removal of on-street parking adjacent to staging and laydown areas. Haul routes will not have an effect on parking because haul activity will use existing roads and will not encroach on on- or off-street parking locations. Mitigation Measure TRA-21 (Loss of Parking [Construction]) will address potential parking reduction effects during construction, which could include, but not be limited to, restriping the existing street to allow for diagonal parking, reducing the number of restricted parking areas, phasing construction activities to minimize parking disruption, and adjusting the time limits for on-street parking. Although implementation of

Mitigation Measure TRA-21 (Loss of Parking [Construction]) will reduce parking impacts, adverse effects on parking are likely to remain.

7.4.1.2 Environmental Justice Analysis

As described above, temporary transportation impacts will occur during construction of the LPA and MSF site. These adverse effects will occur in the Affected Area, which consists of predominately EJ populations. As a result, local neighborhoods, businesses, and community facilities in EJ communities may be inconvenienced temporarily, and community activities in the EJ communities could be disrupted by construction. Detours will be identified to preserve circulation around temporary street closures or where turning movements are restricted. Road closures and lane reductions in the EJ communities in the Affected Area will occur during off-peak hours, including nights and weekends, to the maximum extent possible to help minimize traffic disruptions. Mitigation Measure TRA-21 (Loss of Parking [Construction]) will address potential parking reduction effects, and Mitigation Measure TRA-18 (Transportation Management Plan) will address potential construction-related traffic impacts in the EJ communities.

Temporary construction effects will be predominantly borne by EJ communities. With mitigation, temporary adverse transportation effects during construction will affect Vernon, unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, Downey, South Gate, Paramount, Bellflower, Cerritos, and Artesia. Huntington Park, Paramount, Bellflower and South Gate have the highest concentration of EJ populations. Vernon, Artesia, Cerritos, Bellflower, Downey, and Paramount have a higher concentration of non-EJ populations compared to the other EJ communities. Temporary adverse effects related to transportation will occur in EJ communities with higher EJ populations as well as areas with comparable non-EJ populations and will not be concentrated in one EJ community. Construction activities will be temporary and the adverse effects in each EJ community will not result in appreciably more severe or greater in magnitude adverse effects than areas with comparable non-EJ populations. Mitigation measures will be similarly implemented where cut-and-cover, at-grade, or above-grade construction activities will occur in the EJ communities in the Affected Area. With the implementation of mitigation, the LPA will not result in disproportionately high and adverse effects related to transportation to EJ communities in the EJ Affected Area.

7.4.2 Land Use and Development

7.4.2.1 Summary of Effects

Construction of the LPA and MSF site will result in temporary activities that will disrupt communities while construction activities are performed, such as through restricted street parking, sidewalk detours, and traffic lane closures. Although access to businesses and neighborhoods may be detoured for short periods during construction, access will be maintained per the Project's Construction Outreach Plan as part of Metro's Construction Relation Program in Community Relations designed for the Project. This is further detailed in Mitigation Measure COM-1 (Construction Outreach Plan) in the *West Santa Ana Branch Transit Corridor Project Final Communities and Neighborhoods Impact Analysis Report* (Metro 2024). Impacted sites acquired for temporary construction easements (TCEs) and for temporary street, lane, and bicycle path detours and closures will be returned to preconstruction conditions once construction is complete.

Sensitive land uses adjacent to and along the LPA alignment and station areas may experience adverse effects regarding intermittent construction noise, which is discussed in

the Noise and Vibration analysis below. Although adverse noise effects will occur during construction, adverse effects associated with construction will be temporary and access to sensitive land uses will continue to be available. Although adverse noise effects will occur during construction, adverse effects associated with construction will be temporary and access to sensitive uses will continue to be available. Additionally, the function of the surrounding land uses will not be impaired. Therefore, no adverse effects on land use compatibility will occur.

Construction activities of the LPA and MSF site will not conflict with applicable regional and local land use plans, policies, and regulations. Construction of the LPA and MSF site will further the goals, objectives, and policies of local land use plans as they relate to alternative transportation, public transportation, and future growth in transit within the respective jurisdictional boundaries. Therefore, no adverse construction effects related to land use consistency will occur.

7.4.2.2 Environmental Justice Analysis

Construction of the LPA and MSF site will not conflict with applicable land use plans, policies, and regulations of local agencies and there will be no adverse effect related to land use. Therefore, the LPA and MSF site will not result in disproportionately high and adverse effects related to land use in EJ communities in the EJ Affected Area.

7.4.3 Acquisitions and Displacement

7.4.3.1 Summary of Effects

Construction of the LPA and MSF site will require TCEs and property acquisitions for construction laydown areas and construction support sites. Construction laydown areas will be primarily located on acquired sites characterized as industrial, commercial, or vacant. Partial acquisitions for construction will not impact existing buildings on the properties or change the primary function of the existing use. Parcels to be fully acquired for construction laydown and construction support sites will require the demolition of any existing structures on the properties and require the relocation of existing businesses. Table 7.1 summarizes the construction-related acquisitions and TCEs by city. Full acquisitions for construction will be required in Southeast Los Angeles, Huntington Park, Cudahy, South Gate, Paramount, Bellflower, and Artesia in the EJ Affected Area. TCEs will be required in Vernon, Huntington Park, Cudahy, Downey, South Gate, Paramount, Bell, Bellflower, Artesia, and Cerritos. TCEs and full acquisitions for construction will not be required in unincorporated Florence-Firestone.

Table 7.1. Construction-Related Acquisitions and Temporary Construction Easements by Jurisdiction

Jurisdiction	Impacted Parcels ¹	Construction Full Acquisitions	TCE	Parcels for Construction Staging Area	Parcel Affected Area (sq ft) ¹	No. of Relocations Needed
Los Angeles	9	9	0	9	53,500	8
Vernon	3	0	3	0	2,100	0
Unincorporated LA County	0	0	0	0	0	0
Huntington Park	47	1	57	1	35,700	5
Cudahy	9	1	8	1	13,000	1
Downey	2	0	3	1	214,200	0
South Gate	60	10	62	17	1,518,500	15
Paramount	37	3	37	3	260,500	5
Bell	5	0	7	0	500	0
Bellflower	4	1	3	1	113,300	1
Artesia	12	11	1	11	99,000	11
Cerritos	5	0	8	0	2,000	0
LPA Only Total	193	36	189	44	2,312,300	46
Bellflower (MSF Site)	2	2	0	2	939,700	1
Project Total (LPA + MSF)	195	38	189	46	3,252,000	47
Artesia (Design Option) ²	2	0	2	0	400	0

Source: Metro 2024m

Notes: The table accounts for temporary construction acquisitions and full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, some construction staging areas will be used for station parking facilities and the MSF site. Specifically, 22 parcels will be converted to station parking facilities and the MSF site.

¹ Parcels are identified by parcel boundaries and APN. "Impacted Parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel.

² With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet; TCE = temporary construction easement

Table 7.2 summarizes the construction-related acquisitions and TCEs by the LPA, design option, and MSF site. Construction laydown areas and construction support sites will not require the relocation or demolition of residential uses. As previously discussed in Section 5.2.3.1, sufficient number of replacement sites are available for a majority of the affected businesses within six miles of the affected location. However, special property conditions (i.e., nursery and recreational business) may struggle to find a suitable replacement site to lease at the time of acquisition and may not be able to successfully relocate. Currently, an insufficient number of potential replacement sites for sale or lease exist to accommodate these types of displacements, and these businesses may not be able to successfully relocate. Attempting to find a suitable relocation site may require the businesses to relocate so far from the displacement location that relocation will not be feasible.

Table 7.2. Construction-Related Acquisitions and Temporary Construction Easements

	Impacted Parcels ¹	Construction Full Acquisitions	TCE	Parcels for Construction Staging Areas	Parcel Affected Area (sq ft) ²	No. of Relocations Needed
Locally Preferred Alternative	193	36	189	44	2,312,300	46
MSF Site	2	2	0	2	939,700	1
Project Total (LPA + MSF)	195	38	189	46	3,252,000	47
Design Option ³	2	0	2	0	400	0

Source: Metro 2024m

Note: The table accounts for temporary construction acquisitions and full permanent acquisitions of parcels that will be used for construction staging areas. At the conclusion of construction, some construction staging areas will be used for station parking facilities and the MSF. Specifically, 22 parcels will be converted to station parking facilities and the MSF.

¹ Parcels are identified by parcel boundaries and APN. "Impacted Parcels" is not a total sum of the full and partial acquisitions. More than one partial acquisition may occur on a single parcel. Affected parcels, acquisitions, and TCEs identified here are for construction-related acquisitions. Construction full acquisitions refer to property acquisitions for construction staging areas on which parking facilities to support operation of the LPA will be constructed later.

² Rounded to nearest hundred

³ With the implementation of the design option, the LPA with the design option will net one additional temporary impact compared to the LPA without the design option.

MSF = maintenance and storage facility; sq ft = square feet; TCE = temporary construction easement

Metro will provide compensation for all businesses and residents affected during construction as required under the Uniform Act and California Relocation Act. Properties to be used as TCEs will be appraised to determine the market fair value of the portion that will be utilized temporarily during construction and just compensation not less than the approved appraisal will be made to each property owner. Therefore, no adverse effects related to construction will occur.

7.4.3.2 Environmental Justice Analysis

Adverse effects related to construction-related acquisitions and displacement will affect the EJ communities of Southeast Los Angeles, Vernon, Huntington Park, Cudahy, Downey, South Gate, Paramount, Bell, Bellflower, Artesia, and Cerritos. Of these affected EJ communities, Southeast Los Angeles, Huntington Park, Paramount, Bellflower, and South Gate have the highest concentration of EJ populations while Vernon, Bell, Cudahy, Artesia, and Cerritos have the higher non-EJ populations. Construction effects will be predominantly borne by EJ communities. In addition, adverse effects to the nursery business (South Gate) and sports center (Bellflower) will be unique to the corridor; however, these businesses do not serve especially important social, religious or cultural functions for the EJ populations it serves. Although the businesses provide employment, the facilities are not large employment centers that support the EJ communities as a whole.

Construction activities will be temporary and the adverse effects in each EJ community will not result in appreciably more severe or greater in magnitude adverse effects in areas with higher EJ populations than other areas. In consideration of off-setting benefits to EJ communities, the LPA will not result in disproportionately high and adverse effects related to acquisitions and displacement to EJ communities in the EJ Affected Area.

7.4.4 Communities and Neighborhoods

7.4.4.1 Summary of Effects

During construction, vehicle, pedestrian, and bicycle access to businesses, community assets, and residences will be detoured temporarily, particularly those that are located adjacent to or near the construction area. Construction activities will result in temporary sidewalk, lane, and/or street closures, which will temporarily affect access and mobility to businesses, community assets, and residences while construction activities occur. However, access to businesses, community assets, residences, and neighborhoods will be maintained, to the extent feasible. Access to community assets and residences may be will during construction including, but not limited to, the following areas shown in Table 7.3.

Table 7.3. Community Assets Potentially Detoured during Construction

Type of Construction Activity	Community Facilities and Residences	Affected Community
Aerial	Residences along Long Beach Ave	Southeast Los Angeles
Aerial	Residences along Holmes Ave south of Randolph St	Florence-Firestone
Aerial	Lillian Street Elementary School	Florence-Firestone
At-grade	Residences north and south of Randolph St	Huntington Park
At-grade	UEI College	Huntington Park
At-grade	San Antonio Continuation School	Huntington Park
At-grade	San Antonio Elementary School	Huntington Park
At-grade	Residences north and south of Salt Lake Ave	Bell, Huntington Park, and Cudahy
At-grade	Salt Lake Park	Huntington Park
Aerial	Los Angeles River Bike Path	South Gate
Aerial	Rio Hondo Bike Path	South Gate
Aerial	Paramount Park	Paramount
At-grade	Paramount High School	Paramount
Aerial	Residences on Downey Ave	Paramount
Aerial, At-grade	Bellflower Bike Trail	Bellflower
At-grade	Bellflower Pacific Electric Railway Depot	Bellflower
At-grade	Residences on the north and south sides of PEROW	Bellflower, Cerritos, and Artesia
Aerial	Residences surrounding 183rd St/Gridley Ave	Artesia and Cerritos
Aerial	San Gabriel River Mid-Trail	Cerritos
Aerial, At-grade	Artesia Historic District Recreation Trail	Artesia

Source: Metro 2024l

Construction activities will not adversely affect community character and cohesion since construction activities are temporary and will not permanently isolate residential neighborhoods or community assets, and will not permanently alter the physical layout of the Affected Area. The physical layout of the Affected Area will remain similar to existing conditions. Indirect impacts related to temporary construction-related noise and vibrations is not anticipated to affect community facilities and residences farther than 500 feet. Community facilities that may be affected include schools, community centers, parks, churches, and bike trails. Mitigation Measures NOI-6 (Noise Control Plan) and Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources) will be implemented during construction to reduce construction noise and vibration impacts to the extent feasible. With mitigation, vibration impacts during construction will not occur, but construction noise may exceed the FTA construction noise criteria and result in temporary adverse effects to community facilities and residences. Construction noise levels will be temporary disruptions and are not anticipated to reach noise levels that will inhibit use of community facilities and residential properties.

Construction activities will be temporarily visible in the Affected Area and will temporarily affect the visual character of some community assets and residential neighborhoods. Implementation of Mitigation Measures VA-3 (Construction Screening), VA-4 (Construction Lighting), and NOI-6 (Noise Control Plan) will be implemented similarly throughout the areas to reduce construction noise, vibration, and shield sensitive viewers from views of construction sites. Thus, as construction activities are temporary and are not expected to permanently isolate residential neighborhoods or community assets and will not permanently alter the physical layout of the Affected Area, construction activities will not change the character and cohesion of the Affected Area. Therefore, no adverse effect regarding community character and cohesion will occur.

Since construction could temporarily affect access and mobility to businesses, community assets, and residences while construction activities occur, Mitigation Measure COM-1 (Construction Outreach Plan) will be implemented to minimize effects to communities and businesses. As construction activities are temporary, barriers around construction activities and laydown sites will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. No adverse effects will occur with implementation of Mitigation Measure COM-1 (Construction Outreach Plan).

Construction activities will be temporary and are not expected to cause residents to move out of EJ communities in the Affected Area. As a result, construction activities will not adversely affect community stability.

7.4.4.2 Environmental Justice Analysis

Construction of the LPA and MSF site may result in temporary sidewalk detours and traffic lane closures in the EJ communities. Detours and directional signage will be provided per the Construction Management Plan prepared for the LPA, allowing accessibility to communities and maintain flow of traffic around the construction area.

Construction activities will not change the character and cohesion of the EJ communities in the Affected Area, will not permanently isolate residential neighborhoods or community assets, and will not permanently alter the physical layout of the affected EJ communities. Community disruption will occur since residents and users of community facilities may experience temporary increases in construction-related noise, vibrations, and construction activities will be temporarily visible in EJ communities in the Affected Area that temporarily affect the visual character of some community assets and residential neighborhoods. Implementation of Mitigation Measures NOI-6 (Noise Control Plan) and Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), VA-3 (Construction Screening), and VA-4 (Construction Lighting) will be implemented similarly throughout the EJ populations to reduce construction noise, vibration, and shield sensitive viewers from views of construction sites.

Although community disruptions may occur during construction, construction activities will be temporary and will occur along the LPA alignment. Mitigation Measure COM-1 (Construction Outreach Plan) will be implemented equally throughout the EJ populations to minimize effects to EJ communities during construction, such as by maintaining access to community assets, businesses, and neighborhoods; maintaining traffic flow; and providing signage to maintain traffic flow, clearly mark detours, and to alert potential customers that businesses are open during construction.

Temporary construction-related community impacts will occur in Southeast Los Angeles, Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Artesia, and Cerritos. Of these affected EJ communities, Southeast Los Angeles, Huntington Park, Paramount, Bellflower, and South Gate have the highest concentration of EJ populations while Bell, Cudahy, Artesia, and Cerritos have a higher concentration of non-EJ populations in comparison to the other communities. Temporary construction-related adverse effects will occur in EJ communities with higher concentrations of EJ populations, as well as comparable non-EJ populations. Construction-related adverse effects will not be concentrated in one EJ community. Temporary construction effects will be predominantly borne by EJ communities and the adverse effects in each EJ community will not result in appreciably more severe or greater in magnitude adverse effects in communities with higher concentrations of EJ populations than other areas. Mitigation measures will be similarly implemented in the affected EJ communities. With implementation of mitigation, the LPA will not result in disproportionately high and adverse effects related to communities and neighborhoods in EJ communities in the EJ Affected Area.

7.4.5 Noise and Vibration

7.4.5.1 Summary of Effects

The two general types of construction that will occur are at-grade construction and elevated guideway construction. Construction of the LRT guideways and MSF will use equipment similar to heavy-earth moving equipment, generators, cranes, pneumatic tools and other similar pieces of equipment.

Where construction activities will occur along the LPA alignment, construction noise levels will exceed FTA and local noise standards due to the intensive nature of LRT construction activities and the proximity of sensitive land uses to the LPA alignment without mitigation

measures. Mitigation Measure NOI-6 (Noise Control Plan) will require the contractor to prepare a noise control plan to be approved by Metro to reduce construction noise levels. It is anticipated that Mitigation Measure NOI-6 (Noise Control Plan) will reduce construction noise levels. However, construction noise will still likely exceed the FTA construction noise criteria and local standards. Therefore, with mitigation incorporated, impacts related to construction noise will remain adverse.

Vibration generating activities could result in noticeable levels of vibration but will largely occur within the rail ROWs and are unlikely to result in building damage. Equipment vibration could exceed the FTA vibration damage criteria and vibration annoyance criteria when conducted in close proximity to sensitive uses. Implementation of Mitigation Measures VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources), which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, will be applied where applicable and are anticipated to avoid construction vibration levels that will exceed the FTA construction impact criteria. Therefore, with mitigation incorporated, no adverse effects related to construction vibration will occur.

7.4.5.2 Environmental Justice Analysis

An adverse effect may occur on EJ communities if the LPA or the MSF site will result in a disproportionate construction noise or vibration impact concentrated in an EJ community. Construction noise and vibration impacts will be spread evenly along the at-grade and aerial portions of the alignment.

Temporary construction effects of the LPA related to noise and vibration will be predominantly borne by EJ communities. Temporary construction adverse effects related to noise and vibrations will affect the EJ communities of Southeast Los Angeles, unincorporated Florence-Firestone, Huntington Park, Bell, Cudahy, South Gate, Paramount, Bellflower, Cerritos, and Artesia. Of these EJ communities, Huntington Park, Paramount, Bellflower, Southeast Los Angeles, and South Gate have the highest concentration of EJ populations. Artesia, Cerritos, Bellflower, and Paramount have a higher concentration of non-EJ populations compared to the other communities. Mitigation Measures NOI-6 (Noise Control Plan) and VIB-3 through VIB-7, which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring, will be implemented where applicable to reduce construction noise and vibration impacts. Mitigation measures will be equally implemented throughout the LPA alignment where impacts have been identified. Noise impacts will remain adverse and, thus, adverse effects on the EJ communities in the EJ Affected Area will occur.

The overall noise levels in the EJ Affected Area will be spread along the at-grade and aerial portions of the alignment. Although adverse noise and vibration effects will occur even with implementation of mitigation measures, the severity of impacts will be largely uniform throughout the LPA alignment with EJ populations and non-EJ populations. Construction-related adverse effects will not be concentrated in one community. The construction noise and vibration impacts will not be appreciably more severe or greater in magnitude in areas with EJ populations than in other areas with comparable non-EJ populations.

Mitigation measures will be similarly implemented throughout the LPA alignment where impacts have been identified. With implementation of mitigation, the LPA will not result in disproportionately high and adverse effects related to noise and vibration in EJ communities in the EJ Affected Area.

7.4.6 Parklands and Community Facilities

7.4.6.1 Summary of Effects

Construction of the LPA will require the termination of the lease agreement between Metro and the City of Paramount, which will remove approximately 20 (of over 300) on-site parking spaces used by park patrons. The reversion of the leased parking area does not require property acquisition within the Paramount Park boundary. Park recreational facilities and buildings will not be disturbed, and the general functions of Paramount Park will remain unchanged. Construction sites will not be located on and will not permanently disrupt function or access to parklands, recreational facilities, bike facilities, and community facility properties. Therefore, adverse effects related to property acquisitions for construction or TCEs in the context of parklands and community facilities will not occur.

Parcels acquired for construction support sites will not be located on and will not permanently disrupt parklands, recreational facilities, bike facilities, and community facility properties. Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits), VIB-7 (Construction Monitoring for Vibration), and COM-1 (Construction Outreach Plan) will be implemented where applicable to minimize adverse effects related to noise, vibration, and to maintain access and parking at parklands, recreational facilities, and bike facilities. As construction activities will be temporary, barriers around construction activities and staging areas will be removed upon completion of construction; and temporary street, lane, and bike path detours and closures will be returned to preconstruction conditions once construction is completed. With the implementation of mitigation, the LPA will not result in adverse effects related to parklands and community facilities during construction.

7.4.6.2 Environmental Justice Analysis

With the implementation of mitigation, the LPA will not result in adverse effects related to parklands and community facilities during construction. Therefore, with the implementation of mitigation, the LPA will not result in disproportionately high and adverse effects related to parklands and community facilities to EJ communities in the EJ Affected Area.

7.4.7 Summary of Environmental Justice Analysis

The LPA and MSF site will result in temporary construction-related adverse effects pertaining to transportation, land use, acquisition and displacement, communities and neighborhoods, noise and vibration, and parklands and community facilities.

All applicable federal, state, and local regulations will be implemented during construction of the Project. Project measures will be implemented, and where adverse effects will occur, mitigation measures will be provided and implemented throughout all of the affected EJ communities. However, temporary adverse effects related to transportation, and noise and vibration on EJ communities will remain even after implementation of mitigation measures. Temporary adverse effects will affect EJ communities and non-EJ populations and are not

focused within any single community. The impacts are not considered more severe or greater in magnitude areas with EJ populations versus comparable non-EJ populations along the LPA alignment. With the implementation of mitigation and with consideration to off-setting benefits, the LPA and MSF site will not cause disproportionately high and adverse effects related to construction in EJ communities in the EJ Affected Area.

7.5 Design Option: Close 186th Street

7.5.1 Summary of Effects

Construction of the LPA with the design option would have similar construction impacts and minimization strategies as the LPA without the design option and would result in similar temporary adverse effects to transportation, land use, acquisitions and displacement, communities and neighborhoods, and parklands and community facilities.

Implementation of Mitigation Measure TRA-18 (Transportation Management Plan) and TRA-21 (Loss of Parking [Construction]) would minimize temporary construction-related transportation impacts, but adverse effects are likely to remain. Construction activities for the LPA with the design option would not be located on or not permanently disrupt parklands, recreational facilities, bike facilities, and community facility properties and would therefore not result in any adverse effects to those facilities.

Without mitigation, construction activity related to the LPA with the design option is expected to result in potentially adverse noise and vibration impacts. After implementation of Mitigation Measures NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources) where applicable, impacts related to construction noise would remain adverse while vibration would be less than adverse.

7.5.2 Environmental Justice Analysis

The LPA with the design option would result in similar temporary construction-related adverse effects as the LPA without the design option. All applicable regulations, project measures, and mitigation measures would be implemented during construction of the design option. Temporary adverse effects related to transportation, noise, and vibration on EJ communities would remain even after implementation of mitigation measures. However, with the implementation of mitigation and with consideration to off-setting benefits, the LPA with the design option would not cause disproportionately high and adverse effects related to construction to the EJ communities in the EJ Affected Area.

Overall, adverse effects would occur in EJ communities with higher percentages of EJ populations and areas with comparable non-EJ populations. The LPA with the design option would not result in effects suffered by the EJ population that would be appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-EJ population. Under NEPA, with the implementation of mitigation and with consideration to off-setting benefits, the LPA with the design option would not cause a disproportionately high and adverse effect in EJ communities in the Affected Area.

7.6 U.S. Army Corps of Engineers Facilities

7.6.1 Summary of Effects

The USACE facilities are under the jurisdiction of the USACE and are river channels that do not consist of identified EJ populations. LPA construction activities at the USACE facilities will not affect EJ populations where the USACE facilities are located and no adverse effects to the environment will occur during LPA construction activities over the USACE facilities.

7.6.2 Environmental Justice Analysis

LPA construction activities over the USACE facilities will not result in effects suffered by the EJ population that will be appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-EJ population. Under NEPA, with consideration to offsetting benefits, LPA-related activities at the USACE facilities will not cause a disproportionately high and adverse effect in EJ communities in the Affected Area.

7.7 California Department of Transportation Facilities

7.7.1 Summary of Effects

The Caltrans facilities are under the jurisdiction of Caltrans and are freeway infrastructure facilities that do not consist of identified EJ populations. LPA construction activities at the Caltrans facilities will not affect EJ populations where the Caltrans facilities are located and no adverse effects to the environment will occur during LPA construction activities over the Caltrans facilities.

7.7.2 Environmental Justice Analysis

LPA construction activities at Caltrans facilities will not result in effects suffered by the EJ population that will be appreciably more severe or greater in magnitude than the adverse effects that will be suffered by the non-EJ population. Under NEPA, with consideration to offsetting benefits, LPA-related activities at Caltrans facilities will not cause a disproportionately high and adverse effect in EJ communities in the Affected Area.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

8.1.1 Operations

Visual and Aesthetics: VA PM-1 (Design Standards), VA PM-2 (Public Art), VA PM-3 (Landscaping), VA PM-4 (Landscaping Screening), VA PM-5 Landscaping at MSF site), VA PM-6 (Local Zoning Ordinances), VA PM-7 (Lighting), and VA PM-8 (Residential Screening for Aerial Structures)

Noise and Vibration: NOI PM-1 (Crossing Signal Bells), NOI PM-2 (Gate-Down-Bell-Stop Variance)

8.1.2 Construction

Noise and Vibration: VIB PM-1 (City of Bellflower Vibration-Sensitive Facilities)

8.2 Mitigation Measures

8.2.1 Operations

Transportation: TRA-1 through TRA-17, which are specific intersection modifications, TRA-19 (Parking Monitoring and Community Outreach), TRA-20 (Parking Mitigation Program [Permanent])

Land Use: LU-1 (Consistency with Bike Plans)

Visual and Aesthetics: VA-1 (Screening at Somerset Boulevard), VA-2 (Relocation of “Belle”)

Noise and Vibration: NOI-1 (Soundwalls), NOI-2 (Low Impact Frogs), NOI-3 (Wheel Squeal Noise Monitoring), NOI-4 (TPSS Noise Reduction), NOI-5 (Freight Track Relocation Soundwalls), VIB-1 (Ballast Mat or Resilient Rail Fasteners), VIB-2 (Low Impact Frogs)

8.2.2 Construction

Transportation: TRA-18 (Transportation Management Plan(s)) and TRA-21 (Loss of Parking [Construction])

Community and Neighborhood: COM-1 (Construction Outreach Plan)

Noise and Vibration: NOI-6 (Noise Control Plan), VIB-3 (Vibration Control Plan), VIB-4 (Minimize the Use of Impact Devices), VIB-5 (Drilling for Building Foundations), VIB-6 (Construction Vibration Limits for Historic Properties/Historical Resources), and VIB-7 (Construction Monitoring for Vibration Near Historic Properties/Historical Resources)

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