

An illustration of a Metro Rail train with a yellow and grey livery, featuring the 'M' logo and 'Go Metro' text. The train is on a track in an urban setting with multi-story buildings, palm trees, and people walking and cycling. A large yellow diagonal shape is on the left side of the image.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2



Public Hearings
July/August 2022

Agenda

- > **Open House** (20 minutes)
- > **Presentation** (25 minutes)
 - Project Overview
 - Draft EIR Highlights
 - How to Submit Comments and Next Steps
- > **Formal Oral Comments** (75 minutes*)

**Open House to resume after Oral Comments, if time allows*

Public Hearing Format



Public hearing will be video-recorded



Court reporter will document public oral comments after presentation



Simultaneous Spanish interpretation available



Our Expectation: We will conduct a respectful meeting to allow ideas and comments to be shared in an open and fair environment

Project Overview: Measure M Project Timeline



Reinitiated
Environmental
Process and Advanced
Conceptual Engineering

Final Environmental
Clearance

Final Design

Construction

Open for Service



ONGOING PUBLIC PARTICIPATION

Eastside Transit Corridor Phase 2 is a four-pillar project. Schedule is subject to change per Metro Board direction.

Project Overview

Alternative 1: Washington

- Approx. 9 miles
- Atlantic Boulevard – Lambert Road

Alternative 2: IOS Commerce

- Approx. 3.2 miles
- Atlantic Boulevard – Commerce/Citadel station

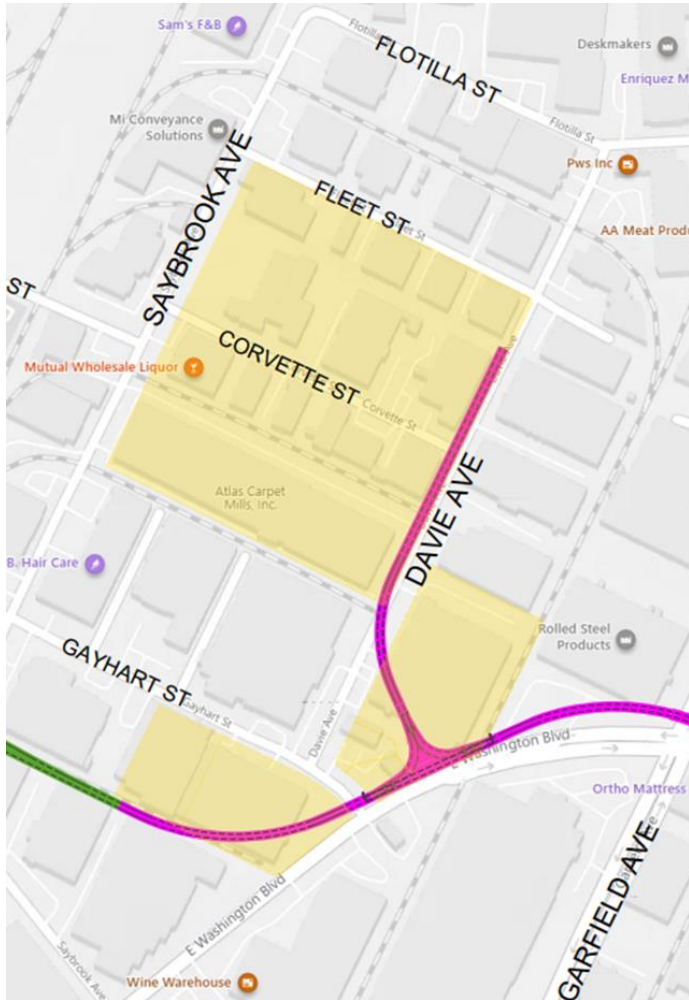
Alternative 3: IOS Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard – Greenwood station



Maintenance Storage Facility (MSF) Options

Commerce MSF: Capacity 100 LRV

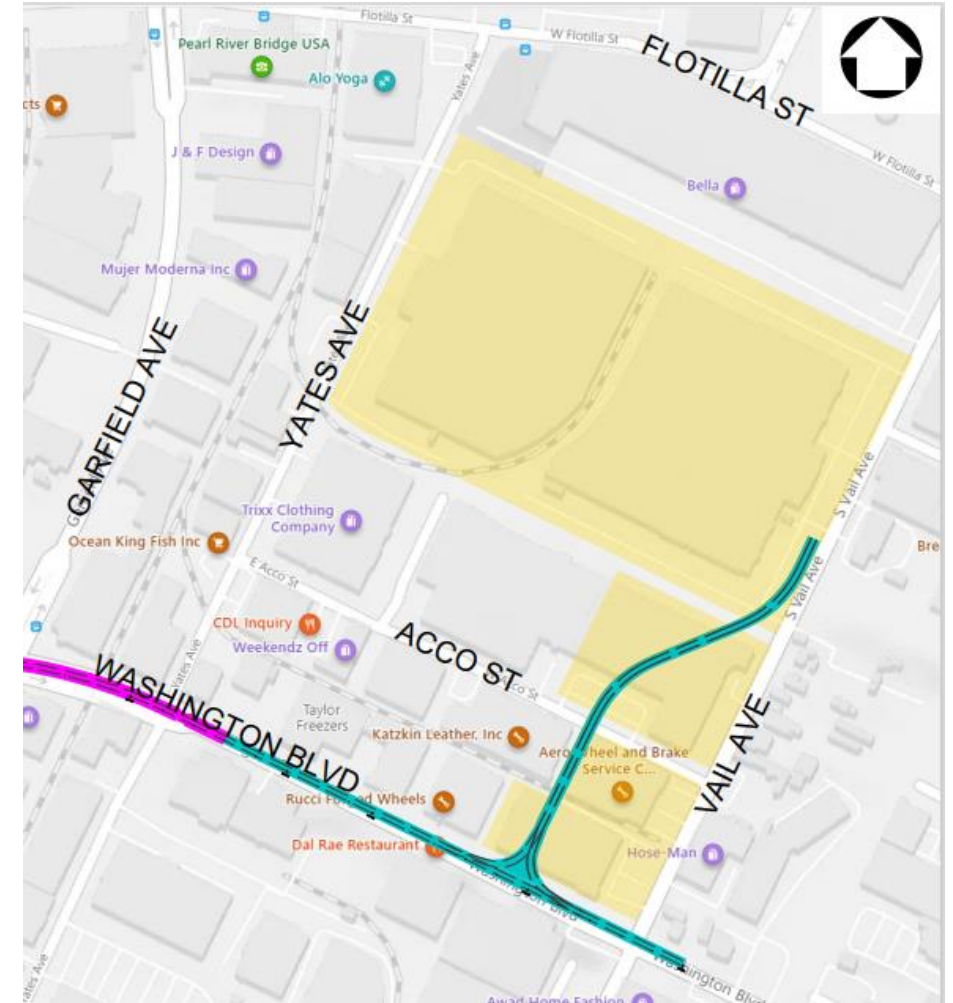


Alternative 1 –
Washington
Commerce or Montebello
MSF site option

Alternative 2 – Commerce
IOS
Commerce MSF site option
only

Alternative 3 –
Greenwood IOS
Commerce or Montebello
MSF site option

Montebello MSF: Capacity 120 LRV



Draft Environmental Impact Report (EIR)

California Environmental Quality Act (CEQA)

Construction

Short-term impacts

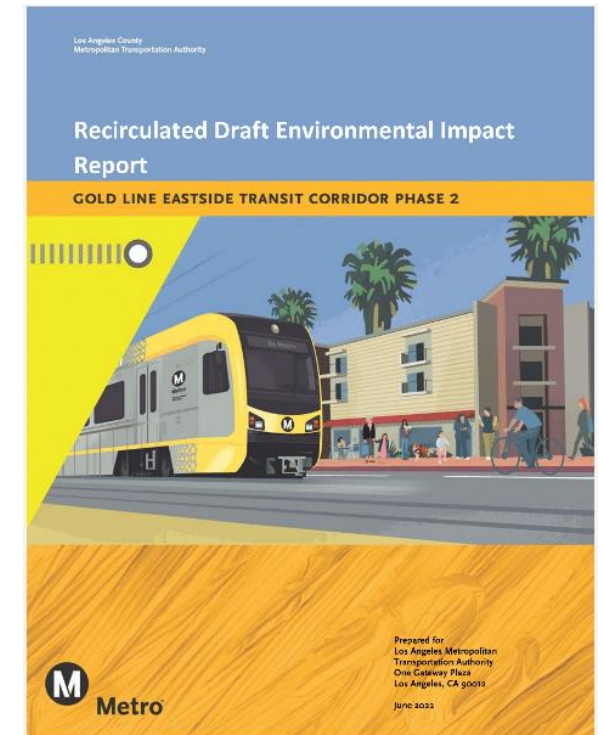
Operational

Long-term impacts

Cumulative impacts

Combination with nearby projects

- > Evaluates against existing conditions (2019)
- > Conducted grade crossing policy analysis
- > Comments received during all public meetings since 2019 including public scoping were considered
- > Best management practices and lessons learned from Metro's extensive construction experience
- > Feasible mitigation measures



Draft EIR: Outline

Volume 1

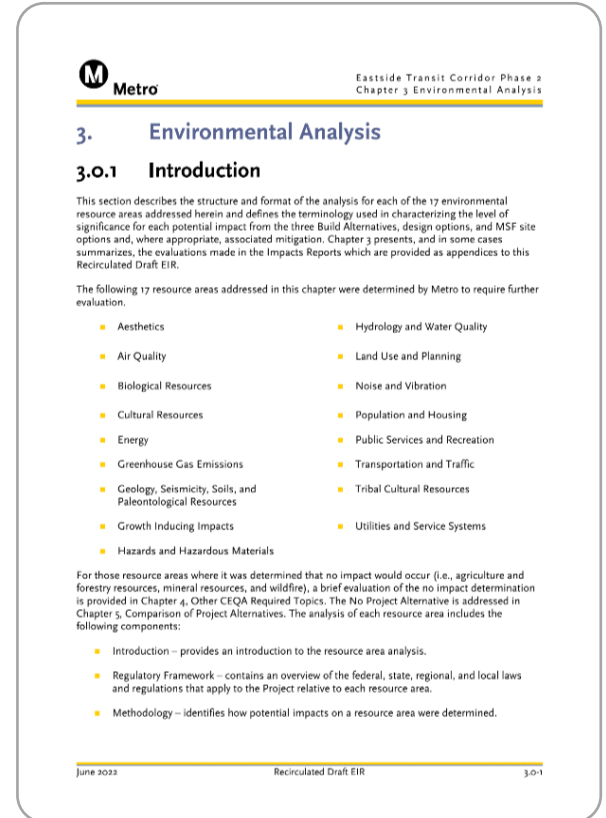
> Draft EIR

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 Project Description
- **Chapter 3 Environmental Evaluation**
- Chapter 4 Other CEQA Considerations
- Chapter 5 Comparison of Alternatives
- Chapter 6 Public Outreach
- Chapters 7-9: Acronyms, List of Preparers, References
- Technical Reports

Volume 2

> Advanced Conceptual Engineering Drawings

- 3.1 Aesthetics & Visual Quality
- 3.2 Air Quality
- 3.3 Biological Resources
- 3.4 Cultural Resources
- 3.5 Energy
- 3.6 Geology/Soils/Seismicity/Paleo
- 3.7 Greenhouse Gases
- 3.8 Hazards and Hazardous Materials
- 3.9 Hydrology and Water Quality
- 3.10 Land Use and Planning
- 3.11 Noise and Vibration
- 3.12 Population and Housing
- 3.13 Public Services and Recreation
- 3.14 Transportation
- 3.15 Tribal Cultural Resources
- 3.16 Utilities and Service Systems
- 3.17 Growth Inducing Impacts
- 3.18 Cumulative Impacts



Draft EIR, Chapter 3

Environmental Impact Report

How to Navigate Document: Chapter 3

Eastside Transit Corridor Phase 2
Section 3.14 Transportation and Traffic

3.14 Transportation and Traffic

3.14.1 Introduction

3.14.2 Regulatory Framework All applicable laws and regulations for the topic

3.14.3 Methodology How data was gathered and how impacts are evaluated

3.14.4 Thresholds of Significance List of topic specific CEQA thresholds

3.14.5 Existing Setting Description of the existing conditions in 2019 or later

3.14.6 Impact Evaluation Analysis comparing project elements with existing conditions & CEQA thresholds to determine the significance of an impact

3.14.7 Project Measures & Mitigation Measures Applicable project measure and mitigation, if needed

3.14.8 Significance After Mitigation Determination of impacts after mitigation is applied

Environmental Impact Report

How to Navigate Document: Summary Tables

Chapter 3. Comparison of Alternatives

| CEQA Impact Topic | | Alternative 1: Washington Boulevard | | | | | | | | Alternative 2: Commerce/Citadel IOS | | Alternative 3: Washington/Greenwood IOS | | | | | | | |
|--|--------------------------|-------------------------------------|----------------|--|----------------|--|--------------------------------|---|--------------------------------|-------------------------------------|--|---|----------------|--|----------------|--|--------------------------------|---|--------------------------------|
| | | Base Alternative 1 ¹ | | Alternative 1 + Atlantic/Pomona Station Option | | Alternative 1 + Montebello At-Grade Option | | Alternative 1 + Atlantic/Pomona Station Option + Montebello At-Grade Option | | Base Alternative 2 ² | Alternative 2 + Atlantic/Pomona Station Option | Base Alternative 3 ³ | | Alternative 3 + Atlantic/Pomona Station Option | | Alternative 3 + Montebello At-Grade Option | | Alternative 3 + Atlantic/Pomona Station Option + Montebello At-Grade Option | |
| | | Commerce MSF | Montebello MSF | Commerce MSF | Montebello MSF | Commerce MSF | Montebello MSF At-Grade Option | Commerce MSF | Montebello MSF At-Grade Option | Commerce MSF | | Commerce MSF | Montebello MSF | Commerce MSF | Montebello MSF | Commerce MSF | Montebello MSF At-Grade Option | Commerce MSF | Montebello MSF At-Grade Option |
| Impact TRA-1 Conflict with Programs, Plans, and Policies | Applicable Mitigation | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 | MM TRA-1 |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS |
| Impact TRA-2 Conflict with CEQA Guidelines | Applicable Mitigation | None | None | None | None | None | None | None | None | None | None | None | None | None | None | None | None | None | None |
| | Impacts After Mitigation | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS | LTS |

- LTS = Less Than Significant Impact
- MM = Mitigation Measure
- IOS = Initial Operating Segment
- TRA-1 = Traffic Mitigation Measure #1
- TRA-2 = Traffic Mitigation Measure #2

Environmental Impact Report

Project Regulations & Standards Vs. Mitigation Measures



Project Regulations and Standards:

- > Metro Rail Design Criteria (MRDC)
- > California Public Utilities Commission (CPUC)
- > Caltrans Standard Specifications
- > Army Corps of Engineers (USACE)
- > Occupational Safety and Health Administration (OSHA)
- > Department of Toxic Substances and Control

Mitigation measures:

- > Included if Project Regulations and Standards cannot reduce impacts to less than significant
- > Not covered by standard construction best management practices
- > Required to be compliant during construction and/or operations



Environmental Impact Report

Summary of Impacts/Mitigation Measures

Table ES-2. Summary of Impacts by Environmental Resource

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

- NI = No Impacts
- LTS = Less Than Significant Impacts
- LTSM = Less Than Significant Impacts with Mitigation
- SU = Significant and Unavoidable Impacts

Source: CDM Smith/AECOM JV, 2022.

Environmental Impact Report

Cultural Resources (Section 3.4)

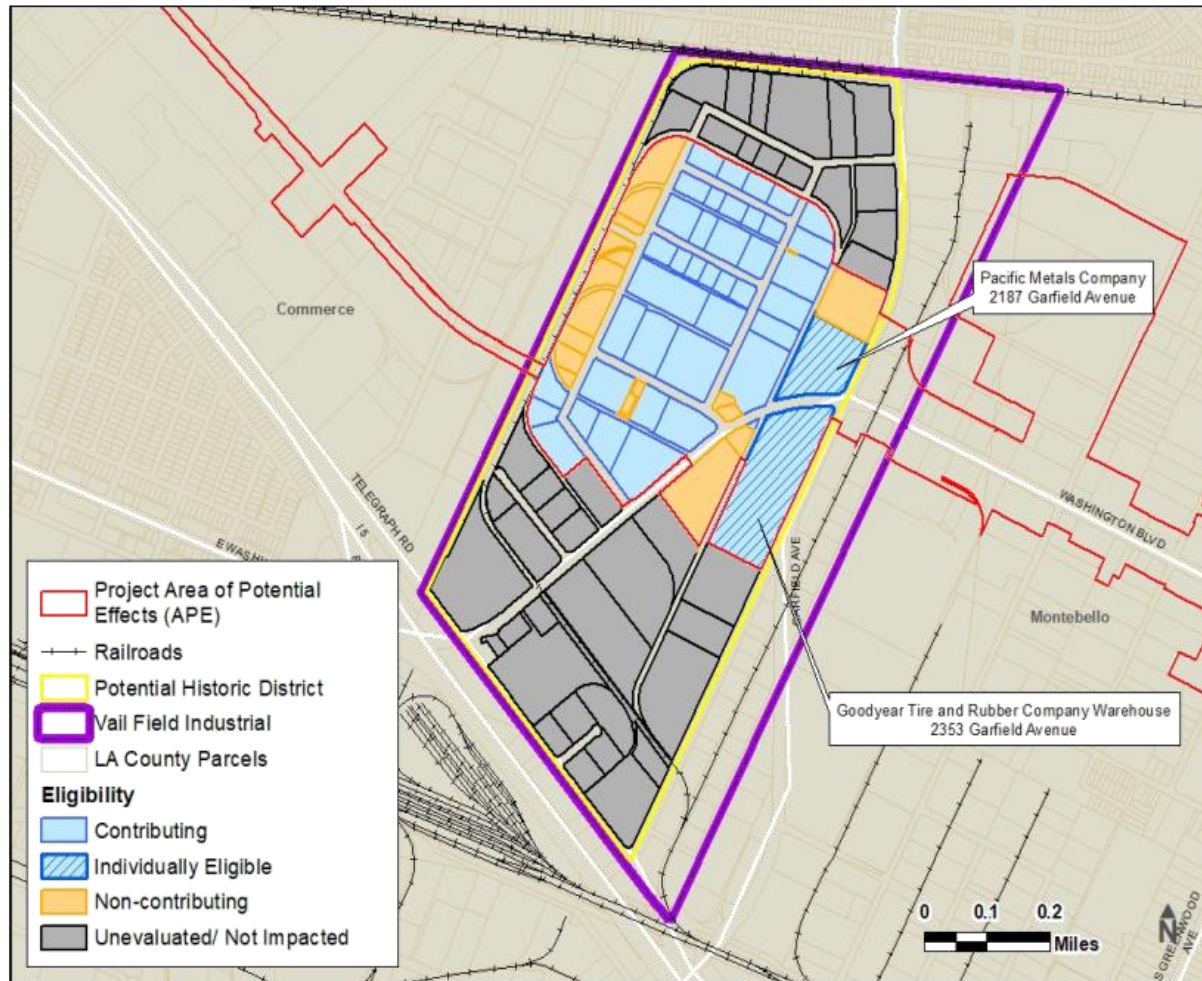


Figure 3.4.3. Vail Field Industrial Addition Potential Historic District

- > **What is the resource?**
 - Vail Field Industrial Addition Historic District in City of Commerce
- > **How is the resource impacted?**
 - Commerce MSF and lead tracks require property acquisitions and demolition of contributing buildings and of Pacific Metals Bldg
- > **What alternative(s) impacts the resource?**
 - Alternative 1 with Commerce MSF
 - Alternative 2
 - Alternative 3 with Commerce MSF
- > **Mitigation?**
 - Recording of resources and potential signage to mark resource
- > **Impacts after Mitigation?**
 - Impacts would remain significant and unavoidable

Environmental Impact Report

River Impacts (Section 3.9 Hydrology and Water Quality)



Figure 3.1.14. Viewpoint 13: Washington Boulevard Over Rio Hondo
(Looking northeast from Bluff Road)

- > **What is the resource?**
 - Rio Hondo and San Gabriel River
- > **How is the resource impacted?**
 - Construction of new piers may affect river flow and pollutant concentrations
 - Operations may affect river flow
- > **What alternative(s) impacts it?**
 - Alternative 1
- > **Mitigation?**
 - MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River)
 - MM HAZ-2 (Soil/Groundwater Mgmt. Plan)
 - MM HAZ-3 (Contractor Specifications for Hazardous Materials)
- > **Impacts after Mitigation?**
 - Impacts would be reduced to less than significant

Environmental Impact Report

Noise Impacts (Section 3.11)



Figure 3.1.33. Visual Simulation: Washington Boulevard East of Sorensen Avenue
(Looking west)

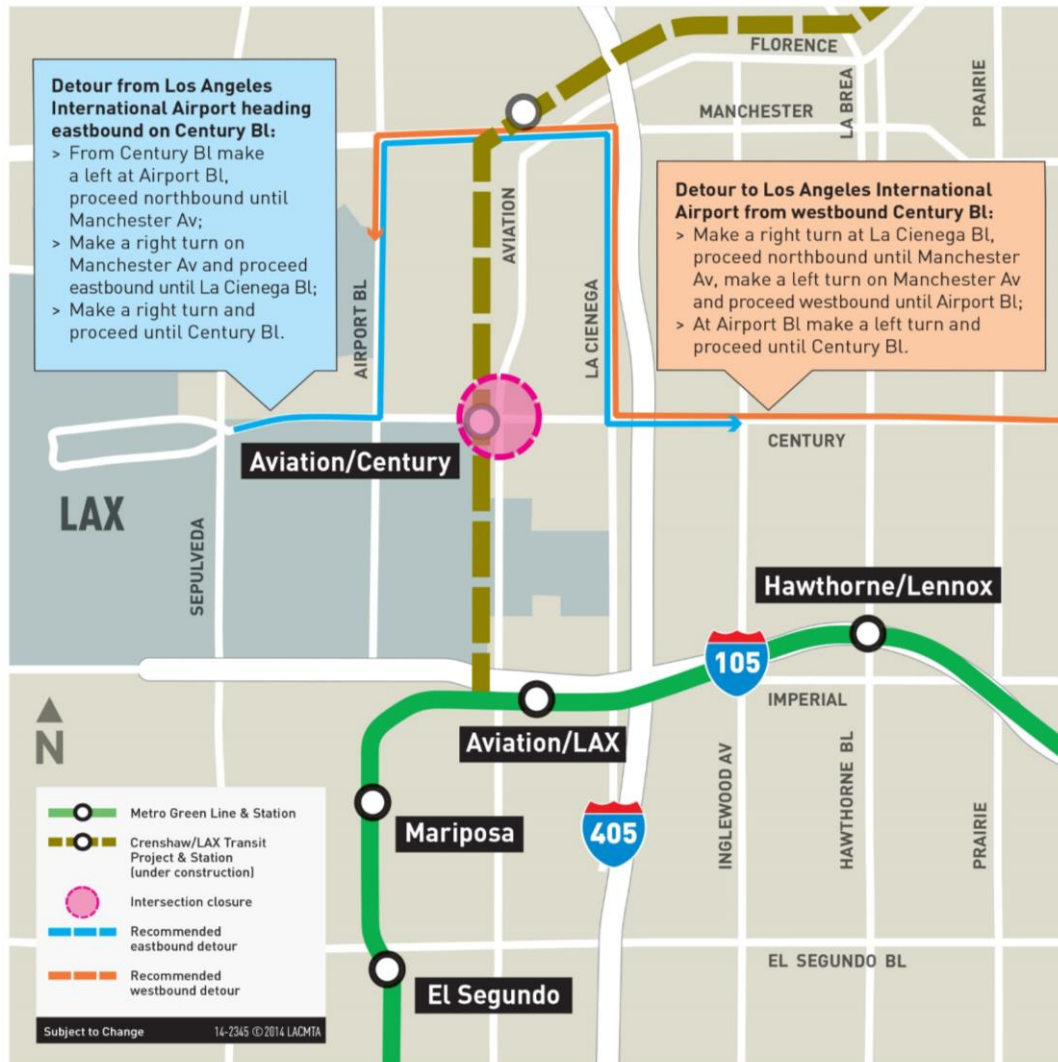
- > **What is the resource?**
 - Residences located along Washington Blvd.
- > **How is the resource impacted?**
 - Placement of crossover tracks tend to cause higher noise and vibration levels due to steel wheels changing tracks.
- > **What alternative(s) impacts it?**
 - Alternative 1
 - **Mitigation?**
 - *For Noise MM NOI 1-4*
Avoid metal pillars for construction wall in tunnels and trenches near homes, hospitals, schools, parks, other sensitive land uses.
 - *For Vibration MM NOI 13-15*
Use a vibration absorbing material under locations where tracks crossover or use low vibration materials on the tracks.
- > **Impacts after Mitigation?**
 - Impacts would be reduced to less than significant.

Environmental Impact Report

Emergency Access Impacts (Section 3.12 Traffic)

Example: Crenshaw/LAX Transit Project

Full Closure of Century/Aviation Intersection July 25-28, 2014



- > **What is the resource?**
 - Maintaining roadway access for Emergency Providers
- > **How is the resource impacted?**
 - Construction detours, lane closure, truck volumes could affect efficiency of emergency responders
- > **What alternative(s) impacts it?**
 - Alternative 1
 - Alternative 2
 - Alternative 3
- > **Mitigation?**
 - Project Measures, including consultation with, and review of construction plans by emergency responders
 - MM TRA-1 (Traffic Management Plan)
- > **Impacts after Mitigation?**
 - Impacts would be reduced to less than significant
 - Preliminary coordination has started with emergency providers

Environmental Impact Report

Traffic Impacts (Section 3.14)

- > **How is Traffic evaluated under CEQA?**
 - California law SB 743 no longer requires Level of Service which analyzes intersection delay
 - Vehicle Miles Traveled (VMT) analysis is the new measurement for traffic analysis which looks at regional impacts



- > **What is the resource?**
 - Construction detours and haul routes
- > **How is the resource impacted?**
 - Lane closures & street detours during construction can impact businesses & local access
- > **What alternative(s) impacts it?**
 - Alternative 1
 - Alternative 2
 - Alternative 3
- > **Mitigation?**
 - Project Measures, including review of construction schedules by local jurisdictions
 - MM TRA-1 (Traffic Management Plan)
- > **Impacts after Mitigation?**
 - Impacts would be reduced to less than significant

Environmental Impact Report

Environmentally Superior Alternative (Chapter 5)

> What is the Environmentally Superior Alternative?

- CEQA requires an agency to select an alternative other than the No Project Alternative as an Environmentally Superior Alternative
- Comparison of impact determinations and mitigation measures are the basis for selection

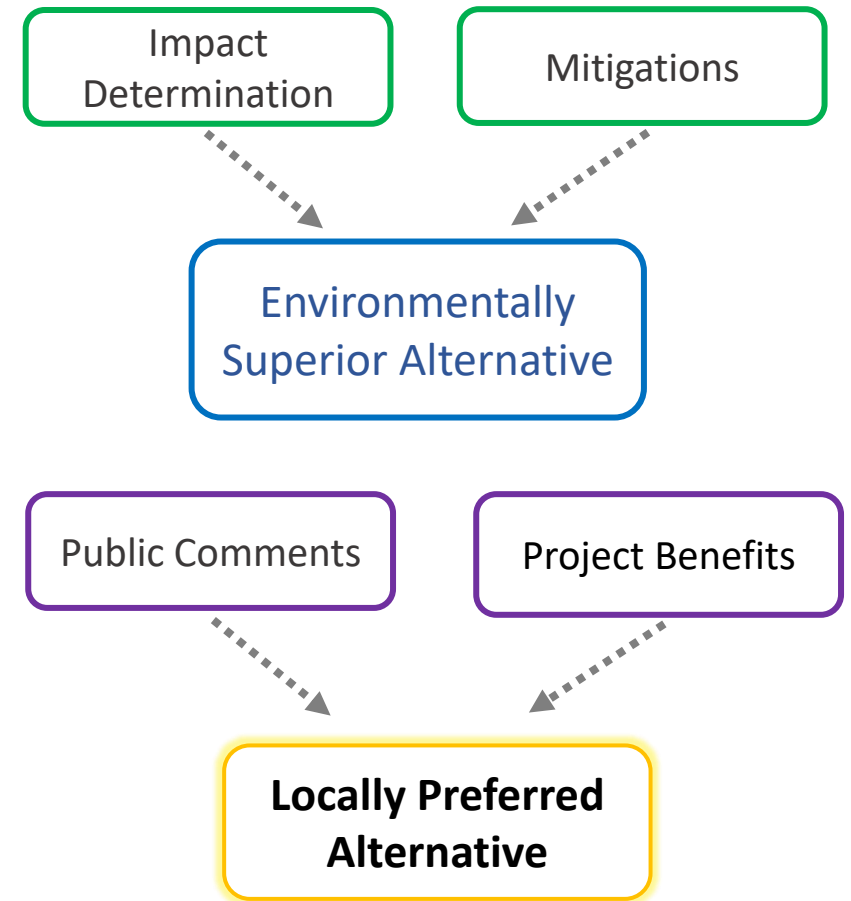
> Is the Environmentally Superior Alternative the same as the Locally Preferred Alternative?

- No. Selection of the Locally Preferred Alternative (LPA) considers all aspects of the project alternatives, including project benefits and impacts, as well as the public comments

> Can the public comment on the Environmentally Superior Alternative?

- Yes

During Draft EIR Process



Between Draft EIR & Final EIR Process

Environmental Impact Report

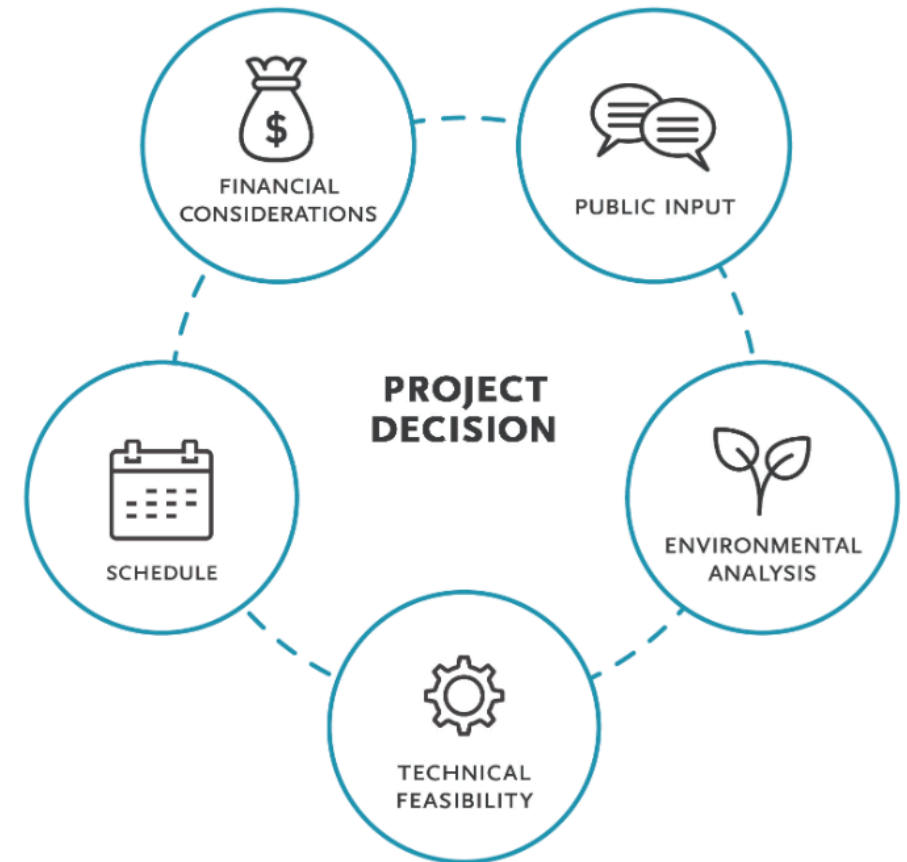
Public Comments on the Draft EIR

How do your comments make an impact?

- > Provide written/oral comments
- > Provide specific comments on the environmental issues you are concerned about
- > Provide project specific comments on the information and evaluation contained in the Draft EIR
- > Provide comments on the mitigation measures proposed

What will happen to your comments?

- > Once all comments are compiled, we will respond to all comments
- > All comments will be reviewed and considered relative to the environmental evaluation
- > Comments and responses will be provided to decision makers (Board)
- > Comments and responses will be compiled in the Final, which will be made publicly available



Next Steps

- > **Review submitted public comments**
 - Incorporate into public record
 - Responses in Final EIR/EIS
- > **Metro Board LPA Selection – Late 2022**
- > **Final EIR Release & Approval – Mid 2023***



**Timeline is subject to change*

Draft EIR Available for Public Review and Comment

> Draft EIR is now available for public review & comment through **August 29**

> Comment Submittal Options



Jenny Cristales-Cevallos, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012



metro.net/eastsidecomments



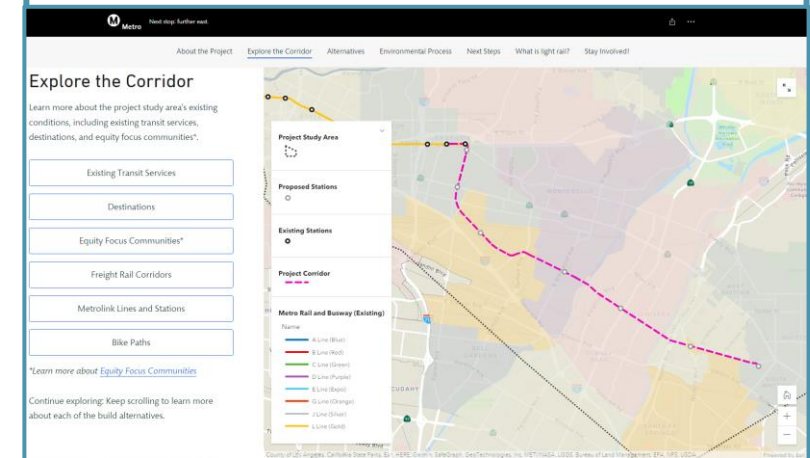
213.922.3012



Public Hearings



Online Interactive Tool metro.net/eastside2022



Public Hearings

#1: East Los Angeles – Thurs., July 21, 6-8pm

#2: Montebello – Sat., July 30, 10am-12pm

#3: Zoom/Call-in + Remote Viewing Site at Pico Rivera Council Chamber
Thurs., Aug. 11, 6-8pm

#4: Whittier – Wed., Aug. 17, 6-8pm

Formal Oral Comments

- > 1 ½ minutes (90 seconds) per speaker
- > There will be no responses to comments today
- > Three names will be called at a time; please line up & be prepared to comment
- > Start your comment by stating your name & zip code
- > Speak clearly for the court reporter
- > Each comment will be addressed in writing in the Final EIR
- > Please be respectful of all speakers

Other ways to comment

Today

- One-on-one with court reporter (if time allows following Formal Oral Comments)
- Submit a completed comment form to the registration table

Through August 29, 2022



Jenny Cristales-Cevallos, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012



metro.net/eastsidecomments



213.922.3012

Draft EIR Available for Public Review and Comment

> Draft EIR is now available for public review & comment through **August 29**

> Comment Submittal Options



Jenny Cristales-Cevallos, Project Manager
Metro
One Gateway Plaza, MS 99-22-7
Los Angeles, CA 90012



metro.net/eastsidecomments



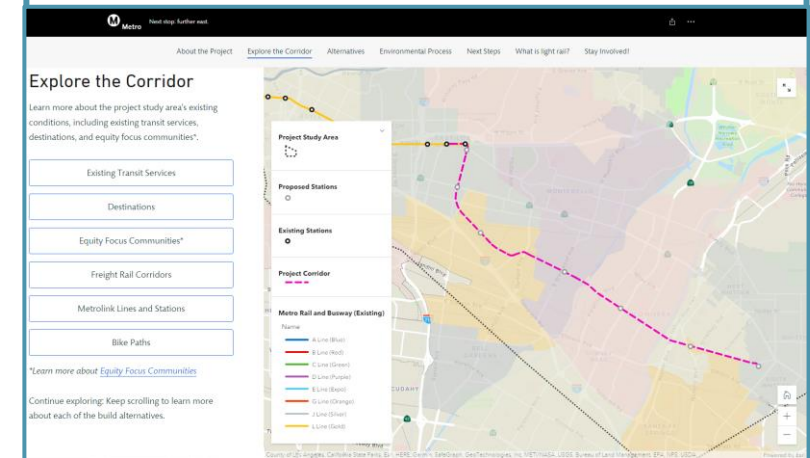
213.922.3012



Public Hearings



Online Interactive Tool metro.net/eastside2022



Public Hearings

#1: East Los Angeles – Thurs., July 21, 6-8pm

#2: Montebello – Sat., July 30, 10am-12pm

#3: Zoom/Call-in + Remote Viewing Site at Pico Rivera Council Chamber
Thurs., Aug. 11, 6-8pm

#4: Whittier – Wed., Aug. 17, 6-8pm