

## 2.0 Project Description

This section discusses the project background and history, identifies the project study area, provides a detailed description of the project-related operational enhancements and key infrastructure improvements, and presents Metro’s approach to project implementation.

### 2.1 Project Background and History

The project background and history are described below to provide context for the proposed project (and the build alternative considered in Section 5.0, Alternatives). Previous iterations of the proposed project include the Run-Through Tracks project and the Southern California Regional Interconnector project (SCRIP). Section 2.1.4 describes the Draft EIR project and Section 2.1.5 describes the Final EIR project and the modifications to the proposed project after the Draft EIR was distributed for public review.

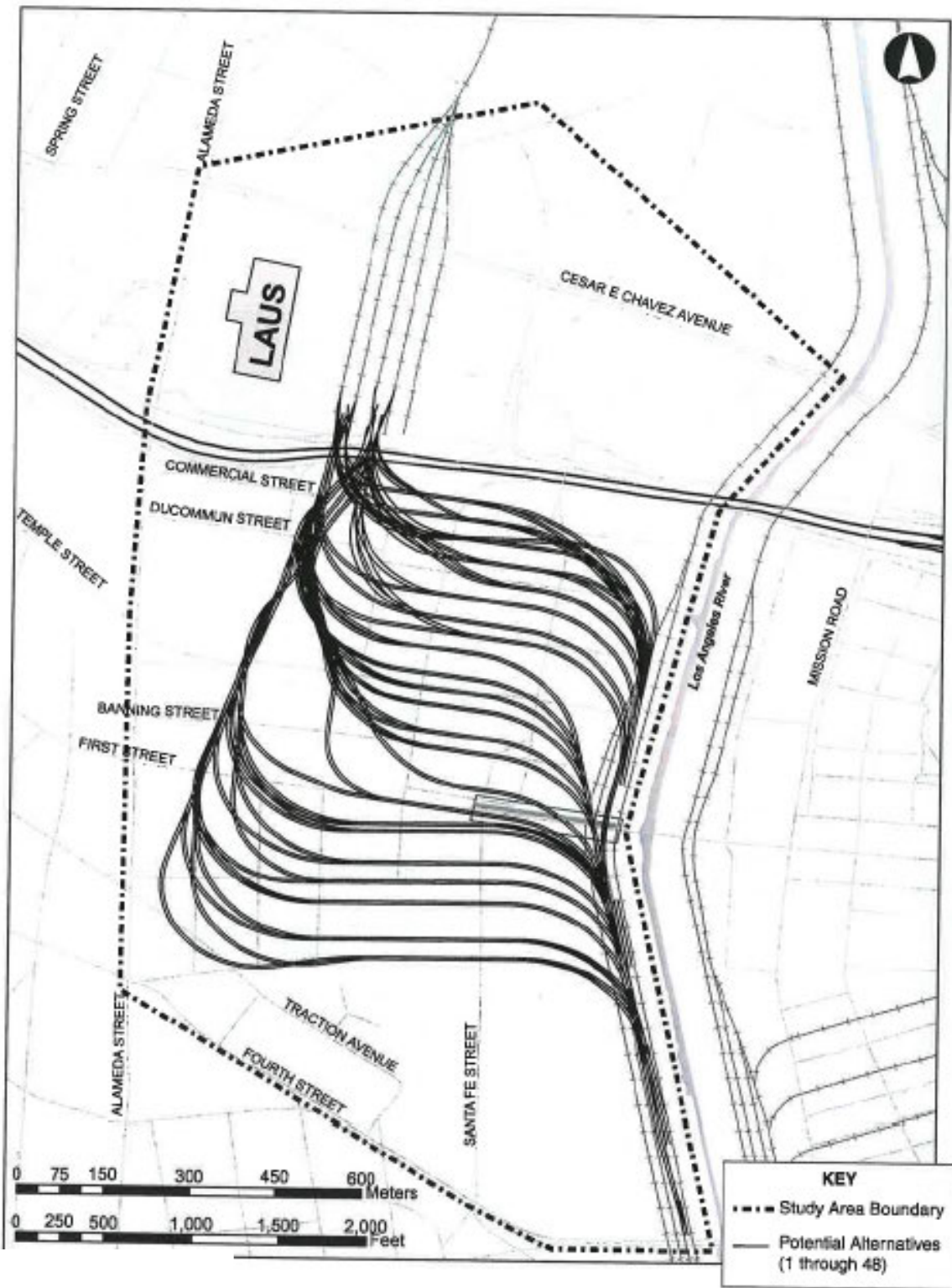
#### 2.1.1 Run-Through Tracks Project (2002 to 2005)

In 2002, Caltrans and FRA (in cooperation with Amtrak) initiated conceptual engineering and preparation of an environmental impact statement (EIS)/EIR for a capacity improvement project known as the Run-Through Tracks project. As part of preparing the Run-Through Tracks Project EIS/EIR, the *Amtrak Union Station Run-Through Tracks Alternatives Analysis (AA) Report* (HDR 2002) was completed to define and screen a range of potential run-through track alignments south of LAUS. The 2002 AA Report included an evaluation of 48 potential alignments between US-101 to the north, Fourth Street to the south, and Alameda Street to the west (Figure 2-1). The 48 alignments were screened to 4 that were further studied, and 2 alternatives (Alternatives A and A-1) were carried forward and evaluated in the Los Angeles Union Station Run-Through Tracks EIS/EIR (HDR 2005). In 2005, FRA issued a Final EIS, and Caltrans certified the Final EIR for the Run-Through Tracks project. FRA did not issue a Record of Decision after the Final EIS was completed.

During the 2002 AA Report screening process for the original Run-Through Tracks project, the optimal configuration for run-through tracks south of LAUS was an alignment parallel to the freeway along Commercial Street toward the main line tracks in an “s-shaped band” configuration (Figure 2-1). This s-shaped band was selected as the optimal configuration largely because of the curvature required to maintain safe rail operations, the projected cost-benefit analysis, and avoided and/or reduced environmental impacts.

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Figure 2-1. Run-Through Alignments Previously Considered



Source: HDR 2005

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The engineering and environmental screening criteria considered during the 2002 alternatives analysis process that led to selection of a preferred alignment along Commercial Street included:

- Track design and geometric considerations
- Rail operational considerations
- Structural considerations
- Local operations considerations
- Utility impacts
- Cost considerations
- Use of Section 4(f) properties
- Conflict with other transportation projects
- Conflict with entitled projects
- Property acquisitions
- Noise and vibration impacts
- Visual impacts

The proposed alignment was configured in a manner to utilize existing railroad ROW and follow the s-shaped band alignment along Commercial Street to optimize the alignment and curvature for new run-through tracks and maximize efficiency of the system, while avoiding unnecessary infrastructure and operational costs.

South of LAUS, the most optimal alignment from 2005 was used as a basis because all other alignments were previously considered and determined to not be feasible based on additional ROW requirements, potential environmental impacts, and input from the public and stakeholders. Based on applicable findings from the 2005 Run-Through Tracks project that provide the basis for an alignment along Commercial Street, an alignment along Commercial Street would have the least overall impact on the surrounding area compared with alignments on parallel streets south of Commercial Street for the following reasons:

- ROW impacts would primarily be industrial properties, not residential.
- Noise and vibration impacts are anticipated to be minimal due to the distance from and fewer number of sensitive resources.
- An alignment along Commercial Street has the potential to result in reduced environmental impacts related to visual aesthetics and historic resources compared with alignments on parallel streets south of Commercial Street because it does not require a structure that crosses above the historic First Street Bridge.

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**2.1.2 Southern California Regional Interconnector Project**

Subsequent to completion of the environmental process for the Run-Through Tracks project, the following circumstances occurred that resulted in the need to approach the planned LAUS infrastructure in a different manner:

- Metro purchased LAUS in 2011 and began a master planning effort for the LAUS campus and surrounding areas.
- Service operators identified a need to increase the capacity of the rail yard, while further enhancing capacity with an operational northern loop track south of LAUS.
- Metro determined the existing 28-foot-wide pedestrian passageway connecting the east and west ends of LAUS would be unable to meet forecasted demand.

In 2015, Metro released *Transforming Los Angeles Union Station, A Summary Report* (Metro 2015b), which provided a synopsis of the 2-year master planning process accompanied with an implementation strategy. Metro initiated work on SCRIP concurrent with development of the LAUS Master Plan to identify new run-through track alternatives for regional/intercity (Metrolink/Amtrak) rail run-through service south of LAUS in conjunction with a new at-grade passenger concourse at LAUS (below the rail yard), an elevated rail yard, and a northern loop track. As part of SCRIP, Metro determined environmental clearance of a new passenger concourse with new run-through tracks would provide an opportunity to meet current building code standards, while implementing long-term rail, transit, and mobility improvements at LAUS. Eleven run-through track alignment alternatives were considered for SCRIP, none of which accommodated the planned HSR system because all early concepts for the planned HSR system avoided the LAUS rail yard, and it was unknown at that time that HSR planned to use the LAUS rail yard as a station location.

**2.1.3 Link Union Station Project**

In April 2016, Metro issued the EIR NOP for the Link US project. In June 2016, Metro and CHSRA entered into an agreement to accommodate the planned HSR system at the LAUS rail yard as part of the project design and project-level environmental analysis and preliminary engineering.

The run-through track improvements over US-101 remain the fundamental component to improving operational efficiency, capacity, flexibility, reliability, and connectivity for regional/intercity trains using LAUS; however, both circumstances and conditions in and around LAUS have changed. New project considerations that were not addressed in the Los Angeles Union Station Run-Through Tracks EIS/EIR, as well as changed circumstances and area conditions since consideration of SCRIP, include:

- Coordination between Metro and CHSRA to accommodate the planned HSR system within the context of the project
- Coordination between Metro and stakeholders to consider an above-grade passenger concourse option at LAUS

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- Coordination between Metro and stakeholders to implement infrastructure designed to be operable for multiple rail service providers (regional/intercity rail and HSR trains) from LAUS to the main line tracks on the west bank of the Los Angeles River
- Other completed, planned, and cumulative Metro and public projects that pose design/compatibility constraints and/or multimodal opportunities, including, but not limited to (Figure 2-2):
  - o CHSRA Planned HSR System – FRA and CHSRA are currently evaluating the construction and operation of the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections of the planned HSR system. These project sections are in the environmental phase and have not received full funding. The final environmental clearance for both project sections is anticipated to be completed by 2020.
  - o Metro West Santa Ana Branch (WSAB) Line project – The WSAB Line project is a proposed 20-mile light-rail transit line originally planned by Metro and FTA to include a terminal platform at LAUS and connect Downtown Los Angeles to southeast Los Angeles County (County). On May 24, 2018, the Metro Board of Directors approved further study of two potential route alignments for the northern section of the WSAB light-rail project – one serving LAUS underground via Alameda Street with a station at the LAUS forecourt or east of the ~~Metropolitan Water District of Southern California (MWD)~~ building (Concept E) and one serving the downtown transit core underground (Concept G). Concept F, the alignment with an aerial configuration on Center Street and terminus above the Gold Line or at Platform 2 in the rail yard, was eliminated from further consideration. The project is currently in the environmental phase, and the Final EIS/EIR is anticipated to be published in 2021. The project is partially funded under Measures R and M and is expected to break ground in 2022.
  - o Metro *Connect US Action Plan* and Eastside Access Improvements – The *Connect US Action Plan* (formerly *Los Angeles Union Station and First/Central Linkages Study*) (Metro 2015a) was developed to improve connections and access around Downtown Los Angeles and LAUS. Elements of the *Connect US Action Plan*, such as ultimate roadway widths and streetscape improvements (Cesar Chavez Avenue, Vignes Street, Center Street, and Commercial Street), ~~are incorporated into~~ were considered during the project design. The project is currently in the design phase and has received funding from a federal Transportation Investment Generating Economic Recovery grant in 2015 and an Active Transportation Program Cycle 3 grant in 2017. Construction is anticipated to begin in 2020.
  - o Metro Union Station/Patsaouras Plaza El Monte Busway Station project – The Union Station/Patsaouras Plaza El Monte Busway Station project consists of a new passenger boarding/alighting platform at the southern end of Patsaouras Transit Plaza on the El Monte Busway to provide a direct pedestrian connection between the El Monte Busway and LAUS. This project is fully funded, primarily by FTA and Los Angeles County Proposition C, and is currently in construction ~~projected for completion in February 2019.~~

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- o Metro Emergency Security Operations Center (ESOC) project – The ESOC project is a planned facility, located on Center Street between Jackson Street and Ducommun Street, to serve as the central location for Metro’s emergency coordination and security operations, and, in the future, can be expanded to integrate with Metro’s rail and bus operations. The project was environmentally cleared in 2015, and is currently in the final design phase. The project is funded by a \$112.7 million Proposition 1B 2010-2011 California Transit Security Grant and scheduled to open in 2021.
- o Metro LAUS Forecourt and Esplanade Improvements project – The LAUS Forecourt and Esplanade Improvements project would re-establish the connection between LAUS and surrounding communities by enhancing the passenger experience at LAUS and connectivity for residents, visitors, and workers. The modifications to Alameda Street would reduce the number of lanes from Cesar Chavez Avenue to Arcadia Street/El Monte Busway. The northbound and southbound through lanes would be reduced from three lanes to two lanes. The two driveways off of Alameda Street into LAUS would be consolidated into one. The Esplanade portion of the project is fully funded by Active Transportation Program Cycle 2 and Cycle 3 funding, as well as Metro local funds, but the Forecourt portion of the project is not yet funded. The Final EIR was certified by the Metro Board of Directors in March 2018. Construction is anticipated to begin in 2020.
- o Metro Division 20 Portal Widening and Turnback Tracks – The existing subway portal at the north end of the Division 20 Rail Yard, south of US-101, will be upgraded to accommodate higher operating speeds and more frequent train operations. The turnback facility would consist of additional tracks being added to the Division 20 Rail Yard to allow more frequent “turn-backs” of Red and Purple Line trains leaving and re-entering service. The Division 20 project includes infrastructure south of US-101, east of Center Street, and was considered during the project design of the project, (a column and cast-in-drilled-hole pile foundation supporting the HSR viaduct east of Center Street ~~may be constructed~~ was considered in the Draft EIR to minimize future impacts on the Division 20 project; however, this column and cast-in-drilled-hole pile foundation was subsequently removed with the proposed project modification in the Final EIR). This ~~The~~ column and cast-in-drilled-hole pile foundation are ~~reflected~~ no longer required in the Division 20 project design because a common embankment is proposed at this location currently in the late stage of the CEQA process. If approved, the Division 20 project is anticipated to start construction in spring 2019. In October 2018, the Metro Board of Directors certified the Final EIR for the project.
- o Metro ~~Los Angeles~~ LA River Path project – The ~~Los Angeles~~ LA River Path project is a planned bicycle and pedestrian project along an 8-mile stretch of the Los Angeles River from Elysian Valley through Downtown Los Angeles. The ~~Los Angeles~~ LA River Path project would be located along the west bank of the Los Angeles River (adjacent to the project study area) and was considered during the project design (design provided consideration for roadway/circulation improvements and run-through tracks connection to main line). This project is funded under

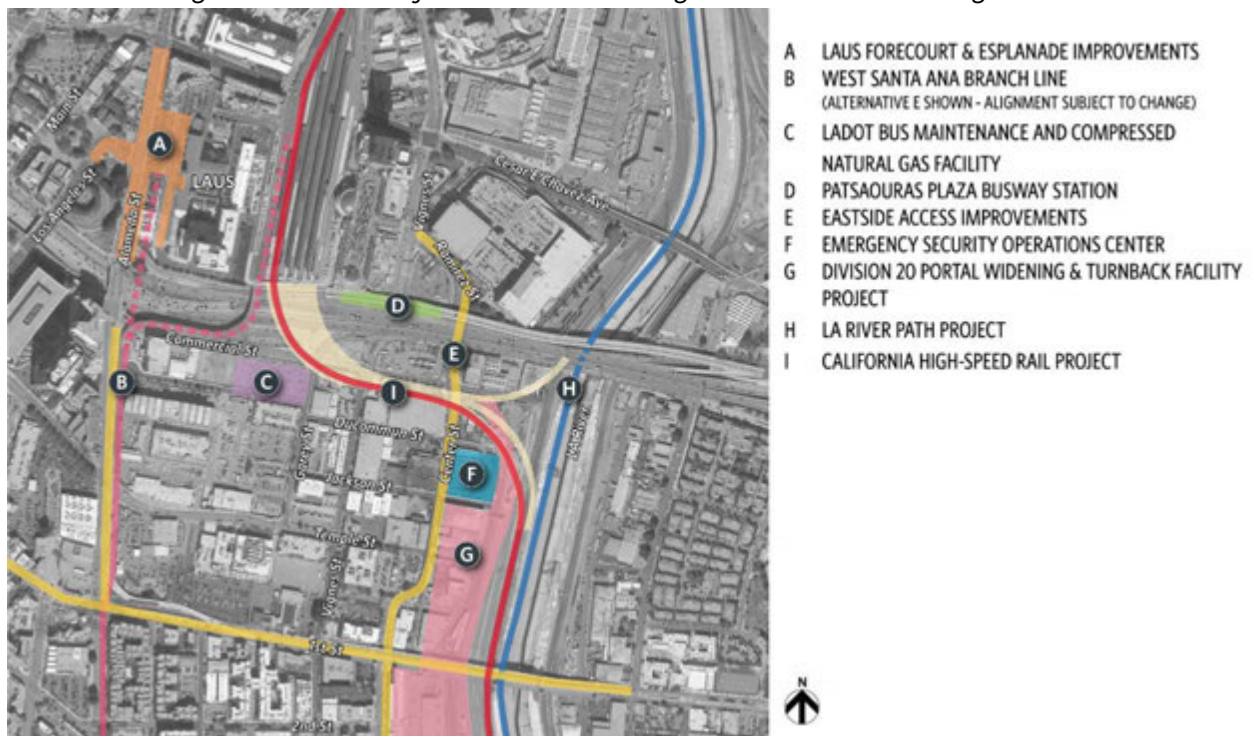
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Measure M and is currently in the environmental phase with a planned completion date in 2025.

- o LADOT Bus Maintenance and Compressed Natural Gas Facility – The City of Los Angeles has designated 3.6 acres for an LADOT bus maintenance and compressed natural gas fueling facility at 454-462 and 506 Commercial Street, as well as 459-461 and 503-511 Ducommun Street, within the project study area. The LADOT Bus Maintenance and Compressed Natural Gas Facility is located just south of US-101 and was considered during the project design (run-through track structure over US-101). The facility is currently in construction. The staging/assembly area previously proposed on this site is no longer proposed and was removed in the Final EIR.

- Property ownership and valuation changes
- Land use changes within the project study area
- New and/or updated SCRR, American Railway Engineering and Maintenance-of-Way Association, Metro, CHSRA, CPUC, FRA, and the City of Los Angeles building and safety standards, regulations, and discretionary action requirements

Figure 2-2. Other Projects Considered During Link Union Station Design Process



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### 2.1.4 Draft EIR Project

The Draft EIR included an environmental evaluation of the proposed project (as defined in this section) within Sections 3.2 through 3.13 and Section 4. The Draft EIR proposed project consisted of the following major components:

- Shared track alignment with one new lead track (six total lead tracks) and reconstruction of the throat north of LAUS
- Elevated rail yard and new above-grade passenger concourse with new expanded passageway
- Up to 10 run-through tracks (including a loop track)

Other project components included modifications to local streets south of US-101, including realignment of Commercial Street, closure of the Vignes Street connection to Commercial Street, and lowering of Center Street.

### 2.1.5 Final EIR Project

#### **Modifications to the Proposed Project after Draft EIR Public Review**

The Draft EIR was distributed and made available for a 45-day public comment period from January 17, 2019, through March 4, 2019, pursuant to CEQA Guidelines Section 15105. Based on the substantial number of comments received regarding various aspects of the elevated portion of the above-grade passenger concourse, as well as the outcome of recent coordination activities with project funding partners on implementation of interoperable run-through service, Metro modified the proposed project in the Final EIR, as summarized below.

- Removal of Above-Grade Passenger Concourse – The Final EIR project includes modifications to the expanded passageway in the Draft EIR to include transit amenities so the elevated portion of the above-grade passenger concourse can be removed. The expanded passageway in the Draft EIR will be modified from a width of approximately 120 feet to 140 feet in the Final EIR to include additional space for waiting areas, restrooms, retail areas, and other passenger amenities, while providing sufficient pedestrian capacity to meet the 2040 forecasted ridership at LAUS and points of safety to meet applicable building codes and National Fire Protection Association (NFPA) 130 requirements for safe evacuation.
- Removal of Loop Track – Based on ongoing coordination with the project funding partners and rail operators, the loop track was removed from the project. The Final EIR project includes a modified run-through track alignment north of Commercial Street to reduce overall project impacts and improve interoperability for regional/intercity trains and future HSR trains to the main line along the west bank of the Los Angeles River. With removal of the loop track, the run-through track alignment south of LAUS would shift approximately 125 to 150 feet to the north, thereby resulting in modifications to the associated run-through track infrastructure and civil improvements south

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of US-101. Removal of the loop track will result in six fewer property acquisitions and avoid the need to realign Commercial Street, lower Center Street, or close Vignes Street south of US-101.

- Removal of Construction Access Road on LAUS Property – Based on comments received expressing opposition to the use of an access road at the southern extent of the LAUS campus (which provides vehicular access to the First 5 LA Headquarters, La Petite Academy, and MWD building), the access road was removed from the Final EIR project.
- Removal of Construction Staging/Assembly Areas – Two laydown/staging areas identified in the Draft EIR were removed from the Final EIR project due to other projects already under construction by the City and County of Los Angeles on the two parcels where staging areas were previously considered (i.e., LADOT Bus Maintenance Facility and Los Angeles County Mental Health Treatment Center). Based on the modified run-through track alignment, two additional staging areas on the south side of Commercial Street between Garey Street and Center Street were also removed because the Final EIR project avoids direct physical impacts to the properties south of Commercial Street.

**Final EIR Project Definition**

The Final EIR project components are summarized north to south below.

- Throat and Elevated Rail Yard – The Final EIR project includes subgrade and structural improvements in Segment 1 of the project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Final EIR project includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned HSR system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated VCEs (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. Platform 1 serving the Gold Line would be lengthened and may also be elevated to optimize east/west passenger circulation. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez, the Final EIR project would also include safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City.
- New Modified Expanded Passageway – The Final EIR project would include expansion of the existing pedestrian passageway in Segment 2 of the project study area (concourse segment) to a 140-foot width to accommodate a substantial increase in passenger capacity with enhanced passenger amenities, while providing points of safety to meet applicable building code and NFPA 130 requirements for safe evacuation. The new modified expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation below the rail yard and

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provide space for ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, and office/commercial uses) while creating an opportunity for an outdoor, community-oriented space with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would be enhanced, and new carousels would be constructed in a centralized location under the rail yard. A canopy would be constructed over the West Plaza up to 70 feet in height. Individual canopies that would extend up to 25 feet over each platform or a grand canopy that would extend up to 75 feet in height over the rail yard would also be constructed. Platform enhancements and amenities including a new or modified canopy and furnishings along Platform 4 may also be implemented in the interim condition. The new modified expanded passageway and associated concourse improvements would be functionally modern with enhanced safety elements, ADA accessibility, and passenger amenities in accordance with the basic project objectives.

- **Run-Through Tracks** – The Final EIR project includes up to 10 new run-through tracks (without a loop track) south of LAUS in Segment 3 of the project study area (run-through segment). To improve interoperability for multiple rail service providers, run-through track infrastructure extending from LAUS to the area where the Amtrak lead track is located would be constructed on “common” infrastructure to support regional/intercity rail and HSR trains. Run-through track structures and embankments would be constructed wide enough to support regional/intercity rail run-through trains in the interim and full build-out condition, as well as future HSR trains in the full build-out with HSR condition.

The Final EIR project would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, PTC, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

A summary of major project components associated with the Final EIR Project is shown in Table 2-1.

**Table 2-1. Description of Major Final EIR Project Components**

Project Location	Final EIR Project Components
North of LAUS	<ul style="list-style-type: none"> <li>• Shared track alignment (two compatible lead tracks for future HSR service)</li> <li>• Reconstructed throat (one new lead track) from CP Chavez to Cesar Chavez Avenue</li> <li>• Vignes Street Bridge and Cesar Chavez Avenue Bridge replacements</li> <li>• Safety improvements at Main Street</li> </ul>

**Table 2-1. Description of Major Final EIR Project Components**

Project Location	Final EIR Project Components
LAUS – Rail Yard	<ul style="list-style-type: none"> <li>• <u>New modified expanded passageway, West Plaza, and East Plaza</u></li> <li>• <u>Elevated rail yard with six new regional/intercity rail platforms and one lengthened Gold Line platform</u></li> <li>• <u>New VCEs (stairs, escalators, and elevators) between the platforms and the new modified expanded passageway</u></li> </ul>
South of LAUS	<ul style="list-style-type: none"> <li>• <u>Up to 10 run-through tracks</u></li> <li>• <u>Common viaduct/deck over US-101</u></li> <li>• <u>Common embankment from Vignes Street to west of Center Street</u></li> <li>• <u>Common bridge over Center Street</u></li> <li>• <u>Common embankment east of Center Street</u></li> <li>• <u>Bridge and embankment to main line (regional/intercity rail in interim/full build-out conditions)</u></li> <li>• <u>Widened bridge and embankment for HSR main line connection to southern terminus at First Street</u></li> </ul>

**Notes:**

**CP=control point; EIR=environmental impact report; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; VCE=vertical circulation element;**

**Final EIR Project Footprint**

As a result of the project modifications, the project footprint as analyzed in the Draft EIR was reduced. The modifications to the proposed project and reductions to the project footprint are depicted on Figure 2-3. The Final EIR project footprint reflects the removal of following areas:

- Two construction staging areas, one on Vignes Street north of the Gold Line alignment in the throat segment and the second on the corner of Garey Street and Commercial Street in the run-through segment, as these properties are no longer available for use. Two additional staging areas on the south side of Commercial Street between Garey Street and Center Street were also removed (see removal of six properties below).
- A construction access road adjacent to the First 5 LA Headquarters building, as this road would no longer be used for temporary access to the rail yard during construction
- Six properties south of Commercial Street, as these properties would no longer be impacted with removal of the loop track

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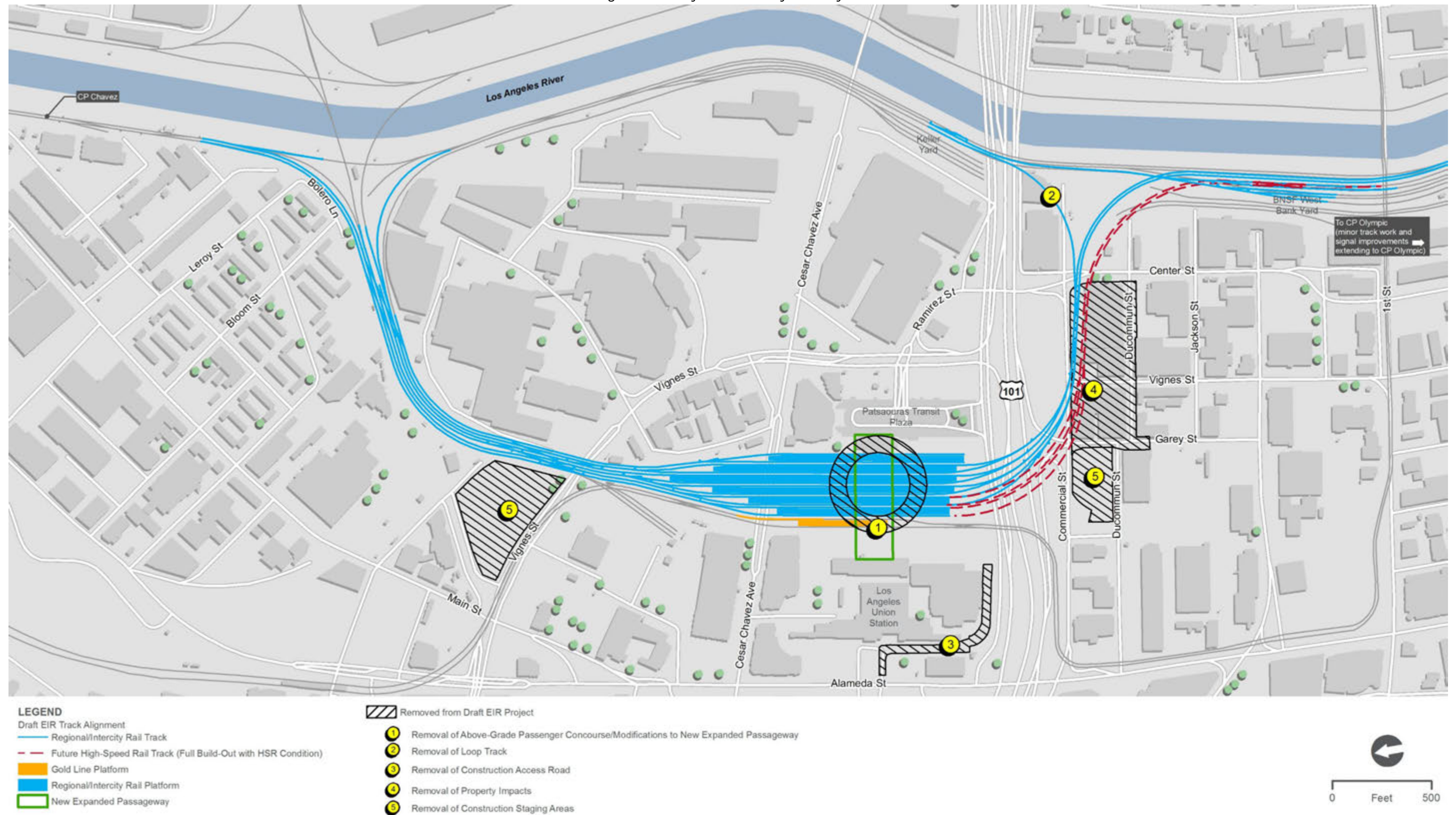
Figure 2-4 depicts the major Final EIR project components. Figure 2-5 through Figure 2-9 depict the extent of temporary work areas (temporary impacts) and permanent infrastructure (permanent impacts) associated with the Final EIR project.

**Final EIR Project Environmental Evaluation**

An environmental evaluation of the Final EIR project relative to the potential impacts, mitigation measures, and significance determination of the Draft EIR project is included in Table 2-2. For each CEQA threshold, a qualitative and/or quantitative analysis was conducted to determine if the Final EIR project modifications would result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR. Section 10.0 of the Final EIR includes documentation to support the Final EIR project environmental evaluation.

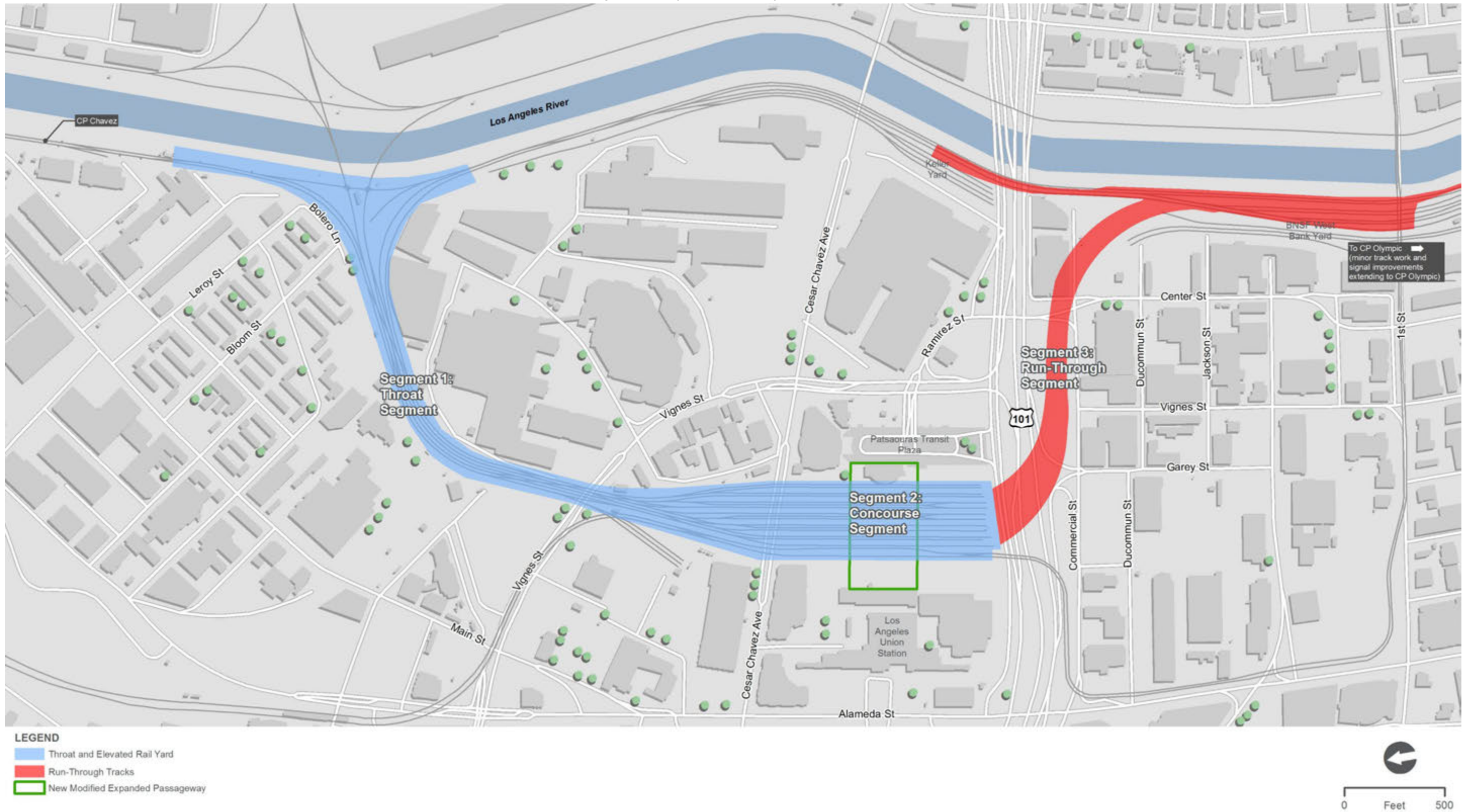
The Final EIR project was analyzed under all CEQA issue areas, and, based on the comparison of impacts and significance determinations in Table 2-2, was determined to have no new significant impacts or substantially greater impacts as compared with the Draft EIR project. As with the Draft EIR project, significant and unavoidable impacts related to Air Quality and Global Climate Change (temporary), Noise (temporary), and Cultural Resources (permanent) would remain with the Final EIR project. A significant and unavoidable impact related to Transportation and Traffic is eliminated due to the Final EIR project modifications. The Metro Board of Directors would be required to adopt the CEQA Findings of Fact and Statement of Overriding Considerations for any significant and unavoidable impacts resulting from the Final EIR project, should the Metro Board of Directors decide to certify the Final EIR and approve the project.

Figure 2-3. Modifications to Draft EIR Project



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Figure 2-4. Major Final EIR Project Components



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Figure 2-5. Final EIR Project Footprint (Throat Segment) (Map 1 of 5)



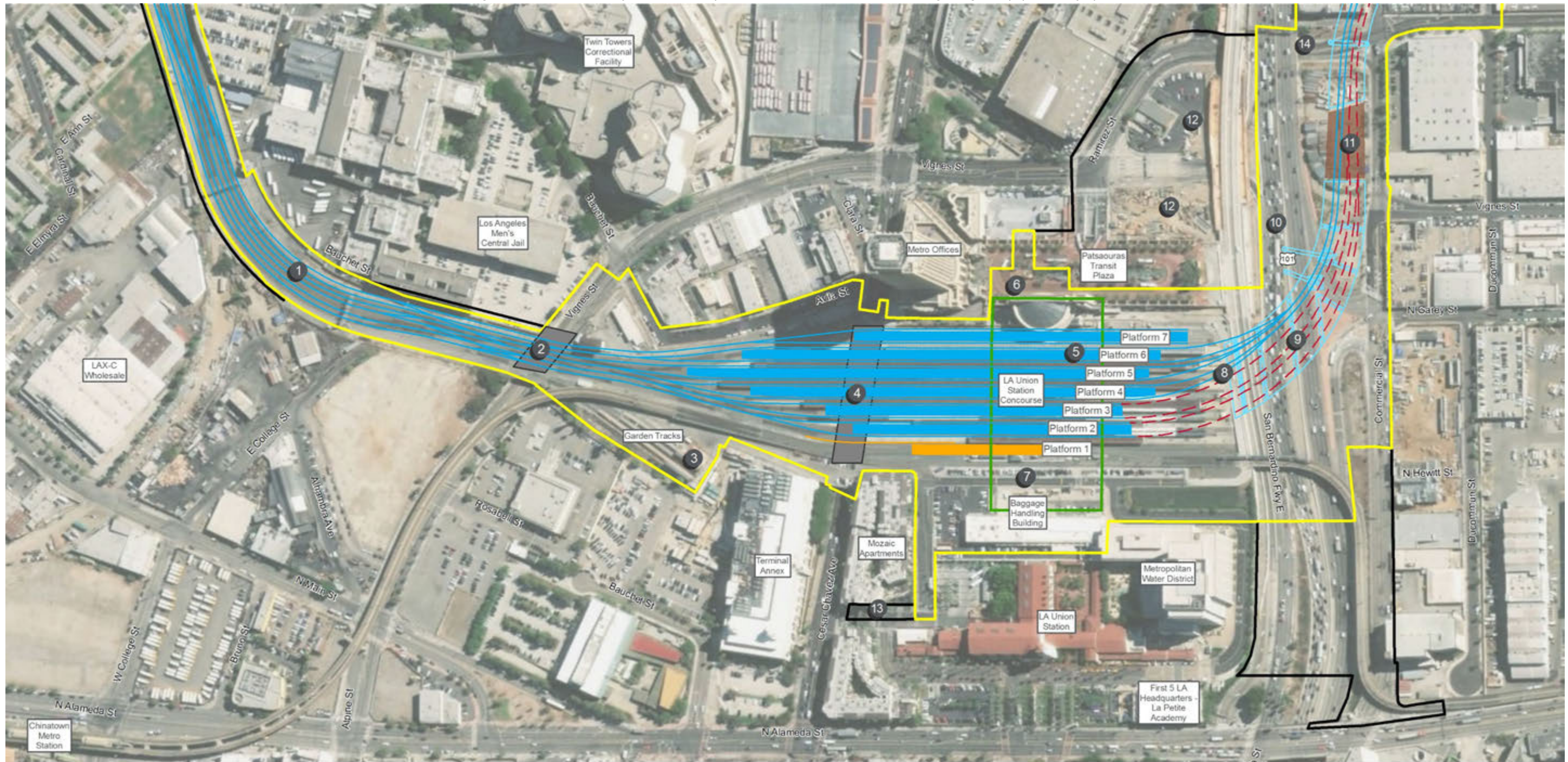
- LEGEND**
- Permanent Impact
  - Temporary Impact
  - Regional/Intercity Rail Track
  - Rail Right-of-Way

- 1 Safety Improvements
- 2 Throat Track Reconstruction (1 New Lead Track - Shared Alignment)
- 3 Retaining Wall/Sound Wall and Temporary Construction Area
- 4 Main Line Track Improvements



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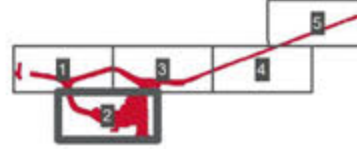
Figure 2-6. Final EIR Project Footprint (Throat, Concourse, and Run-Through Segment) (Map 2 of 5)



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|--|----------------------------------|--|--|---|---|
| Permanent Impacts  | Gold Line Rail Track             | <b>1</b> Throat Track Reconstruction (1 Lead Track - Shared Alignment) | <b>5</b> Elevated Rail Yard                  | <b>9</b> Regional/Intercity Rail and High-Speed Rail US-101 Combined Viaduct/Deck | <b>13</b> Construction Access             |
| Temporary Impacts  | Gold Line Platform               | <b>2</b> Vignes Street Bridge Replacement                              | <b>6</b> East Plaza                          | <b>10</b> US-101 Highway Modifications/Safety Improvements                        | <b>14</b> Center Street Bridge and Median |
| Regional/Intercity Rail Track                                    | Regional/Intercity Rail Platform | <b>3</b> Remove Garden Tracks  | <b>7</b> West Plaza                          | <b>11</b> Run-Through Track Embankment  |   |
| Future High-Speed Rail Track (Full Build-Out with HSR Condition) | Bridge Replacement               | <b>4</b> Cesar Chavez Avenue Bridge Replacement                        | <b>8</b> Run-Through Tracks (up to 10 Total) | <b>12</b> Construction Staging/Assembly Area                                      |   |
| Viaduct/Bridge   | New Modified Expanded Passageway |  |  |   |   |
|  | Run-Through Track Embankment     |  |  |   |   |

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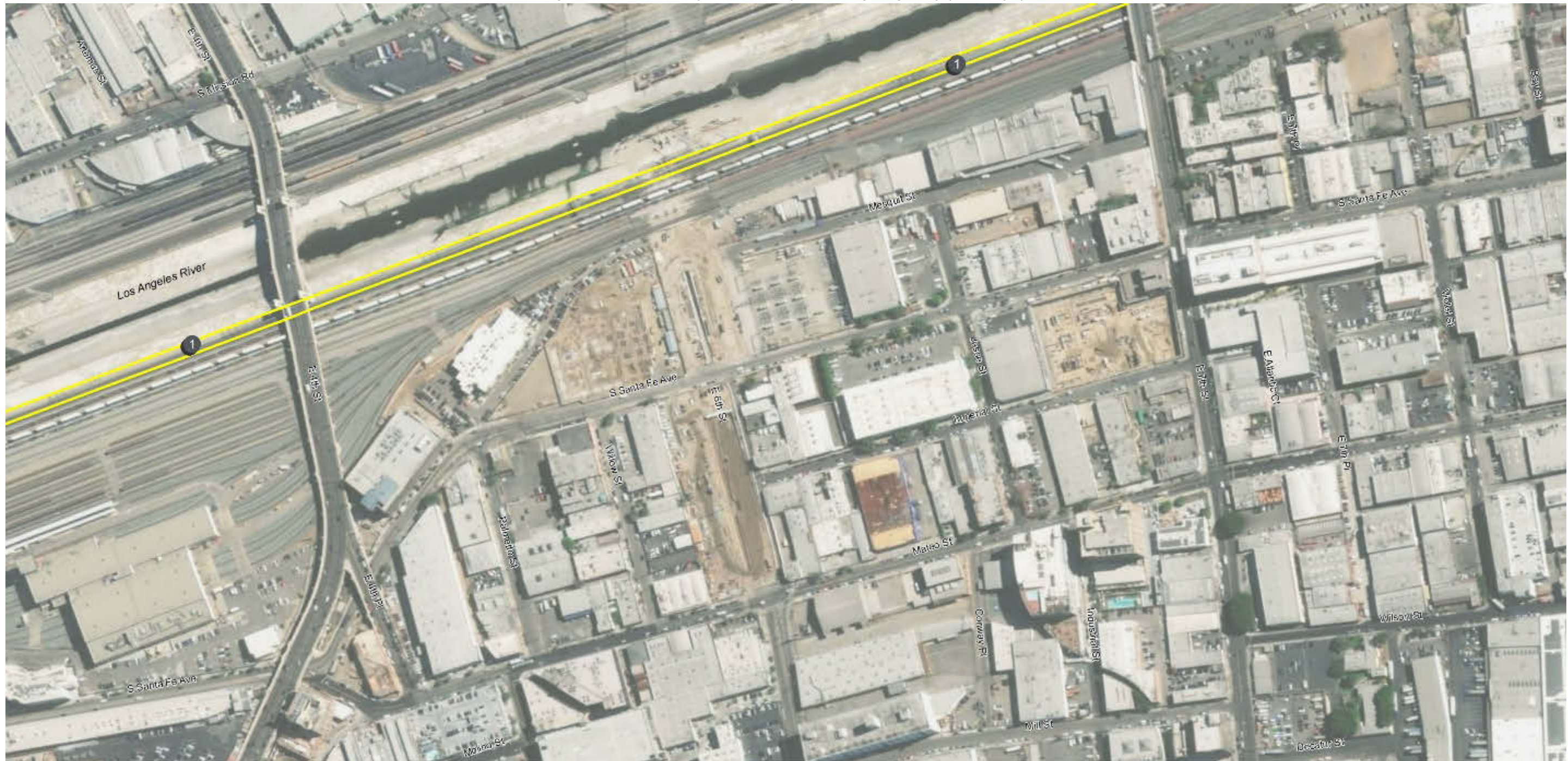
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Figure 2-7. Final EIR Project Footprint (Run-Through Segment) (Map 3 of 5)



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Figure 2-8. Final EIR Project Footprint (Run-Through Segment) (Map 4 of 5)



**LEGEND**  
 Permanent Impacts  
1 Track Improvements



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Figure 2-9. Final EIR Project Footprint (Run-Through Segment) (Map 5 of 5)



**LEGEND**  
Permanent Impacts  
1 Track Improvements



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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<b>Section 3.2, Land Use and Planning</b>							
Threshold 3.2-A: Physically divide an established community.	<b>Less than Significant</b> – The Draft EIR project would be constructed mostly within the existing railroad ROW, and no residential communities are located within the Draft EIR project footprint. South of US-101 in Segment 3, run-through track infrastructure would be constructed in the interim condition outside of the existing transportation ROW where vacant properties and commercial and manufacturing/industrial land uses are currently present.	==	Less than Significant	<b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated Draft EIR project footprint, and the surrounding land uses remain the same as described in the Draft EIR (vacant properties and commercial and manufacturing/industrial land uses). Similar to the Draft EIR project, the Final EIR project would be constructed mostly within the existing railroad ROW, and no residential communities are located within the project footprint. Fewer commercial and industrial land uses would be subject to direct impacts as a result of the modified run-through track alignment.	==	Less than Significant	<b>Reduced</b> –The magnitude of long-term impacts are reduced; however the CEQA significance determination remains the same. Impacts are reduced because the project footprint is smaller and fewer commercial and industrial land uses would be affected.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
Threshold 3.2-B: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.	<b>Significant</b> – The Draft EIR project conflicts with plans that promote neighborhood sustainability, connectivity, and non-motorized connections from LAUS to the Los Angeles River (Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, and Metro’s LA River Path project). The Draft EIR project does not include a non-motorized route from LAUS to the Los Angeles River, and proposed infrastructure would conflict with the vision of a neighborhood gateway portal to the Los Angeles River.	LU-1	Less than Significant	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street, the Final EIR project would be located within the previously evaluated Draft EIR project footprint. Similar to the Draft EIR project, the Final EIR project would not include a non-motorized route from LAUS to the Los Angeles River and would conflict with plans that promote non-motorized connections from LAUS to the Los Angeles River (Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, and Metro’s LA River Path Project).	LU-1 (modified) - Mitigation Measure LU-1 in the Draft EIR remains applicable to the Final EIR project.	Less than Significant	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would conflict with plans that promote non-motorized connections from LAUS to the Los Angeles River similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							disclosed in the Draft EIR.
Threshold 3.2-C: Conflict with any applicable habitat conservation plan or natural community conservation plan.	<b>No Impact</b> – There are no habitat conservation plans or natural community conservation plans that are applicable within the project study area. Therefore, no conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.	=	No Impact	<b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	=	No Impact	<b>Similar</b> – There are no habitat conservation plans or natural community conservation plans applicable to the Final EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Section 3.3, Transportation and Traffic</b>							
Threshold 3.3-A: Impact local traffic plans, policies, or ordinances.	<p><b>Significant Intersections</b></p> <p>During construction of the Draft EIR project for the 2031 plus project construction condition, increased delays at the following three intersections would result in significant impacts:</p> <ul style="list-style-type: none"> <li>Intersection #2: Garey Street and Commercial Street (LOS E - AM peak hour, LOS D – PM peak hour)</li> <li>Intersection #10: Alameda Street and Los Angeles Street (WB) (LOS C - PM peak hour)</li> <li>Intersection #15: Vignes Street and Main Street (LOS E - PM peak hour)</li> </ul> <p>During operation of the Draft EIR project for the 2031 and 2040 plus Project scenarios, increased delays at the following two intersections would result in significant impacts:</p> <ul style="list-style-type: none"> <li>Intersection #2: Garey Street and Commercial Street</li> <li>Intersection #4: Center Street and Commercial Street</li> </ul> <p><b>Detours and Local Road Closures</b></p>	<p>TR-1</p> <p>TR-2</p> <p>LU-1</p>	Significant and Unavoidable	<p><b>Significant Intersections</b></p> <p>After the close of the Draft EIR 45-day public review period during preparation of the Final EIR, engineering design advanced, including the availability of more detailed information regarding the construction process and material types (i.e., cellular concrete fill) required to construct the elevated rail yard and new modified expanded passageway as part of the Final EIR project. As described in Section 10.0, Final EIR Project Supplemental Documentation, of this Final EIR, construction-related truck trips slightly increased with the Final EIR project.</p> <p>During construction, although the Final EIR project would generate more construction-related truck trips than the Draft EIR project, due to the redistribution of trips and removal of staging areas, Intersection #2 and #10 would not be subject to increased delays that would result in significant impacts as previously disclosed in the Draft EIR; however, the Final EIR project would redistribute traffic such that an impact would occur at Intersection #27. Therefore, similar to the Draft EIR project, the Final EIR project would generate increased delays that would result in</p>	<p>TR-1 (modified) - Mitigation Measure TR-1 in the Draft EIR remains applicable to the Final EIR Project.</p> <p>TR-2</p> <p>LU-1 (modified) - Mitigation Measure LU-1 in the Draft EIR remains applicable to the Final EIR Project.</p>	Less than Significant	<p><b>Reduced</b> – The magnitude of temporary and operational impacts are reduced and the CEQA significance determination for this threshold is changed from significant and unavoidable to less than significant after mitigation.</p> <p>Impacts are reduced because one less intersection would be impacted during construction and fewer road closures/detours with shorter durations are required. Additionally, the Vignes/Commercial Street intersection would remain open, and a significant and</p>

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
	<p>The Draft EIR project would require short-term closure of Vignes Street, Cesar Chavez Avenue, El Monte Busway, Commercial Street, and Center Street.</p> <p><b>US-101 Main Line</b></p> <p>During construction, night closures are expected to last up to 20 consecutive days but would not increase the traffic demand by more than 2 percent of the capacity.</p> <p>The proposed modifications/safety enhancements within Caltrans ROW are related to safety, sight distance, and driver comfort, and there will be no change in long-term capacity or operations along the freeway.</p>			<p>a significant impact. Impacts resulting from the Final EIR project would occur at the following two intersections:</p> <ul style="list-style-type: none"> <li>• Intersection #15: Vignes Street and Main Street (LOS F – PM peak hour)</li> <li>• Intersection #27: Mission Road and Cesar Chavez Avenue (LOS E – AM peak hour)</li> </ul> <p>In total, construction would result in significant impacts at three intersections under the Draft EIR project and two intersections under the Final EIR project.</p> <p>When compared with the 2031 and 2040 no Project scenario (which includes the existing conditions plus background traffic growth), after implementation of retail and office/commercial space at LAUS, the Final EIR project would result in increased delays at Intersection #4 (Center Street and Commercial Street). The Final EIR project would avoid the previously identified significant and unavoidable impact at Intersection #2 (Garey Street and Commercial Street).</p> <p><b>Detours and Local Road Closures</b></p> <p>The Final EIR project would result in no changes to the previously considered short-term closures on Vignes Street and Cesar Chavez Avenue north of LAUS. Run-through track infrastructure is proposed north of Commercial Street, thereby avoiding long-term closure of Commercial Street. As required by Mitigation Measure LU-1, restriping along Commercial Street would occur, which is a short-term operation that would be completed at night or on weekends to minimize impacts on traffic and circulation. The duration of temporary road closures and/or detours along Center Street would also be reduced because the intersection of Commercial Street and Center Street will not be lowered.</p> <p>Vignes Street at Commercial Street would also remain open to long-term vehicular traffic with the Final EIR project.</p> <p><b>US-101 Main Line</b></p> <p>On US-101, night closures are expected to last for 8 to 12 weeks during weekends only, rather than the 20 consecutive days discussed in the Draft EIR. Access to NB US-101 from Vignes Street may also be partially or fully restricted for extended periods during construction of the US-101 roadway modifications. The changes in locations of construction staging areas associated with the Final EIR project would not result in changes to travel patterns that</p>			<p>unavoidable long-term impact previously identified at Intersection #2 (Garey Street and Commercial Street) would be avoided.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
				<p>would increase the traffic demand by more than 2 percent of the capacity because trucks and vehicles would still be using the same segment of US-101 to access the construction site. However, as discussed under Threshold 3.3-D, due to the required closures and potential for other hazardous situations associated with the freeway closures along US-101, Mitigation Measure TR-1 is proposed to maintain capacity along the US-101 during construction to the maximum extent practicable.</p> <p>Similar to the Draft EIR, the proposed modifications/safety enhancements within Caltrans ROW are related to safety, sight distance and driver comfort and would not increase or decrease the existing capacity of the freeway segment; therefore, there will be no change in the LOS analysis for the US-101 mainline presented in the Draft EIR during 2031 and 2040 plus project scenarios.</p>			
<p><b>Threshold 3.3-B: Conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways.</b></p>	<p><b>No Impact</b> – Based on the project-related trip assignments identified in the traffic impact assessment, the project-related traffic would not exceed the arterial intersection analysis threshold or the freeway analysis threshold at the nearest monitoring locations or at any location. As traffic during either AM or PM peak hours is projected to be less than the minimum threshold of 50 vehicles per hour for arterial intersections and 150 vehicles per hour for freeway locations, no further analysis of CMP arterial monitoring intersections or freeway monitoring locations is required.</p>	=	<b>No Impact</b>	<p><b>No Impact</b> – The Final EIR project would not exceed the arterial intersection analysis threshold or the freeway analysis threshold at the nearest monitoring locations or at any location.</p>	=	<b>No Impact</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR and similar to the Draft EIR project, the thresholds that would require further analysis of the CMP would not be triggered.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.3-C. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in</b></p>	<p><b>No Impact</b> – The Draft EIR project would not include the construction of any structural facilities that would create a runway hazard. Likewise, the project does not include expansion of airport facilities or increase air traffic. The project would not require a change in air traffic patterns, including either an increase in traffic</p>	=	<b>No Impact</b>	<p><b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project would not include the construction of any structural facilities that would create a runway hazard or include expansion of airport facilities that would increase air traffic patterns.</p>	=	<b>No Impact</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not create runway hazards or change air traffic</p>

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<u>substantial safety risks.</u>	levels or a change in location that results in <u>substantial safety risks.</u>						patterns similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.3-D: Create or increase hazards from project design features.</b>	<b>Significant</b> – Construction activities would result in temporary construction-related roadway hazards in the traffic study area. Existing roadways and intersections may be subject to temporary detours and lane blockages at multiple locations throughout the traffic study area. The US-101 main line and on- and off-ramps at Commercial Street would also be subject to temporary lane width reductions.	<b>TR-1</b>	<b>Less than Significant</b>	<b>Significant</b> – Construction activities associated with the Final EIR project would result in temporary construction-related roadway hazards in the traffic study area, although impacts would be reduced because run-through track infrastructure is proposed north of Commercial Street, thereby avoiding long-term closure of Commercial Street. As required by Mitigation Measure LU-1, restriping along Commercial Street would occur, which is a short-term operation that would be completed at night or on weekends to minimize impacts on traffic and circulation. The duration of temporary road closures and/or detours along Center Street would also be reduced because the intersection of Commercial Street and Center Street would not be lowered.  In addition, the design of the modified run-through track alignment would allow the Vignes Street and Commercial Street intersection to remain open throughout operation.	<b>TR-1 (modified)</b> - Mitigation Measure TR-1 in the Draft EIR remains applicable to the Final EIR Project.	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because fewer road closures/detours with shorter durations are required.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.3-E: Result in inadequate emergency access.</b>	<b>Significant</b> – Modifications to the Vignes Street Bridge, Cesar Chavez Avenue Bridge, and construction of the US-101 viaduct would result in temporary closures that could interfere with emergency response and access, especially on Cesar Chavez Avenue and Alameda Street, which are designated as disaster routes, and US-101, which is designated as a disaster route freeway. Delays would also occur on Commercial Street, thereby affecting emergency response and access.	<b>TR-1</b>	<b>Less than Significant</b>	<b>Significant</b> – The Final EIR project is generally in the same location described in the Draft EIR. Construction activities in the vicinity of Vignes Street, Cesar Chavez Avenue, US-101, and Alameda Street would interfere with emergency response and access and remain relatively unchanged from the activities considered in the Draft EIR. The duration of temporary road closures and/or detours south of LAUS would be reduced because Commercial Street would not be realigned, and the intersection of Commercial Street and Center Street will not be lowered.	<b>TR-1 (modified)</b> - Mitigation Measure TR-1 in the Draft EIR remains applicable to the Final EIR Project.	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however the CEQA significance determination remains the same. Impacts are reduced because fewer road closures/detours with shorter durations are required.

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.3-F: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</b>	<p><b>Significant</b> – Construction of the lead tracks, the elevated rail yard, and associated platform improvements would cause potential schedule delays and increased dwell times at LAUS, as well as other station locations, because not all lead tracks and rail yard tracks and platforms would be in service at one time. Decreased performance for rail operators at LAUS and temporary disruptions to commuters daily travel patterns may occur. Passengers may also be affected by construction of the above-grade passenger concourse and new expanded passageway due to detours and temporary accessibility disruptions to Gold Line, Red Line, and Purple Line platforms.</p> <p>LADOT’s Dash Route D, which uses Center Street, would also be impacted by project construction. During construction of the run-through track structures south of LAUS, a full closure of Commercial Street between US-101 ramp/Garey Street and Center Street is required. As a result, the Draft EIR project has the potential to impact the bus schedule for this route through a combination of detours, temporary road closures, and changes in scheduling.</p> <p>During operations, beneficial impacts would result from new run-through service, enhanced station capacity, and accessibility. The Draft EIR project would conflict with the City’s Mobility Plan 2035 Policy 2.12.</p>	<p><b>TR-1</b></p> <p><b>TR-3</b></p> <p><b>LU-1</b></p>	<b>Less than Significant</b>	<p><b>Significant</b> – The Final EIR project would result in similar impacts with regard to decreased performance for rail operators because lead tracks, the elevated rail yard, and associated platform improvements are still required, and no change to these project elements would result from the Final EIR project. Passengers may be impacted by construction of the new modified expanded passageway due to detours and temporary accessibility disruptions to Metrolink, Amtrak, Gold Line, Red Line, and Purple Line platforms. The Final EIR project modifications south of LAUS would reduce potential impacts on Dash Route D because Center Street does not need to be lowered, and Commercial Street would remain in the current alignment, thereby reducing temporary construction-related impacts.</p> <p>During operations, the Final EIR project would still result in beneficial impacts from new run-through service, enhanced station capacity, and accessibility.</p> <p>Similar to the Draft EIR project, the Final EIR project would conflict with the City’s Mobility Plan 2035 Policy 2.12.</p>	<p><b>TR-1 (modified)</b> - Mitigation Measure TR-1 in the Draft EIR remains applicable to the Final EIR Project.</p> <p><b>TR-3 (modified)</b> - Mitigation Measure TR-3 in the Draft EIR remains applicable to the Final EIR Project.</p> <p><b>LU-1 (modified)</b> - Mitigation Measure LU-1 in the Draft EIR remains applicable to the Final EIR Project.</p>	Less than Significant	<p><b>Reduced</b> – The magnitude of temporary impacts are reduced; however the CEQA significance determination remains the same. Impacts are reduced because Center Street does not need to be lowered, and Commercial Street would remain in the current alignment; thereby reducing temporary construction-related impacts on Dash Route D.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Section 3.4, Aesthetics</b>							
<b>Threshold 3.4-A: Have a substantial adverse effect on a scenic vista.</b>	<b>No Impact</b> – There are no scenic vistas or designated scenic resources that would be obstructed by the Draft EIR project.	=	<b>No Impact</b>	<b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
				project would not obstruct scenic vistas or designated scenic resources as none are located in the project study area.			obstruct scenic vistas or designated scenic resource similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.4-B: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</b>	<b>No Impact</b> – There are no designated state scenic highways in the project study area. Therefore, the Draft EIR project would not substantially damage scenic resources within a state scenic highway.	=	<b>No Impact</b>	<b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR project would not substantially damage scenic resources within a state scenic highway, as none are located in the project study area.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not substantially damage scenic resources within a state scenic highway similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.4-C: Substantially degrade the existing visual character or quality of the site or its surroundings.</b>	<b>Significant</b> – The Draft EIR project would present a new linear infrastructure element (retaining wall) in Visual Assessment Unit #1 that would be a dominant feature substantially larger than any of the current surroundings within the William Mead Homes residential community.  From Visual Assessment Unit #4, the elevated portion of the above-grade passenger concourse would be visible from portions of Father Serra Park and the adjacent plaza area. From Visual Assessment Unit #5, the elevated portion of the above-grade passenger	<b>AES-1</b>	<b>Less than Significant</b>	<b>Significant</b> – Similar to the proposed infrastructure in Visual Assessment Unit #1 considered in the Draft EIR, the Final EIR project would include new linear infrastructure elements that would be substantially larger than any existing infrastructure elements in the immediate area adjacent to the William Mead Homes. The Final EIR project would still result in visual impacts at William Mead Homes, because the retaining wall identified in the Draft EIR would still be implemented. Therefore, a significant impact still remains.	<b>AES-1</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because outrigger bents are not required, thereby

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
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	<p>concourse would be visible, and placement of outrigger bents over the intersection of Commercial Street and the US-101 on /off ramps are required that would result in potential shadow impacts on Commercial Street.</p>			<p>The Final EIR project would not include the elevated portion of the above-grade passenger concourse identified in the Draft EIR. Therefore, from Visual Assessment Unit #4, the elevated portion of the above-grade passenger concourse would not be visible from portions of Father Serra Park and the adjacent plaza area. The grand canopy would be visible from portions of Father Serra Park and the adjacent plaza area and would result in a moderately high change to visual character (although at a reduced scale than the above-grade passenger concourse considered in the Draft EIR).</p> <p>In Segment 3, the modified run-through track alignment would be north of Commercial Street. Section 10.0, Final EIR Project Supplemental Documentation, of this Final EIR includes the revised visual simulations of the Final EIR project. Views of project-related infrastructure would change within Visual Assessment Unit #5 from Key View #5a, #5b, and #5c due to the shift in run-through track alignment and the proposed retaining wall along Commercial Street. From Visual Assessment Unit #5, the elevated portion of the above-grade passenger concourse would not be visible, and placement of outrigger bents over the intersection of Commercial Street and the US-101 on/off ramps would not be required, thereby avoiding potential shadow impacts on Commercial Street.</p> <p>Within Visual Assessment Unit #6, the elevated portion of the above-grade passenger concourse would not be visible.</p>			<p>avoiding potential shadow impacts, and the elevated portion of the concourse would not be visible from Key Views #4a and #4b.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.4-D: Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.</b></p>	<p><b>Significant</b> – The Draft EIR project would require a significant amount of construction, and residents of Mozaic Apartments and William Mead Homes would be exposed to higher levels of lighting during the nighttime hours for a temporary duration throughout project construction. Additionally, during operation, more trains would operate in front of the William Mead Homes, and new lighting would be incorporated into the elevated portion of the above-grade passenger concourse for safety purposes, as well as lighting placed below canopies, which may result in added light for some of the units in the Mozaic Apartments.</p>	<p><b>AES-2</b> <b>AES-3</b> <b>NV-1</b></p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – The Final EIR project would create new sources of light or glare affecting daytime and nighttime views temporarily and long term, similar to those described in the Draft EIR. Nighttime lighting for temporary construction would still be required with the Final EIR project. The Final EIR project would not include the elevated portion of the above-grade passenger concourse identified in the Draft EIR. For residents in the Mozaic Apartment units nearest to the rail yard, the significant impact resulting from the light and/or glare from the elevated portion of the concourse would be avoided. Exposure to more direct light and glare could still occur after the rail yard is elevated due to the canopy structures or grand canopy that would be constructed above the rail yard and West Plaza.</p>	<p><b>AES-2</b> <b>AES-3 (modified)</b> – Mitigation Measure AES-3 in the Draft EIR remains applicable to the Final EIR project. <b>NV-1</b></p>	<p><b>Less than Significant</b></p>	<p><b>Reduced</b> – The magnitude of long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the elevated portion of the above-grade passenger concourse would not be constructed. For residents in the Mozaic Apartment units nearest to the rail yard, the light and/or glare impacts from the elevated</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							<p>portion of the concourse would be avoided.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Section 3.5, Air Quality and Global Climate Change</b>							
<p><b>Threshold 3.5-A: Conflict with or obstruct implementation of the applicable air quality plan.</b></p>	<p><b>Less than Significant</b> – The Draft EIR project provides increased station capacity for regional/intercity rail trains and accommodates the planned HSR system and would indirectly reduce the number of vehicles on the road and indirectly alter regional on-road motor vehicle travel. The Draft EIR project would also contribute to other cumulative benefits for the region, including a regional reduction of GHG emissions and VMT. The Draft EIR project would not conflict with or obstruct implementation of the applicable air quality plan.</p>	==	<p><b>Less than Significant</b></p>	<p><b>Less than Significant</b> – Similar to the Draft EIR project, the Final EIR project would increase station capacity to meet forecasted increases in for regional/intercity rail trains and accommodates the planned HSR system. The Final EIR project would also indirectly reduce the number of vehicles on the road, indirectly alter regional on-road motor vehicle travel, and contribute to other cumulative benefits for the region, including a regional reduction of GHG emissions and VMT to a similar level as the Draft EIR. The Final EIR project does not include modifications that would change the daily trip generation at LAUS from what was considered in the Draft EIR. The Final EIR project would not conflict with or obstruct implementation of the applicable air quality plan.</p>	==	<p><b>Less than Significant</b></p>	<p><b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not change the daily trip generation or overall train capacity LAUS similar to the Draft EIR project. The operational emissions and cumulative benefits to the region associated with the Final EIR project are the same as those evaluated in the Draft EIR.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.5-B: Violate any air quality standard or contribute</b></p>	<p><b>Significant</b> – The construction emissions associated with the Draft EIR project would exceed the SCAQMD's daily criteria pollutant threshold for NOx, PM<sub>10</sub>, and</p>	<p>AQ-1 AQ-2</p>	<p><b>Significant and Unavoidable</b></p>	<p><b>Significant</b> – After the close of the Draft EIR 45-day public review period during preparation of the Final EIR, engineering design advanced, including the availability of</p>	<p>AQ-1 AQ-2</p>	<p><b>Significant and Unavoidable</b></p>	<p><b>Similar</b> – Although construction activities and associated</p>

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<p><b>substantially to an existing or projected air quality violation.</b></p> <p><b>Threshold 3.5-C: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for O<sub>3</sub> precursors).</b></p>	<p>PM<sub>2.5</sub> and the localized significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>. The operational emissions associated with the Draft EIR project would not exceed the SCAQMD's daily criteria pollutant or localized significance thresholds.</p>	<p><b>AQ-3</b></p>		<p>more detailed information regarding the construction process and material types (i.e., cellular concrete fill) required to construct the elevated rail yard and new modified expanded passageway as part of the Final EIR project. As described in Section 10.0, Final EIR Project Supporting Documentation, of this Final EIR, the Final EIR project would result in a slightly higher quantity of daily and annual construction-related emissions than identified in the Draft EIR. This is primarily due to the advancement of engineering design for the project, and because more detailed information is known regarding the material types (i.e., cellular concrete fill).</p> <p>Similar to the Draft EIR project, the construction emissions associated with Final EIR project would also exceed the SCAQMD's daily criteria pollutant threshold for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> and the localized significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>. No new daily criteria pollutants would be exceeded, and the change in particulate matter emissions, after mitigation, between the Draft EIR project and the Final EIR project is 1 pound per day or less, which is not a substantial increase in the severity of the impact.</p> <p>The operational emissions associated with the Final EIR project would not exceed the SCAQMD's daily criteria pollutant or localized significance thresholds.</p>	<p><b>AQ-3</b></p>		<p>emissions would increase slightly, this impact was previously identified as significant and unavoidable due to the exceedance of the same daily criteria pollutant thresholds. The Final EIR project would not result in new exceedances of the SCAQMD thresholds, and the change in particulate matter emissions after mitigation is 1 pound per day or less. In addition, the operational emissions associated with the Final EIR project are the same as those evaluated in the Draft EIR.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.5-D: Expose sensitive receptors to substantial pollutant concentrations.</b></p>	<p><b>Significant</b> – The Draft EIR project would exceed the SCAQMD's threshold of 10 in 1 million peak cancer risks during construction. After mitigation, the peak cancer risk associated with the construction activities is 8.4 in 1 million.</p>	<p><b>AQ-1</b> <b>AQ-2</b> <b>AQ-3</b></p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – After the close of the Draft EIR 45-day public review period during preparation of the Final EIR, engineering design advanced, including the availability of more detailed information regarding the construction process and material types (i.e., cellular concrete fill) required to construct the elevated rail yard and new modified expanded passageway as part of the Final EIR project. As described in Section 10.0, Final EIR Project Supporting Documentation, of this Final EIR, the Final EIR project would result in a slightly higher quantity of emissions of construction related DPM than identified in the Draft EIR. When compared to the Draft EIR project, the Final EIR project would increase the DPM emissions by less</p>	<p><b>AQ-1</b> <b>AQ-2</b> <b>AQ-3</b></p>	<p><b>Less than Significant</b></p>	<p><b>Similar</b> – Although the Final EIR project increases the peak mitigated DPM concentrations and resulting incremental cancer risk from 8.4 to 9.3 in 1 million at the closest sensitive receptor (Mosaic Apartments), the health risk remains below the 10 in a million threshold.</p>

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
				<p>than 0.4 pound per day. After mitigation, the increase would be reduced to less than 0.06 pound per day, which is not a substantial increase in the severity of the impact. This increase is primarily due to the advancement of engineering design for the project, and because more detailed information is known regarding the material types (i.e., cellular concrete fill).</p> <p>Similar to the Draft EIR project, before mitigation, the Final EIR project would also result in construction-related cancer risks that would exceed the SCAQMD's threshold of 10 in 1 million. After mitigation, the Final EIR project would decrease the peak cancer risk to 9.3 in 1 million at the Mozaic Apartments adjacent to LAUS. The health risk impact of the Final EIR project resulting from exposure of sensitive receptors to substantial pollutant concentrations is similar to the Draft EIR project because the peak cancer risk is below the SCAQMD threshold of 10 in 1 million. Impacts remain less than significant after mitigation.</p>			<p>In addition, the operational emissions associated with the Final EIR project are the same as those evaluated in the Draft EIR.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p>Threshold 3.5-E: Create objectionable odors affecting a substantial number of people.</p>	<p><b>Less than Significant</b> – Construction of the Draft EIR project could result in emission of odors from construction equipment and vehicles (e.g., diesel exhaust). It is anticipated that these odors would be short term, limited in extent at any given time, and distributed throughout the project study area during the duration of construction, and, therefore, would not impact a substantial number of individuals.</p> <p>During operation, emissions from train idling (i.e., diesel exhaust and VOCs) would result in objectionable odors. However, upon implementation of the project and with enhanced capacity at LAUS, the improved efficiency and reduced idling would reduce the potential for odor generation. Improved engine technologies required as part of Mitigation Measure AQ-3 would further minimize any increase in odor generation.</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – Similar to the Draft EIR project, the Final EIR project would not create objectionable odors affecting a substantial number of people because construction activities would be temporary. Additionally, improved efficiency and reduced idling at LAUS would reduce the potential for long-term odor generation.</p>	=	<b>Less than Significant</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would require the use of the same type of construction equipment within the same general location as the Draft EIR project. Similar to the Draft EIR project, the Final EIR project would improve efficiency and reduce idling at LAUS which reduces long-term potential for odor generation.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							disclosed in the Draft EIR.
<b>Threshold 3.5-F: Generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment.</b>	<b>Beneficial</b> – The Draft EIR project would not generate GHG emissions, either directly or indirectly, that may have an adverse effect on the environment. Although not required to mitigate for GHG emissions because impacts have been determined to be less than significant, proposed air quality mitigation would further reduce GHG emissions.	AQ-2 AQ-3	<b>Less than Significant</b>	<b>Beneficial</b> – Similar to the Draft EIR project, the Final EIR project would not generate GHG emissions, either directly or indirectly, that may have an adverse effect on the environment.  The additional construction equipment required to build the Final EIR project would increase the annual amortized GHG emissions by 121 metric tons; from 946 to 1,067 metric tons of CO <sub>2</sub> e, which is not a substantial increase in the severity of the impact. However, this increase in emissions would not affect the conclusions included in the Draft EIR because the long-term regional benefits would continue to result in a net reduction in GHG emissions.  The Final EIR project does not include modifications that would change the daily trip generation at LAUS from what was considered in the Draft EIR. Between 2026 and 2028, estimated contribution to the VMT and GHG reductions from the Final EIR project would be 898 million miles and 13.5 million metric tons of CO <sub>2</sub> e, respectively. The long-term VMT and GHG reductions would more than offset the Final EIR project-related annual GHG emissions of 11,421 metric tons of CO <sub>2</sub> e.	AQ-2 AQ-3	<b>Less than Significant</b>	<b>Similar</b> – The long-term regional benefits would continue to result in a net reduction in GHG emissions, and the operational emissions associated with the Final EIR project are the same as those evaluated in the Draft EIR.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.5-G: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</b>	<b>Less than Significant</b> – The Draft EIR project would assist Metro and California in meeting the GHG emission reduction targets as mandated under AB 32 and SB 375. Implementation of the Draft EIR project would allow Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities. The Draft project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	=	<b>Less than Significant</b>	<b>Less than Significant</b> – Similar to the Draft EIR project, the Final EIR project would not conflict with an applicable plan, policy, or regulation adopted reducing the emissions of GHGs. The long-term regional benefits would continue to result in a net reduction in GHG emissions.	=	<b>Less than Significant</b>	<b>Similar</b> – Although the Final EIR project would generate additional construction emissions, the long-term regional benefits would continue to result in a net reduction in GHG emissions. The Final EIR project would also contribute toward meeting the GHG emission reduction targets, as mandated under AB 32 and SB 375 in a similar manner as the Draft EIR project. In addition, the operational emissions associated with the Final EIR

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							<p>project are the same as those evaluated in the Draft EIR. The long-term regional benefits would continue to result in a net reduction in GHG emissions.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Section 3.6, Noise and Vibration</b>							
<p><b>Threshold 3.6-A: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</b></p> <p><b>Threshold 3.6-C: Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</b></p>	<p><b>Significant</b> – The Draft EIR project would result in moderate and severe noise impacts in 2026, 2031, and 2040 at Category 2 and 3 land uses as follows.</p> <p>2026</p> <ul style="list-style-type: none"> <li>Moderate impacts would occur at 24 multifamily residences (24 William Mead Homes units)</li> </ul> <p>2031</p> <ul style="list-style-type: none"> <li>Moderate impacts would occur at 73 multifamily residences (40 William Mead Homes units and 33 Mozaic units)</li> <li>Severe impacts would occur at 40 multifamily residences (all William Mead Homes units) and one park/athletic field near William Mead Homes (Severe impacts are considered a significant impact under CEQA).</li> </ul> <p>2040</p> <ul style="list-style-type: none"> <li>Moderate impacts would occur at 49 multifamily residences (16 William Mead Homes units and 33 Mozaic units)</li> <li>Severe impacts would occur at 30 multifamily residences (24 William Mead Homes units and 6 Mozaic units) and one park/athletic field near William Mead Homes.</li> </ul>	NV-1	Less than Significant	<p><b>Significant</b> – Similar to the Draft EIR project, the Final EIR project would result in moderate and severe noise impacts in 2026, 2031, and 2040 at the same Category 2 and 3 land uses. No change to operational noise levels for the receptors considered in the Draft EIR is anticipated to occur as a result of the Final EIR project.</p> <p>North of LAUS, the Final EIR project includes a shared track alignment with one new lead track, and no modifications are proposed that would generate a substantial permanent increase in ambient noise levels.</p> <p>South of LAUS, although Category 1 through 3 land uses were not identified in the Draft EIR, the Final EIR project avoids demolition of buildings from Garey Street to Center Street and includes a modified run-through track alignment north of Commercial Street closer to US-101. As a result, the permanent increase in noise levels for buildings on Ducommon Street and southward are anticipated to be lower because intervening buildings would remain in place, and the alignment would be located farther from buildings than previously considered in the Draft EIR.</p>	NV-1 (modified) - Mitigation Measure NV-1 in the Draft EIR remains applicable to the Final EIR Project.	Less than Significant	<p><b>Reduced</b> – The magnitude of long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the Final EIR project avoids demolition of buildings from Garey Street to Center Street. Although noise-sensitive receptors were not identified for this area, with the presence of intervening buildings along Commercial Street, operational noise would be attenuated at commercial and industrial land uses, without outdoor uses, as well as for community members on Ducommon Street; thereby resulting in an</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							<p>approximate 1-2 decibel reduction in this area throughout operations as compared to what was analyzed in the Draft EIR.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.6-B: Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.</b></p>	<p><b>Significant</b> – Construction would occur within 300 feet of sensitive receptors and could involve an impact pile driver and/or vibratory roller with potential to cause vibration impacts (from an annoyance perspective) at William Mead Homes and Mozaic Apartments.</p>	<p>NV-2 NV-3</p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – During construction, the Final EIR project would require similar activities including use of a pile driver and/or vibratory roller near William Mead Homes and Mozaic Apartments. At the First 5 LA Headquarters (La Petite Academy) on the LAUS campus, reduced construction noise and vibration would occur due to removal of the access road and associated truck/vehicular traffic.</p> <p>South of LAUS, buildings on the south side of Commercial Street would not be demolished; therefore, associated vibration impacts resulting from this activity at adjacent buildings/land uses would not occur.</p> <p>Throughout operations, no changes to train speeds or the track alignment at or north of LAUS are proposed that would result in modifications to long-term vibration levels. South of LAUS, run-through tracks would be located north of Commercial Street away from existing buildings in Segment 3. Although the land uses and buildings along Commercial Street would be subject to long-term exposure of the run-through track alignment, these land uses and buildings were not defined as “vibration-sensitive” Category 1 through 3 land uses. Land uses and buildings on Ducommon Street were also determined to be non-vibration-sensitive. However, the modified run-through track alignment and retention of buildings along Commercial Street would reduce vibration levels for these land uses/buildings on Ducommon Street because construction activities would be located farther from these areas, as would run-through operations, and anticipated</p>	<p>NV-2 NV-3</p>	<p><b>Less than Significant</b></p>	<p><b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because buildings on the south side of Commercial Street would not be demolished; therefore, associated vibration impacts resulting from construction activities would be located farther from these areas, as would run-through operations. In addition, reduced construction noise and vibration would occur at the First 5 LA Headquarters because construction trucks and vehicles would not be using the adjacent access road.</p> <p>The Final EIR project would not result in new,</p>

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
				vibration levels would be lower than previously considered in the Draft EIR.			significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.6-D: A substantial temporary or periodic increase in ambient noise levels existing without the project.</b>	<p><b>Significant and unavoidable</b> – During construction, impacts would occur at Category 2 land uses at distances of up to approximately 250 feet under daytime (7:00 AM to 10:00 PM) impact criteria (i.e., 80 dBA <math>L_{eq}</math>) and approximately 300 feet under nighttime (10:00 PM to 7:00 AM) impact criteria (i.e., 70 dBA <math>L_{eq}</math>). It is anticipated that some construction work would take place during nighttime hours to utilize the efficiencies of working during off-peak times of the day and meet Metro’s desired construction completion timeframe.</p> <p>At William Mead Homes specifically, construction of the sound wall required as part of Mitigation Measure NV-1 would also result in construction noise impacts. Specifically, construction noise associated with the installation of the sound wall and use of heavy machinery.</p>	<p>NV-1 NV-2 NV-3</p>	<b>Significant and Unavoidable</b>	<p><b>Significant and unavoidable</b> – Similar to the Draft EIR project, during construction of the Final EIR project, impacts would occur at Category 2 land uses at distances of up to approximately 250 feet under daytime (7:00 AM to 10:00 PM) impact criteria (i.e., 80 dBA <math>L_{eq}</math>) and approximately 300 feet under nighttime (10:00 PM to 7:00 AM) impact criteria (i.e., 70 dBA <math>L_{eq}</math>). Nighttime construction would also occur.</p> <p>With removal of the access road on LAUS property, temporary construction noise impacts on the First 5 LA Headquarters (La Petite Academy) are anticipated to be reduced because trucks would not be using this access road. The shift in track alignment south of LAUS would result in lower noise and vibration levels on commercial and industrial land uses south of LAUS, primarily because buildings on Commercial Street would not be demolished and run-through tracks would be located closer to existing transportation-related noise along US-101.</p>	<p>NV-1 NV-2 NV-3</p>	<b>Significant and Unavoidable</b>	<p><b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because buildings on the south side of Commercial Street would not be demolished; therefore, construction noise levels south of LAUS are anticipated to be lower. In addition, reduced construction noise is anticipated at the First 5 LA Headquarters because construction trucks and vehicles would not be using the adjacent access road.</p> <p>Although the Final EIR project includes less construction activity near sensitive receptors, impacts would remain significant and unavoidable for receptors closest to the project due to the proximity of construction activities.</p> <p>The Final EIR project would not result in new, significant</p>

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.6-E: Exposure of persons residing or working in the project area to excessive noise levels for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.</b>	<b>No Impact</b> – The project study area is not located within 2 miles of a public airport or public use airport. No new heliports or airport facilities are proposed as part of the Draft EIR project.	=	<b>No Impact</b>	<b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project is not located within 2 miles of a public airport or public use airport. No new heliports or airport facilities are proposed as part of the project.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not be located within 2 miles of a public airport or public use airport similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.6-F: Exposure of persons residing or working in the project area to excessive noise levels for a project within the vicinity of a private airstrip.</b>	<b>No Impact</b> – No new heliports or airport facilities are proposed as part of the Draft EIR project, and no private airstrips are located in the project study area.	=	<b>No Impact</b>	<b>No Impact</b> – Similar to the Draft EIR project, no new heliports or airport facilities are proposed as part of the Final EIR project, and no private airstrips are located in the project study area.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not be located within the vicinity of a private airstrip similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							disclosed in the Draft EIR.
<b>Section 3.7, Biological Resources</b>							
<b>Threshold 3.7-A: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.</b>	<b>Significant</b> – Two special status bat species (western mastiff bat and western yellow bat) were identified as having potential to occur within the BSA. Additionally, several migratory bird species were observed in the BSA and suitable habitat that would support breeding migratory birds is present in the BSA. Construction of the Draft EIR project has the potential to cause direct or indirect impacts on these species.	<b>BIO-1</b> <b>BIO-2</b>	<b>Less than Significant</b>	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint (synonymous with BSA). The Final EIR project would have the same potential to impact two special status bat species and several migratory bird species, because the suitable habitat for these species identified in the Draft EIR would still be impacted in the Final EIR project.	<b>BIO-1</b> <b>BIO-2</b>	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. Although the Final EIR project includes a smaller project footprint than the Draft EIR project, suitable habitat identified in the Draft EIR remains in the Final EIR project footprint.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.7-B: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS.</b>	<b>No Impact</b> – The BSA does not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS.	=	<b>No Impact</b>	<b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint (synonymous with BSA). The Final EIR project footprint (BSA) does not contain riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project would not impact riparian habitat or other sensitive natural communities similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							disclosed in the Draft EIR.
<b>Threshold 3.7-C: Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.</b>	<b>No Impact</b> – The BSA does not contain federally protected wetlands as defined by Section 404 of the CWA. Therefore, there is no potential for direct or indirect impacts on federally protected wetlands to occur.	=	<b>No Impact</b>	<b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR project footprint (BSA) does not contain federally protected wetlands as defined by Section 404 of the CWA.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project would not impact federally protected wetlands similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.7-D: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</b>	<b>Less than Significant</b> – The Draft EIR project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	=	<b>Less than Significant</b>	<b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	=	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project would not impact wildlife movement similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.7-E: Conflict with any local policies or ordinances protecting biological</b>	<b>Significant</b> – The Draft EIR project may require the removal or disturbance of one or more native tree species that are considered a Protected Tree under the City of Los Angeles Tree Ordinance. Western sycamore	<b>BIO-3</b>	<b>Less than Significant</b>	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final	<b>BIO-3</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<u>resources, such as a tree preservation policy or ordinance.</u>	trees were observed within disturbed habitat within one or more of the proposed staging areas.			EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Western sycamore trees were observed within disturbed habitat within proposed staging areas. Although one of these staging areas was removed, the Final EIR project may still require the removal or disturbance of one or more native tree species that are considered a Protected Tree under the City of Los Angeles Tree Ordinance.			significance determination remains the same. Impacts are reduced because the Final EIR project would result in fewer impacts on native trees (Western Sycamore Trees).  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.7-F: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan</b>	<b>No Impact</b> – The BSA is not within an established habitat conservation plan, natural community conservation plan, significant ecological area, or other approved local, regional, or state habitat conservation plan.	=	<b>No Impact</b>	<b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR project footprint (BSA) is not within an established habitat conservation plan, natural community conservation plan, significant ecological area, or other approved local, regional, or state habitat conservation plan.	=	<b>No Impact</b>	<b>Similar</b> – There are no habitat conservation plans or natural community conservation plans applicable to the Final EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Section 3.8, Hydrology and Water Quality</b>							
<b>Threshold 3.8-A: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a</b>	<b>Less than Significant</b> – There are no groundwater recharge facilities in the project study area, and operation of the Draft EIR project would not require groundwater extraction for consumptive use. The Draft EIR project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	=	<b>Less than Significant</b>	<b>Less than Significant</b> – As described in the Draft EIR, there are no groundwater recharge facilities in the project study area, and operation of the Final EIR project would not require groundwater extraction for consumptive use.	=	<b>Less than Significant</b>	<b>Similar</b> – There are no groundwater recharge facilities in the project study area.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).							the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.8-B: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</b>	<p><b>Significant</b> – The Draft EIR project would require substantial amounts of grading and excavation to reconfigure existing drainage patterns and ensure that connections to existing drainage infrastructure are maintained and/or improved. Any increases in sediment load from the construction area could lead to alterations in drainage patterns due to accumulations of sediment in downstream areas that could result in localized flooding if not properly managed.</p> <p>Throughout operations, the Draft EIR project would also result in alterations to the existing drainage patterns in the project study area that could result in localized flooding, if not properly managed.</p>	<p>HWQ-1</p> <p>HWQ-2</p> <p>HWQ-3</p> <p>HWQ-4</p> <p>HWQ-5</p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – Similar to the Draft EIR project, the Final EIR project would result in alterations to the existing drainage patterns due to grading and excavation activities. However, the amount of grading and excavation and disturbed surface area would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid grading and excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.</p> <p>Throughout operations, the Final EIR project would also result in alterations to the existing drainage patterns in the project study area that could result in localized flooding, although reduced post-construction disturbance and BMPs within the previously-identified Tributary Areas G and F would be required for the modified run-through track alignment.</p>	<p><b>HWQ-1 (modified)</b> – Mitigation Measure HWQ-1 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-2 (modified)</b> – Mitigation Measure HWQ-2 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-3 (modified)</b> – Mitigation Measure HWQ-3 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-4 (modified)</b> – Mitigation Measure HWQ-4 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-5 (deleted)</b> – Mitigation Measure HWQ-5 has been deleted in the Final EIR, and is no longer applicable to the Draft</p>	<p><b>Less than Significant</b></p>	<p><b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less grading and excavation is required and fewer drainage alterations and post-construction BMPs would be required in Tributary Areas G and F.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
					EIR project or Final EIR project.		
<b>Threshold 3.8-C: Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</b>	<p><b>Significant</b> – During construction, excavated soil would be exposed, and there would be increased potential for soil erosion. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters.</p> <p>During operations, an overall increase in storm runoff is anticipated to result from increased impervious surface area associated with the Draft EIR project, which would increase the volume of flow and exceed the capacity of some on-site drainage systems.</p>	<p>HWQ-1</p> <p>HWQ-2</p> <p>HWQ-3</p> <p>HWQ-4</p> <p>HWQ-5</p>	<b>Less than Significant</b>	<p><b>Significant</b> – Similar to the Draft EIR project, during construction, the Final EIR project would require excavation and site disturbance, which could cause soil erosion; however, the amount of grading and excavation and disturbed surface area would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid grading and excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.</p> <p>During operations, the Final EIR project could cause an increase in storm runoff from increased impervious surface area, which would increase the volume of flow and exceed the capacity of some on-site drainage systems. However, the amount of impervious surface area would be reduced because the Final EIR project reduces the project scope and footprint with the removal of the above-grade passenger concourse over the rail yard, removal of the loop track, and consolidation of run-through track infrastructure south of LAUS to facilitate enhance interoperability.</p>	<p>HWQ-1 (modified) – Mitigation Measure HWQ-1 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HWQ-2 (modified) – Mitigation Measure HWQ-2 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HWQ-3 (modified) – Mitigation Measure HWQ-3 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HWQ-4 (modified) – Mitigation Measure HWQ-4 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HWQ-5 (deleted) – Mitigation Measure HWQ-5 has been deleted in the Final EIR, and is no longer applicable to the Draft EIR project or Final EIR project.</p>	<b>Less than Significant</b>	<p><b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the project footprint and disturbance area is smaller and the amount of impervious surface area is reduced.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Threshold 3.8-D: Expose people or structures to a risk of loss, injury, or death involving flooding, including flooding as a</b>	<p><b>Less than Significant</b> – The project study area is located on land that is protected by levees for the 1 percent (100-year) annual chance flood, Zone X, per FEMA's National Flood Insurance Program. The project study area is not located within a 100-year or 500-year floodplain; therefore, construction activities would not be subject to impacts associated with flooding. Although the Draft EIR project would improve and</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – Similar to the Draft EIR project, the Final EIR project is not located within a 100-year or 500-year floodplain; therefore, construction activities would not be subject to impacts associated with flooding. The Final EIR project modifications would not increase or negatively impact the project study area's vulnerability to levee and dam failure.</p>	=	<b>Less than Significant</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project is not located within a 100-year or 500-</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<u>result of the failure of a levee or dam.</u>	modify drainage within the project study area to maintain existing drainage flow patterns and accommodate for increased flow volumes, the Draft EIR project would not increase or negatively impact the project study area’s vulnerability to levee and dam failure.						year floodplain similar to the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.8-E: Violate any water quality standards or waste discharge requirements.</b>  <b>Threshold 3.8-G: Otherwise substantially degrade water quality.</b>	<b>Significant</b> – Construction activities could result in a significant impact on water quality and exceed water discharge requirements if runoff is not properly managed. Furthermore, the compaction of soils by heavy equipment may reduce the infiltration capacity of soils and increase runoff and erosion potential. If uncontrolled, soil materials could block storm drainage channels and cause downstream sedimentation.  During operations, minor amounts of oil and grease would originate from train cars, which could discharge oil, grease, and other chemical pollutants into existing drainage systems.	<u>HWQ-1</u> <u>HWQ-2</u> <u>HWQ-3</u> <u>HWQ-4</u> <u>HWQ-5</u> <u>HWQ-6</u> <u>HWQ-7</u> <u>HWQ-8</u>	<u>Less than Significant</u>	<b>Significant</b> – Similar to the Draft EIR project, the Final EIR project could result in on- and off-site discharges that could degrade water quality. However, the amount of grading and excavation, and polluted runoff would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid grading and excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street Intersection. No change to rail operations would occur as a result of the Final EIR project modifications.	<u>HWQ-1 (modified)</u> - Mitigation Measure HWQ-1 in the Draft EIR remains applicable to the Final EIR project.  <u>HWQ-2 (modified)</u> – Mitigation Measure HWQ-2 in the Draft EIR remains applicable to the Final EIR project.  <u>HWQ-3 (modified)</u> – Mitigation Measure HWQ-3 in the Draft EIR remains applicable to the Final EIR project.  <u>HWQ-4 (modified)</u> – Mitigation Measure HWQ-4 in the Draft EIR remains applicable to the Final EIR project.  <u>HWQ-5 (previously Mitigation Measure HWQ-6 in the Draft EIR)</u>	<u>Less than Significant</u>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the project footprint and disturbance area is smaller.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
					<p>HWQ-6 (previously HWQ-7 in the Draft EIR)</p> <p>HWQ-7 (previously HWQ-8 in the Draft EIR)</p>		
<p><b>Threshold 3.8-F: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.</b></p>	<p><b>Significant</b> – During construction, it may be necessary for the contractor to reroute drainage around one or more construction areas, which, in turn, may concentrate runoff and/or direct it off site, thereby resulting in substantial erosion on adjacent properties, if not properly managed.</p> <p>An overall increase in storm runoff is anticipated to result from increased impervious surface area associated with the Draft EIR project. This could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event, which transports pollutants to receiving waters and may lead to downstream erosion and increases in suspended particles and sediment.</p>	<p>HWQ-1</p> <p>HWQ-2</p> <p>HWQ-3</p> <p>HWQ-4</p> <p>HWQ-5</p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – Similar to the Draft EIR project, the Final EIR project would result in substantial erosion or siltation on- or off-site; however, the amount of grading and excavation and disturbed surface area would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid grading and excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.</p> <p>During operations, the amount of overall impervious surface area would be reduced because the Final EIR project reduces the project scope and footprint with the removal of the above-grade passenger concourse over the rail yard, removal of the loop track, and consolidation of run-through track infrastructure south of LAUS to facilitate enhance interoperability.</p>	<p><b>HWQ-1 (modified)</b> – Mitigation Measure HWQ-1 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-2 (modified)</b> – Mitigation Measure HWQ-2 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-3 (modified)</b> – Mitigation Measure HWQ-3 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-4 (modified)</b> – Mitigation Measure HWQ-4 in the Draft EIR remains applicable to the Final EIR project.</p> <p><b>HWQ-5 (deleted)</b> – Mitigation Measure HWQ-5 has been deleted in the Final EIR, and is no longer applicable to the Draft EIR project or Final EIR project.</p>	<p><b>Less than Significant</b></p>	<p><b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the project footprint and disturbance area is smaller and the amount of impervious surface area is reduced.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.8-H: Place housing within a 100-year flood hazard</b></p>	<p><b>No Impact</b> – The Draft EIR project would not involve construction of residential housing; therefore, it would not place housing within a 100-year flood hazard area as</p>	<p>=</p>	<p><b>No Impact</b></p>	<p><b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project would not involve construction of residential</p>	<p>=</p>	<p><b>No Impact</b></p>	<p><b>Similar</b> – The Final EIR project would not</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
area as mapped on a federal Flood Hazard Boundary Map or FIRM or other flood hazard delineation map.	mapped on the most recent FIRMs for the project study area.			housing and is not located with a 100-year flood hazard area.			involve the construction of residential housing. The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.8-I: Place within a 100-year flood hazard area structures which would impede or redirect flood flows.</b>	<b>No Impact</b> – The Draft EIR project is not within a 100-year flood hazard area; therefore, its implementation would not involve the construction of structures within the 100-year flood hazard area that would otherwise impede or redirect floods.	=	<b>No Impact</b>	<b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project is not within a 100-year flood hazard area and would not impede or redirect flood flows.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project is not within a 100-year flood hazard area similar to the Draft EIR project. The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.8-J: Inundation by seiche, tsunami, or mudflow.</b>	<b>No Impact</b> – In recognition of the Draft EIR project's inland location and the lack of proximity to the ocean, a large lake, or other body of water, the risk related to exposing people or structures to a tsunami or seiche is negligible. Also, the Draft EIR project is located on relatively flat ground; therefore, the hazard of mudflows adversely impacting the Draft EIR project is very low.	=	<b>No Impact</b>	<b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project is located inland. The risk related to exposing people or structures to a tsunami, seiche, or mudflow is low.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The risk related to exposing people or structures to a tsunami, seiche, or mudflow for the Final EIR project remains low similar to the Draft EIR project. The Final EIR project would not result in new, significant environmental effects or

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Section 3.9, Geology and Soils</b>							
<p><b>Threshold 3.9-A:</b> <u>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</u></p> <p>i. <u>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on the other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42</u></p> <p>ii. <u>Strong seismic ground shaking</u></p>	<p><b>Significant</b> – Based on the preliminary liquefaction analysis performed for the Draft EIR project, liquefaction is expected in Segment 1: Throat Segment and Segment 2: Concourse Segment of the project study area.</p>	<b>GEO-1</b>	<b>Less than Significant</b>	<p><b>Significant</b> – Similar to the Draft EIR project, liquefaction is a potential hazard within Segment 1: Throat Segment and Segment 2: Concourse Segment of the Final EIR project.</p>	<b>GEO-1 (modified) - Mitigation Measure GEO-1 in the Draft EIR remains applicable to the Final EIR project.</b>	<b>Less than Significant</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project has the same liquefaction potential hazard as the Draft EIR project.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.9-B:</b> <u>Result in substantial soil erosion or the loss of topsoil.</u></p>	<p><b>Less than Significant</b> – The majority of the project study area consists of disturbed areas with existing rail tracks, developed properties, and the rail yard. The LAUS campus is on disturbed area and fill. The potential for impacts relative to topsoil is extremely low due to the urban developed nature of the project study area.</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Similar to the Draft EIR project, the potential for impacts relative to topsoil is extremely low due to the urban developed nature of the project study area.</p>	=	<b>Less than Significant</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project has the same extremely low potential for loss of topsoil as the Draft EIR project.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.9-C: Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</b>	<b>Significant</b> – During construction, due to the presence of compressible layers within the upper 30 feet in Segment 2: Concourse Segment of the project study area, settlement, both long term and immediate, is anticipated to occur for those improvements proposed to be founded on shallow foundations. In addition, liquefaction is expected due to the soil conditions and groundwater level.	<b>GEO-1</b>	<b>Less than Significant</b>	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Similar to the Draft EIR project, the potential impacts relative to settlement and liquefaction could occur with implementation of the Final EIR project.	<b>GEO-1 (modified) - Mitigation Measure</b> GEO-1 in the Draft EIR remains applicable to the Final EIR project.	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project has a similar potential for exposure to settlement and liquefaction as the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.9-D: Be located on expansive soil, as defined in Table 18-1-B of the UBC (1994), creating substantial risk to life or property.</b>	<b>Less than Significant</b> – The soils within the project study area are considered to have a low expansion potential based on the results from the preliminary geotechnical investigation. Project infrastructure would be constructed in accordance with standard engineering practices, which would also minimize the potential for project-related infrastructure to be subject to expansive soils.	=	<b>Less than Significant</b>	<b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location as described in the Draft EIR. Similar to the Draft EIR project, the soils in the project study area are considered to have a low expansion potential.	=	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project has a similar low potential for encountering expansive soils as the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<b>Threshold 3.9-E: Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater</b>	<b>No Impact</b> – The Draft EIR project would connect to local sanitary sewer infrastructure with wastewater treatment provided by the City of Los Angeles. The Draft EIR project would not require the use of septic tanks or an alternative wastewater disposal system.	=	<b>No Impact</b>	<b>No Impact</b> – Similar to the Draft EIR project, the Final EIR project would connect to local sanitary sewer infrastructure with wastewater treatment provided by the City of Los Angeles. The Final EIR project would not require the use of septic tanks or an alternative wastewater disposal system.	=	<b>No Impact</b>	<b>Similar</b> – The Final EIR project would not require the use of septic tanks or an alternative wastewater disposal system.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Section 3.10. Hazards and Hazardous Materials</b>							
<b>Threshold 3.10-A: Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</b>	<b>Significant</b> – Construction during the interim, full build-out, and full build-out with HSR conditions would involve the handling, storage, transport, and disposal of hazardous materials. Potential hazards generated by the routine transport, use, and disposal of hazardous materials, contaminated soils, and/or contaminated groundwater during construction are considered a significant impact, if not adequately managed.	<b>HAZ-1</b>	<b>Less than Significant</b>	<b>Significant</b> – Similar to the Draft EIR project, the Final EIR project would require the routine transport, use, and disposal of hazardous materials, contaminated soils, and/or contaminated groundwater during construction, which is considered a significant impact, if not adequately managed.	<b>HAZ-1</b>	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location described in the Draft EIR. The Final EIR project has the same potential for inadequately managed hazardous materials as the Draft EIR project.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.10-B: Create a hazard to the public or the environment through reasonably foreseeable upset or accidental conditions involving</b>	<b>Significant</b> – The project study area contains or is in proximity to known hazardous materials, including 35 REC sites, the Union Station Oil Field, and properties with buildings that may contain asbestos and lead. An accidental release of hazardous materials could pose a hazard both to construction employees, the public, and	<b>HAZ-1</b> <b>HAZ-2</b> <b>HAZ-3</b> <b>HAZ-4</b> <b>HAZ-5</b>	<b>Less than Significant</b>	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint.	<b>HAZ-1</b> <b>HAZ-2</b> <b>HAZ-3 (modified)</b> – Mitigation Measure HAZ-3 in the Draft EIR	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<u>the release of hazardous materials into the environment.</u>	<u>the environment, depending on the magnitude and relative hazard of the material released.</u>	HAZ-6 HAZ-7 HAZ-8		<u>Similar to the Draft EIR project, construction activities pose a risk for an accidental release of hazardous materials; however, the reduced project footprint reduces the extent of potential impacts resulting from REC sites because less ground disturbance would occur on these sites. In addition, fewer buildings would be demolished that could have lead and asbestos. Less excavation within contaminated soils would also reduce exposure to petroleum and petroleum products and the release of volatile contaminant vapors.</u>	remains applicable to the Final EIR project. <b>HAZ-4</b> <b>HAZ-5 (modified) – Mitigation Measure HAZ-5 in the Draft EIR remains applicable to the Final EIR project.</b> <b>HAZ-6</b> <b>HAZ-7</b> <b>HAZ-8</b>		<u>reduced because less REC sites would be affected, less ground disturbance would occur within contaminated soils, and fewer buildings would be demolished.</u>  <u>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</u>
<b>Threshold 3.10-C: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.</b>	<b>Significant</b> – During construction, there would be use of commercially available hazardous materials, such as gasoline, brake fluids, coolants, and paints. Standard equipment maintenance and good housekeeping practices during construction would minimize the risk of any release; however, if any release of these substances did occur, releases are anticipated to be localized and unlikely to pose a risk to the three educational institutions within a 0.25 mile of the Draft EIR project, mainly due to distance from proposed construction areas. Additionally, during construction multiple construction vehicles would operate simultaneously within the Draft EIR project footprint. The DPM emissions associated with construction activities would not result in an increased cancer risk at schools within 0.25 mile of the Draft EIR project.  <u>Construction of the Draft EIR project would involve the transport and disposal of soil or other media contaminated with hazardous materials. This would be an indirect impact through the accidental release of these hazardous materials to nearby schools. The accidental release of ACMs or lead into the environment would also represent a risk.</u>	HAZ-1 HAZ-2 HAZ-3 HAZ-4 HAZ-5 HAZ-6 HAZ-7 HAZ-8	<b>Less than Significant</b>	<b>Significant</b> – Similar to the Draft EIR project, the Final EIR project has a low risk of accidental release of hazardous materials during construction to a school within 0.25 mile of the project footprint due to the distance from construction activities. The DPM emissions associated with construction activities for the Final EIR project would not result in an increased cancer risk at schools within 0.25 mile of the project.	<b>HAZ-1</b> <b>HAZ-2</b> <b>HAZ-3 (modified) – Mitigation Measure HAZ-3 in the Draft EIR remains applicable to the Final EIR project.</b> <b>HAZ-4</b> <b>HAZ-5 (modified) – Mitigation Measure HAZ-5 in the Draft EIR remains applicable to the Final EIR project.</b> <b>HAZ-6</b> <b>HAZ-7</b> <b>HAZ-8</b>	<b>Less than Significant</b>	<b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project. The Final EIR project has the same potential for hazardous emissions within 0.25 mile of a school as the Draft EIR project.  <u>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</u>
<b>Threshold 3.10-D: Be located on a site which is included on a list of</b>	<b>Significant</b> – Thirty-five REC sites (14 RECs, 16 HRECs, and 5 CRECs) have been identified with a Moderate to High risk ranking because they have the	HAZ-2 HAZ-3	<b>Less than Significant</b>	<b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment	<b>HAZ-2</b> <b>HAZ-3 (modified) – Mitigation Measure</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced;

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<p><u>hazardous materials sites complies pursuant to Government Code Section 65962.5 and as a result, would create an adverse hazard to the public or the environment.</u></p>	<p>potential to affect the environment as a result of excavation activities on acquired parcels where project-related construction activities would occur. Some of the parcels identified would either be acquired or used for temporary construction activities and staging where no ground disturbance would occur. The close proximity of these existing RECs to project-related construction activities would carry the potential for encountering contaminated soil and/or groundwater. Construction activities could also cause the migration of contaminants through changes in groundwater flow.</p>	<p>HAZ-4 HAZ-5 HAZ-6</p>		<p>3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint.</p> <p>Similar to the Draft EIR project, the Final EIR project would also have potential to impact the environment as a result of excavation within contaminated hazardous soils and/or groundwater. However, the reduced project footprint reduces the extent of potential impacts resulting from REC sites and properties with land use covenants because less ground disturbance would occur on these sites. In addition, less excavation within contaminated soils would reduce the potential for migration of contaminants through changes in groundwater flow.</p>	<p>HAZ-3 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HAZ-4 HAZ-5 (modified) – Mitigation Measure HAZ-5 in the Draft EIR remains applicable to the Final EIR project.</p> <p>HAZ-6</p>		<p>however, the CEQA significance determination remains the same. Impacts are reduced because less REC sites and properties with land use covenants would be affected and less ground disturbance would occur within contaminated soils.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.10-E: Result in a safety hazard for people residing or working in the project area (for projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport).</b></p> <p><b>Threshold 3.10-F: Result in a safety hazard for people residing or working in the project area (for projects within the vicinity of a private airstrip).</b></p>	<p><b>No Impact</b> – The project study area is not located within 2 miles of a public airport or public use airport. The surrounding area does contain rooftop heliports on surrounding high-rise buildings. The nearest heliports to the Draft EIR project footprint are located on the Metro Headquarters Building, One Gateway Plaza, and at the County Twin Towers Correctional Facility, 450 Bauchet Street. During construction, crane operations would be required similar to construction of other high-rise buildings in Downtown Los Angeles. The operations of the project would be consistent with the current operating conditions of the existing heliports in the area and any proposed heliports to be constructed in the future.</p>	<p>==</p>	<p><b>No Impact</b></p>	<p><b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Similar to the Draft EIR project, the Final EIR project study area is not located within 2 miles of a private air strip, public airport, or public use airport.</p>	<p>==</p>	<p><b>No Impact</b></p>	<p><b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.10-G: Impair implementation</b></p>	<p><b>Significant</b> – The Draft EIR project is located within an urbanized area with numerous roadways. The Draft EIR</p>	<p>TR-1</p>	<p><b>Less than Significant</b></p>	<p><b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the</p>	<p>TR-1 (modified) – Mitigation Measure</p>	<p><b>Less than Significant</b></p>	<p><b>Reduced</b> – The magnitude of temporary</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<b>of an adopted emergency response plan or emergency evacuation plan.</b>	<p>project could impact the following roadways during construction: the El Monte Busway, US-101, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, Temple Street, Banning Street, First Street, Alameda Street, Main Street, Garey Street, Vignes Street, and Center Street.</p> <p>Construction activities in the areas of Cesar Chavez Avenue, Alameda Street, Fourth Street, US-101, and I-10 (especially US-101) could interfere with emergency response and access because these streets are designated disaster routes.</p> <p>As described in Section 3.3, Transportation and Traffic, construction activities would generate additional traffic on US-101 and result in temporary closure of portions of US-101. US-101 would be closed temporarily at night (10:00 PM to 6:00 AM) in one direction at a time during construction of the bridge superstructure. These night closures are expected to last up to 20 consecutive days. The SB ramps at Commercial Street would also be partially or fully restricted for extended periods during construction of the US-101 viaduct over the existing on- and off ramps.</p>			<p>Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint.</p> <p>Similar to the Draft EIR project, the Final EIR project would also impact emergency and evacuation routes from detours and road closures, which would impair implementation of adopted emergency response and evacuation plans in the study area; however, no impacts on Commercial Street or closures are planned for the Final EIR project.</p> <p>Construction activities in the vicinity of Vignes Street, Cesar Chavez Avenue, US-101, and Alameda Street would interfere with emergency response and access and remain relatively unchanged from the activities considered in the Draft EIR. The duration of temporary road closures and/or detours south of LAUS would be reduced because Commercial Street would not be realigned, and the intersection of Commercial Street and Center Street will not be lowered.</p> <p>On US-101, night closures are expected to last for 8 to 12 weeks during weekends only, rather than the 20 consecutive days discussed in the Draft EIR. Access to NB US-101 from Vignes Street may also be partially or fully restricted for extended periods during construction of the US-101 roadway modifications.</p>	TR-1 in the Draft EIR remains applicable to the Final EIR project.		<p>impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because fewer road closures/detours with shorter durations are required.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Threshold 3.10-H: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.</b>	<p><b>No Impact</b> – The nearest state responsibility area very high fire hazard severity zone is located to the west in the Santa Monica Mountains (CALFire 2007), and the nearest local responsibility area very high fire hazard severity zone is located west of the project study area, adjacent to the Los Angeles Dodger Stadium (CALFire 2011). Considering the highly developed and urban nature of the project study area, the potential risk of loss, injury, or death involving wildland fires is considered low.</p>	=	<b>No Impact</b>	<p><b>No Impact</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Similar to the Draft EIR project, the Final EIR project is located in a highly developed and urban area; therefore, the potential risk of loss, injury, or death involving wildland fires is considered low.</p>	=	<b>No Impact</b>	<p><b>Similar</b> – The Final EIR project is essentially in the same location as the Draft EIR project.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Section 3.11, Utilities/Service Systems and Energy Conservation</b>							
<b>Threshold 3.11-A: Exceed wastewater treatment</b>	<p><b>Less than Significant</b> – Construction activities associated with the Draft EIR project would not result in new substantial discharges of wastewater to the City's</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through</p>	=	<b>Less than Significant</b>	<p><b>Reduced</b> – The magnitude of long-term impacts are reduced;</p>

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<p><b>requirements of the applicable Regional Water Quality Control Board.</b></p> <p><b>Threshold 3.11-E: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</b></p>	<p>sanitary sewer collection system and would be conducted in compliance with applicable permits to minimize the potential for any discharges that could exceed existing wastewater treatment requirements.</p> <p>The level of development proposed at LAUS is anticipated within local planning documents and included in the maximum permitted floor area within the ADSP (for LAUS). Likewise, the wastewater generated by the Draft EIR project in the full build-out condition would be of domestic quality and, if required, would be subject to pretreatment requirements (e.g., fats, oils, and grease) per the City's Industrial Waste Control Ordinance. The Hyperion Treatment Plant is currently operating at an average of 275 mgd and is designed to treat 450 mgd in dry months and 800 mgd in peak wet weather flows. Therefore, adequate capacity exists in this facility to accommodate the Draft EIR project's increase in wastewater generation as a result of the proposed infrastructure at LAUS.</p>			<p>structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Similar to the Draft EIR project, construction of the Final EIR project would need to comply with the Los Angeles RWQCB Order No. R4-2013-005, NPDES No. CAG994004. Compliance with these permits would minimize the potential for any discharges that could otherwise exceed existing wastewater treatment requirements. The new modified expanded passageway is also expected to generate less wastewater than the above-grade passenger concourse with expanded passageway considered in the Draft EIR due to the smaller scale and size.</p>			<p>however, the CEQA significance determination remains the same. Impacts are reduced because less wastewater would be generated in the new modified expanded passageway.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.11-B: Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.</b></p>	<p><b>Significant</b> – Construction of the Draft EIR project, including utility replacements and/or relocations, would have the potential to encounter documented and undocumented cultural resources. Some of these resources could be historically significant.</p>	HIST-5	Less than Significant	<p><b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Similar to the Draft EIR project, construction of the Final EIR project, including utility replacements and/or relocations, would have the potential to encounter documented and undocumented cultural resources; however, the reduced project footprint reduces the extent of potential impacts because less ground disturbance and excavation would occur south of LAUS. Some of these resources could be historically significant.</p>	HIST-5 (modified) - Mitigation Measure HIST-5 in the Draft EIR remains applicable to the Final EIR project.	Less than Significant	<p><b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less ground disturbance that could encounter documented and undocumented cultural resources would occur.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.11-C: Require or result in the</b></p>	<p><b>Significant</b> – Constructions of the Draft EIR project, including storm drain replacements and/or relocations,</p>	HIST-5	Less than Significant	<p><b>Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the</p>	HIST-5 (modified) - Mitigation Measure	Less than Significant	<p><b>Reduced</b> – The magnitude of temporary</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<u>construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.</u>	would have the potential to encounter documented and undocumented cultural resources. Some of these resources could be historically significant. Throughout operations, the proposed drainage system is designed to function in accordance with the City of Los Angeles' storm drainage design standards and all other applicable standards for post construction BMPs to avoid potential for significant impacts on the environment. Reconfiguration or realignment of the storm drains would be conducted in coordination with LABOE. Where possible, existing storm drains would be protected-in-place through the use of casings, concrete blankets, or other industry-approved structural protection methods.			Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint.  Similar to the Draft EIR project, construction of the Final EIR project, including storm drain replacements and/or relocations, would have the potential to encounter documented and undocumented cultural resources; however, the reduced project footprint reduces the extent of potential impacts because less ground disturbance and excavation would occur south of LAUS. All proposed drainage system associated with the Final EIR project would be designed to function in accordance with the City of Los Angeles' storm drainage design standards and all other applicable standards for post construction BMPs to avoid potential for significant long-term impacts on the environment.	HIST-5 in the Draft EIR remains applicable to the Final EIR Project.		impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less ground disturbance that could encounter documented and undocumented cultural resources would occur.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<u>Threshold 3.11-D: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.</u>	<b>Less than Significant</b> – Construction of the Draft EIR project would require the use of locally available water supplies during construction of each phase for various activities, such as controlling dust, compacting soil, and mixing concrete. Average water use during construction is estimated at 63,000 gallons per day. Additionally, Metro would implement its General Management Water Use and Conservation Policy that outlines guidance for potable water during construction. Based on this anticipated water use and in the context of the supplies available to the LADWP between 2018 and 2014, sufficient water supplies are expected to be available for construction of the Draft EIR project.  With the completion of the new passenger concourse, total water demand is estimated to be up to 310 gallons per minute or approximately 500 AF in 2040.	=	<b>Less than Significant</b>	<b>Less than Significant</b> – Similar to the Draft EIR project, construction of the Final EIR project would require the use of locally available water supplies during construction of each phase for various activities, such as controlling dust, compacting soil, and mixing concrete. With reduction of project elements, including realignment of Commercial Street and lowering of Center Street, water use for dust suppression at these locations is also expected to be reduced.  Based on comments received from LADWP on the Draft EIR and the reduced scope and scale of the project, Metro updated the projected water demand to determine the increase over existing based on the anticipated increase in train volumes from implementation of new run-through service. For the Final EIR project, the projected water usage from new Metrolink, Amtrak, and HSR passengers is estimated to be 27 AFY above 2016 baseline conditions (20 AFY). Operational use of water for the Final EIR project would be less than compared to the Draft EIR project. The project's incremental addition of water use would occur over at least 20 years as the number of forecasted train trips and associated ridership at LAUS incrementally increases. Based on the horizon years considered in the Final EIR, the water usage estimate can be broken down as follows:	=	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because the Final EIR project would require less water for dust suppression and fire/domestic purposes.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.

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				<ul style="list-style-type: none"> <li>2026 – Phase A (no proposed modified expanded passageway) – 25 AFY (5 AFY over baseline condition)</li> <li>2031 – Phase B (with proposed modified expanded passageway) – 30 AFY (10 AFY over baseline condition)</li> <li>2040 (20-year horizon year) – 47 AFY (27 AFY over baseline conditions)</li> </ul> <p>The Final EIR project would require 453 AFY of locally available water. This is less than previously described in the Draft EIR (500 AFY).</p>			
<p><b>Threshold 3.11-F: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.</b></p> <p><b>Threshold 3.11-G: Comply with Federal, State, and local statutes and regulations related to solid waste.</b></p>	<p><b>Less than Significant</b> – During construction of the Draft EIR project, waste from the removal of existing infrastructure and other construction sources would be required to be segregated for proper recycling and reuse, where appropriate. The project contractor would be required to comply with SB 1374 and the Los Angeles C&amp;D Waste Recycling Ordinance that requires all mixed C&amp;D waste be taken to City Certified C&amp;D waste processors. Additionally, the contractor would be required to adhere to federal, state, and local regulations for solid waste disposal, including those identified in the City's SWIRP.</p> <p>In the full build-out condition, the above-grade passenger concourse with new expanded passageway and ancillary retail/office/commercial space would increase solid waste generation at LAUS above existing conditions. However, given the negligible increase in solid waste attributable to the project, the available landfill capacity at the Central Los Angeles Recycling and Transfer Station, Scholl Canyon Landfill, and Burbank Landfill Site No.3, impacts are considered less than significant.</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – Similar to the Draft EIR, during construction of the Final EIR project, waste from the removal of existing infrastructure and other construction sources would be required to be segregated for proper recycling and reuse, where appropriate. The Final EIR project would generate less construction waste because fewer buildings would be demolished, and the scope and scale of the project is reduced. The project contractor would be required to comply with SB 1374 and the Los Angeles C&amp;D Waste Recycling Ordinance that requires all mixed C&amp;D waste be taken to City Certified C&amp;D waste processors. The contractor would be required to adhere to federal, state, and local regulations for solid waste disposal, including those identified in the City's SWIRP. The new expanded passageway, as part of the Final EIR project, is also anticipated to generate less waste than the above-grade passenger concourse with new expanded passageway.</p>	=	<b>Less than Significant</b>	<p><b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less construction and building demolition would occur and the above-grade passenger concourse was removed from the project.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.11-H: Require or result in the construction of new gas or electric facilities or expansion of existing facilities.</b></p> <p><b>Threshold 3.11-I: Have insufficient gas or electricity supplies</b></p>	<p><b>Less than Significant</b> – Based upon preliminary coordination with utility providers, sufficient supplies of gas and electricity are available to construct the Draft EIR project. Therefore, new facility and expansion of existing facilities are not required.</p> <p>Existing utility services would be maintained throughout the construction duration and modifications to utility infrastructure would be limited to relocations. No additional lines or substations would be required. Operations-related energy use would not require or</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – With exception of infrastructure in Segment 3, the Final EIR project is in the same location described in the Draft EIR. Although the run-through structures in Segment 3 shifted north of Commercial Street in the Final EIR, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. Similar to the Draft EIR project, based on preliminary coordination with utility providers, sufficient supplies of gas and electricity are available to construct and</p>	=	<b>Less than Significant</b>	<p><b>Reduced</b> – The magnitude of long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less energy would be used</p>

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
available to serve the project.	<p>result in the construction of new gas or electric facilities or the expansion of existing facilities.</p> <p>Preliminary estimates of the full build-out project would require 11,830 kilovolt of energy. Preliminary coordination with utility providers indicates that current supplies are sufficient for the Draft EIR project in the full build-out condition.</p>			<p>operate the Final EIR project. Therefore, new facility and expansion of existing facilities are not required.</p> <p>The Final EIR project would utilize less energy due to the smaller size of the new modified expanded passageway.</p>			<p>for the new modified expanded passageway.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<p><b>Threshold 3.11-1:</b> Generate unnecessary consumption of energy resources or conflict with initiatives for renewable energy or energy efficiency.</p>	<p><b>Less than Significant</b> – During construction, consumption of energy would occur from fuel energy consumed by construction vehicles and equipment and bound energy used in manufacturing and processing of construction materials. Such fuel energy use would be temporary and would not represent a significant, permanent, or unnecessary commitment to the use of energy, including non-renewable sources. To minimize energy consumption, the construction contractor would implement standard BMPs in accordance with Metro’s Green Construction Policy, which requires the use of bulk renewable diesel fuel on its construction projects.</p> <p>Energy sources for construction vehicles and equipment are not in short supply and use of construction equipment would not have a significant impact on the availability of these resources.</p> <p>Energy consumed at the new passenger concourse would be reduced through the use of sustainable design features and implementation of a variety of measures designed to reduce energy consumption. Given the sustainability initiatives that are planned to be incorporated into the proposed project, a negligible impact on energy resources is expected.</p>	=	<b>Less than Significant</b>	<p><b>Less than Significant</b> – Similar to the Draft EIR project, construction of the Final EIR project would require consumption of energy from fuel energy consumed by construction vehicles and equipment and bound energy used in manufacturing and processing of construction materials. Such fuel energy use would be temporary and would not represent a significant, permanent, or unnecessary commitment to the use of energy, including non-renewable sources. To minimize energy consumption, the construction contractor would implement standard BMPs in accordance with Metro’s Green Construction Policy, which requires the use of bulk renewable diesel fuel on its construction projects.</p> <p>The new modified expanded passageway would consume less energy than the above-grade passenger concourse with new expanded passageway as part of the Draft EIR project.</p>	=	<b>Less than Significant</b>	<p><b>Reduced</b> – The magnitude of long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less energy would be used for the new modified expanded passageway.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Section 3.12, Cultural, Historic, Tribal, and Paleontological Resources</b>							
<p><b>Threshold 3.12-A:</b> Cause a substantial adverse change in the significance of a historical resource as defined in §150464.5.</p>	<p><b>Significant</b> – The Draft EIR project may cause a substantial adverse change in the significance of the following six historical resources:</p> <ul style="list-style-type: none"> <li>LAUS</li> <li>Vignes Street Undercrossing</li> </ul>	<p>HIST-1a</p> <p>HIST-1b</p> <p>HIST-1c</p> <p>HIST-1d</p>	<b>Significant and Unavoidable</b>	<p><b>Significant</b> – Similar to the Draft EIR project, the Final EIR project may cause a substantial adverse change in the significance of the following six historical resources:</p> <ul style="list-style-type: none"> <li>LAUS – The Final EIR Project would result in similar impacts on LAUS as previously analyzed in the Draft EIR because the character defining features considered</li> </ul>	<p><b>HIST-1a (modified)</b> - Mitigation Measure HIST-1a in the Draft EIR remains applicable to the Final EIR Project.</p>	<b>Significant and Unavoidable</b>	<p><b>Similar</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less</p>

**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
	<ul style="list-style-type: none"> <li>William Mead Homes</li> <li>Friedman Bag Company -Textile Division Building</li> <li>North Main Street Bridge (Bridge #53C 1010)</li> </ul> Archaeological Site CA-LAN-1575/H	HIST-2 HIST-3 HIST-4 HIST-5 HIST-6		<p>would still be subject to some form of demolition or impact with the new modified expanded passageway, east and west plazas, and the elevated rail yard. Indirect impacts would still occur, although with a reduced magnitude because individualized canopies or a grand canopy would be constructed on the elevated rail yard above the platforms (25 feet or 75 feet above the rail yard, respectively) that would be visible behind the historic concourse and outdoor courtyards, which are extant character-defining features of LAUS, or beyond.</p> <ul style="list-style-type: none"> <li>Vignes Street Undercrossing – The Final EIR project results in no change to previously identified impacts in the Draft EIR.</li> <li>William Mead Homes – The Final EIR project results in no change to previously identified impacts in the Draft EIR.</li> <li>Friedman Bag Company - Textile Division Building – The Final EIR project includes removal of the loop track; however, impacts on the building would still result from construction of an access road to the Division 20 property.</li> <li>North Main Street Bridge (Bridge #53C 1010) – The Final EIR project results in no change to previously identified impacts in the Draft EIR.</li> </ul> <p>Archaeological Site CA-LAN-1575/H – Although recent discoveries during the construction of the Metro Union Station/Patsaouras Plaza El Monte Busway Station project appear to extend the site further than its mapped boundaries, the Final EIR project results in a reduced potential for impacts due to the reduced excavation activities south of LAUS.</p>	HIST-1b <b>HIST-1c (modified) -</b> Mitigation Measure HIST-1c in the Draft EIR remains applicable to the Final EIR Project. <b>HIST-1d (modified) -</b> Mitigation Measure HIST-1a in the Draft EIR remains applicable to the Final EIR Project. <b>HIST-2</b> <b>HIST-3</b> <b>HIST-4</b> <b>HIST-5 (modified) -</b> Mitigation Measure HIST-5 in the Draft EIR remains applicable to the Final EIR Project. <b>HIST-6 (modified) -</b> Mitigation Measure HIST-6 in the Draft EIR remains applicable to the Final EIR Project.		<p>excavation and potential disturbance to Archaeological Site CA-LAN-1575/H would occur.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>
<b>Threshold 3.12-B:</b> <b>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.</b>	<b>Significant</b> – The Draft EIR project would result in ground-disturbing construction activities in areas known to contain Archaeological Site CA-LAN-1575/H and in areas that may contain previously undiscovered prehistoric and historical archaeological features or sites.	HIST-5 HIST-6	<b>Less than Significant</b>	<b>Significant</b> – Although the run-through structures in Segment 3 shifted north of Commercial Street, the Final EIR project would be located within the previously evaluated (larger) Draft EIR project footprint. The Final EIR project would result in reduced ground-disturbing construction activities in areas known to contain Archaeological Site CA-LAN-1575/H and in areas that may contain previously undiscovered prehistoric and historical archaeological features or sites as considered in the Draft EIR. The amount of excavation would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid excavation activities associated with the realignment of Commercial Street and	<b>HIST-5 (modified) -</b> Mitigation Measure HIST-5 in the Draft EIR remains applicable to the Final EIR Project. <b>HIST-6 (modified) -</b> Mitigation Measure HIST-6 in the Draft EIR remains applicable	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less excavation and potential disturbance to Archaeological Site CA-

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
				lowering of the Commercial Street/Center Street intersection.	to the Final EIR Project.		LAN-1575/H would occur. The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.12-C: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</b>	<b>Significant</b> – The Draft EIR project would include excavations for foundations and support piers to support the above-grade concourse and other proposed bridge structures are anticipated to extend up to 100 feet below the surface and have the potential to impact paleontologically sensitive deposits of older Quaternary alluvium and underlying Puente Formation.	<b>PAL-1</b> <b>PAL-2</b> <b>PAL-3</b>	<b>Less than Significant</b>	<b>Significant</b> – Similar to the Draft EIR project, the Final EIR project would require deep excavations that could extend up to 100 feet below the surface and have the potential to impact paleontological resources. However, the amount of excavation would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.	<b>PAL-1</b> <b>PAL-2</b> <b>PAL-3</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less excavation and potential disturbance to paleontological resources would occur. The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.12-D: Disturb any human remains, including those interred outside of formal cemeteries.</b>	<b>Significant</b> – The Draft EIR project would include associated ground-disturbing construction activities in areas with the potential to contain human remains.	<b>HR-1</b>	<b>Less than Significant</b>	<b>Significant</b> – The Final EIR project would require less ground-disturbing activities in areas with the potential to contain human remains, as previously considered in the Draft EIR. The amount of excavation would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.	<b>HR-1</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less excavation would occur, which reduces the potential to disturb any human remains.

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Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR							
Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
							including those interred outside of formal cemeteries. The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Threshold 3.12-E: Cause a substantial adverse change in the significance of a tribal cultural resources as defined in §21074.</b>	<b>Significant</b> – The Draft EIR project would include ground-disturbing construction activities that would have excavations in areas with the potential to contain TCR CA-LAN-1575/H as it relates to the descendants of groups that inhabited the area in the Native American period.	<b>HIST-5</b> <b>HIST-6</b> <b>TCR-1</b>	<b>Less than Significant</b>	<b>Significant</b> – The Final EIR project would require less ground-disturbing activities in areas with the potential to contain TCR CA-LAN-1575/H as previously considered in the Draft EIR. The amount of excavation would be reduced because the Final EIR project reflects a reduced project scope and footprint. The Final EIR project would avoid excavation activities associated with the realignment of Commercial Street and lowering of the Commercial Street/Center Street intersection.	<b>HIST-5 (modified)</b> - Mitigation Measure HIST-5 in the Draft EIR remains applicable to the Final EIR Project. <b>HIST-6 (modified)</b> - Mitigation Measure HIST-6 in the Draft EIR remains applicable to the Final EIR Project. <b>TCR-1</b>	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because less excavation and potential disturbance to TCR CA-LAN-1575/H would occur.  The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.
<b>Section 3.13, Public Services</b>							
<b>Threshold 3.13-C: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new</b>	<b>Significant</b> – The Draft EIR project would create increased traffic congestion caused by construction vehicles and access disruptions, such as road closures or road construction, which could affect emergency response times.  In 2031 and 2040, minimal project related increases in delay are expected at intersections within the traffic study area. Internal roadway reconfiguration and	<b>TR-1</b>	<b>Less than Significant</b>	<b>Significant</b> – The Final EIR project would also create traffic congestion from construction vehicles and access disruptions, although impacts on emergency response times are slightly reduced, compared with the Draft EIR project.  Construction activities in the vicinity of Vignes Street, Cesar Chavez Avenue, US-101, and Alameda Street would interfere with emergency response and access and remain relatively	<b>TR-1 (modified)</b> - Mitigation Measure TR-1 in the Draft EIR remains applicable to the Final EIR Project.	<b>Less than Significant</b>	<b>Reduced</b> – The magnitude of temporary and long-term impacts are reduced; however, the CEQA significance determination remains the same. Impacts are reduced because one

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**Table 2-2. Potential Impact Comparison of Draft EIR to Final EIR**

Significance Threshold	Draft EIR			Final EIR			Comparison of Impacts (Draft EIR Project versus Final EIR Project)
	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	Potential Impact and Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)	
<p>or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</p> <p>i. Fire Protection</p> <p>ii. Police Protection</p> <p>iii. Schools</p> <p>iv. Parks</p> <p>v. Other Public Facilities</p>	<p>associated modifications to fire lanes and access roads would not significantly affect emergency access, primarily because the West Plaza would be accessible to emergency service providers using the existing fire lane network</p>			<p>unchanged from the activities considered in the Draft EIR. The duration of temporary road closures and/or detours south of LAUS would be reduced because Commercial Street would not be realigned, and the intersection of Commercial Street and Center Street will not be lowered.</p>			<p>less intersection would be impacted during construction and fewer road closures/detours with shorter durations are required. Additionally, the Vignes/Commercial Street intersection would remain open, and a significant and unavoidable long-term impact previously identified at Intersection #2 (Garey Street and Commercial Street) would be avoided.</p> <p>The Final EIR project would not result in new, significant environmental effects or a substantial increase in the severity of previously identified effects disclosed in the Draft EIR.</p>

**Notes:**  
 AB=Assembly Bill; ACM=asbestos-containing material; ADSP=Alameda District Specific Plan; AF=acre-feet; AFY=acre-feet per year; BMP=best management practice; BSA=biological study area; C&D=construction and demolition; CalFire=California Department of Forestry and Fire Protection; Caltrans=California Department of Transportation; CDFW=California Department of Fish and Wildlife; CEQA=California Environmental Quality Act; CMP=Congestion Management Program; CO2e=carbon monoxide equivalent; CREC=controlled recognized environmental condition; CWA=Clean Water Act; dBA=A-weighted decibels; DPM=diesel particulate matter; EIR=environmental impact report; FIRM=Flood Insurance Rate Map; GHG=greenhouse gas; HREC=Historic Recognized Environmental Condition; HSR=High-Speed Rail; I-10=Interstate 10; Leq=equivalent sound level; LABOE=City of Los Angeles Bureau of Engineering; LADOT=City of Los Angeles Department of Transportation; LADWP=City of Los Angeles Department of Water and Power; LAUS=Los Angeles Union Station; LOS=level of service; Metro=Los Angeles County Metropolitan Transportation Authority; mgd=million gallons of water per day; MT=metric tons; NB=northbound; NOX=nitrogen oxide; NPDES=National Pollutant Discharge Elimination System; PM10=particulate matter less than 10 microns; PM2.5=particulate matter less than 2.5 microns; REC=recognized environmental condition; RIO=River Improvement Overlay District; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SB=Senate Bill; SCAQMD=South Coast Air Quality Management District; SWIRP=Solid Waste Integrated Resources Plan; TCR=Tribal Cultural Resource; USFWS=United States Fish and Wildlife Service; VMT=vehicle miles traveled; VOC=volatile organic compound; WB=westbound

**2.0 Project Description**

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**2.2 Project Location and Project Study Area**

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. Figure 2-10 depicts the regional location and general vicinity of LAUS.

Figure 2-11 depicts the project study area, which encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the proposed project. The project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below.

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms, from Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the Garden Tracks (stub-end tracks where private train cars are currently stored, just north of the platforms and adjacent to the existing Gold Line aerial guideway), the East Portal Building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from US-101 to ~~Control Point (CP)~~ Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to CP Olympic, and the “Amtrak Lead Track” connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing-related.

The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

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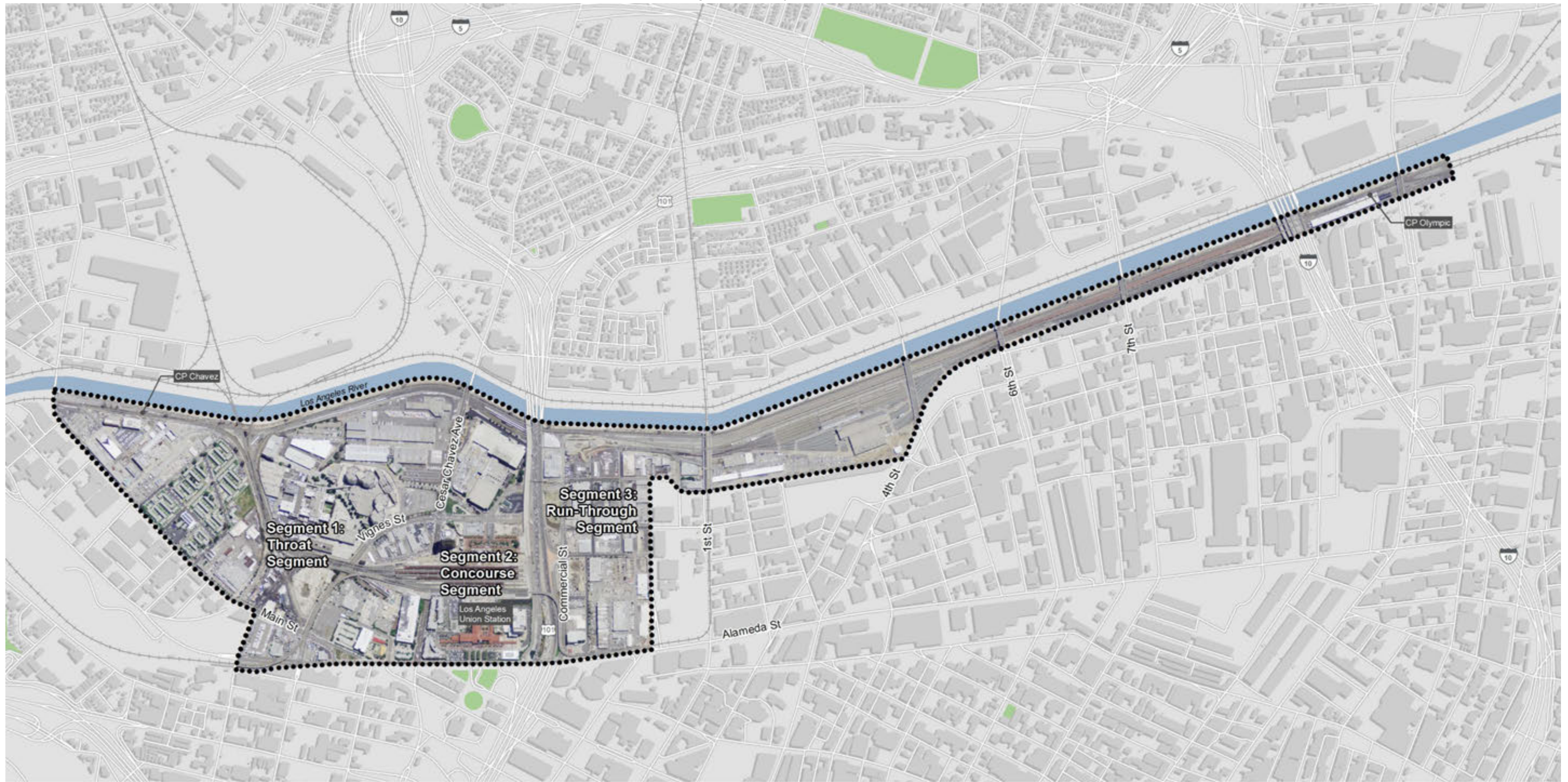
Figure 2-10. Project Location and Regional Vicinity



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Figure 2-11. Project Study Area



LEGEND  
Project Study Area

0 Feet 1,000

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## 2.3 Key Terminology

Key terminology used in this EIR is summarized in Table 2-3.

Table 2-3. Definition of Key Terminology	
Term	Definition
HSR Accommodation	<p><b>HSR – Direct Physical Accommodation:</b> The planned HSR system will utilize LAUS as the station location in Los Angeles between the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections. The Link US design accommodates the planned HSR system by establishing a development footprint that accounts for regional/intercity rail improvements, as well as currently anticipated HSR-related infrastructure improvements. The HSR-related infrastructure and associated direct physical impact areas within the Link US project footprint are evaluated in this EIR as part of the Full Build-Out with HSR Condition.</p> <p>Figure 2-12 provides an overlay of the planned HSR system direct physical impact areas on the Link US project footprint. This overlay demonstrates that the two projects would involve physical improvements in the same geographic area, and direct physical impact areas associated with the planned HSR system are confined within the Link US project footprint. The northern and southern termini of HSR accommodation in this EIR are described below:</p> <ul style="list-style-type: none"> <li>• <i>Northern Terminus</i> – The northern limit of the planned HSR system within the Link US project footprint is located at CP Chavez.</li> <li>• <i>Southern Terminus</i> – The southern limit of the planned HSR system within the Link US project footprint is located at First Street. North of First Street, the physical footprint for the planned HSR system is located within the Link US project footprint. The physical footprint for the planned HSR system and associated infrastructure is not depicted on Figure 2-12 because the planned HSR system will evaluate that area in the Los Angeles to Anaheim Project Section Draft EIS/EIR (under preparation).</li> </ul> <p><b>HSR – Operational Evaluation:</b> The FRA/CHSRA EIS/EIRs for the planned HSR system (Burbank to Los Angeles and Los Angeles to Anaheim Project Sections) will address all HSR operational impacts resulting from implementation of the planned HSR system; including, but not limited to, off-site track work and other structural/infrastructure improvements, platform height increases, installation of catenaries, trackway electrification, displacements and relocations (including the BNSF West Bank Yard)<sup>1</sup>, noise and vibration impacts associated with HSR operations, need for parking spaces and pick-up/drop-off areas at LAUS, potential impacts on city streets and intersections, and LAUS internal roadways and intersections due to potential increases in vehicular traffic associated with HSR operations.</p> <p>Cumulative impacts associated with the project and the planned HSR system are also considered (Section 4.0, Cumulative Impacts, of this EIR).</p>

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**Table 2-3. Definition of Key Terminology**

Term	Definition
Not-to-Preclude	The WSAB Line project; future HSR-related infrastructure outside of the project footprint; future transit improvements, such as an Intercity Bus Plaza at LAUS; and future active transportation improvements in and around LAUS are future projects not precluded from implementation because project-related infrastructure is designed to be compatible and avoid conflicts with future projects.
Shared Track Alignment	In a shared track alignment, two of six lead tracks north of LAUS would be designed to accommodate operation of HSR trains and regional/intercity rail trains on the same tracks. For the purposes of this EIR, the proposed project includes the shared track alignment north of LAUS.
Interim Condition (Phase A)	<p>In April 2018, California State Transportation Agency awarded an \$875 million grant under the TIRCP to SCRRA for implementation of the SCORE Program. The grant includes \$398 million to implement the first phase of run-through service at LAUS for regional/intercity rail trains via early action/interim improvements (also referred to as the Interim Condition or Phase A of the Link US project). CHSRA also committed \$423 million of Proposition 1A/HSR Bonds for the project in its 2018 Business Plan.</p> <p>The early action/interim improvements are primarily associated with the regional/intercity rail run-through track infrastructure south of LAUS and would include necessary signal modifications, roadway modifications, and property acquisitions to facilitate new run-through service. Phase A does not include new lead tracks, the elevated rail yard, or the new passenger concourse. Early action/interim improvements could be completed as early as 2026 to provide early mobility and environmental benefits.</p>

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Table 2-3. Definition of Key Terminology

Term	Definition
Full Build-out Condition (Phase B)	The full build-out condition evaluated in this EIR is the timeframe corresponding to Link US opening year (2031). In the full build-out condition, construction of all major project components would be completed, including new lead tracks in the throat segment, the elevated rail yard, and new passenger concourse. In the full build-out condition, regional/intercity trains would operate on all lead tracks in the throat segment, including compatible lead tracks identified for future HSR service. Regional/intercity trains would also have full use of tracks in the rail yard (with exception of Tracks 1 and 2) and run-through tracks in the full build-out condition.
Full Build-out with HSR Condition	The full build-out with HSR condition evaluated in this EIR is the timeframe corresponding to when compatible infrastructure would be modified and/or converted for the planned HSR system (as early as 2033). In the full build-out with HSR condition, compatible lead tracks would be electrified, and up to two rail yard platforms would be raised to meet level-boarding requirements for the planned HSR system. VCEs would also require extension to accommodate elevated platforms. Within the rail yard and south of LAUS, HSR trains would operate on dedicated electrified tracks. To authorize HSR operations at LAUS, a use agreement or other legally binding agreement would be required between the relevant parties to formally allocate up to two platforms and four tracks at LAUS for use by CHSRA. If the planned HSR system does not utilize LAUS as a station location, regional/intercity rail trains would continue to operate on infrastructure constructed in the interim and full build-out conditions.

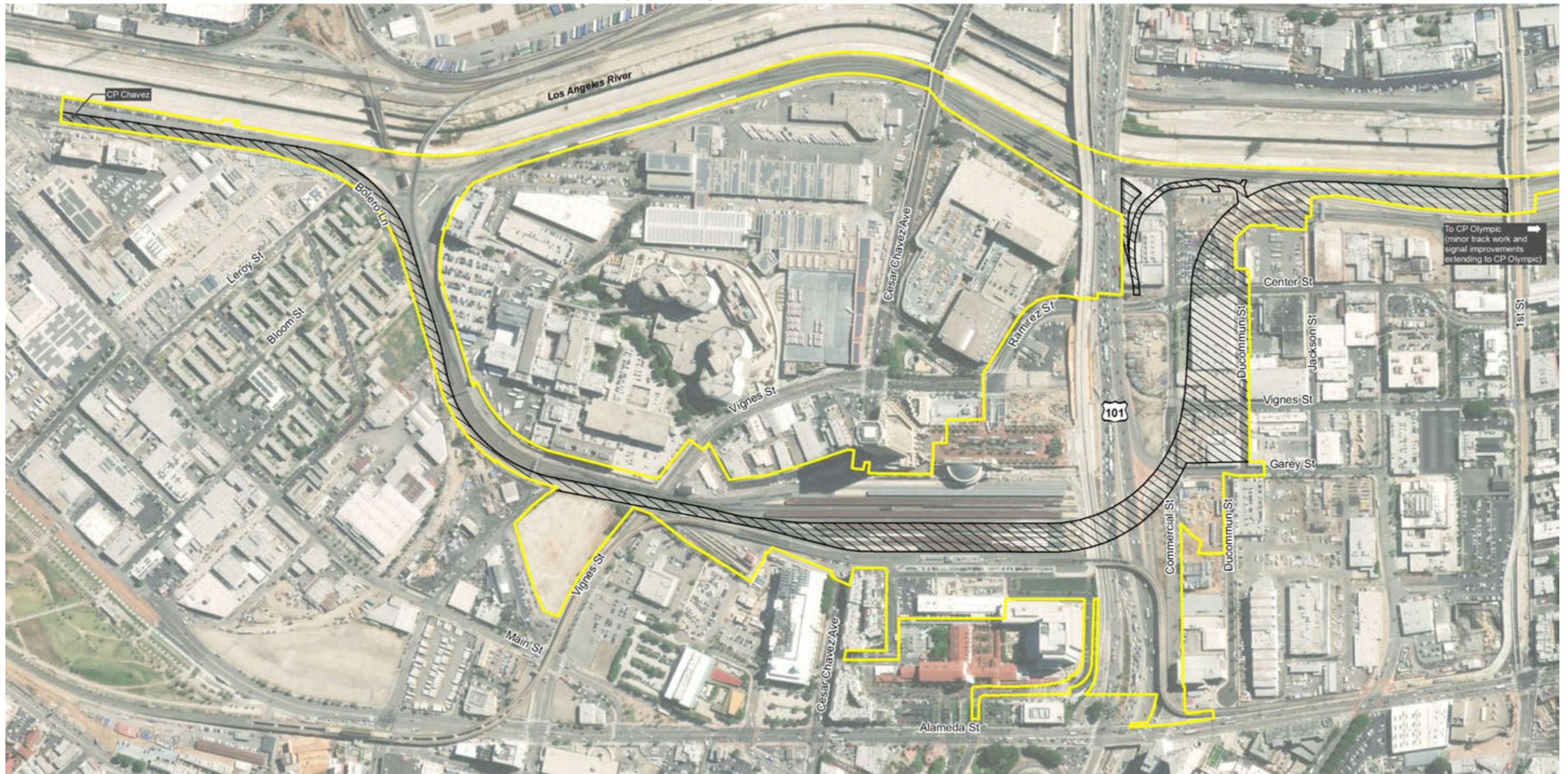
Notes:

<sup>1</sup> Relocation of the BNSF West Bank Yard is acknowledged in a letter from BNSF to Metro (BNSF 2018).

CHSRA=California High-Speed Rail Authority; CP=Control Point; EIR=environmental impact report; EIS=environmental impact statement; FRA=Federal Railroad Administration; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; Link US=Link Union Station; SCORE=Southern California Optimized Rail Expansion; SCRRA=Southern California Regional Railroad Authority; TIRCP=Transit and Intercity Rail Capital Program; VCEs=vertical circulation elements; WSAB=West Santa Ana Branch

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Figure 2-12. High-Speed Rail Accommodation Overlay



**LEGEND**  
Link Union Station Project Footprint  
High-Speed Rail Accommodation Overlay

0 Feet 500  
North arrow pointing up

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2.0 Project Description

## 2.4 Definition of Draft EIR Proposed Project

The major components that define the Draft EIR proposed project are summarized in Table 2-4 and are based on the key terms above.

Table 2-4. <u>Draft EIR</u> Project Definition Summary	Description of Major Project Components
Link US CEQA	
<u>Draft EIR</u> Proposed Project	<ul style="list-style-type: none"> <li>• North of LAUS                             <ul style="list-style-type: none"> <li>o Shared track alignment (two compatible lead tracks for future HSR service)</li> <li>o Reconstructed throat (one new lead track) from CP Chavez to Cesar Chavez Avenue</li> <li>o Vignes Street Bridge and Cesar Chavez Avenue Bridge replacements</li> <li>o Safety improvements at Main Street</li> </ul> </li> <li>• LAUS – Rail Yard                             <ul style="list-style-type: none"> <li>o Above-grade passenger concourse</li> <li>o Elevated portion of the above-grade passenger concourse</li> <li>o New expanded passageway</li> <li>o West Plaza</li> <li>o Elevated rail yard with six new regional/intercity rail platforms and one lengthened Gold Line platform</li> <li>o New VCEs (stairs, escalators, and elevators) between the platforms</li> </ul> </li> <li>• South of LAUS                             <ul style="list-style-type: none"> <li>o Up to 10 run-through tracks</li> <li>o Common viaduct/deck over US-101</li> <li>o Common embankment from Vignes Street to Center Street</li> <li>o Realignment of Commercial Street</li> </ul> </li> <li>• East of Center Street                             <ul style="list-style-type: none"> <li>o Loop track and regional/intercity rail main line connection</li> <li>o HSR main line connection on a separate viaduct from the regional/intercity rail main line connection</li> </ul> </li> </ul>

**Notes:**

CEQA=California Environmental Quality Act; CP=control point; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; Link US=Link Union Station

## 2.5 Proposed Project Overview

The Draft EIR proposed project components are summarized north to south below and depicted on Figure 2-13.

- **Throat and Elevated Rail Yard** – The Draft EIR proposed project includes subgrade and structural improvements in Segment 1 of the project study area (throat segment) to increase the elevation of the tracks leading to the rail yard. The Draft EIR proposed project includes the addition of one new lead track in the throat segment for a total of six lead tracks to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and accommodate the planned HSR system within a shared track alignment. Regional/intercity and HSR trains would share the two western lead tracks in the throat segment. The rail yard would be elevated approximately 15 feet. New passenger platforms with individualized canopies would be constructed on the elevated rail yard, with an underlying assumption that the platform infrastructure and associated VCEs (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. The existing railroad bridges in the throat segment at Vignes Street and Cesar Chavez Avenue would also be reconstructed. North of CP Chavez, the Draft EIR proposed project also includes safety improvements at the Main Street public at-grade crossing on the west bank of the Los Angeles River (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.
- **Above-Grade Passenger Concourse with New Expanded Passageway** – The Draft EIR proposed project includes an above-grade passenger concourse with new expanded passageway in Segment 2 of the project study area (concourse segment). The above-grade passenger concourse with new expanded passageway would include space dedicated for passenger circulation, waiting areas, ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance ADA accessibility at LAUS. The elevated portion of the above-grade passenger concourse would be located above the rail yard, approximately 90 feet above the existing grade with new plazas east and west of the elevated rail yard (East and West Plazas). The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options. Amtrak ticketing and baggage check-in services would occur at two locations at the east and west ends of LAUS, and new carousels would be constructed within the new expanded passageway. The above-grade passenger concourse includes a canopy over the West Plaza up to 70 feet in height, with individual canopies that would extend up to 25 feet over each platform. New VCEs would also be constructed throughout the concourse to enhance passenger movements throughout LAUS while meeting ADA and NFPA platform egress code requirements.

**2.0 Project Description**

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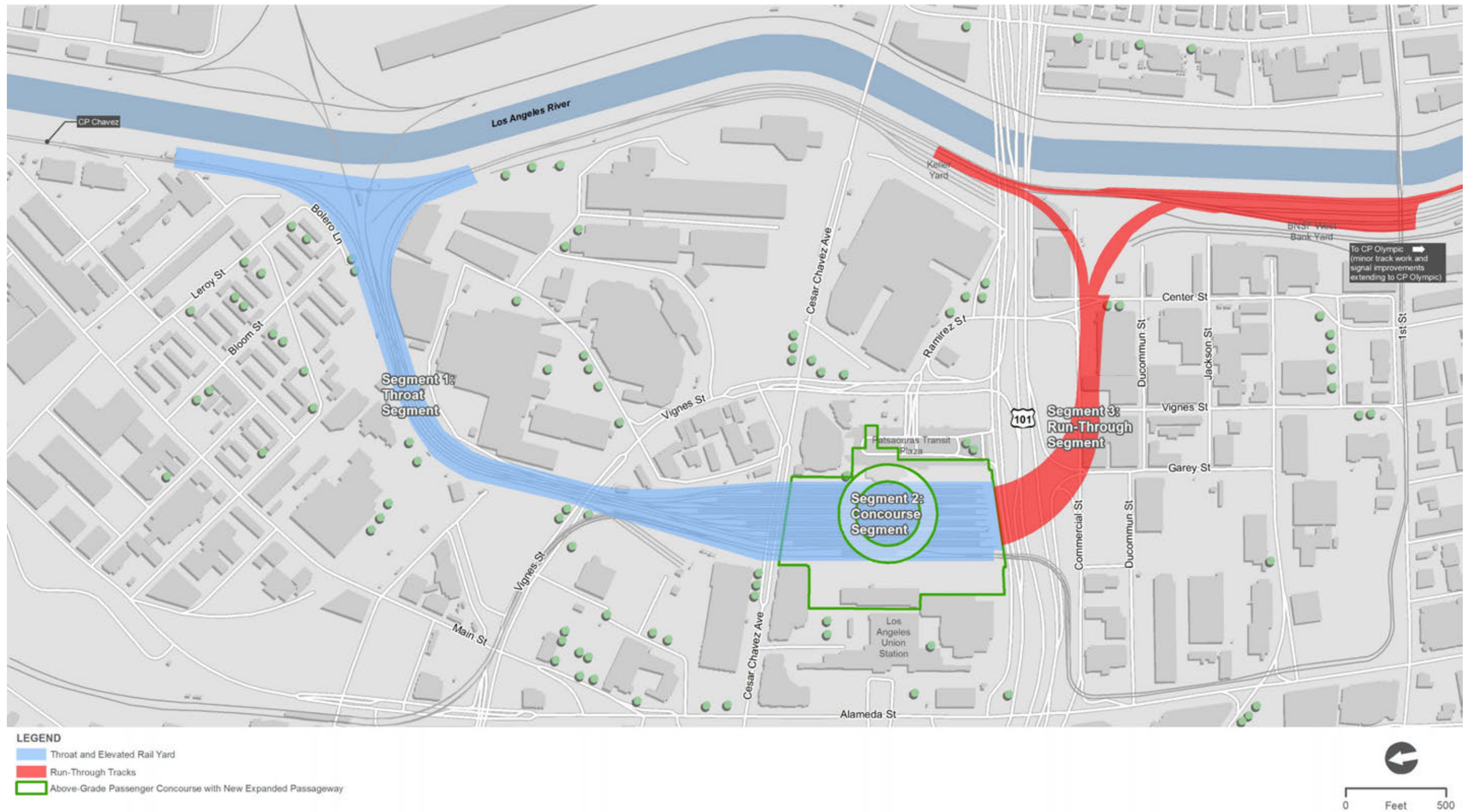
- **Run-Through Tracks** – The Draft EIR proposed project includes up to 10 new run-through tracks (including a new loop track) south of LAUS in Segment 3 of the project study area (run-through segment). The run-through tracks would facilitate connections for regional/intercity rail trains and HSR trains from LAUS to the main line tracks on the west bank of the Los Angeles River. A “common” viaduct/deck over US-101 and embankment south of US-101, from Vignes Street to Center Street, would be constructed wide enough to support regional/intercity rail run-through service, and future run-through service for the planned HSR system.

The Draft EIR proposed project would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, PTC, and communications-related improvements; modifications to the Gold Line light rail platform and tracks; modifications to the main line tracks on the west bank of the Los Angeles River; modifications to Keller Yard and BNSF West Bank Yard (First Street Yard); modifications to the Amtrak lead track; new access roadways to the railroad ROW; additional ROW; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements.

As discussed above, the Draft EIR proposed project would facilitate implementation of run-through service on up to 10 tracks south of LAUS, with main line connections for both regional/intercity rail trains and HSR trains. In terms of construction phasing, a project implementation approach is outlined in this EIR (Phase A and Phase B). Metro and the project stakeholders are also considering design approaches that would accommodate future interoperability for multiple rail service providers from LAUS to the main line tracks on the west bank of the Los Angeles River.

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Figure 2-13. Major Draft EIR Project Components



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## 2.6 Project Objectives

Metro identified the following objectives for implementing the proposed project:

- Reduce train movement constraints resulting from stub-end operation by providing run-through service consistent with the *California State Rail Plan* (Caltrans 2018) and SCORE Program
- Provide an expanded passenger concourse at LAUS that is functionally modern with enhanced safety elements, ADA accessibility, and passenger amenities
- Design track and platform infrastructure at LAUS necessary to accommodate the planned HSR system consistent with California Proposition 1A (High-Speed Rail Act), passed in 2008
- Maintain rail/transit service and minimize disruption to commuters during construction, to the maximum extent feasible
- Avoid and minimize impacts on sensitive environmental resources to the maximum extent feasible, including, but not limited to, historical resources
- Contribute to a regional reduction of GHG emissions and VMT

## 2.7 Draft EIR Project Footprint

The Draft EIR project footprint extends to the furthest extent of temporary work areas (temporary impacts) and permanent infrastructure (permanent impacts) associated with the Draft EIR proposed project. To provide the most flexibility and utilization of this EIR, the Draft EIR project footprint depicted on Figure 2-14 through Figure 2-18 encompasses the physical space to reconstruct the throat with six lead tracks within a shared track alignment in the throat segment (Segment 1), an above-grade passenger concourse with new expanded passageway and elevated rail yard in the concourse segment (Segment 2), and up to 10 run-through tracks that could facilitate interoperable run-through service south of LAUS in the run-through segment (Segment 3).

## 2.8 Operational Enhancements

In parallel with project implementation, SCRRRA is currently developing the SCORE Program, a \$10 billion plan that identifies the need for substantial investments in rail infrastructure in the Southern California region to upgrade the Metrolink system and meet the current and future needs of the traveling public. The proposed project is a critical component of the SCORE Program, providing capacity enhancements to accommodate the forecasted increase in train movements and associated passenger volumes at LAUS.

The project would facilitate a substantial increase in rail operational capacity for the region, reduced train idling time at LAUS, and improved on-time performance for trains using LAUS. The project would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of GHG emissions and VMT, as demonstrated by the operational analysis provided in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016).

2.0 Project Description

Table 2-5 summarizes the estimated total daily train movements (revenue and non-revenue) through LAUS and the total trips during the two 3-hour AM and PM peak operating periods for 2016 and future horizon years 2026, 2031 and 2040<sup>1</sup>. Revenue trains operating through LAUS, such as existing Pacific Surfliner and future Metrolink run-through trains, count as two movements - one inbound and one outbound.

Table 2-5. Existing (2016) and Future Daily Train Movements					
Transit Operator	Frequency	2016	2026	2031	2040
Metrolink (Regional Rail)	<b>Total Daily</b>	<b>185</b>	<b>410</b>	<b>690</b>	<b>690</b>
	Revenue Trains	139	370	678	678
	Non-Revenue Trains <sup>1</sup>	46	40	12	12
	<b>6-hour peak</b>	80	144	250	250
Amtrak/LOSSAN	<b>Total Daily<sup>2</sup></b>	<b>48</b>	<b>68</b>	<b>80</b>	<b>140</b>
	Pacific Surfliner	32	48	56	112
	Long-Distance Trains	5	5	5	5
	Non-Revenue Trains <sup>3</sup>	11	15	19	23
	<b>6-hour peak</b>	13	21	21	39
CHSRA	<b>Total Daily</b>	—	—	—	<b>272</b>
	Non-Revenue Trains <sup>4</sup>	—	—	—	50
	<b>6-hour peak</b>	—	—	—	132

Source: Appendix B of this EIR

Notes:

- <sup>1</sup> This includes all deadhead equipment movements between LAUS and the CMF.
- <sup>2</sup> This includes through trains on the LOSSAN corridor, as well as proposed Coachella Valley Service starting in 2026.
- <sup>3</sup> This includes deadhead equipment movements for Pacific Surfliner and Amtrak Long Distance-trains (Southwest Chief, Sunset Limited/Texas Eagle, Coast Starlight) between LAUS and Amtrak Los Angeles Maintenance Facility.
- <sup>4</sup> This includes deadhead equipment movements for HSR trains between LAUS and HSR Los Angeles Maintenance Facility.

CHSRA=California High-Speed Rail Authority; CMF=Central Maintenance Facility; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; LOSSAN=Los Angeles – San Diego – San Luis Obispo

<sup>1</sup> The years 2026 and 2031 correspond to the two major phases of project implementation (interim condition and full build-out condition). The year 2040 corresponds to the horizon year and corresponding service goals and objectives of multiple statewide plans and mandates.

Figure 2-14. Draft EIR Project Footprint (Throat Segment) (Map 1 of 5)



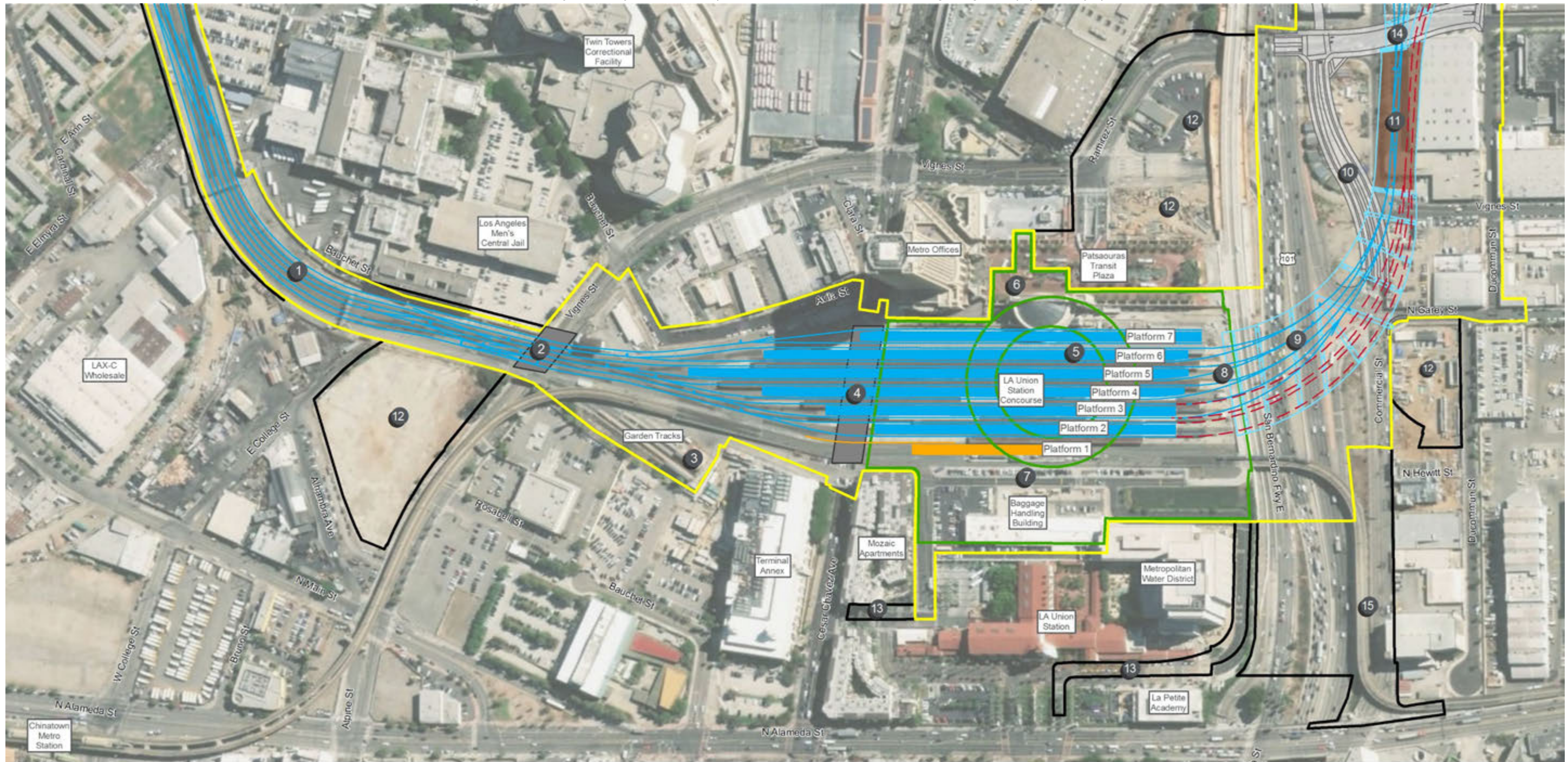
**LEGEND**  
 Permanent Impact  
 Temporary Impact  
 Regional/Intercity Rail Track  
 Rail Right-of-Way

- Safety Improvements
- Throat Track Reconstruction (1 New Lead Track - Shared Alignment)
- Retaining Wall/Sound Wall and Temporary Construction Area
- Main Line Track Improvements



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Figure 2-15. Draft EIR Project Footprint (Throat, Concourse, and Run-Through Segments) (Map 2 of 5)



<b>LEGEND</b>						<b>MAP INDEX</b>	
Permanent Impacts	Gold Line Rail Track	1 Throat Track Reconstruction (1 Lead Track - Shared Alignment)	5 Passenger Concourse and Rail Yard Improvements	9 Regional/Intercity Rail and High-Speed Rail US-101 Combined Viaduct/Deck	13 Construction Access		
Temporary Impacts	Regional/Intercity Rail Platform	2 Vignes Street Bridge Replacement	6 East Plaza	10 Commercial Street Realignment	14 Center Street Intersection Lowering		
Regional/Intercity Rail Track	Bridge Replacement	3 Remove Garden Tracks	7 West Plaza	11 Run-Through Track Embankment	15 Roadway Reconfiguration (US-101/Commercial Street)		
Future High-Speed Rail Track (Full Build-Out with HSR Condition)	Above-Grade Passenger Concourse with New Expanded Passageway	4 Cesar Chavez Avenue Bridge Replacement	8 Run-Through Tracks (up to 10 Total)				
Road Improvement	Run-Through Track Embankment						
Viaduct Structure							

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Figure 2-16. Draft EIR Project Footprint (Run-Through Segment) (Map 3 of 5)



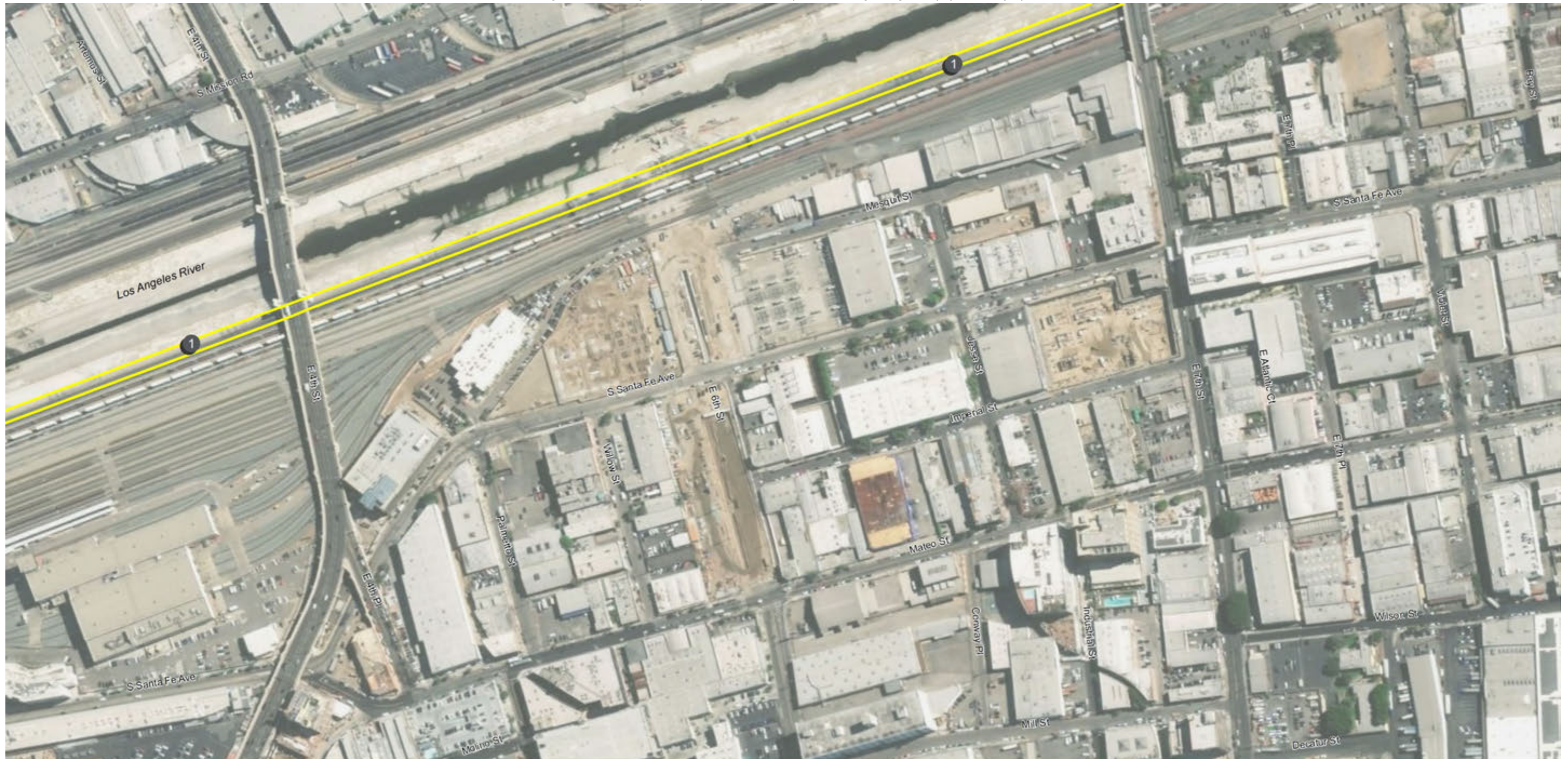
- LEGEND**
- ▬ Permanent Impacts
  - ▬ Regional/Intercity Rail Track
  - ▬ Future High-Speed Rail Track (Full Build-Out with HSR Condition)
  - ▬ Viaduct Structure
  - ▬ Road Improvement

- 1** Loop Track
- 2** Maintenance Access Road
- 3** Regional/Intercity Rail Run-Through Structures
- 4** HSR Run-Through Structure
- 5** Division 20 Access Road
- 6** Modifications to BNSF West Bank Yard
- 7** HSR Main Line connection under First Street Roadway Bridge



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Figure 2-17. Draft EIR Project Footprint (Run-Through Segment) (Map 4 of 5)



**LEGEND**  
Permanent Impacts  
1 Track Improvements

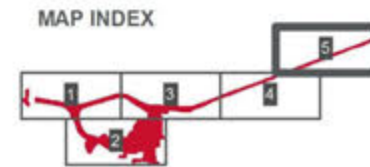


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Figure 2-18. Draft EIR Project Footprint (Run-Through Segment) (Map 5 of 5)



LEGEND  
Permanent Impacts  
1 Track Improvements



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## 2.0 Project Description

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The operational scenarios for 2026, 2031, and 2040 (Table 2-5) are influenced by statewide and regional plans for service increases and other required off-site infrastructure (i.e., SCORE Program). The operational scenarios represent a conservative (high) estimate of the forecasted increases in regional/intercity rail and HSR train trips that could occur at LAUS and are used for environmental evaluation purposes.

Infrastructure improvements outside of the project study area that are required to implement system-wide efficiencies and changes in regional/intercity rail operations from implementation of the SCORE Program are not part of the proposed project and are the responsibility of SCRRA and agency partners. Furthermore, the operational aspects of the planned HSR system and the associated environmental impacts are not evaluated in this EIR because operation of the planned HSR system and the associated impacts are addressed separately in the environmental documentation being prepared by FRA and CHSRA for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections.

## 2.9 Infrastructure Improvements

The key infrastructure improvements associated with the Draft EIR proposed project are described below under six main categories and referenced in this EIR accordingly:

- Track improvements – A description of the new lead tracks in the throat segment, track/platform arrangements in the rail yard, and characteristics of the run-through track connections to the main line tracks along the Los Angeles River
- Structural improvements – A description of the bridge replacements, run-through track structures, and embankments/retaining walls
- Rail signal improvements – A description of the communications and systems-related equipment
- Utility improvements – A description of the wet and dry utility relocations, extensions, and/or abandonments
- Drainage and water quality improvements – A description of the new drainage systems and permanent stormwater best management practices (BMP)
- Circulation and streetscape improvements – A description of the temporary detours, roadway improvements (widening, realignment, reconfiguring, restriping, and resurfacing of local roadways) and safety improvements along nearby streets

A description of the features and characteristics of the new above-grade passenger concourse with new expanded passageway is provided separate from the description of key infrastructure improvements for the Draft EIR proposed project (Section 2.9.7).

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2.9.1 Track Improvements

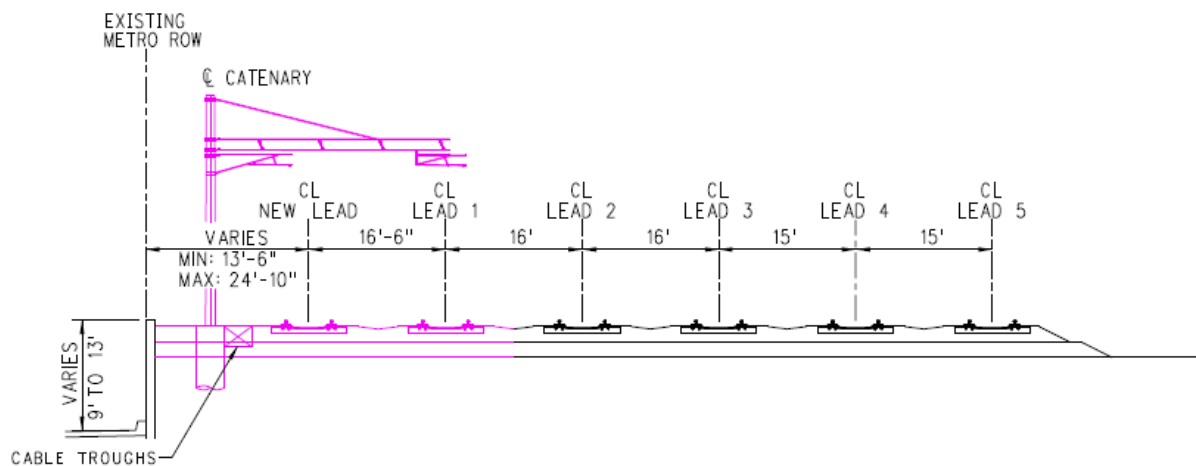
Throat Segment

The Draft EIR proposed project includes a six-track throat with regional/intercity rail trains and future HSR trains sharing the western compatible lead tracks north of LAUS. The Draft EIR proposed project would include reconstruction of the throat with the addition of one track within the existing railroad ROW. Retaining wall(s) would also be required within the existing railroad ROW. Track improvements that would occur in the throat segment in the interim, full build-out, and full build-out with HSR condition are summarized below.

- In the interim condition, lead tracks would not be constructed in the throat segment; however, special track work consisting of replacement of turnouts and track at CP Mission would occur to facilitate run-through service south of LAUS.
- In the full build-out condition, the throat would be reconstructed with an additional lead track, for a total of six lead tracks. The two western lead tracks would be constructed with a minimum 650'-0" radius curve and with turnouts compatible for future operation of the planned HSR system.
- In the full build-out with HSR condition, regional/intercity rail trains and HSR trains would share compatible tracks.

Compatible tracks would be utilized by regional/intercity rail trains both in the full build-out condition and after the initiation of planned HSR service (full build-out with HSR condition), as they would be capable of running under their own power on the electrified tracks. Figure 2-19 depicts a cross-section of the full build-out with HSR condition (HSR infrastructure depicted in pink) and the two western shared tracks in the throat segment.

Figure 2-19. Cross-Section of Shared Lead Tracks for Regional/Intercity Rail and Planned HSR System – Segment 1: Throat Segment at William Mead Homes



**2.0 Project Description**

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All lead tracks through the throat, as well as the station tracks they serve (new Tracks 3 through 14, respectively), would be raised to a maximum of 15 feet at an approximate 0.7 percent maximum grade to accommodate elevated platforms. Reconfiguring and raising of the platforms and tracks in the rail yard requires removal of the Garden Tracks and associated track work in the throat, including switch and turnout configuration modifications; removal of several existing crossovers, turnouts, and escape tracks; and construction of new switches, crossovers, turnouts, and track leads; as well as new signal, PTC, and communications-related equipment.

**Concourse Segment (Temporary Run-Through Track Ramp, Elevated Rail Yard, and Platform Improvements)*****Temporary Run-Through Track Ramp (Interim Condition)***

In the interim condition, the southern portion of Tracks 7 and 8 (and the corresponding portion of Platform 4) would be removed to construct a temporary run-through track ramp at the southern extent of the LAUS rail yard. Two run-through tracks would be installed on the temporary ramp structure connecting to the US-101 viaduct. Tracks 7 and 8 would facilitate run-through service for regional/intercity trains in the interim condition. Passenger ramps leading to Platform 4 would be modified and/or demolished to facilitate construction of the temporary run-through track ramp.

***Elevated Rail Yard (Full Build-Out Condition)***

In the full build-out condition, the rail yard would include 14 tracks similar to the existing condition. Tracks 1 and 2 serving the Gold Line would remain at the current elevation. Tracks 3 through 14 would be raised by approximately 15 feet and constructed at a 0.0 percent (level) grade to meet the required run-through track clearances over the El Monte Busway and US-101 (16.5 feet minimum clearance per Caltrans standards).

The full build-out and full build-out with HSR configurations of the track and platforms in the rail yard are summarized below:

- **Tracks 1 and 2 (Platform 1)** – In both full build-out conditions, Metro Gold Line trains would utilize Tracks 1 and 2.
- **Tracks 3 through 6 (Platforms 2 and 3)** – In the full build-out condition, Tracks 3 through 6 would be constructed for regional/intercity rail use. In the full build-out with HSR condition, two platform configuration design options (Design Options A and B) are considered that would accommodate up to four HSR tracks in the rail yard. Under both design options, VCEs would also need to be modified at a later time to facilitate passenger access to the elevated HSR platforms. The design options are described as follows:
  - o Design Option A - Tracks 3 through 6 would be converted for HSR use with raised platforms at a later time to meet CHSRA's level boarding requirements (Platforms 2 and 3) and catenary/electrification of four HSR tracks.

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- o Design Option B - Tracks 3 and 4 would be converted for HSR use with a raised platform at a later time to meet CHSRA's level boarding requirements (Platform 2) and catenary/electrification of two HSR tracks. Platform 3 and associated Tracks 5 and 6 would be retained for regional/intercity rail service.
- **Tracks 7 through 12 (Platforms 4 through 6)** – In the full build-out condition, the temporary run-through track ramp and Tracks 7 and 8 would be demolished to facilitate construction of the elevated rail yard. In both full build-out conditions, Tracks 7 through 12 would serve regional/intercity rail trains with up to six regional/intercity rail platform tracks. A minimum of four regional/intercity rail run-through tracks would extend south of LAUS from Platforms 4 through 6.
- **Tracks 13 and 14 (Platform 7)** – In the interim and full build-out conditions, Tracks 13 and 14 would remain as stub-end tracks for regional/intercity rail use.

Demolition of retaining walls and construction of new retaining walls, fire/life safety evacuation routes/access roads, and other ancillary improvements are also required to facilitate construction of the track improvements above.

**Platform Improvements**

Similar to existing conditions, the [Draft EIR](#) proposed project would result in seven platforms in the rail yard. Platform 1 serving the Gold Line would be lengthened but would remain at the current elevation, and Platforms 2 through 7 would be reconstructed at a 0.0 percent grade, approximately 15 feet higher in elevation than the current platforms. Platforms 2 through 7 would also be widened from approximately 21 feet to 29 feet to enhance safety, allow enough space for new VCEs while still providing sufficient room for passenger movements, and meet current building code requirements.

New canopies over each platform would be constructed to provide shade and stormwater protection to patrons and employees on the new platforms. Canopies would be designed to provide adequate air circulation from diesel exhaust and lighting during the nighttime hours.

In the interim condition, the rail yard would be retained at its current elevation. Platform 4 would be shortened to facilitate construction of a ramp and two run-through tracks from Tracks 7 and 8.

In the full build-out condition, the rail yard would be elevated. Metro Gold Line trains would be served from Platform 1 and regional/intercity rail trains would be served from Platforms 2 through 7, which would be reconstructed to low-floor requirements.

In the full build-out with HSR condition, any platform(s) allocated to HSR service would be converted to high-level platforms (also known as level-boarding) to be compatible with HSR trains, which are planned to use high-floor equipment. As discussed above, VCEs would also need to be modified to facilitate passenger access to the elevated HSR platforms. Once platforms are converted for the planned HSR system, they could continue to be available for use by regional/intercity trains if high-level vehicles are used in the future at the discretion of the rail operators. All regional/intercity trains currently utilize low-level

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equipment. The platform configuration design options for the full build-out with HSR condition are described below:

- Design Option A – Platforms 2 and 3 would be raised, and associated VCEs would be modified to accommodate the planned HSR system. Platforms 4 through 7 would remain available for regional/intercity rail trains.
- Design Option B – Platform 2 would be raised, and associated VCEs would be modified to accommodate the planned HSR system. Platforms 3 through 7 would remain available for regional/intercity rail trains.

The platform allocation in the rail yard could be adjusted based on negotiations and operating agreements with Metro and the rail operators at LAUS. The platform characteristics shown in Table 2-6 are included in the environmental evaluation.

**Table 2-6. Platform Characteristics – Interim and Full Build-Out Conditions**

Platform No.	Tracks	Platform Length (interim/full build-out) (feet)	Operator (interim/full-build-out)	Platform Tracks South of LAUS (interim/full build-out)
1	1 - 2	450	Metro Gold Line	Run-Through Service
2	3 - 4	870	Metrolink and Amtrak/CHSRA	Stub-End/HSR Run-Through Service
3*	5 - 6	1,010	Metrolink and Amtrak/CHSRA	Stub-End/HSR or Regional and Intercity Rail Run-Through Service
4	7 - 8	758/1,230	Metrolink and Amtrak	Stub-End/Regional and Intercity Rail Run-Through Service
5	9 - 10	1,445	Metrolink and Amtrak	Stub-End/Regional and Intercity Rail Run-Through Service
6	11 - 12	1,230	Metrolink and Amtrak	Stub-End/Regional and Intercity Rail Run-Through Service
7	13 - 14	990	Metrolink and Amtrak	Stub-End/Stub-End Service

**Notes:**

\* Track and Platform Configuration Design Option A is depicted on Figure 2-15 because the planned HSR system is accommodated for in this EIR.

CHSRA=California High-Speed Rail Authority; EIR=environmental impact report; HSR=High-Speed Rail; LAUS=Los Angeles Union Station; No.= number

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### Run-Through Segment

In the interim condition, the US-101 viaduct, embankment south of US-101, and regional/intercity rail structures east of Center Street would be constructed to support the loop track and up to two run-through track main line connections. To accommodate the planned HSR system, the embankment leading to Center Street is designed so future HSR run-through tracks east of Center Street would avoid conflicts with Metro's ESOC site and the widened Red/Purple Line subway tunnel portal area that would be constructed as part of Metro's Division 20 Portal Widening and Turnback Facility project.

The loop track allows for the circular routing of trains around LAUS and an additional route for southbound trains to loop through LAUS and travel northbound toward Antelope Valley, Ventura County, or SCRRRA's Central Maintenance Facility (CMF). The loop track provides operational benefits, including increased station capacity, greater operational flexibility, and more flexible train scheduling. The existing portion of the Amtrak lead track adjacent to Keller Yard would serve as the connecting track for the loop track, thereby requiring a portion of the existing Amtrak lead track to be removed from the point where the loop track touches ground just south of the US-101 overpass. A new turnout and lead connection would be installed off of the main line tracks to the south.

In the interim condition, the regional/intercity rail run-through track connection to the main line tracks would result in temporary impacts on the BNSF West Bank Yard because existing storage tracks could be restored to their existing capacity after regional/intercity rail main line connections are complete. Between First Street and US-101 along the west bank of the Los Angeles River, the existing two-track main line would be reduced to a single track to accommodate the adjacent run-through track connection. Operationally, the loss of one main line track along this portion of the alignment would be offset by the additional capacity provided by the new regional/intercity run-through tracks.

In the full build-out condition, the Draft EIR proposed project includes up to six regional/intercity rail run-through tracks from rail yard Tracks 7 through 12 (including the loop track) to facilitate regional/intercity rail run-through service south of LAUS to the main line along the west bank of the Los Angeles River.

In the full build-out with HSR condition, the Draft EIR proposed project accommodates future construction of up to four HSR run-through tracks (Tracks 3 through 6) south of LAUS to the main line along the west bank of the Los Angeles River under the First Street Bridge. Operation of the planned HSR system would result in permanent impacts and potential displacement/relocation of the BNSF West Bank Yard due to the permanent loss of storage tracks. As discussed above, any operational impacts and required mitigation (i.e., off-site improvements) to facilitate the planned HSR system are not evaluated in the Link US EIR. Potential impacts resulting from the displacement and relocation of the BNSF West Bank Yard will be fully addressed in the EIS/EIR being prepared for the HSR Los Angeles to Anaheim Project Section.

**2.0 Project Description**

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**2.9.2 Structural Improvements**

The Draft EIR proposed project requires the following bridges, viaducts, and structural improvements:

- Replacement of the existing railroad bridges over Vignes Street and Cesar Chavez Avenue
- Construction of a common viaduct over US-101 and the southbound US-101 ramp intersection at Commercial Street with a common deck to support regional/intercity rail and the HSR run-through tracks (the US-101 viaduct terminates east of Vignes Street)
- Construction of a common embankment south of US-101 between Vignes Street and Center Street to support regional/intercity rail and HSR run-through tracks
- Construction of a viaduct over Center Street to support the regional/intercity rail loop track and run-through tracks
- Construction of a separate viaduct over Center Street to support future HSR run-through tracks
- Construction of structures and retained embankments east of Center Street to support the loop track and segments of the regional/intercity rail and HSR run-through tracks at the BNSF West Bank Yard and along the main line tracks
- Construction of a new retaining wall within the railroad ROW to support six lead tracks in the throat segment
- Construction of new concrete aprons, parapet walls, in-fill walls, concrete abutments, and/or placement of new concrete foundations

The structural improvements are described in detail below (discussed north to south). Structural elements described below would be designed for a live load of Cooper E-60, as applicable.<sup>2</sup>

**Vignes Street Bridge**

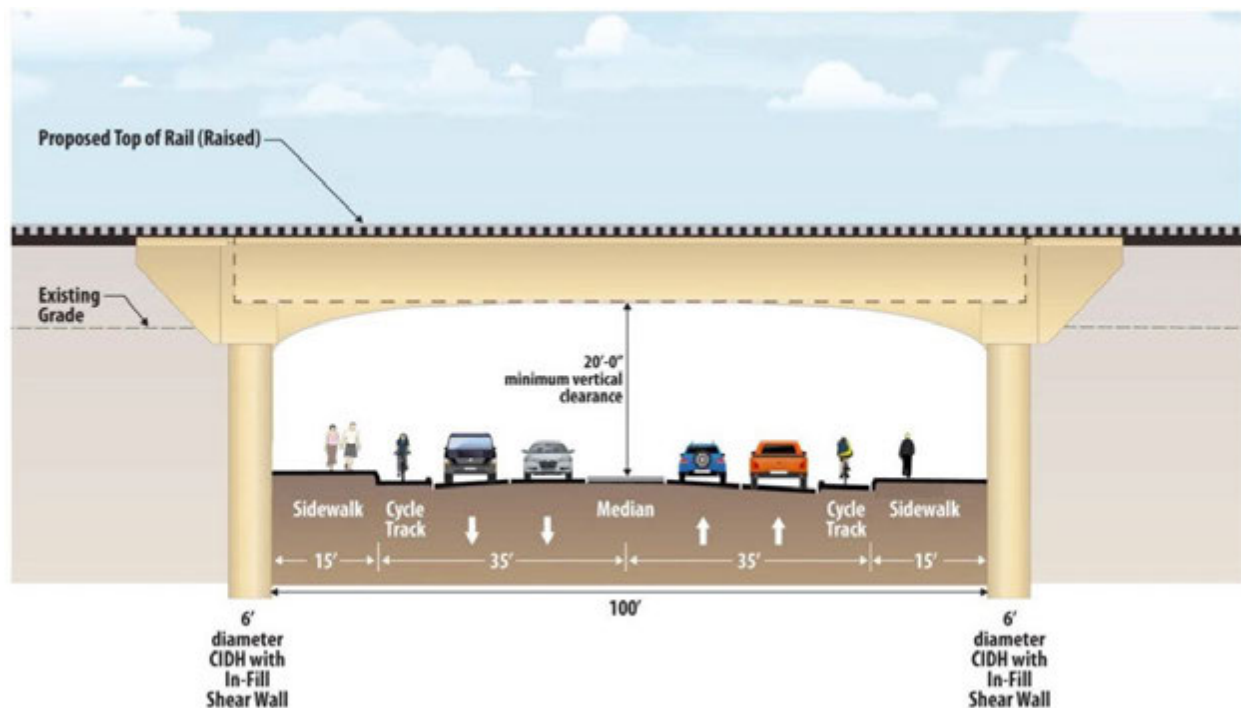
Replacement of the existing railroad bridge over Vignes Street is required because it could not support the additional loading requirements for passenger trains or steam locomotives at 20 miles per hour. In addition, the existing bridge was constructed in 1937, is a historical resource, is near the end of its design service life, and previous inspection reports have indicated various locations where concrete spalling and efflorescence from water leaking is apparent at many of the joints. While the structural integrity of the bridge would be enhanced, the details of the aesthetic features would be determined during final design in coordination with the City of Los Angeles and other applicable regulatory agencies. Figure 2-20 depicts a typical section for the replacement of the Vignes Street Bridge at a width that would not preclude future roadway improvements pursuant to the City's Mobility Plan (also depicted on Figure 2-20).

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<sup>2</sup> Cooper E ratings are used to express live load demand for a bridge structure. The Cooper E ratings are calculated using the American Railway Engineering and Maintenance-of-Way Association Cooper live load diagram to determine the actual E rating of a bridge, which depends on train speed, bridge span length, and bridge design.

The Vignes Street Bridge would be reconstructed in two portions, the westerly and easterly portions, resulting in closure of Vignes Street during the reconstruction of either the easterly or westerly portion. During this duration, traffic along Vignes Street would be rerouted along Cesar Chavez Avenue and Alameda Street.

Figure 2-20. Proposed Vignes Street Bridge Replacement (Typical Section)

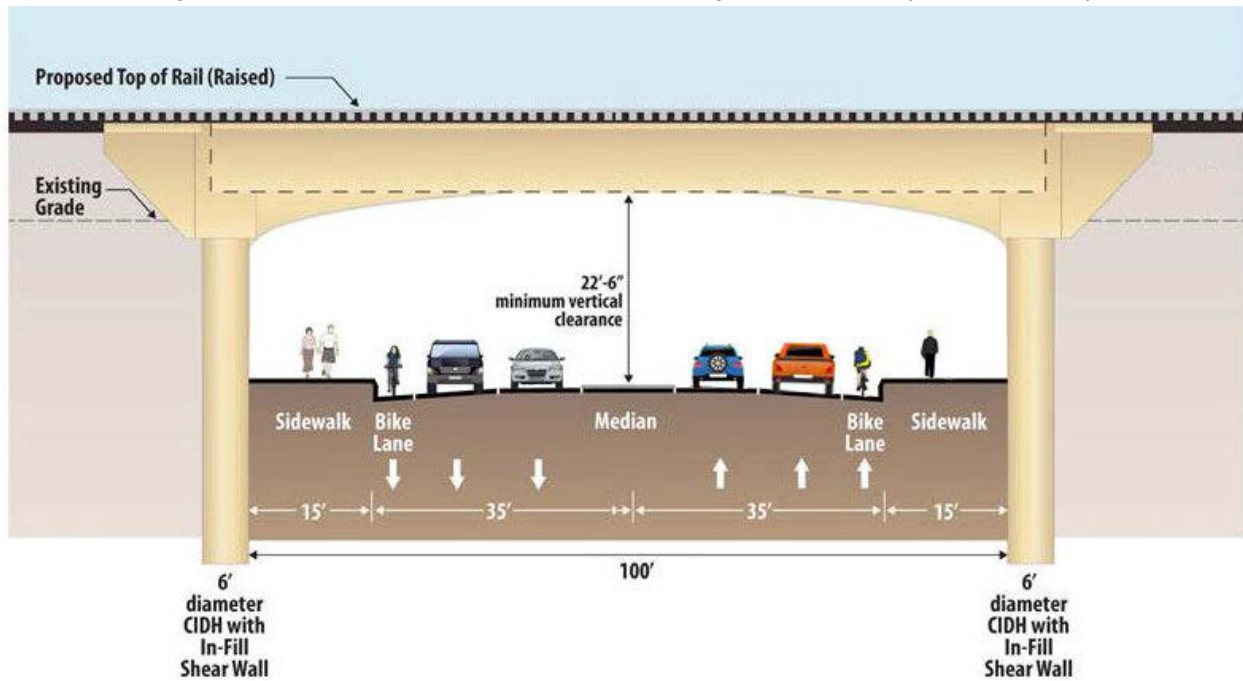


### Cesar Chavez Avenue Bridge

Replacement of the existing railroad bridge over Cesar Chavez Avenue is required because it could not support the additional loading requirements for passenger trains and steam locomotives at 20 miles per hour. Similar to the Vignes Street Bridge, this bridge was also constructed in 1937, is a historical resource, is nearing its design service life, and has had similar deficient inspection reports. While the structural integrity of the bridge would be enhanced, the details of the aesthetic features would be determined during final design in coordination with the City of Los Angeles and other applicable regulatory agencies. Figure 2-21 depicts a typical section for the replacement of the Cesar Chavez Avenue Bridge at a width that would not preclude future roadway improvements pursuant to the City's Mobility Plan (also depicted on Figure 2-21).

Closure of Cesar Chavez Avenue is required during demolition of the existing bridge. During this closure, traffic along Cesar Chavez Avenue would be rerouted along Vignes Street and Alameda Street.

Figure 2-21. Proposed Cesar Chavez Avenue Bridge Replacement (Typical Section)



### US-101 Viaduct (Common Viaduct/Deck for Regional/Intercity Rail and High-Speed Rail)

In the interim condition, a new viaduct over the El Monte Busway and US-101 would be constructed with a deck wide enough to support two run-through tracks in the interim condition, up to six regional/intercity rail tracks in the full build-out condition, and up to 10 run-through tracks in the full build-out condition with HSR (common viaduct/deck).

The US-101 viaduct within Caltrans ROW would be approximately 283 feet wide, 736 feet long, with a deck elevation that varies between 294 feet and 313 feet in height. The height of the structure would vary from 17 feet to 36 feet in height, depending on location. The US-101 viaduct would be supported by two abutments and on nine bents located at the south end of LAUS, between the El Monte Busway and US-101, at the freeway median, and on the south side of US-101 ROW. Bents supporting the US-101 viaduct would also be located within the median and sidewalks of the newly realigned portion of Commercial Street at the location of the crossing. The close spacing of the columns along this segment would require Vignes Street between Commercial Street and Ducommun Street to be permanently closed to vehicular traffic.

The width of the US-101 viaduct would taper down and become narrower as the structure crosses US-101 and continues east toward Vignes Street. The US-101 viaduct would meet the vertical clearance requirements of the El Monte Busway and US-101 (16.5 feet minimum clearance) and the loading requirements per Metrolink, Amtrak, and CHSRA standards. Metro may apply aesthetic treatments to the US-101 viaduct in coordination with Caltrans and the City of Los Angeles.

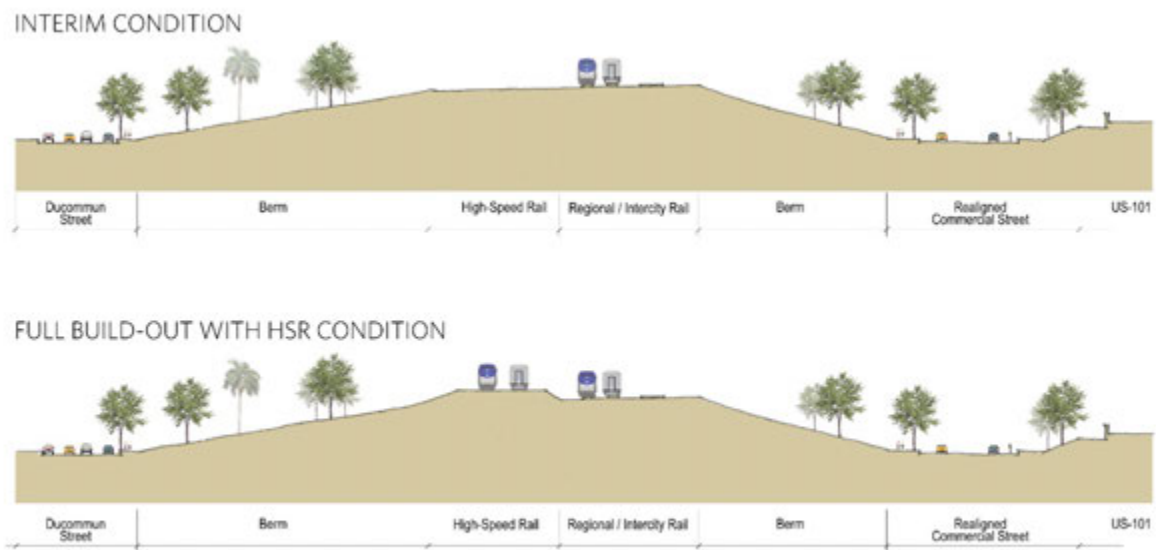
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**Run-Through Track Embankment (Common Structure for Regional/Intercity Rail and High-Speed Rail)**

In the interim condition, an embankment would be constructed wide enough to support the regional/intercity rail run-through tracks and HSR run-through tracks from Vignes Street to the west side of Center Street. The embankment would rise approximately 29 feet above the existing elevation of US-101 and constructed where Commercial Street currently exists, thereby requiring realignment of Commercial Street.

In the full build-out condition, no major changes to the embankment would occur to support additional run-through service south of LAUS. In the full build-out condition with HSR, a nominal amount of additional fill would be placed along the southern portion of the embankment to accommodate a higher HSR profile. Figure 2-22 depicts a cross-section of the run-through track embankment in the interim condition and the full build-out with HSR condition.

Figure 2-22. Run-Through Track Embankment South of US-101 (Looking West)



## 2.0 Project Description

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### Regional/Intercity Rail and High-Speed Rail Viaducts/Embankments (East of Center Street)

The western edge of Center Street serves as a transition point from the run-through track embankment to separate viaduct structures over Center Street that would support regional/intercity rail trains in the interim and full build-out condition and HSR trains in the full build-out with HSR condition. The characteristics of the structural improvements to support the regional/intercity rail and HSR infrastructure east of Center Street are discussed in more detail below.

- **Loop Track** – The loop track would be constructed in the interim condition and supported on a shared viaduct with the regional/intercity rail run-through tracks over Center Street. Just east of Center Street, the structure splits, and the loop track would be supported on its own embankment as the alignment approaches US-101. A viaduct is required to support the loop track over the Division 20 access road.
- **Regional/Intercity Rail Run-Through Tracks** – The regional/intercity run-through tracks would be constructed in the interim condition and supported on a viaduct shared with the loop track over Center Street. Just east of Center Street, where the structure splits, run-through tracks would be supported on an embankment until it reaches the restored Amtrak lead track at the north end of the BNSF West Bank Yard, where it then transitions to a viaduct. This regional/intercity rail viaduct would transition to an embankment before touching down and connecting to the main line tracks along the west bank of the Los Angeles River south of the First Street Bridge.
- **HSR Run-Through Tracks** – In the full build-out condition with HSR, HSR run-through tracks would be supported on a separate viaduct over Center Street (south of the regional/intercity rail viaduct) that would descend as it approaches the existing Viertel's Central Division property, and over the Division 20 Rail Yard, before transitioning to an embankment where HSR run-through tracks would connect to the main line tracks along the west bank of the Los Angeles River under the First Street Bridge.

As discussed above, Metro and the project stakeholders are also considering design approaches that would accommodate future interoperability for multiple rail service providers from LAUS to the main line tracks on the west bank of the Los Angeles River. Any modifications to the run-through track infrastructure described above to accommodate interoperability are anticipated to reduce construction costs and associated timeframes and would occur within the limits of the [Draft EIR](#) project footprint depicted on Figure 2-14 through Figure 2-18.

### 2.9.3 Rail Signal Improvements

Replacement of the rail signals and communication system is critical to optimize track phasing and increase efficiency of routine maintenance/testing of the signal system. The [Draft EIR](#) proposed project requires modifications to the existing railroad signal, communication, and PTC systems; and new signal houses; wayside signals; and ancillary equipment throughout the project limits to facilitate communications between various signal and systems-related equipment.

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In the interim condition, removal and replacement of the CP Mission and CP Terminal signal houses would occur along with replacement of existing signal backbones and conduits in the throat segment to facilitate run-through service for regional/intercity trains. Existing rail signals and communication signal circuits would be replaced with “split box” microprocessor technology. The new systems would be designed to be compatible with Metro, regional/intercity rail, and CHSRA requirements, as appropriate.

### 2.9.4 Utility Requirements

There are at least 23 utility companies with approximately 60 active utility lines that would be impacted by the Draft EIR proposed project. This includes four public agencies and six private utility owners that serve the area with water, sewer, gas, electricity, and communications, as well as three private oil shipping companies. Major utility lines that could be affected by the Draft EIR proposed project include:

- The City of Los Angeles Department of Water and Power (LADWP) overhead electrical lines along Commercial Street
- The LADWP overhead sub-transmission (34.5 kilovolt) and distribution lines starting at the intersection of Bolero Lane and Leroy Street that cross the throat area to the east side of the Los Angeles County Men’s Central Jail
- The LADWP overhead electrical lines on College Street that cross the throat area serving the Los Angeles County Men’s Central Jail customer substation
- The Sprint, CenturyLink, and Verizon underground fiber optic facilities that cross the throat and run parallel to the existing tracks on the north side from east of the Los Angeles River to the area west of William Mead Homes
- A City of Los Angeles Department of Public Works 12-inch water line along Commercial Street
- A City of Los Angeles Department of Public Works 12-foot by 12-foot reinforced concrete box storm drain at the intersection of Commercial Street and Vignes Street
- A City of Los Angeles Department of Public Works 24-inch storm drain pipeline along Center Street

The Draft EIR proposed project would require additional utility services for the new passenger concourse, associated retail and office/commercial spaces, and new platform areas. Increased on-site water service would be required for fire flow and domestic flow demands and pressures within the new passenger concourse and on the platforms. Additional power service connections from LADWP would be required to provide redundant power sources, as well as increased power supply. New sewer service laterals would also be required to serve the new passenger concourse. These new utility services would not require any reconstruction of existing public utility lines to accommodate the additional demands. The Draft EIR proposed project also requires the relocation, extension, and/or abandonment of some of the existing subsurface and overhead crossing utilities within the LAUS platform area (i.e., water, sewer, storm drain, power, gas, fiber optic, and telephone lines). All utility work would be conducted in accordance with applicable utility design criteria and engineering standards. Existing street lights and traffic signals may also be relocated or replaced, as needed.

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**2.9.5 Drainage and Water Quality Improvements**

The Draft EIR proposed project requires modifications to existing drainage facilities and construction of new drainage facilities to accommodate proposed infrastructure and protect water quality during and after construction. The drainage design focuses on maintaining existing drainage flow patterns and drainage systems to the maximum extent practicable; however, new drainage systems and post-construction stormwater BMPs would be required. The Draft EIR proposed project would include the following post-construction BMPs to address applicable stormwater requirements:

- In Segment 1 of the project study area, a structural stormwater vault is proposed to capture the area north of Vignes Street. A capture-and-use BMP (cistern) is also proposed to capture stormwater for the rest of this segment, including a portion of the concourse area (Segment 2).
- In Segment 2 of the project study area, the concourse area, capture-and-use BMPs (cisterns) are proposed.
- In Segment 3, south of US-101, bioretention and other structural stormwater filter BMPs are proposed. Consideration of bioretention BMPs as green street features were made for public streets south of US-101 by incorporating City of Los Angeles Green Street Standard Plans or modified Green Street Standard plans.

**2.9.6 Circulation and Streetscape Improvements**

Circulation and streetscape improvements associated with the Draft EIR proposed project include widening, restriping, reconfiguring, and resurfacing of nearby streets and ancillary infrastructure improvements to encourage active transportation and enhance public safety in the project study area. Safety improvements to portions of Main Street and US-101 would be implemented as part of the Draft EIR proposed project, as would modifications to existing traffic signals and the traffic signal systems in the project study area.

A description of the circulation and streetscape improvements are presented below. Roadway ROW widths are subject to the *Mobility Plan 2035* (City of Los Angeles 2015).

**US-101**

The following safety improvements within the Caltrans ROW would be implemented as part of the Draft EIR proposed project:

**US-101 Main Line**

- Increased median width and shoulder widths for enhanced horizontal clearance
- Increased horizontal stopping sight distance
- Restriping main line for enhanced curvature
- Increased lane widths

**2.0 Project Description**

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- Increased weaving distance with maximized lengths between southbound Los Angeles Street on-ramp and southbound Commercial Street off-ramp
- Increased tangent length between reversing curves for improved drivability (greater distance between curves allows the driver to see the upcoming horizontal curve, prepare for the curve ahead, and adjust driving/steering accordingly)

***Alameda Street Off-Ramp (Northbound)***

- Increased deceleration length
- Standard ramp exit with diverge angle (provides a safety zone for drivers making last-minute decisions)
- Increased shoulder width for enhanced horizontal clearance-

***Commercial Street Off-Ramp and On-Ramp (Southbound)***

- Increased shoulder widths for enhanced horizontal clearance

**Commercial Street/Center Street Improvements**

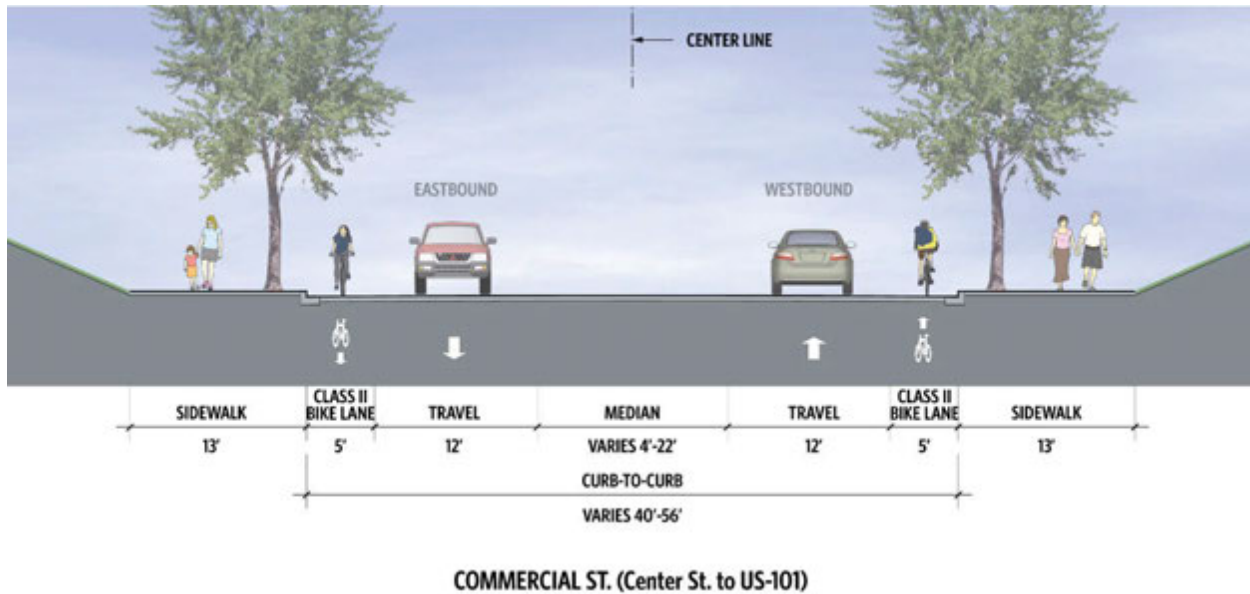
To achieve minimum vertical clearance requirements for the viaduct structures over Center Street (16.5 feet), a portion of Center Street between US-101 and Ducommun Street would need to be lowered. This would also trigger the need to lower Commercial Street at its existing westerly approach to Center Street. The segment of Commercial Street east of Center Street would be vacated, as the properties it currently serves would be acquired. The easterly curb and sidewalk along Center Street would be extended through the existing intersection to facilitate this street closure. The portion of Commercial Street east of Center Street currently provides access to an existing Metro Division 20 access road that would be relocated as part of the [Draft EIR proposed](#) project.

***Commercial Street Realignment***

Commercial Street would be realigned to the north, away from the run-through track embankment south of LAUS. Columns supporting the US-101 viaduct would be located within the median and sidewalks of the realigned portion of Commercial Street at the location of the crossing. The realigned portion of Commercial Street would accommodate 5-foot-wide Class II bicycle lanes and 13-foot-wide sidewalks and intersect with Center Street just south of US-101.

A cross-section of the realigned portion of Commercial Street with new Class II bicycle lane is depicted on Figure 2-23.

Figure 2-23. Commercial Street Cross-Section (Center Street to US-101 Looking West)



### Vignes Street Closure

The close spacing of the columns along the realigned Commercial Street south of US-101 would preclude the ability to restore the Vignes Street intersection with Commercial Street. As such, Vignes Street between Commercial Street and Ducommun Street would be permanently closed to vehicular traffic but may be preserved for pedestrian and bicycle access between Ducommun Street and the new Commercial Street.

### Center Street (between US-101 and Ducommun Street)

Center Street would be modified both horizontally and vertically to accommodate the crossing of the run-through track structures. As noted, Center Street must be lowered by up to 10 feet in the interim condition to accommodate the regional/intercity rail crossing over Center Street, in addition to a future crossing for the planned HSR system over Center Street. Additionally, the horizontal alignment of the roadway between US-101 and Ducommun Street would be modified to accommodate the bents and abutments supporting the two structures.

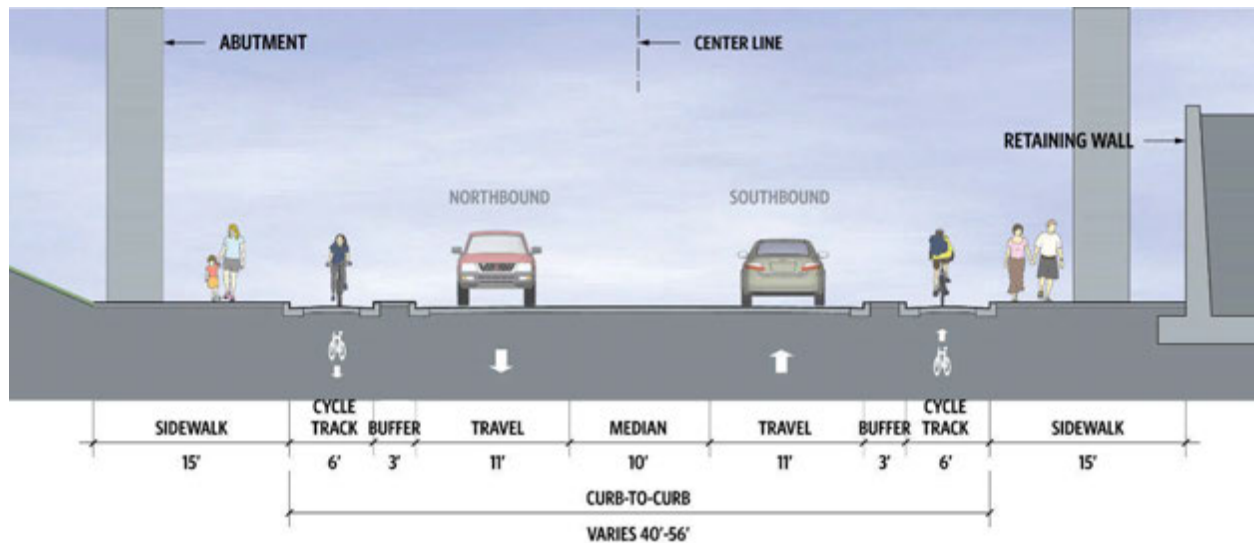
As part of the Draft EIR proposed project, roadway improvements on Center Street from Ducommun Street to US-101 would be constructed consistent with the *Connect US Action Plan* and include the following elements:

- Six-foot-wide cycle tracks with 3-foot buffers in both directions
- Fifteen-foot sidewalks with street trees and landscaping to enhance pedestrian accessibility

A cross-section of the affected portion of Center Street is depicted on Figure 2-24.

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Figure 2-24. Center Street Cross-Section (Commercial Street to Ducommun Street Looking South)



**Vignes Street**

As part of the reconstruction of the Vignes Street Bridge, the existing street section would be maintained at the current width, although the bridge span would be increased from its existing length of 75 feet to 100 feet to provide the horizontal clearance for future roadway improvements in accordance with the City’s *Mobility Plan 2035*. The Vignes Street bridge structure would be constructed with sufficient width to accommodate the following per the City’s *Mobility Plan 2035*:

- ROW width – 100 feet
- Roadway width – 70 feet

**Cesar Chavez Avenue**

The Cesar Chavez Avenue Bridge would be replaced as part of the throat reconstruction in Phase A. The existing street section would be maintained at the current width, although the bridge span would be increased from its existing length of 75 feet to 100 feet to provide the horizontal clearance for future roadway improvements in accordance with the City’s *Mobility Plan 2035* and the City’s vision for future comprehensive treatments. The Cesar Chavez Avenue Bridge structure would be constructed with sufficient width to accommodate the following per the City’s *Mobility Plan 2035* and DTLA Community Plan updates currently in process:

- ROW width – 100 feet
- Roadway width – 70 feet

### Main Street

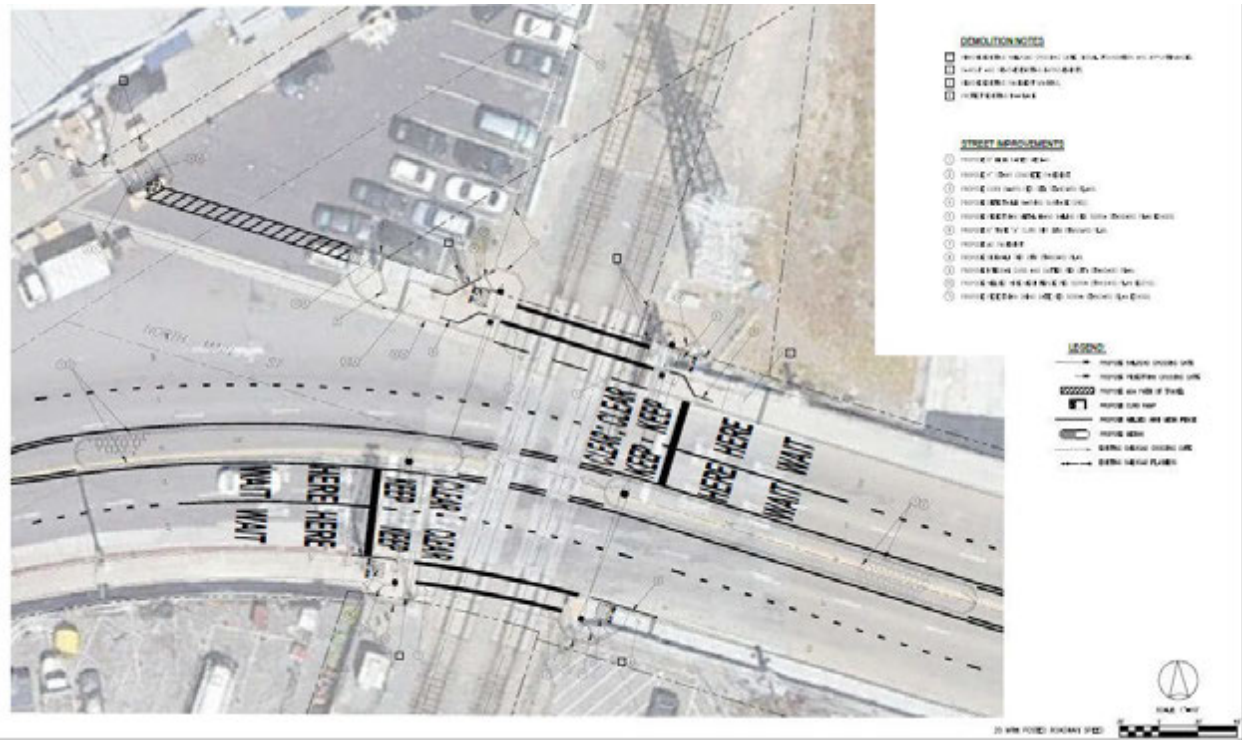
The Draft EIR proposed project includes safety improvements at the Main Street at-grade public crossing to facilitate future implementation of a quiet zone by the City of Los Angeles. The implementation of a quiet zone is subject to review and approval by CPUC (Figure 2-25).

North of CP Chavez, the Draft EIR proposed project would include the following safety improvements:

- An 8-foot-wide median on Main Street extending up to 100 feet on either side of the tracks
- Restriping to accommodate the median
- New signals with advance flashing beacons
- Wire mesh fencing along the rail ROW
- Replacement of the existing single-gate system with pedestrian and vehicular gate systems
- Pedestrian crossing arms and swing gates
- Modification to the west bridge wing walls to accommodate pedestrian access

ADA-compliant improvements would include bulb-outs with curb ramps and a striped crosswalk at a driveway on the north side of Main Street, as well as an approximately 25-foot sidewalk with curb and gutter east of the driveway.

Figure 2-25. Safety Improvements at the Main Street At-Grade Public Crossing



## 2.9.7 Above-Grade Passenger Concourse with New Expanded Passageway

A new above-grade passenger concourse with new expanded passageway would provide safe and accessible passage through LAUS with modern passenger accommodations. The new passenger concourse would be designed to enhance safety at LAUS and allow for more efficient passenger egress movements to and from the various transit modes at LAUS. Passenger circulation and accessibility would be improved with new VCEs (stairs, escalators, and elevators) that provide connectivity from the new expanded passageway that is at-grade and below the rail yard, to the passenger platforms, and the elevated portion of the above-grade passenger concourse. The VCEs in the new passenger concourse would be constructed in the full build-out condition and modified upon implementation of the planned HSR system at LAUS, as summarized below:

- In the full build-out condition, new VCEs would be constructed to improve passenger circulation. Existing passenger connections from the east and west ends of LAUS (along with the Gold Line and Red/Purple Line subway station access points) would be modified to accommodate the new expanded passageway, including associated VCEs.

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- In the full build-out with HSR condition, up to two platforms would be elevated to meet CHSRA's level-boarding requirements. Upon conversion of the platforms to accommodate the planned HSR system, associated VCEs serving HSR platforms would also require modification to facilitate passenger access to elevated platforms.

The new passenger concourse would include up to 600,000 square feet of space to meet the demands of a modern multimodal transit station and architectural elements and design features that balance the historic character of LAUS with a new modern design. Sustainable features would be incorporated into the design of the concourse in accordance with current building codes, industry standards, and design criteria specific to various stakeholders.

The new passenger concourse would be designed with the appropriate size and relative arrangement of waiting areas, wayfinding and signage, amenities, circulation spaces and other facilities within LAUS to meet the following goals:

- Sufficient space to accommodate current and future uses at LAUS
- Safe, effective, and convenient access to rail, bus, and other transit services
- Safe, effective, and convenient operation and management of LAUS
- Clear circulation routes with minimum travel distances
- Circulation spaces free from unnecessary obstructions
- Protection from weather conditions for passengers during their movements within the new passenger concourse and on the elevated platforms

Primary elements of the above-grade passenger concourse with new expanded passageway include:

- New expanded passageway below the rail yard
- Passenger circulation and waiting areas above the rail yard
- Weather protection
- Ancillary support functions and back-of-house uses (staff support spaces and administrative areas)
- VCEs (stairs, escalators, and elevators)
- Ticketing and baggage handling areas
- Transit-serving retail uses (up to 160,000 square feet)
- Office/commercial uses (up to 30,400 square feet)
- Open spaces and terraces
- Signage/wayfinding
- Restrooms

**2.0 Project Description**

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- Utility rooms
- Security

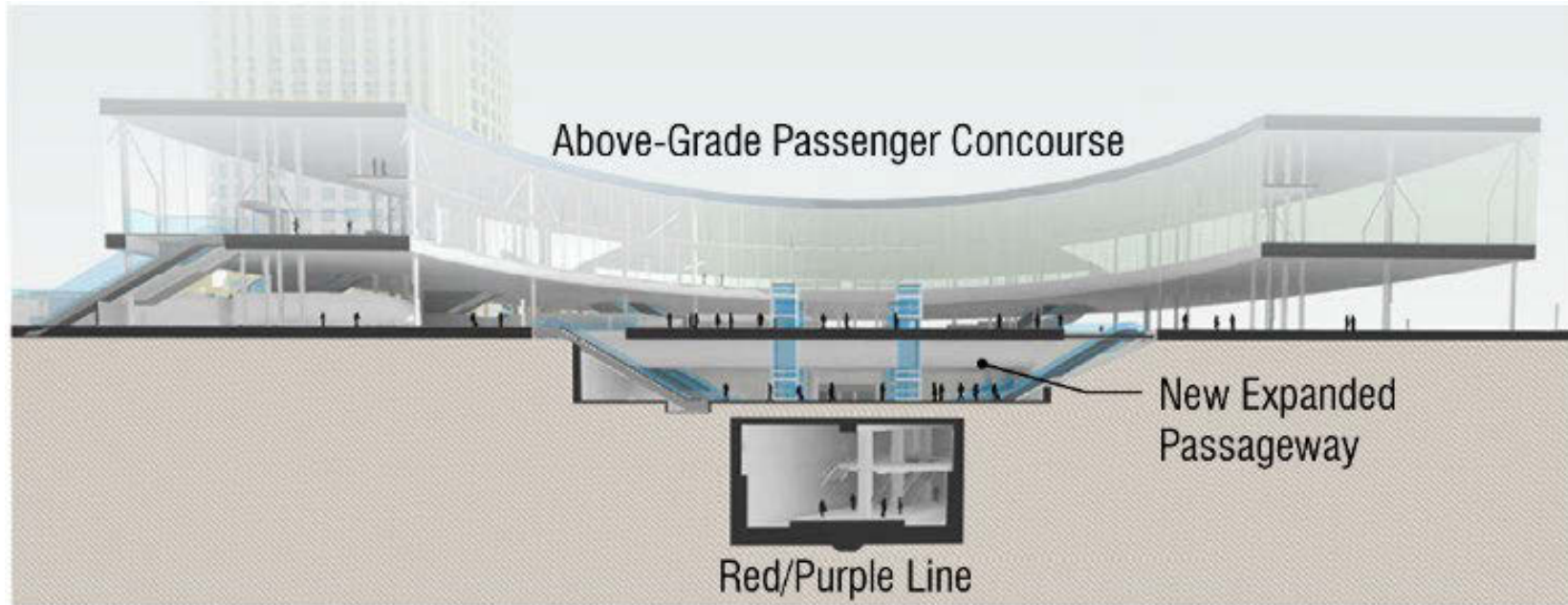
The elevated portion of the above-grade passenger concourse would be constructed above the rail yard, approximately 90 feet above the existing grade. The elevated portion of the above-grade passenger concourse would primarily accommodate the essential transit functions (e.g., circulation and waiting areas). The existing east to west at-grade pedestrian passageway below the rail yard would be expanded to a width of 120 feet and a ceiling clearance of 10 feet to provide additional passenger travel-path convenience and options. The new expanded passageway reduces passenger travel time during the AM and PM peak and off-peak operating periods as compared with the existing condition. New plazas east and west of the elevated rail yard would provide retail and open space opportunities. A canopy up to 70 feet in height would be constructed over the West Plaza, and individual platform canopies up to 25 feet in height would also be constructed to provide shade and weather protection to patrons. Multiple egress routes with points of safety in the East Plaza, West Plaza, and other public areas are integrated into the design.

Figure 2-26 depicts a preliminary cross-section of the above-grade passenger concourse with new expanded passageway. Figure 2-27 through Figure 2-34 include architectural renderings of the exterior and interior elements of the elevated portion of the above-grade passenger concourse, new plazas east and west of the elevated rail yard, and the new expanded passageway.

**Baggage Handling**

The existing baggage handling building would be repurposed, and the exterior loading dock/parking areas would be abandoned due to the introduction of the West Plaza. Baggage handling operations would be improved by providing more efficient and direct routes for drop-off and pick-up of luggage. Drop-off locations would be in the East and West Plazas adjacent to ticketing areas. Baggage pick-up would occur within the new expanded passageway where new carousels would be provided. A new baggage handling operations facility would be located adjacent to the new expanded passageway. Baggage would be transferred via a tunnel ramped connection for tugs serving Amtrak trains. If additional baggage operations are needed at other platforms, accommodation for future freight elevators could be allotted, but are not a part of the current concept.

Figure 2-26. Above-Grade Passenger Concourse with New Expanded Passageway – Preliminary Cross-Section (Looking East)



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Figure 2-27. Above-Grade Passenger Concourse  
(Exterior View of West Plaza Looking North)



Figure 2-28. Above-Grade Passenger Concourse  
(Exterior View of West Plaza Looking South)



Figure 2-29. Above-Grade Passenger Concourse  
(Interior View of Vertical Circulation Elements Looking Northwest)



Figure 2-30. Above-Grade Passenger Concourse  
(Interior View of Retail Space and Waiting Areas Looking East)



Figure 2-31. Above-Grade Passenger Concourse  
(Exterior View of Platforms Looking North)



Figure 2-32. Above-Grade Passenger Concourse  
(Exterior View of East Plaza Looking Southwest)

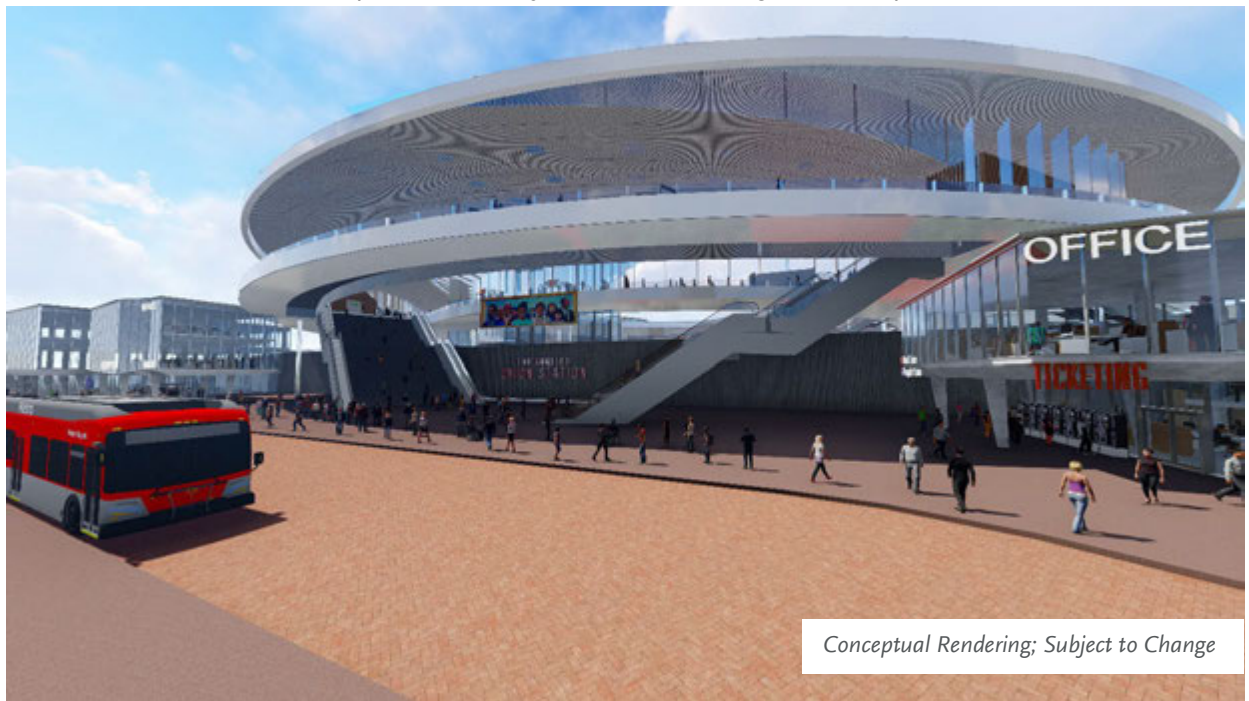


Figure 2-33. New Expanded Passageway (Interior View Looking North)



Figure 2-34. New Expanded Passageway (Interior View Looking South)



## **2.10 Project Implementation Approach**

### **2.10.1 Project Phases A and B (Interim and Full Build-Out Condition)**

Project Phases A and B are two construction sub-phases that correspond to the interim condition (Phase A: 2026) and the full build-out condition (Phase B: 2031) evaluated in this EIR. Detailed construction phasing scenarios were developed to support the traffic, air quality, and noise analyses (Appendix C of this EIR); however, this simplified project phasing approach summarizes how regional/intercity rail run-through service could be implemented as early as 2026 via early action/interim improvements and how the remaining project elements, including reconstruction of the throat with new lead tracks, an elevated rail yard with new platforms and canopies, and the new passenger concourse, could be implemented as early as 2031. A summary of the construction activities associated with Phases A and B are provided below and shown on Figure 2-35 and Figure 2-36, respectively.

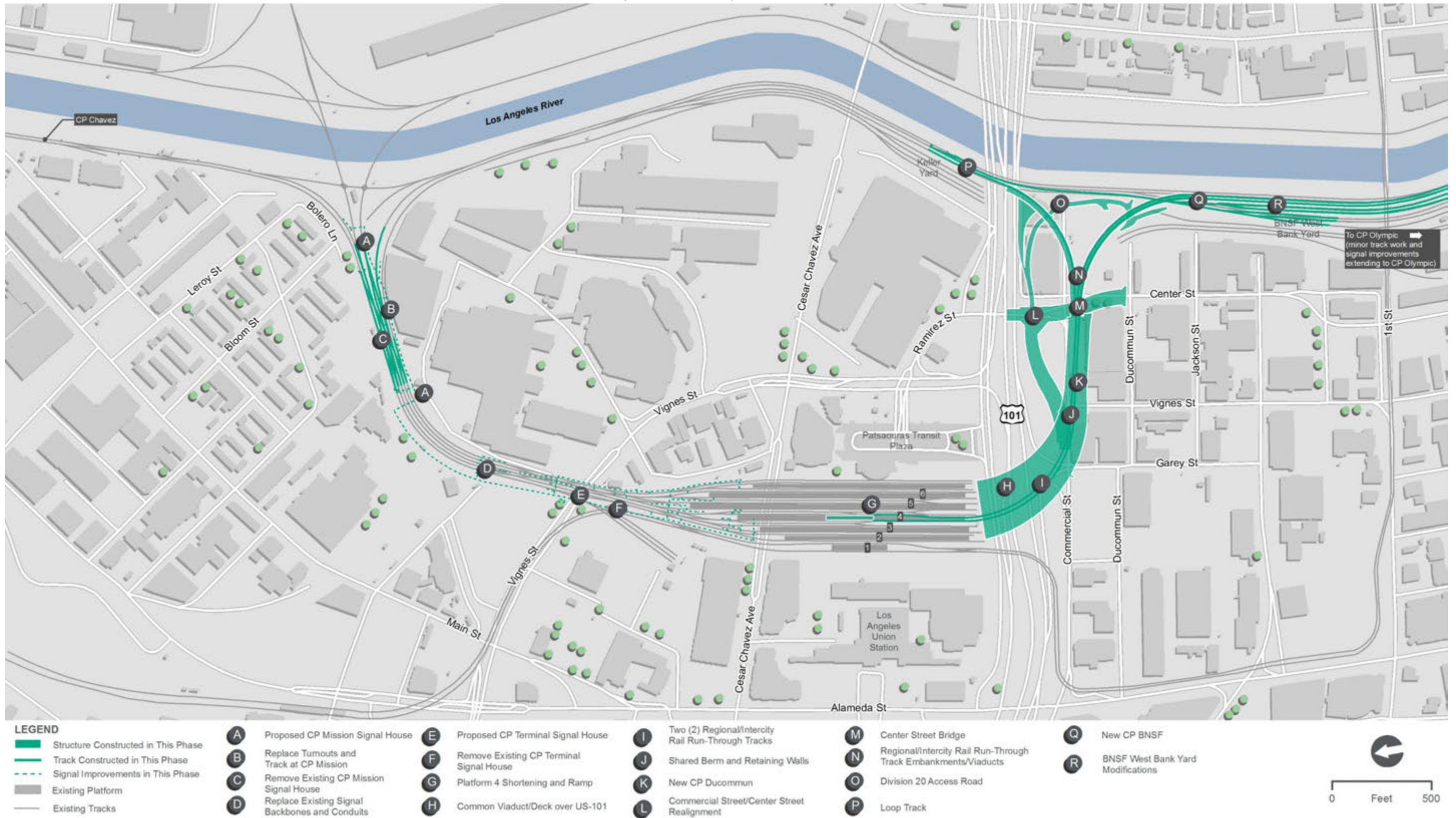
#### **Phase A/Interim Condition:**

- Property acquisitions in Segments 1 through 3
- Utility relocations in Segments 1 and 3
- Construct special track work and modify signal/communication infrastructure in Segment 1
- Construct local street modifications south of LAUS, including realignment of Commercial Street and lowering of Center Street in Segment 3
- Construct a run-through track ramp from the southern extent of Platform 4 in Segment 2
- Construct a common viaduct/deck over US-101 wide enough to accommodate up to 10 run-through tracks (including the northern loop track) south of LAUS in Segment 3
- Construct a common embankment from Vignes Street to Center Street in Segment 3
- Construct regional/intercity rail embankments and viaducts east of Center Street to facilitate main line connections for the loop track and regional/intercity rail run-through tracks in Segment 3. As discussed above, Metro and the project stakeholders are also considering design approaches that would accommodate future interoperability for multiple rail service providers from LAUS to the main line tracks on the west bank of the Los Angeles River.
- Construct two run-through tracks in Segment 3 that would connect to the existing Platform 4 in Segment 2

**Phase B/Full Build-Out Condition:**

- Construct new compatible lead tracks and reconstruct throat with a total of six lead tracks in Segment 1
- Construct a retaining wall/sound wall in Segment 1
- Construct new bridges over Vignes Street and Cesar Chavez Avenue in Segment 1
- Construct elevated rail yard and new passenger concourse with new expanded passageway and East/West Plazas in Segment 2
- Construct remaining run-through tracks for regional/intercity rail operations in Segment 3

Figure 2-35. Phase A/Interim Condition



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Figure 2-36. Phase B/Full Build-Out Condition



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**2.0 Project Description**

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**2.10.2 Full Build-Out with High-Speed Rail Condition**

As early as 2033, in the full build-out with HSR condition, the planned HSR system would be operational within the space allocated for HSR trains within the Draft EIR project footprint. A full description and evaluation of operational impacts associated with the planned HSR system will be included and analyzed in CHSRA's Burbank to Los Angeles and Los Angeles to Anaheim Project Sections environmental documents. The impacts associated with HSR infrastructure within the limits of the Link US Draft EIR project footprint are considered in this EIR.

**2.11 Anticipated Agency Involvement**

The following agencies are anticipated to be involved during project development and construction:

- FRA
- CHSRA
- SCRRRA
- Caltrans
- FTA
- City of Los Angeles
- SHPO
- County of Los Angeles
- LOSSAN Rail Corridor Agency
- Amtrak
- Cal/EPA
- California Division of Occupational Safety and Health
- NAHC
- CPUC
- RWQCB, Region 4
- SCAG
- SCAQMD

**2.0 Project Description**

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**2.11.1 Anticipated Permits, Discretionary Actions, and Agency Approvals**

The following agencies, at minimum, are expected to use this EIR for project-related discretionary actions and permitting processes:

- Metro – Metro is responsible for adopting findings of fact, a mitigation monitoring and reporting program, and a statement of overriding considerations, along with certifying the EIR. Metro, as the project owner, would also be responsible for administering construction of the project.
- Caltrans – Caltrans is responsible for issuing an encroachment permit for proposed infrastructure within Caltrans ROW.
- City of Los Angeles – The City of Los Angeles is responsible for processing any general plan amendment that may be required for project-related roadway modifications and/or street vacations to reclassify roadways as appropriate within the *Mobility Plan 2035* (General Plan Circulation Element). The City of Los Angeles may also require the contractor to seek approvals or exceptions to nighttime noise restrictions during construction. Approvals for civil/public works improvements and/or traffic signal timing modifications may also be required.
- CHSRA – CHSRA is responsible for implementation of the planned HSR system through the project limits. The Link US project EIR accommodates the planned HSR system, and proposed infrastructure is anticipated to be reflected as an existing condition in the environmental documents prepared for the HSR Burbank to Los Angeles and Los Angeles to Anaheim Project Sections.

Cooperative third-party agreements would be established between Metro and a variety of public and private entities to implement various project-related infrastructure improvements.