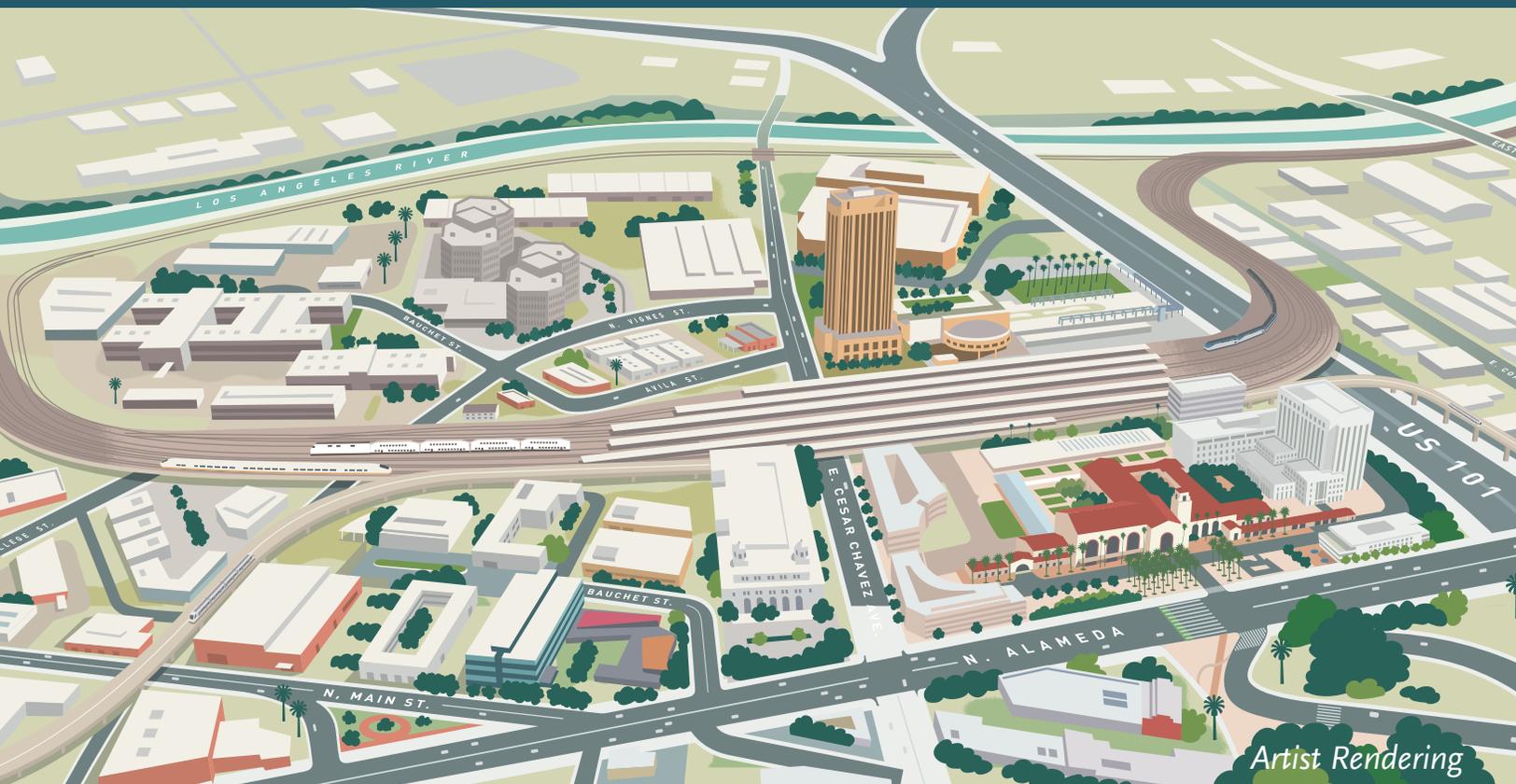


Link Union Station

Final Supplemental Environmental Impact Report

State Clearinghouse No. 2016051071

October 2025



Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

PREFACE

The following document is the Supplemental Environmental Impact Report (SEIR) prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) for the Link Union Station Project. This SEIR was originally included as Chapter 7 of the Link Union Station Draft Environmental Impact Statement/Supplemental Environmental Impact Report (EIS/SEIR), dated June 2024.

To support the Los Angeles County Metropolitan Transportation Authority's (Metro) statutory requirement as the CEQA lead agency to consider certification of the Final SEIR, the Final SEIR and supporting appendices are presented herein independent of the EIS prepared pursuant to the National Environmental Policy Act (NEPA).

Since the close of the 45-day public review period (June 21, 2024 to August 9, 2024), Metro identified design variations that are part of the Modified Proposed Project and considered in the Final SEIR, made minor revisions and added clarifications to the impact analysis based on comments received and recent changes in legislation, refined mitigation measures, added new Offsetting Mitigation Measures (OMMs), and updated estimated capital costs.

Revisions to the Draft SEIR are identified in the Final SEIR with a track change vertical line located to the left of the text that was revised.

What are the Next Steps in the Environmental Process?

Metro

Metro, as the CEQA lead agency, will consider whether to certify the Final SEIR, approve the Modified Proposed Project (with refinements as considered in the Final SEIR), and adopt CEQA Findings of Fact, a Statement of Overriding Considerations, and a Revised Mitigation Monitoring and Reporting Program. Should Metro approve the Modified Proposed Project (with refinements as considered in the Final SEIR) and certify the Final SEIR, a Notice of Determination will be filed with the California State Clearinghouse and the Los Angeles County Clerk as required under CEQA.

California High-Speed Rail Authority

Independent of Metro's actions as the CEQA lead agency, the California High-Speed Rail Authority (Authority), as the NEPA lead agency pursuant to the NEPA Assignment MOU between FRA and the State of California dated July 23, 2019 (renewed July 22, 2024), is considering issuing a Combined Final EIS/Record of Decision for the Link Union Station Project.

Authority NEPA review and approval for the Project is in progress. Final documents, including the Mitigation Monitoring Reporting Plan (MMRP), will be published when the NEPA process is complete, and the Authority has signed the NEPA Record of Decision.

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7.0 CEQA Supplemental Environmental Impact Report

7.1 Introduction

7.1.1 CEQA Supplemental EIR Purpose and Intended Use

Metro, as the Lead Agency under CEQA, has determined that project modifications and changed circumstances have occurred and/or new information has become available following the previous discretionary approval of the Link US Project Final EIR on June 27, 2019 (State Clearinghouse No. 2016051071) and subsequent approval of CEQA Addendum No. 1 and adoption of the Revised MMRP on October 28, 2021. These changes trigger the need for additional environmental review. Pursuant to the State CEQA Guidelines, a Lead Agency must prepare a Subsequent EIR for a previously-certified EIR when any of the following criteria set forth in CEQA Guidelines Section 15162(a)(1-3) would occur:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on

the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15163(a)(1-2) of the State CEQA Guidelines,

(a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
- (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Because only minor modifications to the previously certified EIR are required, Metro as the Lead Agency under CEQA determined that an SEIR is the appropriate documentation for the Project. The purpose of a SEIR is to provide the additional information necessary to make the previously certified EIR adequate for the project as modified. Accordingly, pursuant to Section 15163 of the CEQA Guidelines, the SEIR need contain only the information necessary to analyze the project modifications, changed circumstances, or new information that triggered the need for additional environmental review. Information and analysis from the previously certified EIR that is relevant to the analysis of the project modifications is briefly summarized or described rather than repeated. This SEIR is intended to:

- Supplement the previously certified EIR and approved CEQA Addendum No.1 to address project modifications, changed circumstances, or new information that was not known and could not have been known with the exercise of reasonable diligence at the time the prior document was certified, as required under CEQA Guidelines Section 15163.
- Address new or substantially more severe significant environmental effects related to proposed project modifications and/or changed circumstances.
- Recommend mitigation measures to avoid or lessen impacts associated with any new or substantially more severe significant environmental effects.
- Update the impact analysis and mitigation measures where conditions have changed since the certification of the previously certified Final EIR and approval of CEQA Addendum No.1.

Metro also has responsibility for giving the same type of notice and public review as was given for the Draft EIR under Section 15087 (CEQA Guidelines Section 15163[c]) and to prepare findings under Section 15091 for each significant effect upon consideration of the previous EIR as revised by the supplemental EIR (CEQA Guidelines Section 15163 [e]). In conjunction with the Final EIR and CEQA Addendum No.1, this SEIR is intended to be used by Metro to make decisions regarding project approval and implementation. It also may be used by CEQA responsible and trustee agencies (i.e., local jurisdictions and state agencies) in the event that

permits or discretionary approvals from these agencies are required to implement the proposed infrastructure improvements as part of the Modified Proposed Project.

7.1.2 Overview of Changed Circumstances

This Draft SEIR was prepared by Metro as the Lead Agency under CEQA to disclose to decision makers, public agencies, and the general public the minor additions or changes (referred to herein as changed circumstances) that have occurred since certification of the Link US Project Final EIR on June 27, 2019 (State Clearinghouse No. 2016051071) and subsequent approval of CEQA Addendum No. 1 and adoption of the Revised MMRP on October 28, 2021. The changed circumstances are as follows:

1. BNSF West Bank Yard - Modified Proposed Project and Malabar Yard Mitigation (Project Change)
2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)
3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)
4. Noise Model Calculation Assumptions (Minor Technical Adjustment)
5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)
6. Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)
7. Refinements to the Modified Proposed Project considered in Draft SEIR

7.1.3 Background and Context

Overview of 2019 Final EIR Project

The CEQA proposed project certified as part of the Final EIR, known as the Final EIR project, included three major project components that are summarized north to south below and depicted on Figure 2-4 of the Final EIR. Figure 2-4 of the Final EIR also depicts the Project study area addressed in the Final EIR, which is divided into three segments that correspond with the major project components (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment).

- **Throat and Elevated Rail Yard** – The Final EIR project included 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 included 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 VCE (stairs, escalators, and elevators) would be modified at a later date to accommodate the planned HSR system. Platform 1 serving the Gold Line¹ would be lengthened and possibly elevated to optimize east-to-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 also included safety improvements at the Main Street at-grade, public 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.

- **New Modified Expanded Passageway** – The Final EIR project included 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 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 included up to 10 new run-through tracks (without a loop track) south LAUS in Segment 3 of the Project study area (run-through segment). Run-through track infrastructure extending from LAUS to the area where the Amtrak lead track is located would be constructed on common infrastructure wide enough to support regional/intercity rail trains in the interim and full build-out condition, as well as HSR trains.

The Final EIR project also required modifications to US-101 and local streets (including potential street closures and geometric modifications); railroad signal, PTC, and communications-related

¹ With operation of Regional Connector commencing on June 16, 2023, there is no longer a Gold Line in the Metro system. The stretch from Union Station to Azusa is now part of the A (Blue) Line, while the portion from Union Station to East Los Angeles has been added to the E (Expo) Line.

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.

The MMRP adopted on June 27, 2019, as part of the Final EIR identified mitigation measures specific to the following topics: land use and planning, transportation and traffic, aesthetics, air quality and global climate change, noise and vibration, biological resources, hydrology and water quality, geology and soils, hazards and hazardous materials, and cultural resources.

In addition, the Final EIR disclosed significant and unavoidable impacts related to air quality (short-term construction), noise (short-term construction), and cultural resources (long-term operations), but no feasible mitigation measures were identified to reduce impacts to a level less than significant. The Notice of Determination was filed with the Los Angeles County Clerk on June 27, 2019.

Overview of Link US CEQA Addendum No. 1

On October 28, 2021, Metro approved CEQA Addendum No. 1 to the Link US Project Final EIR and adopted a Revised MMRP. Pursuant to Section 15164(a) of the CEQA Guidelines, CEQA Addendum No. 1 was prepared to address the following:

1. Requirements of SB 743 and the 2018 CEQA Guidelines Appendix G environmental checklist, and the LADOT new VMT analysis guidance (July 2019) and methodology requirements (July 2020).
2. Changes to the approved MMRP including:
 - a. Seven minor corrections to previously approved mitigation measures
 - b. Removal of one mitigation measure because LOS, considered in the 2019 Final EIR, is no longer a significant impact under CEQA, and the updated VMT analysis shows that the measure is no longer required
3. Project modifications to the Final EIR project in Segment 2, related to the construction approach for Platforms 2 and 3 and Tracks 3 through 6 in the LAUS rail yard and the associated configuration and length of VCEs for these platforms.

The Revised MMRP adopted in conjunction with the approval of CEQA Addendum No. 1 included updates to the text of the following mitigation measures:

- Mitigation Measures HIST-1a, HIST-1c, and HIST-4 were updated to allow for the City of Los Angeles OHR and the City of Los Angeles Cultural Heritage Commission (CHC) to participate in the review of the alterations, demolition, and restoration plans for any locally designation resources that may be impacted by the project. Mitigation Measures HIST-1d,

HIST-2, and HIST-3 were also refined to establish Metro as the enforcement agency during compliance monitoring and reporting.

- Mitigation Measure HWQ-1 was updated to reflect a minor technical change to the risk level.
- Mitigation Measure TR-2 was removed from the MMRP, as traffic impacts based on LOS, as considered in the 2019 Final EIR is no longer a significant impact under CEQA, and the updated VMT analysis demonstrates that the measure is no longer required.

Modified Proposed Project Addressed in Draft SEIR

The SEIR addressed the changed circumstances to the Final EIR Project certified in the Link US Project Final EIR on June 27, 2019. The changed circumstances as part of the Modified Proposed Project (BNSF West Bank Yard and Malabar Yard Mitigation) that were addressed in the Draft SEIR are discussed in detail in Section 7.1.5 and the detailed description of the Modified Proposed Project considered in the Draft SEIR is discussed in detail in Section 7.2.2.

Refinements to Modified Proposed Project Addressed in Final SEIR

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105. Based on public comments received during the 45-day public comment period related to historic preservation, comments from the SHPO and consulting parties as part of the Section 106 process, and engineering design opportunities that would reduce cost and avoid and reduce the magnitude and intensity of Project-related environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, modifications and refinements to the Modified Proposed Project were made and considered in the Final SEIR. The modifications/reductions associated with the refinements to the Modified Proposed Project considered in the Final SEIR would occur throughout all segments of the Project study area and include: modifications to the safety improvements that reduce impacts on the North Main Street Bridge, modifications to the elevated throat tracks to avoid impacts to the Vignes Street Bridge, two fewer platforms raised with reduced extent of the elevated rail yard, partial reconstruction of the Cesar Chavez Bridge, concourse-related improvements that reduce impacts to LAUS, and two fewer run-through tracks on a single aerial viaduct from LAUS to the West Bank of the Los Angeles River. See Section 7.2.3 for a detailed description of the Modified Proposed Project with refinements considered in the Final SEIR.

7.1.4 Content and Organization of Supplemental EIR

This SEIR meets the requirements of CEQA and is organized into the following sections.

- **7.1 Introduction.** This section describes the purpose and intended use of the SEIR, background and context of previous environmental reviews (Final EIR and CEQA Addendum No.1), content and organization of the SEIR, and the changed circumstances that are the subject of the SEIR.

- **7.2 Modified Proposed Project – Detailed Description.** This section provides a thorough description of the Modified Proposed Project considered in the Draft SEIR, including the project change at the BNSF West Bank Yard. This section also includes a description of the modifications/reductions associated with the refinements to the Modified Proposed Project considered in the Final SEIR.
- **7.3 Introduction to the Environmental Analysis.** This section presents the baseline conditions and environmental setting for each environmental topic area requiring additional environmental review in the SEIR.
- **7.4 Environmental Topics Adequately Addressed in the 2019 Final EIR and CEQA Addendum No. 1.** This section discusses effects found not to be significant from the changed circumstances and includes a summary of why the changed circumstances would not result in any changes to the conclusions of the 2019 Final EIR or CEQA Addendum No. 1.
- **7.5 Supplemental EIR Environmental Evaluation.** This section discusses applicable updates to the environmental setting and regulatory context including any changes to the methodology used for the supplemental analysis, and the detailed analysis of potential impacts (including direct and indirect impacts), and where necessary, a discussion of feasible mitigation measures. The following six environmental topic areas are evaluated in the SEIR:
 - Aesthetics
 - Air Quality and Greenhouse Gas Emissions
 - Cultural Resources
 - Land Use and Planning
 - Noise and Vibration
 - Transportation

Each environmental topic area addressed in Section 7.5 includes the following subsections:

- **Regulatory Framework.** This subsection identifies if the Final EIR and CEQA Addendum No. 1 regulatory framework are still applicable, or if any relevant updates to the regulatory framework as well as other policies or guidelines are needed for that environmental topic area.
- **Environmental Setting.** This subsection identifies if the Final EIR and CEQA Addendum No. 1 environmental setting are still applicable, or if any relevant updates to the environmental setting are part of the supplemental analysis. If updates are applicable, the discussion includes a description of the changes in physical environmental conditions in the vicinity of the Modified Proposed Project.
- **Summary of Prior Analysis.** This subsection provides a summary of impacts, relevant mitigation measures and CEQA environmental determinations before and after implementation of mitigation from the 2019 Final EIR and CEQA Addendum No. 1 to provide a basis for the SEIR evaluation.

- **Thresholds of Significance.** This subsection presents the environmental checklist questions that are included in Appendix G of the 2023 CEQA Guidelines that are used for the supplemental analysis of the Modified Proposed Project. For each environmental topic area, impacts would be considered significant if the Modified Proposed Project would result in new significant impacts or substantially more severe effects than previously analyzed in the 2019 Final EIR and CEQA Addendum No. 1.
- **Environmental Analysis.** This subsection describes the anticipated environmental changes to existing physical environmental conditions that may occur if the Modified Proposed Project is implemented. The environmental analyses presented in this SEIR is based in part, on factual and scientific data prepared to show the cause-and-effect relationship between the Modified Proposed Project and the potential environmental changes.
- **Supplemental EIR CEQA Determination Summary.** This subsection includes a summary table of the impact evaluation, identifies any proposed or modified mitigation measures, and the CEQA determinations of the changed circumstances after implementation of proposed mitigation.
- **Mitigation Measures.** This subsection describes the proposed or modified mitigation measures that would be required to avoid or reduce the potential for significant impacts to occur.
- **7.6 BNSF Malabar Yard Railroad Improvements.** This section includes a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines.
- **7.7 Changes to Mitigation Monitoring and Reporting Program.** This section identifies the minor refinements and updates to mitigation measures of the Revised MMRP adopted as part of CEQA Addendum No. 1, the addition of one new measure resulting from the project change at BNSF West Bank Yard, 26 new mitigation measures for the Malabar Yard railroad improvements in the City of Vernon, as well as twelve new Offsetting Mitigation Measures (OMMs) incorporated into the Final SEIR.
- **7.8 Refinements to Modified Proposed Project.** This section provides an environmental evaluation and comparison of impacts for the Modified Proposed Project considered in the Draft SEIR and the refinements to the Modified Proposed Project considered in the Final SEIR.

7.1.5 Description of Changed Circumstances

Descriptions of the changed circumstances addressed in this SEIR are summarized below.

1. BNSF West Bank Yard (Modified Proposed Project and Malabar Yard Mitigation) (Project Change)

In Segment 3 of the Project study area, the Final EIR Project included common rail infrastructure², extending from LAUS to the area where the Amtrak lead track is located to support regional/intercity rail and HSR trains (Figure 7-1). The common rail infrastructure as part of the Final EIR Project did not extend over the Amtrak Bridge or along the west bank of the Los Angeles River. As disclosed in the Final EIR, 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. In the Final EIR, potential impacts resulting from the displacement and relocation of the BNSF West Bank Yard were anticipated to be fully addressed in the EIS/EIR being prepared by CHSRA for the Los Angeles to Anaheim Project Section of the planned HSR system. At the BNSF West Bank Yard, the Final EIR Project also included a track configuration that would require Amtrak intercity rail trains and BNSF freight trains to operate on the same lead track to access to the Amtrak maintenance facility in the vicinity of Redondo Junction, and the remainder of the BNSF West Bank Yard, respectively. CEQA Addendum No. 1 did not address any updates to the Final EIR Project in Segment 3 of the Project study area or at the BNSF West Bank Yard.

In October 2019, after CHSRA assumed NEPA federal lead agency responsibilities from the FRA, CHSRA and Metro considered new alternatives that would include common rail infrastructure from LAUS to the main line tracks along the Los Angeles River and permanent impacts to the freight storage tracks at the BNSF West Bank Yard. In September 2020, at CHSRA's request, the FRA issued a Revised NOI, pursuant to the requirements of NEPA, to initiate additional scoping and solicit additional public and agency input for the Malabar Yard railroad improvements in the City of Vernon. The Malabar Yard railroad improvements were identified to offset the permanent loss of freight storage tracks at the BNSF West Bank Yard and avoid or reduce the potential for significant impacts on freight rail operations. In December 2022, Metro also elected to consider a track configuration at the BNSF West Bank Yard that would allow for Amtrak trains and BNSF trains to enter/exit the west bank area on separate and dedicated tracks. Dedicated BNSF and Amtrak lead tracks at the BNSF West Bank Yard was not a configuration studied by Metro until December 2022.

The Modified Proposed Project considered in the Draft SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River in conjunction with dedicated lead tracks for Amtrak and BNSF freight trains; thereby resulting in permanent loss of approximately 5,500

² Tracks, platforms, bridges, embankments, and associated civil/railroad infrastructure that would accommodate both regional/intercity rail trains and HSR trains.

feet of freight storage track capacity at the north end of the BNSF West Bank Yard (majority of lost capacity would occur north of 1st Street) (Figure 7-2). Approximately 24,645 feet of existing track at the BNSF West Bank Yard (south of 1st Street) would not be affected by the Modified Proposed Project.

As discussed in the Section 7.5.6, Transportation, permanent loss of storage tracks at the BNSF West Bank Yard would result in a significant impact, and mitigation is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard. Mitigation Measure TR-3 (described in Section 7.5.6 of this SEIR) requires implementation of the following two railroad improvements at BNSF's Malabar Yard in the City of Vernon:

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity that does not exist at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. Two design options are considered for the closure of the at-grade crossing at 49th Street.
- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. Two design options are considered for the new track connection along 46th Street.

Railroad improvements to the BNSF Malabar Yard may result in potential significant impacts on the environment. Therefore, Metro as the CEQA Lead Agency, prepared a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines. The full environmental evaluation for the Malabar Yard railroad improvements is included in Section 7.6 of this SEIR.

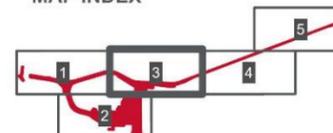
Figure 7-1. Final EIR Project: Segment 3 (BNSF West Bank Yard Area)



- Permanent Impacts
- Regional/Intercity Rail Track
- - - High-Speed Rail Track
- Dedicated BNSF Lead Tracks
- Viaduct/Bridge
- Road Improvement
- Run-Through Track Embankment

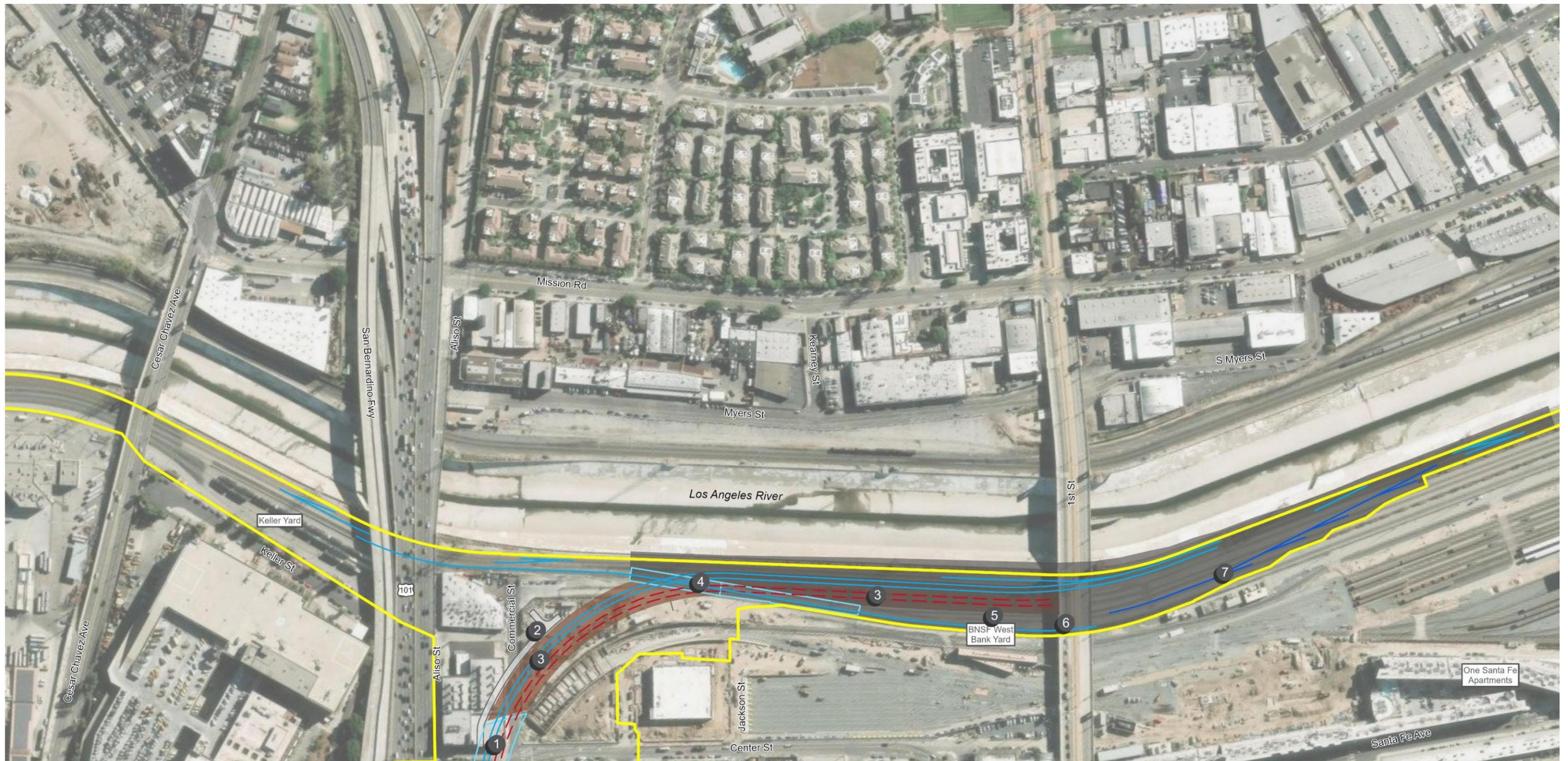
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| <ul style="list-style-type: none"> 1 Center Street Bridge 2 Division 20 Access Road 3 Run-Through Track Embankment 4 Regional/Intercity Rail Bridge over Amtrak Lead | <ul style="list-style-type: none"> 5 Modifications to BNSF West Bank Yard 6 HSR Main Link Connection under First Street Roadway Bridge |
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MAP INDEX



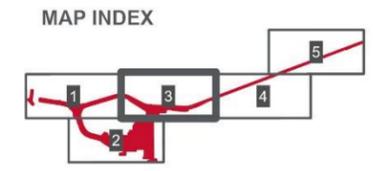
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Figure 7-2. Modified Proposed Project: Segment 3 (Changed Circumstances at BNSF West Bank Yard Area)



- ▬ Permanent Impacts
- ▬ Regional/Intercity Rail Track
- - - High-Speed Rail Track
- ▬ Dedicated BNSF Lead Tracks
- ▬ Viaduct/Bridge
- ▬ Road Improvement
- ▬ Run-Through Track Embankment or Bridge
- ▬ Changed Circumstances at BNSF West Bank Yard

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Common Center Street Bridge 2 Division 20 Access Road 3 Common Run-Through Track Embankment or Bridge 4 Common Bridge over Amtrak Lead | <ul style="list-style-type: none"> 5 Removal of 5,500 feet of BNSF West Bank Yard Storage Tracks 6 Dedicated Amtrak Lead Track 7 Dedicated BNSF Lead Track and Modified Storage Track Connections |
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2. Hilda L. Solis Care First Village Transitional Housing Facility (Changed Environmental Setting)

On September 29, 2020, the Los Angeles County Board of Supervisors voted to approve the *Vignes Street Interim Housing Project*, which is referred to in this SEIR as the Hilda L. Solis Care First Village Transitional Housing Facility (Care First Village). The 60,500-square-foot transitional housing facility opened in May 2021 and was developed using prefabricated modular units, using 60 locally repurposed shipping containers, and 20 custom-manufactured mobile trailers that provide 232 housing units with associated kitchen space, dining areas, laundry facilities, dog park and landscaped areas, and administrative spaces.

Care First Village is considered a sensitive receptor due to the presence of residential populations and is evaluated as such within this SEIR as this facility was not present during preparation of the EIR from 2018 to 2019.

3. Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H (Changed Environmental Setting)

Since certification of the Final EIR and approval of CEQA Addendum No. 1, changes were made to the Project design that resulted in an expansion of the Area of Direct Impacts (ADI) and Area of Indirect Impacts (All), thus representing the current ADI and All for the Modified Proposed Project, as shown on Figure 7-3.³

Additional cultural resource reports have been prepared to 1) identify historical resources in the updated All that have crossed the 45-year age threshold for evaluation; and, 2) update known information of previously identified historical resources based on recent cultural resource investigations performed for other Metro projects. Based on these cultural resource reports, two additional built environment properties have been identified:

- **934 Avila Street.** The 934 Avila Street property was identified during preparation of the Second Supplemental Cultural Resource Report. It consists of a concrete block masonry modern industrial warehouse building constructed circa 1977. The property was found not to meet any of the eligibility criteria under the NRHP and California Register of Historical Resources (CRHR) and is therefore not discussed further within this SEIR. The California SHPO concurred with the determination of ineligibility on June 28, 2023.
- **Kelite Factory Plant No. 1.** The Kelite Factory Plant No. 1 is located at 1250 Main Street in the City of Los Angeles at the northeast end of the parcel. The property was determined eligible for listing in the NRHP at the local level of significance under Criterion C as an

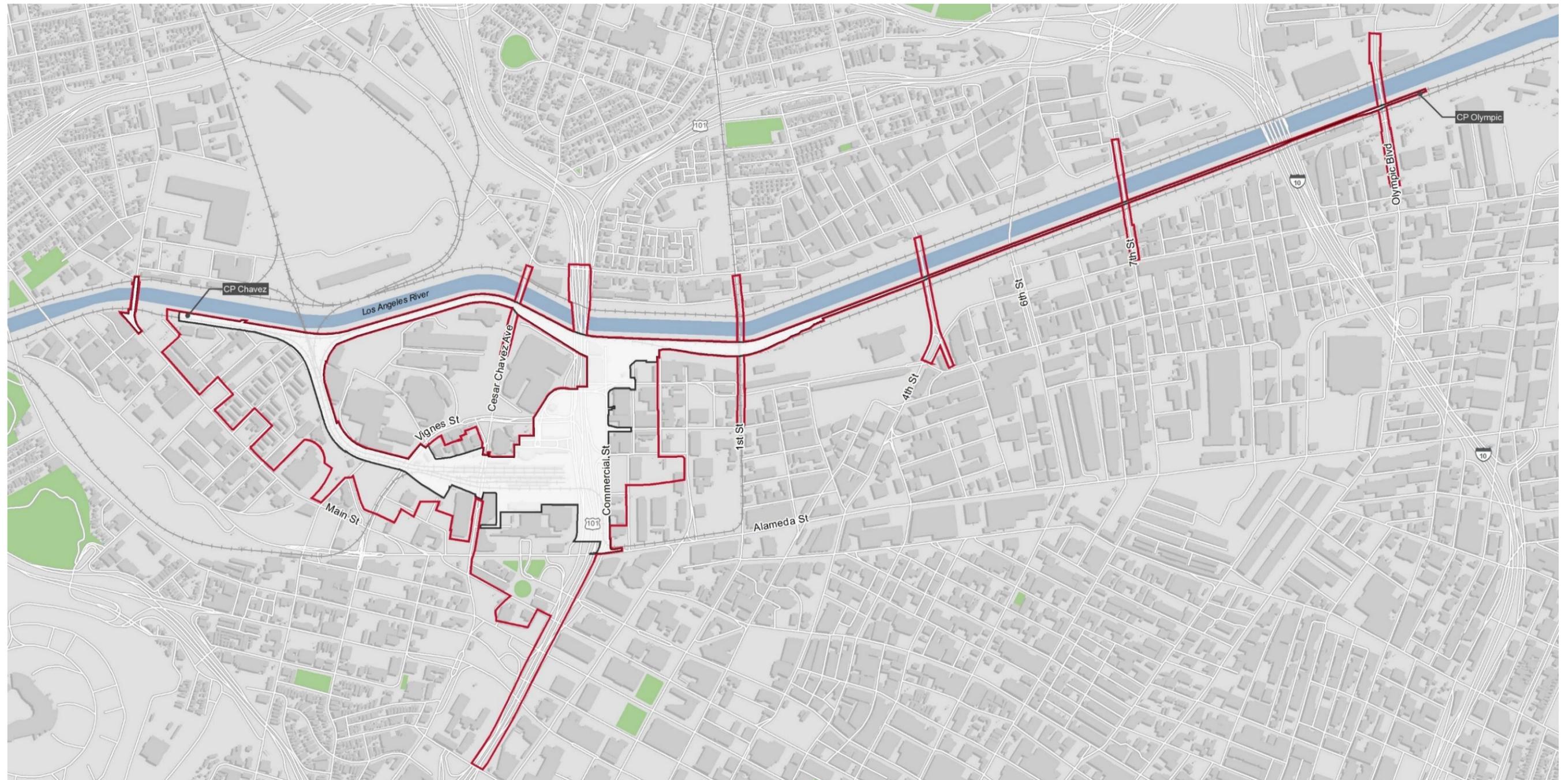
³ The Project Footprint and Area of Potential Effects for the Section 106 undertaking are non-contiguous and comprise a portion in the City of Los Angeles and a portion in the City of Vernon. The ADI and All coincide with the Project Footprint and Area of Potential Effects (Section 106 equivalent), respectively, and likewise comprise two portions. The portion in the City of Los Angeles corresponds to the Modified Proposed Project and is discussed in Section 7.5.3 of this SEIR. The portion in the City of Vernon corresponds to the Malabar Yard railroad improvements and is discussed in Section 7.6 of this SEIR.

excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. SHPO concurred with this determination in a letter dated May 2, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process and eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. Kelite Factory Plant No. 1 was not previously evaluated within the Final EIR or CEQA Addendum No. 1; therefore, potential impacts on this eligible historical resource are evaluated within this SEIR.

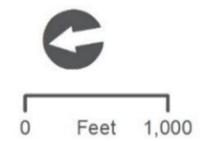
Additionally, minor technical revisions to one existing archaeological site have been made since preparation of the Final EIR and CEQA Addendum No. 1 and are summarized below:

- **Archaeological Site CA-LAN-1575/H.** Archaeological Site CA-LAN-1575/H is a multicomponent, NRHP/CRHR-eligible archaeological site that was evaluated in support of the Final EIR (2019). CA-LAN-1575/H is situated throughout the entire ADI in the vicinity of LAUS. A portion of the archaeological site extends within Caltrans ROW and is considered a state-owned historical resource pursuant to Public Resource Code (PRC) §5024(f). Recent cultural resource investigations undertaken for local Metro projects between 2017 and 2021 identified a total of 46 additional archaeological features and human interments in the area immediately east and southeast of LAUS. Of these, 33 features were recommended to contribute to the significance of CA-LAN-1575/H. The boundaries of CA-LAN-1575/H have been extended to encompass the new features.

Figure 7-3. Area of Direct Impacts and Area of Indirect Impacts for the Modified Proposed Project



LEGEND
[Black Outline] Area of Direct Impacts
[Red Outline] Area of Indirect Impacts



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4. Noise Model Calculation Assumptions (Minor Technical Adjustment)

During updates to the SoundPLAN noise model (version 8.2) to address potential for noise impacts on Care First Village, a manual confirmation of each noise model calculation assumption was conducted. During the confirmation process, it was discovered that one noise model calculation (Ldn for nighttime noise) did not appropriately account for the nighttime noise penalty. This resulted in higher noise levels being previously disclosed in the Final EIR and a greater number of sensitive receptors reported as severely or moderately impacted than would actually occur once the nighttime noise penalty was applied. Minor technical adjustments to the noise model calculations for Ldn for nighttime noise were made, which resulted in a slight modification to the range of noise levels for each of the sensitive receptors and an overall reduction to the number of previously reported severe and moderate impacts. With implementation of the minor technical adjustment, the same receptors are affected by severe and moderate noise impacts (William Mead Homes and Mozaic Apartments, and now Care First Village), although to a lesser degree than previously reported in the Final EIR. This minor technical adjustment is acknowledged in Section 7.5.5 of this SEIR.

5. Revised Mitigation Monitoring Reporting Program (Minor Updates and Refinements)

Minor updates and refinements to mitigation measures identified in the Revised MMRP adopted with CEQA Addendum No. 1 (October 2021) were made during preparation of the Draft and Final SEIR. The minor updates or refinements to the MMRP were made during the preparation of the Draft and Final SEIR to 1) address the changed circumstances considered in this SEIR; 2) clarify the implementation approach and responsibilities; and 3) cite new policies/regulations applicable to the mitigation. The Revised MMRP includes one new measure resulting from the project change at BNSF West Bank Yard and associated impacts on freight operations (Mitigation Measure TR-3), 26 new mitigation measures for the Malabar Yard railroad improvements in the City of Vernon, as well as twelve new OMMs incorporated into the Final SEIR. Minor technical edits were also made to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation.

A summary of the updates and refinements are as follows:

- TR-1 – Updates to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction Traffic Management Plan (TMP) and provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions.
- TR-2 – As part of CEQA Addendum No. 1, Mitigation Measure TR-2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR-3 was renumbered to TR-2 and minor refinements were made to language.
- TR-3 – New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.

- AES-1 – Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village.
- AES-3 – Updates to incorporate references to Metro Rail Design Criteria, SCRRRA Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards.
- AQ-1 – Minor refinement to text regarding monthly updates to the comprehensive inventory list.
- AQ-3 – Minor refinements to clarify language.
- NV-1 – Updates to include a sound wall at Care First Village.
- NV-2 and NV-3 – Minor refinements to text for clarification and updates to include Care First Village and Metro Gateway Childhood Development Center (NV-2 only).
- BIO-1 – Minor refinements to text regarding qualified biologists.
- BIO-2 – Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements.
- BIO-3 – Minor refinements to text regarding the City of Los Angeles Protected Tree and Shrub Regulation.
- HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5, HWQ-7 – Minor refinements to text for grammar, clarification, and to reflect updates to permits.
- HAZ-1, HAZ-2, HAZ-3, HAZ-5 – Minor refinements to text for grammar and clarification.
- HAZ-4, HAZ-6, and HAZ-8 – Minor refinements to reflect to address site specific instances and/or clarify how the measure shall be implemented.
- HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 (now consolidated as CUL-1 and CUL-2) – Previous cultural resources mitigation measures were identified with “HIST” naming convention. To align with subsequent treatment plans for archaeology and built environment resources, all provisions of HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 were consolidated within the new mitigation measures CUL-1 and CUL-2. HIST-2 was removed because it was determined no significant impact to William Mead Homes would occur and Mitigation Measure AES-1 still remains applicable.
- PAL-1 – Minor refinements to text regarding excavation depths and removal of pile driving exception language.
- PAL-2 and PAL-3 – Minor refinements to text to clarify language in each mitigation measure.

A summary of new mitigation measures and OMMs is below.

- OMM AQ-4 – One new measure added for construction air quality monitoring plan specific to William Mead Homes.

- MY TR-1 through MY TR-6, MY AQ-1, MY AQ-2, MY BIO-1, MY BIO-2, MY HWQ-1 through MY HWQ-5, MY GEO-1, MY HAZ-1 through MY HAZ-6, MY CUL-1, MY PAL-1 through MY PAL-3 – 26 new mitigation measures to reduce impacts associated with Malabar Yard railroad improvements.
- OMM MY SS-1 through MY SS-3, MY NV-1, MY NV-2, MY TR-7 through MY TR-12 – 11 new measures added to offset effects of the Malabar Yard railroad improvements.

After the close of the Draft SEIR public comment period, minor updates and refinements to mitigation measures were made, along with other minor technical edits to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation. A summary of the updates and refinements are as follows:

- Mitigation Measure TR-1
 - Revised Mitigation Measure TR-1 to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction TMP.
- Mitigation Measure TR-3
 - Revised Mitigation Measure TR-3 implementation timeframe to align with the timeframe before elimination of tracks at the West Bank Yard.
- Mitigation Measure AES-1
 - Revised Mitigation Measure AES-1 to state Metro’s responsibility of future on-going maintenance of the proposed retaining wall/soundwall.
- Mitigation Measure NV-1
 - Revised Mitigation Measure NV-1 to specify timing of construction of the proposed retaining wall/sound wall to be prior to any construction activities, including demolition.
- Malabar Yard Mitigation Measure BIO-2
 - Revised Malabar Yard Mitigation Measure BIO-2 to remove all mentions of the City of Vernon Tree Protection Bylaw and replace with City of Vernon Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees).
- Malabar Yard Mitigation Measure TR-1
 - Revised Malabar Yard Mitigation Measure TR-1 to include Los Angeles Union School District to the list of entities to coordinate with regarding the Construction TMP, remove the City of Vernon as a responsible party, clarifying the city will not provide mitigation for the Malabar Yard railroad improvements, and add “the contractor” as an option responsible for notifying City of Vernon business days in advance of street closures, detours, or temporary lane reductions.

6. Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)

After the close of the 45-day public comment period, a discrepancy in the traffic volume figures used to support the carbon monoxide (CO) hot-spot analysis and the traffic volume figures used to support the traffic impact analysis was identified.

The 2019 Final EIR Carbon Monoxide Screening Analysis was based on the 2031 and 2040 traffic volume figures to establish the conclusion that air quality would not significantly worsen; therefore, a re-assessment was performed on February 6, 2025 using the corrected traffic volume figures to verify the conclusions are still accurate for the 2031 and 2040 scenarios (by assessing the difference in traffic volumes between No Build and with Project).

CO Hot-Spot Analysis Traffic Volume Figures - During the re-assessment, it was determined that two of the four traffic volume figures that supported the Final EIR CO screening analysis were incorrectly appended to the 2019 *Final EIR Appendix H – Link US Air Quality and Health Risk Assessment Report – Appendix F, Carbon Monoxide Hot-Spot Analysis*. The figures to support the current CO hot-spot analysis were revised and replaced as summarized below:

- Figure 7-3 (2040 No Project Peak Hour Traffic Volumes) had a minor revision to Intersection #110 where there was a typo on the southbound AM Peak traffic volume along N Alameda St.
- Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-32 (2040 plus Project - Peak Hour Traffic Volumes) from the 2019 *Final EIR Appendix E – Link US Traffic Impact Assessment* – there was no change to traffic counts or volumes since the Final EIR was certified.

The Final SEIR cites supporting documentation with corrected figures to support the current CO hot-spot analysis conclusions in the Final SEIR.

Traffic Impact Analysis Traffic Volume Figures - During the re-assessment, it was determined that one of the traffic volume figures was incorrectly included in the *Link US Traffic Impact Assessment* that was circulated for public review with the Draft SEIR. After the close of the public comment period, the *Link US Traffic Impact Assessment*, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes) was replaced to match Figure 7-31 (2031 plus Project - Peak Hour Traffic Volumes) from the 2019 Final EIR Appendix E – Link US Traffic Impact Assessment – there was no change to traffic counts or volumes since the Final EIR was certified.

CO Hot-Spot Analysis Re-Assessment – Utilizing the appropriate traffic volume figures for 2031 and 2040, Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes and Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) identified in the revised *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation*, a manual confirmation of the traffic volume increase from the no-build scenario was conducted. The revisions to the traffic volume figures discussed above resulted in changes to the CO

screening analysis as the incorrect values were originally depicted. Upon completion of this reanalysis, the conclusion that the Project would not result in a CO hot-spot did not change. This minor technical adjustment is acknowledged in Section 7.5.2 of this Supplemental EIR and Appendix E: Carbon Monoxide Screening Analysis Supporting Documentation of the revised *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*.

7. Refinements to the Modified Proposed Project

The Draft SEIR was distributed and made available for a 45-day public comment period from June 21, 2024, through August 9, 2024, pursuant to CEQA Guidelines Section 15105. Based on public comments received during the 45-day public comment period related to historic preservation, comments from the SHPO and consulting parties as part of the Section 106 process, and engineering design opportunities that would reduce cost and avoid and reduce the magnitude and intensity of Project-related environmental effects as compared to the Modified Proposed Project considered in the Draft SEIR, refinements to the Modified Proposed Project were made and considered in the Final SEIR.

The design modifications/reductions associated with the refinements to the Modified Proposed Project are summarized below and shown in Figure 7-4.

- ***Retaining the existing Vignes Street Bridge instead of Replacing it*** – The refinements to the Modified Proposed Project would not require replacement of the Vignes Street Bridge because a run-through track alignment with 8 total run-through tracks requires a reduced raise of the railyard; however, space for a future sixth lead track in the throat area would be maintained. In conjunction with the removal of Garden Tracks the throat tracks supported by the Vignes Street Bridge would be configured to accommodate space for one new lead track over the existing bridge. South of the Vignes Street Bridge, the westernmost lead tracks through the throat area would be raised to tie into the raised platforms and associated Tracks 3 through 10 at the LAUS Rail Yard.
- ***Fewer Raised Platforms and Reduced Extent of Elevated Rail Yard*** – The refinements to the Modified Proposed Project would include an elevated rail yard; however, only four platforms would be raised nine feet to twelve feet higher than the existing condition, instead of six platforms raised to 15 feet as previously proposed. Platforms 2 through 5 and eight corresponding platform tracks (Tracks 3 to 10) would be raised. The reduced extent of the elevated railyard would still allow for the connecting run-through track viaduct to meet vertical clearance requirements for the El Monte Busway and US-101 (16.5 feet minimum vertical clearance per Caltrans standards). The platform and track allocation would include Platforms 2 and 5 allocated for SCRRA and Amtrak for regional/intercity rail trains and Platforms 3 and 4 (and Tracks 5 through 8) would be allocated to CHSRA for HSR trains. Platforms 3 and 4 would be constructed to meet level-boarding requirements. Platforms 6 and 7 would remain at existing grade with stub-end tracks and would continue to be allocated for SCRRA and Amtrak long distance trains.

The reduced extent of the elevated rail yard also decreases the length required for the elevated rail yard. As discussed above, lead tracks through the throat area would begin south of the Vignes Street Bridge thereby allowing for the existing Vignes Street Bridge to remain in place.

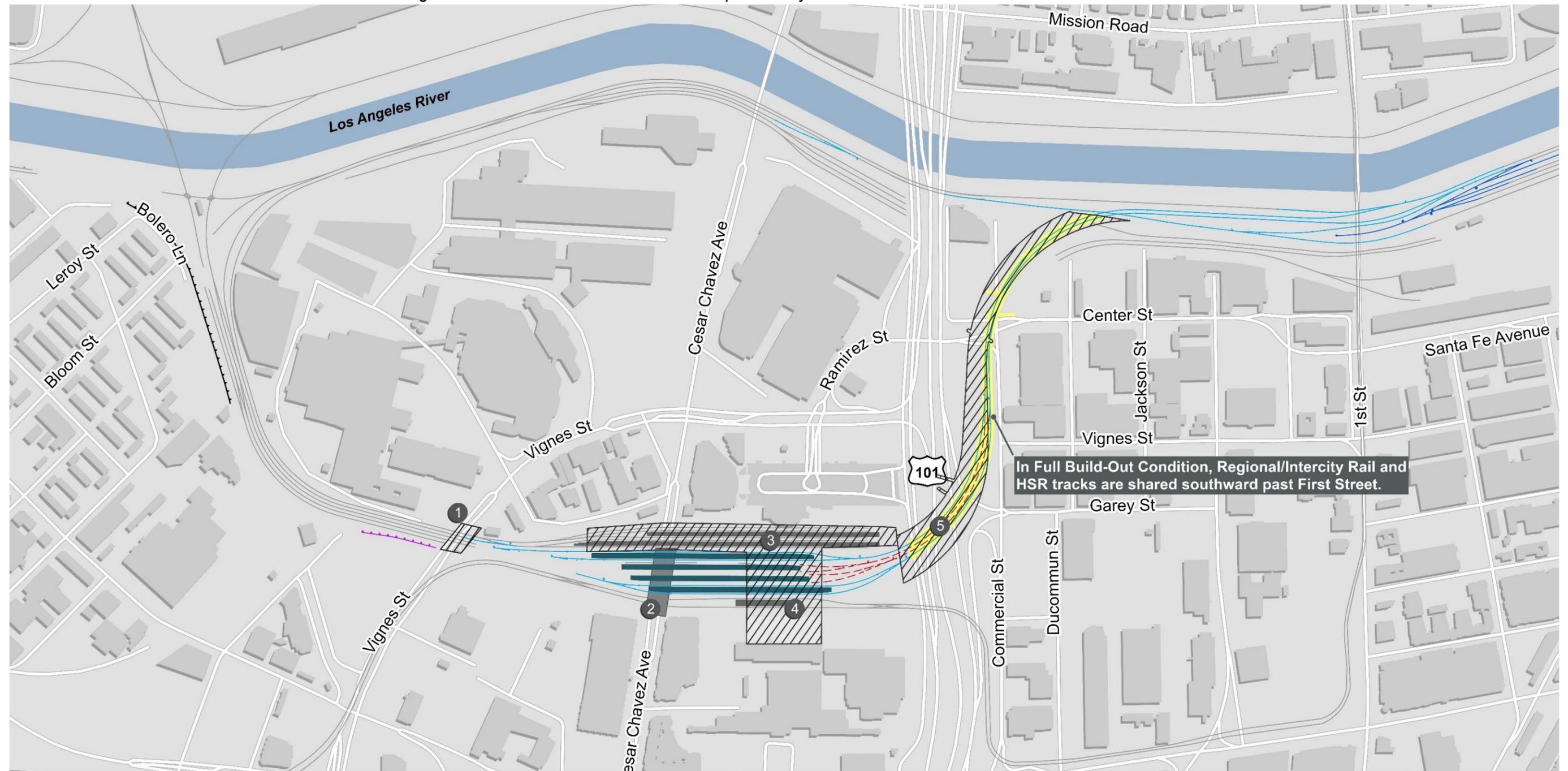
- **Partial Reconstruction of Cesar Chavez Avenue Bridge** – The refinements to the Modified Proposed Project would include partial reconstruction of the portion of the existing railroad bridge over Cesar Chavez Avenue, instead of a full reconstruction as previously proposed. As the rail yard would only be partially elevated, only the western portion of the bridge that would support the four new platforms is required to be reconstructed.
- **Reduced Extent of Concourse-Related Improvements** – The refinements to the Modified Proposed Project would include several reductions to the extent of concourse-related improvements, as summarized below.
 - **Removal of West Plaza and West Plaza Canopy** – The West Plaza, as well as modifications to the baggage handling operations and ticketing services within the Amtrak building, would be removed as part of the refinements to the Modified Proposed Project. No modifications to the exterior loading dock or parking area outside of the Amtrak building would be required.
 - **Reduced Width of Expanded Passageway** – The width of the expanded passageway would be 100-foot-wide instead of 140-foot-wide, as previously proposed.
 - **Reduced Canopy Coverage and Change in Type** – Removal of the West Plaza would no longer require canopy coverage for this area. Individual canopies would extend up to 25 feet above the 4 new platforms. Rail Yard Canopy Design Option 2 (Grand Canopy over Rail Yard) is not feasible to be implemented in conjunction with the Modified Proposed Project because all platforms would be required to be raised to support a Grand Canopy. Furthermore, the Grand Canopy was planned to connect to the West Plaza Canopy, which was also removed from the Modified Proposed Project.
- **Fewer Run-Through Tracks on Single Aerial Viaduct from LAUS to West Bank of Los Angeles River** – The Modified Proposed Project considered in the Draft SEIR included 10 run-through tracks for regional/intercity trains and HSR trains and the refinements to the Modified Proposed Project would include 8 run-through tracks for regional/intercity trains and HSR trains. A single aerial viaduct would support the run-through tracks instead of a combination of viaducts and retained fill embankments, as previously proposed. The single aerial viaduct would extend from LAUS, over US-101, north Commercial Street, over Center Street, and over the lowered Amtrak lead track before transitioning to a retained fill section at the BNSF West Bank Yard. With fewer run-through tracks, the corresponding width of the portion of the viaduct over US-101 has been substantially reduced from 205-foot-wide as previously proposed to 75-foot-wide as currently proposed.

South of the elevated platforms at LAUS, the 8 run-through tracks would converge to 4 run-through tracks on the portion of the viaduct that extends over US-101. The run-through tracks would converge again to 2 run-through tracks on the portion of the viaduct west of Center Street.

The refinements to the Modified Proposed Project would still accommodate 4 run-through tracks for HSR trains that would be available for northbound/southbound bidirectional CHSRA operations at LAUS. Similarly, 4 run-through tracks for regional/intercity trains would accommodate northbound/southbound bidirectional operations.

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Figure 7-4. Refinements to the Modified Proposed Project – Overview of Modifications and Refinements



LEGEND

Regional/Intercity Rail Track	Platform to Remain - No Change to Existing Condition	1 Retaining the Existing Vignes Street Bridge	4 Reduced Extent of Concourse-Related Improvements - Removal of West Plaza and West Plaza Canopy - Reduced Width of Expanded Passageway - Reduced Canopy Coverage and Change in Type
High-Speed Rail Track	Project Component Removed or Modified from Draft SEIR Modified Proposed Project	2 Partial Reconstruction of Cesar Chavez Avenue Bridge	5 Fewer Run-Through Tracks on Single Aerial Viaduct from LAUS to West Bank of Los Angeles River
Dedicated BNSF Lead Tracks	Sound Wall	3 Fewer Raised Platforms and Reduced Extent of Elevated Rail Yard	
Retaining Wall/Sound Wall	Partial Bridge Reconstruction		
Viaduct			
Platform to be Elevated			

0 Feet 500

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7.2 Modified Proposed Project – Detailed Description

7.2.1 Project Location

No changes to the location of the Modified Proposed Project are proposed as part of the changed circumstances. The changed circumstances are within the limits of the Final EIR Project footprint. Minor additions to the Project footprint along Commercial Street were also made to accommodate proposed utility improvements.

The Malabar Yard railroad improvements in the City of Vernon are proposed as mitigation to offset the loss of storage track capacity at the BNSF West Bank Yard. The CEQA evaluation of the Malabar Yard railroad improvements is presented in Section 7.6 (Table 7-31, with additional context discussed in the *Link US Environmental Evaluation of Malabar Yard Mitigation* .

The other changed circumstances addressed in this SEIR do not result in changes to the location of proposed infrastructure improvements.

7.2.2 Modified Proposed Project Considered in the Draft SEIR

The components of the Modified Proposed Project remain the same as the Final EIR Project (as described in Section 7.1.2 above), with exception of the following changes in Segment 3.

- **Segment 3: Run-Through Segment** – As previously mentioned above, the common rail infrastructure as part of the Final EIR Project did not extend over the Amtrak Bridge or along the west bank of the Los Angeles River (Figure 7-1). The Modified Proposed Project includes a common bridge over the Amtrak lead track, a common rail embankment along the west bank of the Los Angeles River (from the Amtrak Bridge to First Street), and dedicated lead tracks for Amtrak and BNSF freight trains. These Project components would result in permanent loss of approximately 5,500 feet of freight storage track capacity at the north end of the BNSF West Bank Yard (majority of lost capacity would occur north of 1st Street) (Figure 7-2).

7.2.3 Refinements to the Modified Proposed Project Considered in the Final SEIR

The key components associated with the Modified Proposed Project with refinements considered in the Final SEIR are summarized north to south below:

- **Segment 1: Throat Segment (lead tracks and throat track reconstruction)** – The Modified Proposed Project considered in the Final SEIR would include subgrade and structural improvements in Segment 1 of the Project study area (throat segment) to increase the elevation of the tracks south of the Vignes Steet Bridge leading to the rail yard. The Modified Proposed Project considered in the Final SEIR would include 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 trains (Metrolink/Amtrak) and operations for

HSR trains within a shared track alignment. Regional/intercity and HSR trains would share the lead tracks in the throat segment. A portion of the existing Cesar Chavez Avenue Bridge would be reconstructed; however, no modifications or replacement to the Vignes Street Bridge would be required. North of CP Chavez on the west bank of the Los Angeles River, the Modified Proposed Project considered in the Final SEIR includes safety improvements at the Main Street public at-grade railroad crossing (medians, restriping, signals, and pedestrian and vehicular gate systems) to facilitate future implementation of a quiet zone by the City of Los Angeles.

- **Segment 2: Concourse Segment (partially elevated rail yard and expanded passageway)** – The Modified Proposed Project considered in the Final SEIR includes a partially elevated rail yard, partially reconstructed Cesar Chavez Avenue Bridge, and expansion of the existing 28-foot-wide pedestrian passageway in Segment 2 of the Project study area (concourse segment). The rail yard would be elevated approximately nine to twelve feet. Four passenger platforms would be reconstructed on the partially elevated rail yard with associated VCEs (stairs, escalators, and elevators) to enhance safety elements and improve Americans with Disabilities Act (ADA) accessibility. Platform 1 would continue to serve the Gold Line, and Platforms 6 and 7 serving SCRRRA, Amtrak, and Amtrak long distance trains would continue to operate stub ended at present elevation. The pedestrian passageway would be expanded at the current grade to a 100-foot width to accommodate a substantial increase in passenger capacity with new functionally modern passenger amenities while providing points of safety to meet applicable California Building Code (CBC) and National Fire Protection Association 130 Standards for Fixed Guideway Transit Systems. The expanded passageway and associated concourse improvements would facilitate enhanced passenger circulation and 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 east of the elevated rail yard (East Plaza). Amtrak ticketing and baggage check-in services would be enhanced, and new baggage carousels would be constructed in a centralized location under the rail yard. New canopies that would extend 25 feet over each of the four new reconstructed platforms are proposed. New individual canopies would be similar in form to the existing butterfly canopies but sized to fit the widened and lengthened platforms.
- **Segment 3: Run-Through Segment (8 run-through tracks)** – The Modified Proposed Project considered in the Final SEIR includes 8 new run-through tracks on a single aerial viaduct south of LAUS in Segment 3 of the Project study area (run-through segment). The Modified Proposed Project considered in the Final SEIR includes common rail infrastructure from LAUS to the west bank of the Los Angeles River (vicinity of First Street Bridge) to support run-through tracks for both regional/intercity rail trains and HSR trains. At the BNSF West Bank Yard, dedicated lead tracks for Amtrak trains and BNSF trains, in combination with implementation of common rail infrastructure would result in permanent loss of freight rail storage track capacity at the north end of BNSF West Bank Yard (5,500 track feet).

The Modified Proposed Project considered in the Final SEIR would also require modifications to US-101 and local streets (including potential street closures and geometric modifications); improvements to railroad signal, positive train control, and communication systems; modifications to the main line tracks on the west bank of the Los Angeles River; lowering of the Amtrak lead track; addition of access roadways to the railroad right-of-way (ROW); land acquisitions; addition of utilities; utility relocations, replacements, and abandonments; and addition of drainage facilities/water quality improvements.

7.2.4 Project Implementation Approach

The infrastructure improvements considered in the interim condition and the full build-out condition correspond to the earliest timeframe when infrastructure could be constructed and operational. The infrastructure improvements addressed as part of the interim and full build-out condition for the Modified Proposed Project considered in the Final SEIR are described below.

Interim Condition (Phase A)

The interim condition (also referred to as Phase A) is when the run-through track infrastructure south of LAUS would be implemented, in addition to the associated signal modifications, property acquisitions, and civil/structural improvements to facilitate new run-through service. The interim condition does not include the one new lead track north of LAUS, or partially elevated rail yard and new concourse-related improvements at LAUS. The interim condition aligns with a construction completion date as early as 2026.

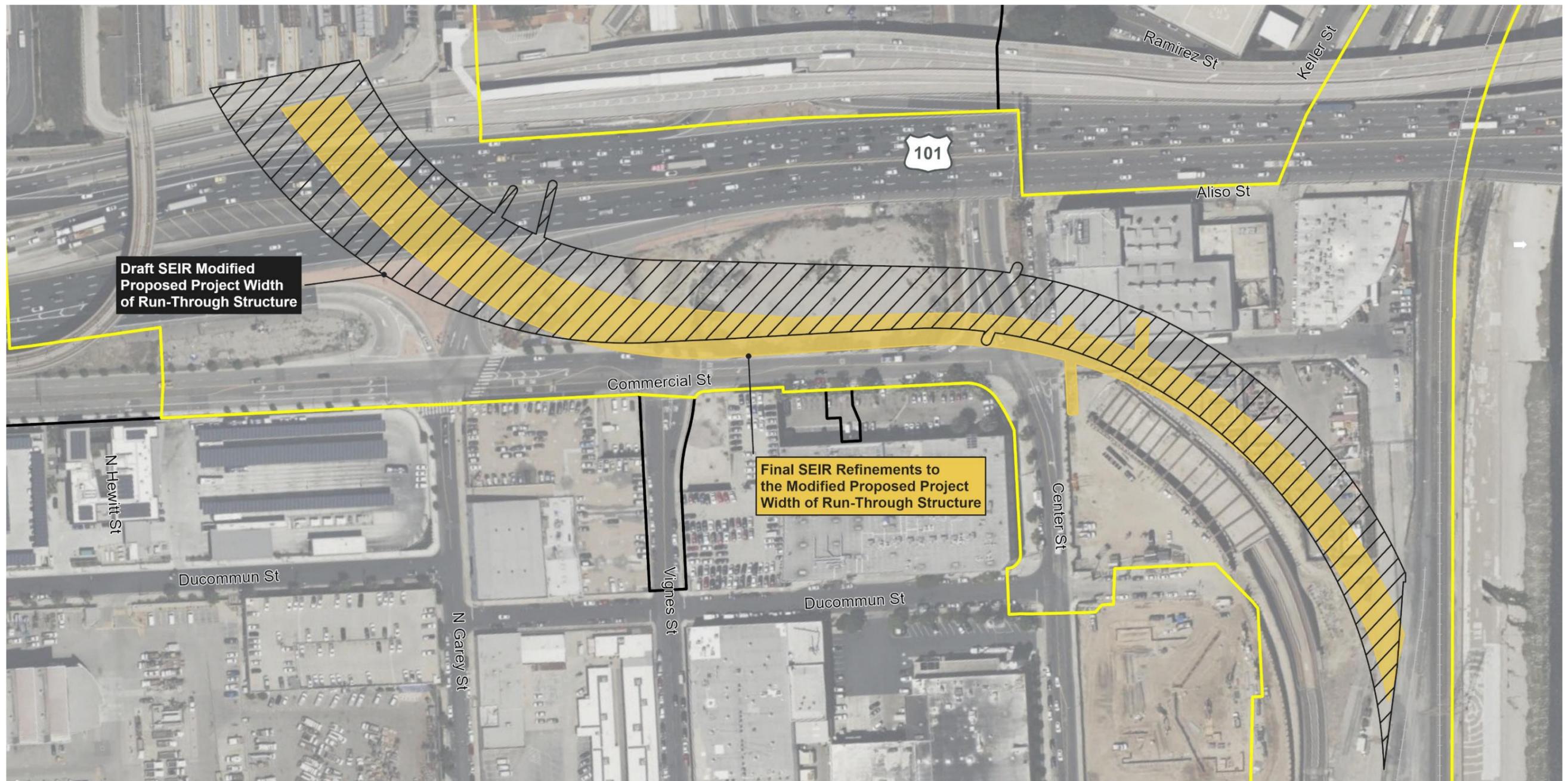
A summary of the proposed activities associated with the interim condition is provided below.

- Acquire properties south of LAUS within the Project footprint.
- Relocate utilities north and south of LAUS.
- Acquire a portion of the BNSF West Bank Yard (majority north of First Street) and remove 5,500 feet of existing storage tracks at BNSF West Bank Yard.
- Construct special track work and modify signal/communication infrastructure north of LAUS.
- Construct a run-through track ramp on the southern extent of Platform 3 at LAUS.
- Construct a common single aerial viaduct that would extend from LAUS, over US-101, north Commercial Street, over Center Street, and over the lowered Amtrak lead track before transitioning to a retained fill section at the BNSF West Bank Yard.
- Construct West Bank access road.
- Construct Division 20 vehicle turnaround area.
- Construct common rail embankment on the west bank of the Los Angeles River (from aerial viaduct to area north of First Street Bridge).
- Construct new dedicated lead tracks for BNSF freight trains and Amtrak trains.

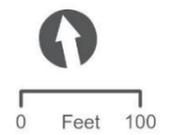
- Construct two initial run-through tracks from Platform 3 at LAUS to the main line tracks along the west bank of the Los Angeles River that would continue south past First Street.

Figure 7-5 below provides a depiction of the width of the proposed run-through structure for the Modified Proposed Project considered in the Draft SEIR in comparison to the width of the proposed run-through structure for the Modified Proposed Project considered in the Final SEIR.

Figure 7-5. Refinements to the Modified Proposed Project - Reduced Width of Run-Through Structure



- Link US Project Footprint (Final SEIR) Draft SEIR Modified Proposed Project Width of Run-Through Structure
- Permanent Impacts Final SEIR Refinements to the Modified Proposed Project Width of Run-Through Structure
- Temporary Impacts



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Full Build-Out Condition (Phase B)

The full build-out condition (also referred to as Phase B) is when a new lead track and the elevated throat north of LAUS, along with the partially elevated rail yard and concourse-related improvements at LAUS would be implemented. The full build-out condition aligns with a construction completion date as early as 2031.

A summary of the proposed activities associated with the full build-out condition is provided below.

- Reconstruct a portion of the throat tracks south of the Vignes Street Bridge to LAUS (special trackwork modifications at CP terminal and track bed modifications).
- Reconstruct a portion of the bridge over Cesar Chavez Avenue north of LAUS.
- Construct partially elevated rail yard, concourse-related improvements, and East Plaza at LAUS.
- Construct 8 run through tracks (on previously constructed single aerial viaduct south of LAUS) that would extend south of LAUS Platforms 2 through 5 and merge into a minimum of four tracks on the US-101 viaduct that would merge with the two run-through tracks (for both regional/intercity rail and HSR use) through to First Street that were previously constructed in the interim condition.

The full build out condition includes some construction elements for the planned HSR system including the common rail infrastructure and HSR tracks that would be located throughout the Link US Project limits, including improvements at LAUS. Operation of HSR trains would occur on two lead tracks north of LAUS, Platforms 3 and 4 and associated Tracks 5 through 8 at LAUS, and on HSR run through tracks supported by the single aerial viaduct and embankment along the Los Angeles River south of LAUS. Operation of the planned HSR system is or will be considered in CHSRA's environmental documentation for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections because additional infrastructure elements outside of the Link US Project limits are needed to analyze HSR operations.

7.3 Introduction to the Environmental Analysis

Six environmental topic areas require additional analysis due to the nature of the changed circumstances. The environmental topic areas addressed in this SEIR are as follows:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Cultural Resources
- Land Use and Planning
- Noise and Vibration
- Transportation

Depending on the environmental topic area being analyzed, certain changed circumstances would apply. Table 7-1 identifies which changed circumstance would apply to the environmental topic areas considered in this SEIR. The Malabar Yard railroad improvements and minor changes and refinements to the MMRP are addressed separately in Section 7.6 and 7.7, respectively

because all CEQA environmental topic areas are addressed for the Malabar Yard mitigation, and the minor changes and refinements to the MMRP address multiple environmental topic areas, including the six topic areas described above. Similarly, the refinements to the Modified Proposed Project are addressed separately in Section 7.8 because all CEQA environmental topic areas are considered.

Table 7-1. Environmental Topic Areas and Changed Circumstances^a

Environmental Topic Area	BNSF West Bank Yard (Modified Proposed Project)	Care First Village	Kelite Factory Plant No. 1 and Archaeological Site CA-LAN-1575/H	Noise Model Minor Technical Adjustment	Air Quality Carbon Monoxide Screening Analysis (Minor Technical Adjustment)
Aesthetics		X			
Air Quality and Greenhouse Gas Emissions	X	X			X
Cultural Resources			X		
Land Use and Planning	X	X			
Noise and Vibration		X		X	
Transportation	X				

Notes:

^a A full CEQA-level evaluation of the Malabar Yard railroad improvements are addressed in Section 7.6 of this SEIR. Minor updates and refinements to the MMRP are addressed in Section 7.7 of this SEIR. Refinements to the Modified Proposed Project are addressed in Section 7.8 of this SEIR. CEQA=California Environmental Quality Act; MMRP=mitigation monitoring and reporting program; SEIR=Supplemental Environmental Impact Report

7.4 Environmental Topic Areas Adequately Addressed in the 2019 Final EIR and CEQA Addendum No. 1

All of the potential impacts within the following thirteen environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines would not be significantly affected by the identified changed circumstances as compared to the Final EIR and CEQA Addendum No. 1; and therefore, are not discussed in detail in this Draft SEIR. Those environmental topic areas include:

- Agriculture and Forestry Resources
- Biological Resources
- Population and Housing
- Public Services

- Energy
- Geology and Soils (including Paleontological Resources)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Only two of the identified changed circumstances (BNSF West Bank Yard and refinements to Modified Proposed Project) would result in a physical change to proposed infrastructure within the Project footprint, and the same mitigation measures as revised per this Final SEIR would be applied as appropriate. With implementation of the resource-specific mitigation measures identified in the Final EIR (as updated in CEQA Addendum No. 1) and this SEIR, impacts associated with all environmental topic areas would remain the same as those previously identified. Therefore, none of the identified changed circumstances would change the conclusions in the Final EIR and CEQA Addendum No. 1 for these environmental topic areas. As such, the Final EIR and CEQA Addendum No. 1 adequately address potential impacts on these environmental topic areas considered under CEQA and no further evaluation is required in this SEIR.

7.5 Supplemental EIR Environmental Evaluation

This chapter consists of six subsections for each of the environmental topic areas considered in this SEIR (i.e., aesthetics, air quality and GHGs, cultural resources, land use and planning, noise and vibration, and transportation). The environmental thresholds outlined in Appendix G of the 2023 State CEQA Guidelines (CCR Title 14, Chapter 3, Sections 15000-15397) are used to evaluate the potential environmental impacts of the identified changed circumstances. Consistent with the Final EIR, the SEIR environmental evaluation uses the following terminology to denote the significance of environmental impacts of the changed circumstances:

- No Impact
- Less than Significant Impact
- Significant Impact
- Unavoidable Significant Impact

7.5.1 Aesthetics

This section includes an evaluation of potential impacts related to aesthetics as a result of the changed circumstances considered in the SEIR; specifically related to the presence of Care First Village within the Project study area. Refinements to the Modified Proposed Project are addressed in Section 7.8.

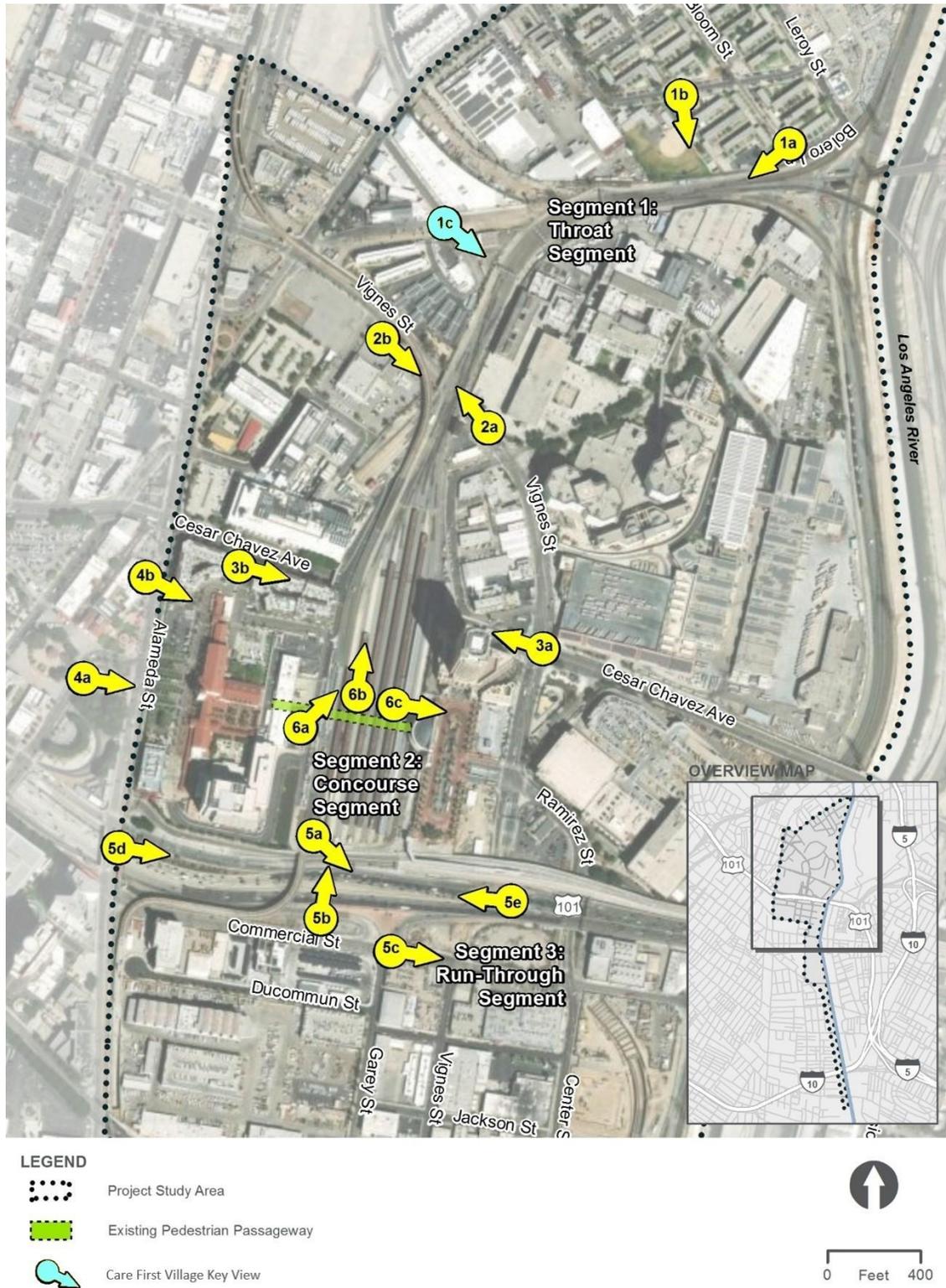
Regulatory Framework

The regulatory framework, which includes applicable state and local laws, regulations, and plans relative to aesthetics, are listed in Table 3.4-1 of the Final EIR (Section 3.4, Aesthetics). The regulatory framework for aesthetics is the same as presented in the Final EIR.

Environmental Setting

The physical environmental setting of the Project study area as described in the Final EIR has slightly changed with the addition of Care First Village that was constructed adjacent to the railroad ROW north of LAUS in October 2021. Aside from this new transitional housing facility located in Segment 1 of the Project study area, there are no other changes to the environmental setting considered in the Final EIR. Care First Village includes new residential viewers in the Project study area that were not previously considered. To support this supplemental evaluation, a new key view (Key View 1c) within Visual Assessment Unit #1 was considered to analyze the potential for impacts related to aesthetics at Care First Village (Figure 7-6).

Figure 7-6. Key View Considered for CareFirst Village



Source: Link US Visual Impact Assessment

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Key views within Visual Assessment Unit #1 were chosen to illustrate future views of the track and structural improvements within Segment 1: Throat Segment of the Project study area that residents would experience north of LAUS. As shown in Figure 7-7, Key View 1c is a view from the Care First Village looking southeast from East College Street towards the railroad ROW.

*Figure 7-7. Key View #1c – Care First Village Transitional Housing
(view looking southeast from East College Avenue toward railroad right-of-way)*



Based on the urbanized environment, heavy presence of surrounding transportation infrastructure including the railroad ROW and adjacent local roadways and overhead utility infrastructure, the existing visual quality of Visual Assessment Unit #1 is rated as moderately low.

Summary of Prior Analysis

To provide a basis for the SEIR evaluation, Table 7-2 summarizes the impacts, relevant mitigation measures, and CEQA environmental determinations before and after implementation of mitigation as reflected in the Final EIR. CEQA Addendum No. 1 did not result in any changes to the prior analysis disclosed in the Final EIR.

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Table 7-2. Summary of Final EIR Impacts and Proposed Mitigation Measures – Aesthetics^a

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 3.4-C: Substantially degrade the existing visual character or quality of the site or its surroundings.</p> <p><i>Construction</i></p> <p>Construction of the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings.</p> <p><i>Operations</i></p> <p>The proposed project would present new linear infrastructure elements that would be a dominant feature substantially larger than any of the current surroundings within the William Mead Homes residential community.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Operations</i></p> <p>AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound wall in Segment1 shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining wall/sound wall to minimize the dominance and scale of the retaining wall/sound wall.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>Threshold 3.4-D: Create a new source of light or glare that would adversely affect day or nighttime views in the area.</p> <p><i>Construction</i></p> <p>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.</p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operation</i></p> <p>Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-2. Summary of Final EIR Impacts and Proposed Mitigation Measures – Aesthetics^a

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p><i>Operations</i></p> <p>On each of the seven elevated platforms, new lighting would be incorporated into the design for safety purposes, which may result in added light for some of the units in the Mozaic Apartments, if not properly designed and installed. The new platform canopies also have the potential to result in additional daytime glare.</p>		<p><i>Operations</i></p> <p>AES-3 Screen Direct Lighting and Glare: During final design, all new or replacement lighting shall comply with maximum allowable CALGreen glare ratings (California Building Standards Code 2013–Title 24, Part 11) and shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.</p> <p>NV-1 Construct Sound Wall: Prior to reaching the forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains), Metro shall construct a sound wall up to 22 feet in height to reduce operational noise impacts at William Mead Homes. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4pounds per square foot. Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.</p>	

Notes:

^a *Thresholds A and B related to scenic vistas and resources and scenic highways were determined to be inapplicable to the actions associated with the project. EIR=environmental impact report; HACLA=Housing Authority of the City of Los Angeles; LAUS=Los Angeles Union Station*

Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to aesthetics if they were to:

- a) Have a substantial adverse effect on a scenic vista,
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic resources within a state scenic highway,
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). If in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality, or
- d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

For this supplemental analysis, as discussed in Section 7.3 (Table 7-1), the focus of the aesthetics analysis in this SEIR is the addition of Care First Village. Other changed circumstances would not change the previous environmental evaluation or CEQA determinations in Section 3.4, Aesthetics of the Final EIR. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Environmental Analysis

THRESHOLD 7.5.1-A	Have a substantial adverse effect on a scenic vista
THRESHOLD 7.5.1-B	Substantially damage scenic resources, including, not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Direct and Indirect Impacts – Construction and Operation

The Final EIR Project was not located within any scenic vistas or state-designated scenic highways. Care First Village is located within the same Project study area as the Project analyzed in the Final EIR and is not located within any scenic vista or state designated scenic highway. Although there is a minor change to the environmental setting with the presence of Care First Village, there would be no impacts on scenic vistas or state designated scenic highways associated with the identified changed circumstances.

THRESHOLD 7.5.1-C	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). If in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality
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Direct Impacts – Construction

In the interim condition, no construction activities would occur within Visual Assessment Unit #1. In the full build-out condition, construction of new lead tracks, the elevated throat and rail yard, and concourse-related improvements would occur within Project study area. During these construction activities, construction vehicles, equipment, and machinery use would be visible to residential viewer groups within Visual Assessment Unit #1. However, visual changes as a result of construction activities are a common and accepted feature of the urban environment and would be temporary in duration.

The Final EIR addressed visual impacts associated with construction activities and concluded that a less than significant impact to existing visual character would occur within Visual Assessment Unit #1. Although Care First Village is newly operational within Visual Assessment Unit #1 since the adoption of the Final EIR, Care First Village would experience the same type of temporary visual changes associated with construction activities as those identified for other existing residential receptors in Visual Assessment Unit #1 (e.g., William Mead Homes). Therefore, construction activities would not contribute to a substantial change in overall visual quality and character in Visual Assessment Unit #1 evaluated for residential viewer groups at Care First Village. Impacts would be less than significant.

Direct Impacts – Operations

The Final EIR addressed visual impacts associated with the introduction of new linear infrastructure elements to the visual landscape within Visual Assessment Unit #1. Specifically, the Final EIR identified that the proposed retaining/sound walls needed within Visual Assessment Unit #1 would result in visual changes related to form (visual mass and shape), dominance (position, size, or contrast), and scale (apparent size as it relates to the surroundings) to existing residential receptors (e.g., William Mead Homes). Impacts were considered to be significant because the retaining/sound walls would present new linear infrastructure elements that would be a dominant visual feature substantially larger than any of the current surroundings within the vicinity of the William Mead Homes residential community. The inclusion of Mitigation Measure AES-1, which required the integration of aesthetic treatments into the design of the retaining/sound walls to minimize the dominance and scale of the retaining/sound walls, resulted in impacts being reduced to a level less than significant for existing residential receptors within Visual Assessment Unit #1.

Although Care First Village is newly operational within Visual Assessment Unit #1 since the adoption of the Final EIR, Care First Village would experience the same type of permanent visual changes associated with the new linear infrastructure elements (e.g., elevated throat tracks and retaining/sound walls) as those identified for other existing residential receptors in Visual Assessment Unit #1 (e.g., William Mead Homes). Specifically, direct visual impacts to Key View #1c would be considered a significant impact because the proposed retaining/sound walls would present new linear infrastructure elements that would be a dominant visual feature substantially larger than any of the current surroundings within the vicinity of the Care First Village residential community.

The construction of a sound wall (mitigation proposed for long term operational noise as described in Section 7.5.5) on top of the retaining wall at Care First Village would further contribute to the form, dominance, and scale of Key View #1c because a higher wall would be constructed alongside Care First Village, resulting in a moderately high change to visual quality.

Mitigation Measure AES-1, which was previously identified in the Final EIR and adopted and incorporated into the Final EIR MMRP, would be modified to address the visual quality and aesthetic impacts identified for Care First Village. Similar to other existing residential receptors within Visual Assessment Unit #1 (e.g., William Mead Homes), Mitigation Measure AES-1 would require the provision of aesthetic treatments for the retaining/sound wall at Care First Village. Similar to the conclusions identified in the Final EIR, implementation of Mitigation Measure AES-1 would minimize the dominance and scale of the retaining/sound wall at Care First Village resulting in impacts being reduced to a level less than significant.

Indirect Impacts

No indirect impacts for changes in visual character were identified for existing residential receptors within Visual Assessment Unit #1 in the Final EIR as all visual impacts are considered to be direct. Similar to what was identified for other existing residential receptors within Visual Assessment Unit #1, no indirect impacts associated with changes in visual character are identified for Care First Village.

THRESHOLD 7.5.1-D	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area
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Direct Impacts – Construction

The Final EIR addressed temporary lighting impacts associated with nighttime construction activities at existing residential receptors throughout the Project study area. The Final EIR analysis determined that the use of construction lighting during nighttime hours would not change the visual character of the area or degrade the visual quality because lighting would only be temporary and placed in select locations where work is occurring. In addition, temporary construction lighting would occur in an urban area that already has multiple sources and types of lighting typically associated with a large, metropolitan city. However, the Final EIR identified that nearby residences in proximity to the construction work zone would be exposed to higher levels of lighting for a temporary duration throughout project construction, resulting in a potential significant impact.

The Final EIR identified Mitigation Measure AES-2, which required the minimization of nighttime construction activities near residential areas and the screening of construction lighting away from residential areas. Mitigation Measure AES-2 was determined to reduce impacts on existing residential receptors to a level less than significant.

Although Care First Village is newly operational within the Project study area since the adoption of the Final EIR, Care First Village would experience the same type of potential lighting impacts

associated with nighttime construction activities as those identified for other existing residential receptors in the area (e.g., William Mead Homes and Mozaic Apartments).

Mitigation Measure AES-2, which was previously identified in the Final EIR and adopted and incorporated into the Final EIR MMRP, would also be implemented to address the nighttime construction lighting impacts identified for Care First Village. Similar to what was originally identified in the Final EIR, Mitigation Measure AES-2 would minimize nighttime construction lighting impacts to a level less than significant.

Direct Impacts – Operations

The Final EIR analysis determined that implementation of the Project would result in an increased number of trains and signals in the throat segment of the Project study area, which would result in an increase in lighting as trains move through Visual Assessment Unit #1. However, Visual Assessment Unit #1 is within a heavily developed urban area and the additional lighting within an existing railroad ROW is not anticipated to significantly impact residents in the area. In addition, some lighting generated by train movements through the area may be blocked by the proposed retaining/sound wall within Visual Assessment Unit #1. Based on these factors, the Final EIR concluded that a less than significant impact associated with operational lighting impacts on residential receptors would occur within Visual Assessment Unit #1.

Although Care First Village is newly operational within Visual Assessment Unit #1 since the adoption of the Final EIR, Care First Village would experience the same type of lighting changes associated with operational activities as those identified for other existing residential receptors in Visual Assessment Unit #1. Therefore, operational activities would not contribute to a substantial change in lighting conditions for residential viewer groups at Care First Village in Visual Assessment Unit #1. Impacts would be less than significant.

Indirect Impacts

No indirect impacts associated with lighting or glare were identified for existing residential receptors within the Project study area in the Final EIR as all lighting and glare impacts are considered to be direct. Similar to what was identified for other existing residential receptors within the Project study area, no indirect impacts associated with lighting or glare are identified for Care First Village. No impact would occur.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Guidelines Appendix G Environmental Checklist questions for aesthetics, and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-3 provides a summary of the CEQA significance conclusions for aesthetics; the proposed or modified mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation measures are applied.

Table 7-3. Supplemental EIR CEQA Determination Summary – Aesthetics

Potential Environmental Impact	Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.1-A: Have a substantial adverse effect on a scenic vista.</p> <p>Threshold 7.5.1-B: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p> <p><i>Construction, Operations, and Indirect</i></p> <p>Although there is a minor change to the environmental setting with the presence of Care First Village, there would be no impacts on scenic vistas or state designated scenic highways associated with the identified changed circumstances.</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>
<p>Threshold 7.5.1-C: Substantially degrade the existing visual character or quality of the site or its surroundings.</p> <p><i>Construction</i></p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p>	<p><i>Construction</i></p> <p>No mitigation is required.</p> <p><i>Operations</i></p> <p>AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 <u>of the Project study</u></p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p>

Table 7-3. Supplemental EIR CEQA Determination Summary – Aesthetics

Potential Environmental Impact	Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)
<p>Construction activities would not contribute to a substantial change in overall visual quality and character for residential viewer groups at Care First Village in Visual Assessment Unit #1.</p> <p><i>Operations</i></p> <p>Residents of Care First Village would be exposed to a new linear infrastructure element (retaining/sound wall) that would be a dominant feature substantially larger than any of the current surroundings.</p> <p><i>Indirect</i></p> <p>No indirect impacts associated with changes in visual character are identified for Care First Village.</p>	<p>No Impact.</p>	<p><u>area</u> shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, <u>Care First Village</u>, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. <u>Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.</u></p> <p><i>Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Indirect</i></p> <p>No Impact</p>

Table 7-3. Supplemental EIR CEQA Determination Summary – Aesthetics

Potential Environmental Impact	Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.1-D: Create a new source of light or glare that would adversely affect day or nighttime views in the area.</p> <p><i>Construction</i></p> <p>Residences of Care First Village would be exposed to higher levels of lighting during the nighttime hours for a temporary duration throughout project construction.</p> <p><i>Operations</i></p> <p>Residents of Care First Village would experience the same type of lighting changes associated with operational activities as those identified for other existing residential receptors in Visual Assessment Unit #1. Operational activities would not contribute to a substantial change in lighting conditions for residential viewer groups at Care First Village in Visual Assessment Unit #1.</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Less Than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.</p> <p><i>Operations and Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-3. Supplemental EIR CEQA Determination Summary – Aesthetics

Potential Environmental Impact	Significance Determination (Before Mitigation)	Mitigation Measures	Significance Determination (After Mitigation)
<p><i>Indirect</i></p> <p>No indirect impacts associated with changes in light and glare are identified for Care First Village.</p>			

Notes:
 CEQA=California Environmental Quality Act; EIR=environmental impact report; HACLA=Housing Authority of the City of Los Angeles

Mitigation Measures

Implementation of the following mitigation measures would avoid or minimize significant impacts on aesthetics and visual resources resulting from the changed circumstances. Mitigation Measure AES-1, as modified below, would require the provision of aesthetic treatments for the retaining wall and sound wall at Care First Village.

AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.

AES-2 Minimize Nighttime Work and Screen Direct Lighting: Nighttime construction activities near residential areas shall be avoided to the extent feasible. If nighttime work is required, the construction contractor shall install temporary lighting in a manner that directs light toward the construction area and shall install temporary shields as necessary so that light does not spill over into residential areas.

7.5.2 Air Quality and Greenhouse Gas Emissions

This section includes an evaluation of potential impacts related to air quality and GHG emissions as a result of the changed circumstances considered in the SEIR; specifically related to the presence of sensitive receptors within a one-quarter mile from the Project footprint of the Modified Proposed Project. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Regulatory Framework

The regulatory framework, which includes applicable state and local laws, regulations, and plans relative to air quality and GHG emissions, are listed in Table 3.5-1 of the Final EIR (Section 3.5, Air Quality and Global Climate Change). The regulatory framework for air quality and GHG emissions is the same as presented in the Final EIR, with the following updates:

- **SCAQMD 2022 Air Quality Management Plan (AQMP):** On December 2, 2022, SCAQMD adopted the 2022 AQMP (an update to the 2016 AQMP), which focuses on zero

and low emission technologies to reduce NO_x and PM emissions in order to meet the National Ambient Air Quality Standard (NAAQS).

- **SCAG 2020-2045 RTP/SCS:** SCAG adopted the 2020-2045 RTP/SCS (an update to the 2016-2040 RTP/SCS) on September 3, 2020. The Project is listed as a transit project in both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS under FTIP ID LA0G1051.

Environmental Setting

The physical environmental setting within the Project study area and immediate vicinity as described in the Final EIR remains consistent with the current condition and also reflects the construction of First Care Village in 2021. As discussed above, the study area for identification of sensitive receptors included a one-quarter mile buffer from the Project footprint of the Modified Proposed Project. The Project study area is located within the SCAB, which is still currently in attainment/maintenance for CO, PM₁₀, and NO₂, attainment/unclassified for SO₂, and nonattainment for O₃ and PM_{2.5}. Local meteorological conditions, types of sources of air pollution within the vicinity of the Project study area, and health effects of specific regulated air pollutants as described in the Final EIR have not substantially changed.

Summary of Prior Analysis

To provide a basis for the SEIR evaluation, Table 7-4 summarizes the impacts, relevant mitigation measures, and CEQA environmental determinations before and after implementation of mitigation as reflected in the Final EIR (June 2019). CEQA Addendum No. 1 did not result in any changes to the prior analysis disclosed in the Final EIR.

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 3.5-A: Conflict with or obstruct implementation of the applicable air quality plan.</p> <p>The proposed project would not conflict with or obstruct implementation of the applicable air quality plan.</p>	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	No mitigation is required.	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>
<p>Threshold 3.5-B: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p> <p>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 O₃ precursors).</p> <p><i>Construction</i></p> <p>Construction emissions associated with the proposed project would exceed the SCAQMD’s daily criteria pollutant thresholds for NO_x, PM₁₀,</p>	<p><i>Construction</i> Significant</p> <p><i>Operations</i> Significant</p> <p><i>Indirect</i> Beneficial Impact</p>	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:</p> <ul style="list-style-type: none"> Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done 	<p><i>Construction</i> Significant and Unavoidable</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Beneficial Impact</p>

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>and PM_{2.5}, and localized significance thresholds for PM₁₀ and PM_{2.5}.</p> <p><i>Operations</i></p> <p>During operations, the net increase in daily emissions would exceed the SCAQMD threshold for NO_x.</p>		<ul style="list-style-type: none"> • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes • Securely cover trucks when hauling materials on or off site • Stabilize the surface of dirt piles if not removed immediately • Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads • Minimize unnecessary vehicular and machinery activities • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway • Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities <p>The following measures shall also be implemented to reduce construction emissions:</p> <ul style="list-style-type: none"> • Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is 	

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>consistent with the requirements of Metro's Green Construction Policy</p> <ul style="list-style-type: none"> • Ensure that all construction equipment is properly tuned and maintained • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable <p>These control techniques shall be included in project specifications and shall be implemented by the construction contractor.</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be</p>	

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.</p> <p>In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.</p> <p>Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements</p>	

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>(including non-revenue train movements) that operate through LAUS.</p> <p>On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the project study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the project study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro and CalSTA, shall either implement rail fleet emerging technologies consistent with <i>2018 California State Rail Plan Goal 6: Practice Environmental Stewardship</i>, Policy 4: <i>Transform to a Clean and Energy Efficient Transportation System</i> (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the project study area.</p> <p>After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative</p>	

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>results of criteria pollutant emissions and diesel pollutant concentrations in the project study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the project study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.</p> <p>Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Electric multiple unit systems • Diesel multiple units • Battery-hybrid multiple units • Renewable diesel and other alternative fuels <p>Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating</p>	

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		agreements to reduce locomotive exhaust emissions in the project study area.	
<p>Threshold 3.5-D: Expose sensitive receptors to substantial pollutant concentrations.</p> <p><i>Construction</i></p> <p>The peak cancer risks during construction exceed the SCAQMD's threshold of 10 in 1 million.</p> <p><i>Operations</i></p> <p>During operations, when compared with conditions without the proposed project, the project-related increase in cancer risk would exceed SCAQMD's threshold of 10 in 1 million.</p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operations</i></p> <p>Significant</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 3.5-E: Create objectionable odors affecting a substantial number of people.</p> <p>The proposed project would not create objectionable odors affecting a substantial number of people.</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	No mitigation is required.	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>
<p>Threshold 3.5-F: Generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment.</p> <p>The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment. Although not required to mitigate a significant impact, proposed air quality mitigation would further reduce greenhouse gas emissions.</p>	<p><i>Construction and Operations</i> Beneficial Impact</p> <p><i>Indirect</i> No Impact</p>	<p>AQ-2 Adaptive Air Quality Mitigation Plan Compliance with U.S. EPA’s Tier 4 Exhaust Emission Standards</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction and Operations</i> Beneficial Impact</p> <p><i>Indirect</i> No Impact</p>
<p>Threshold 3.5-G: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i></p>	No mitigation is required.	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i></p>

Table 7-4. Summary of Final EIR Impacts and Proposed Mitigation Measures – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No Impact		No Impact

Notes:

CARB=California Air Resources Board; CFR=Code of Federal Regulations; EIR=environmental impact report; EPA=Environmental Protection Agency; LAUS=Los Angeles Union Station; LOSSAN=Los Angeles-San Diego-San Luis Obispo; NO_x=nitrogen oxides; SCAQMD=South Coast Air Quality Management District SCRRRA=Southern California Regional Rail Authority; U.S.=United States

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Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to air quality or GHG emissions if they were to:

- a) Conflict with or obstruct implementation of the applicable air quality plan,
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard,
- c) Expose sensitive receptors to substantial pollutant concentrations,
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- e) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- f) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

For this supplemental analysis, as discussed in Section 7.3 (Table 7-1), the focus of the air quality and GHG emissions analysis in this SEIR is the addition of the Care First Village as a new sensitive receptor, as well as other sensitive receptors within 2-km from the Project footprint of the Modified Proposed Project (Threshold 7.5.2-C). Other changed circumstances would not change the previous environmental evaluation or CEQA determinations in Section 3.5, Air Quality and Global Climate Change of the Final EIR. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Environmental Analysis

THRESHOLD 7.5.2-A	Conflict with or obstruct implementation of the applicable air quality plan
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Direct Impacts – Construction

The Final EIR did not identify any conflicts with the AQMP. Although there is a minor change to the environmental setting with the additional sensitive receptors considered within a one-quarter mile buffer from the Project footprint of the Modified Proposed Project, there would be no conflicts with the implementation of the AQMP because the best available control measures and SCAQMD rules and regulations would still be implemented during construction. No impact would occur.

Direct Impacts – Operations

The Final EIR Project would provide increased station capacity and indirectly reduce the number of vehicles on the road. While there would be an increase in train emissions, emissions would be

offset by the reduction in VMT in all years considered in the analysis (2026, 2031, and 2040). The Final EIR Project would not exceed SCAQMD’s thresholds after implementation of Mitigation Measure AQ-3, which further reduces operational emissions. Therefore, the Final EIR concluded that the Project’s operation would be consistent with the AQMP.

Although there is a minor change to the environmental setting with the additional sensitive receptors considered within a one-quarter mile buffer from the Project footprint of the Modified Proposed Project, the changed circumstances would not change the objective of the Project to provide increased station capacity and reduce VMT. Since publication of the Final EIR, SCAQMD adopted the 2022 AQMP, which focuses on zero and low emission technologies to reduce NO_x and PM emissions to meet the NAAQS. The 2022 AQMP builds upon measures listed in previous AQMPs, which aim to reduce regionwide emissions from transportation. Similarly, since publication of the Final EIR, SCAG has adopted the 2020-2045 RTP/SCS. The Project is listed as a transit project in both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS under FTIP ID LA0G1051. The Modified Proposed Project would be consistent with the 2020-2045 RTP/SCS goals to increase system efficiency, reduce idling times and emissions, and improve transit options at LAUS. A less than significant impact would occur.

Indirect Impacts

Similar to the Final EIR Project, no indirect impacts related to conflicts with the AQMP would occur with implementation of the Modified Proposed Project.

THRESHOLD 7.5.2-B	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
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Direct Impacts – Construction

The Final EIR included an evaluation of construction related emissions from construction equipment, vehicle trips, earthwork activities, and paving. Construction emissions for the Final EIR Project are shown in Table 10-8 through 10-13 of Section 10.3 of the Final EIR. The Modified Proposed Project includes changes at the BNSF West Bank Yard that would entail construction of a common rail embankment, which would result in less construction activity than the run-through track connection to the main line tracks that was originally planned for in the Final EIR. Therefore, the emissions presented in the Final EIR represent a conservative estimate of the construction.

For reporting purposes and to disclose a conservative estimate of construction emissions, Table 7-5 provides the combined total emissions from construction activities of the Modified Proposed Project (from Final EIR) and Malabar Yard railroad improvements. As shown in Table 7-5, the combined total emissions from construction activities of the Modified Proposed Project and Malabar Yard railroad improvements would exceed SCAQMD’s daily criteria pollutant thresholds for NO_x, PM₁₀, and PM_{2.5}. As shown in Table 7-6, after implementation of Mitigation Measures AQ-1 and AQ-2, the combined total emissions from construction activities of the

Modified Proposed Project and Malabar Yard railroad improvements would still exceed SCAQMD’s daily criteria pollutant threshold for PM₁₀. Although not required, Malabar Yard Mitigation Measures AQ-1 and AQ-2 are applicable because Malabar Yard railroad improvements would be constructed at the same time as construction of the Modified Proposed Project. Malabar Yard Mitigation Measure AQ-1 would be implemented pursuant to SCAQMD requirements to reduce daily fugitive dust emissions and associated air quality impacts. Implementation of Malabar Yard Mitigation Measure AQ-2 would further reduce NO_x emissions. Impacts would remain significant and unavoidable.

Table 7-5. Daily Construction Emissions – Combined Modified Proposed Project and Malabar Yard Railroad Improvements (Unmitigated)

Year	ROG (pounds)	NO _x (pounds)	CO (pounds)	SO _x (pounds)	PM ₁₀ Total (pounds)	PM _{2.5} Total (pounds)
Modified Proposed Project						
Maximum	23.3	185.2	171.4	0.6	317.5	72.8
Malabar Yard Railroad Improvements						
Maximum	6.76	30.91	97.28	0.21	2.08	1.46
Combined Modified Proposed Project and Malabar Yard Railroad Improvements						
Total	30.06	216.11	268.68	0.81	319.58	74.26
SCAQMD Thresholds	75	100	550	150	150	55
Exceedance?	No	Yes	No	No	Yes	Yes

Source: Link US Final EIR (Table 10-8) and Table 7-31

Notes:

CO=carbon monoxide; CO₂e=carbon dioxide equivalents; NO_x=nitrogen oxides; PM₁₀= particles of 10 microns or less; PM_{2.5}= particles of 2.5 microns or less; ROG=reactive organic gas; SCAQMD=South Coast Air Quality Management District

Table 7-6. Daily Construction Emissions – Combined Modified Proposed Project and Malabar Yard Railroad Improvements (Mitigated)

Year	ROG (pounds)	NO _x (pounds)	CO (pounds)	SO _x (pounds)	PM ₁₀ Total (pounds)	PM _{2.5} Total (pounds)
Modified Proposed Project (Mitigated)						
Maximum	9.5	66.8	53.1	0.6	158.6	35.3
Malabar Yard Railroad Improvements						
Maximum	6.76	30.91	97.28	0.21	2.08	1.46
Combined Modified Proposed Project and Malabar Yard Railroad Improvements						
Total	16.26	97.71	150.38	0.81	160.68	36.76
SCAQMD Thresholds	75	100	550	150	150	55
Exceedance?	No	No	No	No	Yes	No

Source: Link US Final EIR (Table 10-11) and Table 7-31

Notes:

CO=carbon monoxide; CO₂e=carbon dioxide equivalents; NO_x=nitrogen oxides; PM₁₀= particles of 10 microns or less; PM_{2.5}=particles of 2.5 microns or less; ROG=reactive organic gas; SCAQMD=South Coast Air Quality Management District

Refinements to the Modified Proposed Project

The proposed refinements to the Modified Proposed Project considered in the Final SEIR would reduce use of construction equipment and trips by approximately 15 percent compared to the Modified Proposed Project considered in the Draft SEIR. Table 7-7 and Table 7-8 show the unmitigated and mitigated daily construction emissions for the combined Modified Proposed Project and Malabar Yard Railroad Improvements (with proposed refinements).

As shown Table 7-7, combined total emissions from construction activities of the Modified Proposed Project and Malabar Yard Railroad Improvements would continue to exceed SCAQMD’s daily criteria pollutant thresholds for NO_x, PM₁₀, and PM_{2.5}. As shown in Table 7-8, after implementation of Mitigation Measures AQ-1 and AQ-2, the combined total emissions from construction activities of the Modified Proposed Project and Malabar Yard railroad improvements would still exceed SCAQMD’s daily criteria pollutant threshold for PM₁₀.

Although not required, Malabar Yard Mitigation Measures AQ-1 and AQ-2 are applicable because Malabar Yard railroad improvements would be constructed at the same time as construction of the Modified Proposed Project. Malabar Yard Mitigation Measure AQ-1 would be implemented

pursuant to SCAQMD requirements to reduce daily fugitive dust emissions and associated air quality impacts. Implementation of Malabar Yard Mitigation Measure AQ-2 would further reduce NO_x emissions. Impacts would remain significant and unavoidable.

Table 7-7. Daily Construction Emissions – Combined Modified Proposed Project and Malabar Yard Railroad Improvements (Unmitigated) – With Refinements

Year	ROG (pounds)	NO _x (pounds)	CO (pounds)	SO _x (pounds)	PM ₁₀ Total (pounds)	PM _{2.5} Total (pounds)
Modified Proposed Project (with Refinements)						
Maximum	19.8	157.4	145.7	0.5	313.4	71.3
Malabar Yard Railroad Improvements						
Maximum	6.76	30.91	97.28	0.21	2.08	1.46
Combined Modified Proposed Project (with Refinements) and Malabar Yard Railroad Improvements						
Total	26.56	188.31	242.98	0.71	315.48	72.76
SCAQMD Thresholds	75	100	550	150	150	55
Exceedance?	No	Yes	No	No	Yes	Yes

Source: Table 7-31

Notes:

CO=carbon monoxide; CO₂e=carbon dioxide equivalents; NO_x=nitrogen oxides; PM₁₀= particles of 10 microns or less; PM_{2.5}= particles of 2.5 microns or less; ROG=reactive organic gas; SCAQMD=South Coast Air Quality Management District

Table 7-8. Daily Construction Emissions – Combined Modified Proposed Project and Malabar Yard Railroad Improvements (Mitigated) – With Refinements

Year	ROG (pounds)	NO _x (pounds)	CO (pounds)	SO _x (pounds)	PM ₁₀ Total (pounds)	PM _{2.5} Total (pounds)
Modified Proposed Project (with Refinements)						
Maximum	8.1	56.7	45.1	0.5	157.3	34.7
Malabar Yard Railroad Improvements						
Maximum	6.76	30.91	97.28	0.21	2.08	1.46
Combined Modified Proposed Project (with Refinements) and Malabar Yard Railroad Improvements						
Total	14.86	87.61	142.38	0.71	159.38	36.16
SCAQMD Thresholds	75	100	550	150	150	55
Exceedance?	No	No	No	No	Yes	No

Source: Table 7-31

Notes:

CO=carbon monoxide; CO₂e=carbon dioxide equivalents; NO_x=nitrogen oxides; PM₁₀= particles of 10 microns or less; PM_{2.5}=particles of 2.5 microns or less; ROG=reactive organic gas; SCAQMD=South Coast Air Quality Management District

Direct Impacts – Operations

The Final EIR included an evaluation of potential long-term, operational air quality impacts from increased train activity, vehicle trips, and stationary sources. Operational emissions were calculated for the future operational years of 2026, 2031, and 2040 in Table 3.5-12 through Table 3.5-29 in the Final EIR. Operational emissions shown in Section 3.5 in the Final EIR represent a conservative estimate, and the changed circumstances resulting from the addition of Malabar Yard railroad improvements would result in regional benefits to air quality as a result of reduced emissions. Benefits from operation of Malabar Yard railroad improvements include reduced intermodal railcar miles of travel resulting in reduced fuel consumption by rail and associated rail emissions. In addition, the Malabar Yard railroad improvements would improve mainline rail network capacity to support regional freight rail growth, thereby avoiding the diversion of rail served demand to long-haul trucking. The reduction in truck VMT results in reduced fuel consumption by trucks and truck associated emissions. Implementation of Mitigation Measure AQ-3, which requires preparation of an air quality mitigation plan and implementation of emerging technologies to reduce emissions, is still required. In consideration of the regional benefits from

the Malabar Yard railroad improvements and implementation of Mitigation Measure AQ-3, this impact would be reduced to a level less than significant.

Indirect Impacts

Similar to the Final EIR Project, indirect impacts would be beneficial as the Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity.

THRESHOLD 7.5.2-C	Expose sensitive receptors to substantial pollutant concentrations
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An HRA was prepared to assess the health risk from TACs from the Modified Proposed Project to nearby sensitive receptors (see Appendix D of the *Link US Air Quality and Global Climate Change Assessment*). The HRA uses PM₁₀ as a surrogate for DPM, which is considered a TAC by CARB, to assess both cancer and non-cancer health risks. TACs refer to a diverse group of air pollutants that are capable of causing chronic and acute adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, and painting operations that may use substances such as ammonia, asbestos, benzene, cadmium, Pb, and trichloroethylene. Emissions from other TACs are estimated to be much lower than DPM emissions from construction activities; therefore, only the health risk from DPM generated from construction equipment exhaust were analyzed.

The HRA consists of three parts: (1) a DPM emissions inventory, (2) air dispersion modeling to evaluate off-site pollutant concentrations of DPM emissions, and (3) assessment of risks associated with predicted pollutant concentrations. The HRA was conducted using the California Office of Environmental Health Hazard Assessment (OEHHA) and the HRA guidelines developed by the California Air Pollution Control Officers Association.

The SCAQMD's TAC thresholds are as follows:

- Maximum Incremental Cancer Risk \geq 10 in 1 million
- Cancer Burden > 0.5 excess cancer cases
- Chronic & Acute Hazard Index \geq 1.0

Cancer risks are typically calculated for all carcinogenic TACs and summed to calculate the overall increase in cancer risk to an individual. The calculation procedure assumes that cancer risk is proportional to concentrations at any level of exposure and that risks from various TACs are additive. This is generally considered a conservative assumption at low doses and is consistent with the current OEHHA recommended approach.

Non-cancer health risk of an inhaled TAC is measured by the hazard quotient, which is the ratio of the ambient concentration of a TAC in units of $\mu\text{g}/\text{m}^3$ divided by the reference exposure level

(REL), also in units of $\mu\text{g}/\text{m}^3$. The inhalation REL is the concentration at or below which no adverse health effects are anticipated. The REL is typically based on health effects on a particular target organ system, such as the respiratory system, liver, or central nervous system. Hazard quotients are then summed for each target organ system to obtain a hazard index.

To estimate the ambient pollutant concentrations resulting from construction activities and operations at nearby sensitive receptors, a dispersion modeling analysis was performed using the Lakes Environmental AERMOD-View air quality dispersion software which uses the U.S. EPA's AERMOD model version 23132 (released October 23, 2023)⁴, adding a user-friendly interface to allow more flexibility for formatting input and reporting.

The cancer risk calculations were performed by multiplying the predicted annual DPM concentrations from AERMOD by the appropriate risk values. The exposure and risk equations that are used to calculate the cancer risk at residential, recreation, and school receptors are taken from the *Air Toxics Hot Spots Program* Guidance Manual (OEHHA 2015). Off-site workers at these facilities would have lower risk exposure since they would have a lower age sensitivity factor and their duration at the facility would be shorter than those of the residences.

As previously discussed, the only TAC evaluated is DPM. The potential exposure pathway for DPM includes inhalation only. Cancer risks were evaluated using the inhalation Cancer Potency Factor published by the OEHHA. The cancer risks were calculated using the "derived (adjusted)" approach in the OEHHA risk assessment manual. The cancer potency factor for DPM is 1.1 per milligram per kilogram of body weight per day. The potential exposure through other pathways (e.g., ingestion) requires substance and site-specific data, and the specific parameters for DPM are not known for these pathways.

The following equations were used to calculate the cancer risk through inhalation using the modeled DPM concentrations:

$$\text{Risk} = \text{Inhalation potency factor} * \text{Dose Inhalation}$$

where: Inhalation potency factor = 1.1 per milligram per kilogram of body weight per day for DPM

$$\text{and: Dose Inhalation} = \text{Cair} * \text{DBR} * \text{A} * \text{EF} * \text{ED} * 10^{-6} / \text{AT}$$

where: Cair = concentration of DPM in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$)

DBR = breathing rate in liter per kilogram of body weight per day

A = inhalation absorption factor (1 for DPM)

EF = exposure frequency in days per year

ED = exposure duration in years

AT = averaging time period over which exposure is averaged in days

⁴ A newer AERMOD version has since been released, but the changes do not affect results of the modeling.

Direct Impacts – Construction

The Final EIR included an evaluation of the cancer risk and chronic hazard index and extended the sensitive receptors considered to 2 kilometer (km) (approximately 1.25 mile) of the Project footprint. The primary TAC concern during construction would be from emissions of DPM. Diesel exhaust emitted from both heavy-duty construction equipment (non-road) and water and haul trucks (on-road) sources are responsible for much of the overall cancer risk from airborne toxics. Typically, cancer risks for air quality sensitive receptors, such as residents, are estimated based on a lifetime (30 years) exposure duration, which is consistent with the recommended OEHHA guidelines. To be conservative, a full 30-year exposure scenario, beginning at construction, for residential and worker type receptors was applied for this analysis. Off-site workers at these facilities would have lower risk exposure since they would have a lower age sensitivity factor and their duration at the facility would be shorter than those of the residences. In addition, 100 percent of the PM₁₀ exhaust from diesel equipment is assumed to be DPM.

The DPM (PM₁₀) emissions for all emission sources, during the construction period were compiled and added together to represent worst-case emission source for DPM. Because of the long-term nature of health risks, the modeling used the average day emissions instead of the peak day emissions. Total emissions of construction-related exhaust PM₁₀, as a surrogate for DPM concentration were calculated, and the associated cancer risks, at the closest land uses to the Project were determined. After implementation of Mitigation Measures AQ-1 and AQ-2, the exposure of project-related TAC emission impacts on sensitive receptors during construction was considered less than significant.

Dispersion modeling using U.S. EPA's AERMOD version 23132 (released October 23, 2023) was used to conduct dispersion modeling where exhaust PM₁₀ emissions served as a proxy for DPM. The dispersion modeling was performed to support the evaluation in this SEIR and includes both residential and worker type receptors within a 2-km buffer from the Project footprint of the Modified Proposed Project. All residential and worker type receptors were located using Google Earth Pro and placed on the AERMOD domain setup. Along with the update that included any new sensitive receptors, AERMOD was re-run with updated meteorology station data from the Central Los Angeles meteorology station designated as CERL_V9 for years 2010, 2011, and 2014 to 2016. This dataset met the quality assurance requirements⁵ needed to successfully run AERMOD projects. For further information on the HRA inputs, refer to the *Link US Air Quality/Climate Change Assessment and Health Risk Assessment*. The AERMOD model was setup with the following assumptions:

⁵ U.S. Environmental Protection Agency. Appendix W Final Rule, *Guideline on Air Quality Models*, Section 8.4. January 17, 2017. At the time the modeling was conducted, the EPA Guideline 2017 was the current version. While a revision to the Guideline was recently released in November 2024, updates were relatively minor and, if applied, would not alter the conclusions. A list of the final 2024 revisions is provided in EPA's factsheet (www.epa.gov/system/files/documents/2024-11/2024_appendix_w_final_factsheet.pdf).

- Both build and no-build emission sources remained the same as previous modeling conducted for the Final EIR.
- Construction schedules and emissions were provided by project engineers.
- The model terrain setup was run to include additional sensitive receptors using the elevated terrain set up and using the urban receptor setup.
- A cartesian grid receptor setup resulted in 3,070 individual receptor points and a total of 40 sensitive receptor points, within a 2-km buffer from the Project Footprint, representing the receptors noted below.
- AERMOD averaging was set for annual averaging over 5-years of hourly meteorology file calculations.
- Results for all sensitive receptors, for each construction and operation scenario, were placed into the AERMOD model to calculate pollutant concentrations, which were then post-processed in Excel to estimate life-time cancer risk for all receptors and all AERMOD model scenarios in accordance with the California Office of Environmental Health Hazard Assessment for the Air Toxics Hot Spots Program and HRA guidelines developed by the California Air Pollution Control Officers Association.
- The AERMOD model results showed that the point of maximum impact and the maximum exposed individual receptor was located at the same coordinate point. Those results were provided along with the model scenario results for all sensitive and worker receptors.

As demonstrated in the Table 7-9 and Table 7-10 below, after implementation of Mitigation Measures AQ-1 and AQ-2, peak cancer risks from DPM would be reduced to below the SCAQMD’s threshold of 10 in 1 million, and the chronic hazard index for the maximally exposed individual would be lower than the SCAQMD significance threshold of less than 1.0. Impacts are considered less than significant.

Table 7-9. Modeled Cancer Risks During Construction					
Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)		Cancer Risks (per million)	
		Unmitigated	Mitigated	Unmitigated	Mitigated
Hilda L. Sollis Care First Village	Residential	0.04119	0.00421	26.513	2.710
Residential1 - Darwin Avenue and Mozart Street	Residential	0.0048	0.00049	3.090	0.315
Residential2 - Albion Street	Residential	0.00382	0.00039	2.459	0.251

Table 7-9. Modeled Cancer Risks During Construction

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)	
		Unmitigated	Mitigated	Unmitigated	Mitigated
Residential3 - S. Vignes Street and E. 2nd Street	Residential	0.00757	0.00077	4.873	0.496
Riverfront Lofts	Residential	0.0065	0.00066	4.184	0.425
Binford Lofts	Residential	0.00387	0.0004	2.491	0.257
Alisio	Residential	0.00527	0.00054	3.392	0.348
Llewellyn Apartments	Residential	0.00667	0.00068	4.293	0.438
Molina Street Apartments	Residential	0.00314	0.00032	2.021	0.206
AMP Lofts	Residential	0.00132	0.00014	0.850	0.090
2121 Lofts	Residential	0.00112	0.00011	0.721	0.071
RHF Rio Vista Village	Residential	0.00063	0.00006	0.406	0.039
Senior Housing - N. Alameda Street and Alpine Street	Residential	0.00887	0.00091	5.709	0.586
Jia Apartments	Residential	0.00862	0.00088	5.548	0.566
Cathay Manor Apartments	Residential	0.0111	0.00114	7.145	0.734
LA Plaza Village Apartments	Residential	0.00947	0.00097	6.096	0.624
Residential 4 - 726 S. Santa Fe Avenue	Residential	0.00118	0.00012	0.760	0.077
William Mead Homes	Residential	0.04444	0.00453	28.604	2.916
Mission Road Residences	Residential	0.01637	0.00167	10.537	1.075
One Santa Fe Apartments	Residential	0.00765	0.00078	4.924	0.502

Table 7-9. Modeled Cancer Risks During Construction

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)	
		Unmitigated	Mitigated	Unmitigated	Mitigated
Mozaic Apartments	Residential	0.12741	0.01305	82.009	8.400
First 5 LA Headquarters-LA Petite Academy	School	0.036	0.00369	6.236	0.639
Mendez High School	School	0.00784	0.0008	0.153	0.016
Albion Elementary School	School	0.004	0.00041	0.059	0.006
PUC Excel Charter Academy	School	0.0058	0.00059	0.086	0.009
Beyond the Bell	School	0.03191	0.00327	0.473	0.048
Ann Street Elementary School	School	0.00828	0.00085	0.123	0.013
Metro Gateway Childhood Development Center	School	0.43246	0.04428	74.913	7.670
Harry Pregerson Child Care Center	School	0.0108	0.00111	1.871	0.192
Southern Calif. Institute of Architecture	School	0.00455	0.00047	0.021	0.002
Utah Street Elementary School	School	0.00653	0.00067	0.097	0.010
City of LA Medical Services Division	Medical	0.01499	0.00153	0.171	0.017
Downtown LA VA Clinic	Medical	0.01207	0.00124	0.138	0.014
Metro Offices	Offices	0.59064	0.06048	6.732	0.689
Los Angeles State Historic Park	Recreational	0.00372	0.00038	0.079	0.008

Table 7-9. Modeled Cancer Risks During Construction

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)	
		Unmitigated	Mitigated	Unmitigated	Mitigated
Albion Riverside Park/Downey Rec Center	Recreational	0.00343	0.00035	0.073	0.007
Twin Towers Correctional Facilities	Jail	0.1422	0.01456	1.621	0.166
Los Angeles County Men's Central Jail	Jail	0.07676	0.00785	0.875	0.089
LAPD Metropolitan Detention Center	Jail	0.00685	0.0007	0.057	0.006

Source: Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)

Notes:
µg/m³= micrograms per cubic meter; DPM=diesel particulate matter

Table 7-10. Chronic Hazard Index During Construction

Receptor	Chronic Hazard Index	
	Unmitigated	Mitigated
Maximally exposed individual	0.049	0.005

Source: ZM Associates 2024

Direct Impacts – Operations

Health Risk Assessment

The Project would emit TACs from diesel fueled trains operating through LAUS. The Final EIR included an evaluation of the cancer risk and chronic hazard index from DPM for the following scenarios: Existing Year (2016), 2026 No Project, 2026 With Project, 2031 No Project, 2031 With Project, 2040 No Project, and 2040 With Project. After implementation of Mitigation Measure AQ-3, operational health risk impacts would be reduced to a level less than significant.

Modeling of the operation of the Modified Proposed Project included the addition of sensitive receptors within 2-km from the Project footprint of the Modified Proposed Project. Existing operation emission sources remained the same as previous modeling. The number of train movements through LAUS would increase through 2040. Because of the flexibility provided by

the new run-through tracks, the future daily operations on a track-by-track basis are unknown. Therefore, for the purpose of the DPM risk analysis, the project study area was modeled as point sources for idling within the station and as line sources for the rail operations within the project study area. Operational build and no-build scenarios were modeled for the following years: 2026, 2031, and 2040. The future daily train movements that are estimated to occur for each of the build scenario years considered was used for the purpose of the DPM risk analysis. To be conservative, a full 30-year exposure scenario for residential and worker type receptors was applied for this analysis. Other AERMOD setup assumptions remained the same as those presented in the previous section for construction.

As demonstrated in Table 7-11 through Table 7-15 below, when compared to conditions without the Project, the Project-related increase in cancer risk from DPM would exceed SCAQMD’s threshold of 10 in 1 million. However, when compared to the Existing Year (2016) conditions, the cancer risks would be substantially lower at all of the receptor locations. The reductions between the existing and future conditions are due to the gradual replacement of the existing rail fleet with new Tier 4 locomotives and use of renewable diesel, which would occur with or without the Project. For both the Modified Proposed Project and Final EIR Project, implementation of Mitigation Measure AQ-3 would reduce operational health risk impacts to a level less than significant.

Table 7-11. Cancer Risks at Specific Receptors (Existing Year - 2016)			
Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)	Cancer Risks (per million)
Hilda L. Sollis Care First Village	Residential	0.29588	190.45
Residential1 - Darwin Avenue and Mozart Street	Residential	0.04184	26.93
Residential2 - Albion Street	Residential	0.02934	18.89
Residential3 - S. Vignes Street and E. 2nd Street	Residential	0.05667	36.48
Riverfront Lofts	Residential	0.06552	42.17
Binford Lofts	Residential	0.03753	24.16
Alisio	Residential	0.04657	29.98
Llewellyn Apartments	Residential	0.05684	36.59
Molina Street Apartments	Residential	0.02893	18.62

Table 7-11. Cancer Risks at Specific Receptors (Existing Year - 2016)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)	Cancer Risks (per million)
AMP Lofts	Residential	0.01211	7.79
2121 Lofts	Residential	0.01019	6.56
RHF Rio Vista Village	Residential	0.00487	3.13
Senior Housing - N. Alameda Street and Alpine Street	Residential	0.05701	36.70
Jia Apartments	Residential	0.04355	28.03
Cathay Manor Apartments	Residential	0.04982	32.07
LA Plaza Village Apartments	Residential	0.03882	24.99
Residential 4 - 726 S. Santa Fe Avenue	Residential	0.01058	6.81
William Mead Homes	Residential	0.52196	335.97
Mission Road Residences	Residential	0.15923	102.49
One Santa Fe Apartments	Residential	0.07999	51.49
Mosaic Apartments	Residential	0.26065	167.77
First 5 LA Headquarters-LA Petite Academy	School	0.11665	20.21
Mendez High School	School	0.1304	2.54
Albion Elementary School	School	0.03175	0.47
PUC Excel Charter Academy	School	0.05436	0.81
Beyond the Bell	School	0.09992	1.48
Metro Gateway Childhood Development Center	School	0.38497	66.69
Harry Pregerson Child Care Center	School	0.05726	9.92

Table 7-11. Cancer Risks at Specific Receptors (Existing Year - 2016)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)	Cancer Risks (per million)
Southern Calif. Institute of Architecture	School	0.0483	0.22
Utah Street Elementary School	School	0.09121	1.35
City of LA Medical Services Division	Medical	0.07381	0.84
Downtown LA VA Clinic	Medical	0.06255	0.71
Metro Offices	Offices	0.43354	4.94
Los Angeles State Historic Park	Recreational	0.02828	0.60
Albion Riverside Park/Downey Rec Center	Recreational	0.02414	0.51
Twin Towers Correctional Facilities	Jail	0.30487	3.47
Los Angeles County Men's Central Jail	Jail	0.44009	5.02
LAPD Metropolitan Detention Center	Jail	0.04176	0.35

Source: Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)

Notes:

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; DPM=diesel particulate matter; LAPD=City of Los Angeles Police Department

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
Hilda L. Sollis Care First Village	Residential	0.08228	0.09412	52.96	60.58	-137.49	-129.87	7.62
Residential1 - Darwin Avenue and Mozart Street	Residential	0.01175	0.01713	7.56	11.03	-19.37	-15.90	3.46
Residential2 - Albion Street	Residential	0.0083	0.01195	5.34	7.69	-13.54	-11.19	2.35
Residential3 - S. Vignes Street and E. 2nd Street	Residential	0.01641	0.02989	10.56	19.24	-25.91	-17.24	8.68
Riverfront Lofts	Residential	0.01862	0.03301	11.99	21.25	-30.19	-20.93	9.26
Binford Lofts	Residential	0.01076	0.01906	6.93	12.27	-17.23	-11.89	5.34
Alisio	Residential	0.01338	0.02366	8.61	15.23	-21.36	-14.75	6.62
Llewellyn Apartments	Residential	0.01608	0.02267	10.35	14.59	-26.24	-21.99	4.24

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
Molina Street Apartments	Residential	0.0083	0.01496	5.36	9.63	-13.26	-8.99	4.27
AMP Lofts	Residential	0.00352	0.00608	2.27	3.91	-5.53	-3.88	1.65
2121 Lofts	Residential	0.00298	0.00511	1.92	3.29	-4.64	-3.27	1.37
RHF Rio Vista Village	Residential	0.00143	0.00244	0.92	1.57	-2.21	-1.56	0.65
Senior Housing - N. Alameda Street and Alpine Street	Residential	0.01649	0.02378	10.61	15.31	-26.08	-21.39	4.69
Jia Apartments	Residential	0.00129	0.0196	8.30	12.62	-19.73	-15.42	4.31
Cathay Manor Apartments	Residential	0.01482	0.02246	9.54	14.46	-22.53	-17.61	4.92
LA Plaza Village Apartments	Residential	0.01148	0.01804	7.39	11.61	-17.60	-13.38	4.22

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
Residential 4 - 726 S. Santa Fe Avenue	Residential	0.00308	0.00531	1.98	3.42	-4.83	-3.39	1.44
William Mead Homes	Residential	0.14245	0.19876	91.69	127.93	-244.28	-208.03	36.24
Mission Road Residences	Residential	0.04462	0.11073	28.72	71.27	-73.77	-31.22	42.55
One Santa Fe Apartments	Residential	0.02262	0.04024	14.55	25.90	-36.93	-25.59	11.35
Mosaic Apartments	Residential	0.07923	0.10673	51.00	68.70	-116.77	-99.07	17.70
First 5 LA Headquarters-LA Petite Academy	School	0.03573	0.05468	6.19	9.47	-14.02	-10.73	3.28
Mendez High School	School	0.03615	0.0598	0.70	1.16	-1.83	-1.37	0.46
Albion Elementary School	School	0.00896	0.01318	0.13	0.20	-0.34	-0.28	0.06

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
PUC Excel Charter Academy	School	0.00152	0.02187	0.23	0.32	-0.58	-0.48	0.10
Beyond the Bell	School	0.03003	0.06826	0.45	1.01	-1.04	-0.47	0.57
Ann Street Elementary School	School	0.02306	0.02984	0.34	0.44	-0.88	-0.78	0.10
Metro Gateway Childhood Development Center	School	0.11181	0.16003	19.37	27.72	-47.32	-38.97	8.35
Harry Pregerson Child Care Center	School	0.01736	0.0286	3.01	4.95	-6.91	-4.96	1.95
Southern Calif. Institute of Architecture	School	0.01375	0.02395	0.06	0.11	-0.16	-0.11	0.05
Utah Street Elementary School	School	0.2551	0.04733	0.38	0.70	-0.97	-0.65	0.32

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
City of LA Medical Services Division	Medical	0.02185	0.04238	0.25	0.48	-0.59	-0.36	0.23
Downtown LA VA Clinic	Medical	0.01896	0.03124	0.22	0.36	-0.50	-0.36	0.14
Metro Offices	Offices	0.12555	0.18088	1.43	2.06	-3.51	-2.88	0.63
Los Angeles State Historic Park	Recreational	0.00812	0.0121	0.17	0.26	-0.43	-0.34	0.08
Albion Riverside Park/Downey Rec Center	Recreational	0.00686	0.00974	0.15	0.21	-0.37	-0.31	0.06
Twin Towers Correctional Facilities	Jail	0.08775	0.12027	1.00	1.37	-2.47	-2.10	0.37
Los Angeles County Men's Central Jail	Jail	0.1222	0.15518	1.39	1.77	-3.62	-3.25	0.38

Table 7-12. Cancer Risks at Specific Receptors (Year 2026)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2026 Without Project
LAPD Metropolitan Detention Center	Jail	0.01266	0.02085	0.11	0.17	-0.24	-0.17	0.07

Source: Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)

Notes:

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; DPM=diesel particulate matter; LAPD=City of Los Angeles Police Department

Table 7-13. Cancer Risks at Specific Receptors (Year 2031)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2031 Without Project
Hilda L. Sollis Care First Village	Residential	0.0474	0.08409	30.51	54.13	-159.94	-136.32	23.62
Residential1 - Darwin Avenue and Mozart Street	Residential	0.00672	0.01523	4.33	9.80	-22.61	-17.13	5.48
Residential2 - Albion Street	Residential	0.00472	0.0105	3.04	6.76	-15.85	-12.13	3.72
Residential3 - S. Vignes Street and E. 2nd Street	Residential	0.00915	0.02586	5.89	16.65	-30.59	-19.83	10.76
Riverfront Lofts	Residential	0.01054	0.02921	6.78	18.80	-35.39	-23.37	12.02
Binford Lofts	Residential	0.00605	0.01667	3.89	10.73	-20.26	-13.43	6.84
Alisio	Residential	0.00751	0.02063	4.83	13.28	-25.14	-16.70	8.44
Llewellyn Apartments	Residential	0.00914	0.01988	5.88	12.80	-30.70	-23.79	6.91
Molina Street Apartments	Residential	0.00467	0.01304	3.01	8.39	-15.62	-10.23	5.39

Table 7-13. Cancer Risks at Specific Receptors (Year 2031)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2031 Without Project
AMP Lofts	Residential	0.00196	0.00521	1.26	3.35	-6.53	-4.44	2.09
2121 Lofts	Residential	0.00165	0.00435	1.06	2.80	-5.50	-3.76	1.74
RHF Rio Vista Village	Residential	0.00079	0.00207	0.51	1.33	-2.63	-1.80	0.82
Senior Housing - N. Alameda Street and Alpine Street	Residential	0.00921	0.02011	5.93	12.94	-30.77	-23.75	7.02
Jia Apartments	Residential	0.00707	0.01606	4.55	10.34	-23.48	-17.69	5.79
Cathay Manor Apartments	Residential	0.00809	0.01825	5.21	11.75	-26.86	-20.32	6.54
LA Plaza Village Apartments	Residential	0.0063	0.0149	4.06	9.59	-20.93	-15.40	5.54
Residential 4 - 726 S. Santa Fe Avenue	Residential	0.00171	0.00454	1.10	2.92	-5.71	-3.89	1.82
William Mead Homes	Residential	0.0833	0.18524	53.62	119.23	-282.35	-216.73	65.62

Table 7-13. Cancer Risks at Specific Receptors (Year 2031)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2031 Without Project
Mission Road Residences	Residential	0.02555	0.1012	16.45	65.14	-86.05	-37.35	48.69
One Santa Fe Apartments	Residential	0.01286	0.03587	8.28	23.09	-43.21	-28.40	14.81
Mosaic Apartments	Residential	0.04255	0.0816	27.39	52.52	-140.38	-115.25	25.14
First 5 LA Headquarters-LA Petite Academy	School	0.01907	0.04245	3.30	7.35	-16.90	-12.85	4.05
Mendez High School	School	0.02088	0.05461	0.41	1.06	-2.13	-1.47	0.66
Albion Elementary School	School	0.0051	0.01164	0.08	0.17	-0.40	-0.30	0.10
PUC Excel Charter Academy	School	0.00872	0.0196	0.13	0.29	-0.68	-0.52	0.16
Beyond the Bell	School	0.01627	0.05784	0.24	0.86	-1.24	-0.62	0.62
Ann Street Elementary School	School	0.01324	0.02663	0.20	0.39	-1.03	-0.83	0.20

Table 7-13. Cancer Risks at Specific Receptors (Year 2031)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2031 Without Project
Metro Gateway Childhood Development Center	School	0.06223	0.13434	10.78	23.27	-55.91	-43.42	12.49
Harry Pregerson Child Care Center	School	0.00934	0.02288	1.62	3.96	-8.30	-5.96	2.35
Southern Calif. Institute of Architecture	School	0.00778	0.02113	0.04	0.10	-0.19	-0.13	0.06
Utah Street Elementary School	School	0.01463	0.04289	0.22	0.64	-1.14	-0.72	0.42
City of LA Medical Services Division	Medical	0.01198	0.03587	0.14	0.41	-0.70	-0.43	0.27
Downtown LA VA Clinic	Medical	0.0102	0.02501	0.12	0.29	-0.60	-0.43	0.17
Metro Offices	Offices	0.07004	0.15271	0.80	1.74	-4.14	-3.20	0.94
Los Angeles State Historic Park	Recreational	0.00456	0.01039	0.10	0.22	-0.50	-0.38	0.12

Table 7-13. Cancer Risks at Specific Receptors (Year 2031)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2031 Without Project
Albion Riverside Park/Downey Rec Center	Recreational	0.00388	0.00849	0.08	0.18	-0.43	-0.33	0.10
Twin Towers Correctional Facilities	Jail	0.04919	0.10204	0.56	1.16	-2.91	-2.31	0.60
Los Angeles County Men's Central Jail	Jail	0.07048	0.13982	0.80	1.59	-4.21	-3.42	0.79
LAPD Metropolitan Detention Center	Jail	0.00681	0.01669	0.06	0.14	-0.29	-0.21	0.08

Source: Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)

Notes:

µg/m³= micrograms per cubic meter; DPM=diesel particulate matter; LAPD=City of Los Angeles Police Department

Table 7-14. Cancer Risks at Specific Receptors (Year 2040)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2040 Without Project
Hilda L. Sollis Care First Village	Residential	0.01773	0.03925	11.412	25.264	-179.035	-165.184	13.852
Residential1 - Darwin Avenue and Mozart Street	Residential	0.00238	0.00712	1.532	4.583	-25.399	-22.348	3.051
Residential2 - Albion Street	Residential	0.00161	0.00492	1.036	3.167	-17.849	-15.718	2.131
Residential3 - S. Vignes Street and E. 2nd Street	Residential	0.00269	0.01215	1.731	7.821	-34.745	-28.656	6.089
Riverfront Lofts	Residential	0.00349	0.01366	2.246	8.792	-39.927	-33.380	6.546
Binford Lofts	Residential	0.0019	0.00782	1.223	5.033	-22.934	-19.123	3.810
Alisio	Residential	0.00233	0.00968	1.500	6.231	-28.476	-23.745	4.731
Llewellyn Apartments	Residential	0.00311	0.00932	2.002	5.999	-34.584	-30.587	3.997
Molina Street Apartments	Residential	0.00143	0.00612	0.920	3.939	-17.701	-14.682	3.019

Table 7-14. Cancer Risks at Specific Receptors (Year 2040)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2040 Without Project
AMP Lofts	Residential	0.00056	0.00245	0.360	1.577	-7.434	-6.218	1.217
2121 Lofts	Residential	0.00046	0.00205	0.296	1.320	-6.263	-5.239	1.023
RHF Rio Vista Village	Residential	0.00021	0.00098	0.135	0.631	-2.999	-2.504	0.496
Senior Housing - N. Alameda Street and Alpine Street	Residential	0.00273	0.0095	1.757	6.115	-34.938	-30.581	4.358
Jia Apartments	Residential	0.00176	0.00764	1.133	4.918	-26.899	-23.114	3.785
Cathay Manor Apartments	Residential	0.00194	0.0087	1.249	5.600	-30.819	-26.468	4.351
LA Plaza Village Apartments	Residential	0.00159	0.00707	1.023	4.551	-23.964	-20.436	3.527
Residential 4 - 726 S. Santa Fe Avenue	Residential	0.00049	0.00214	0.315	1.377	-6.495	-5.433	1.062
William Mead Homes	Residential	0.03422	0.08571	22.026	55.169	-313.941	-280.799	33.142

Table 7-14. Cancer Risks at Specific Receptors (Year 2040)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2040 Without Project
Mission Road Residences	Residential	0.00918	0.04701	5.909	30.259	-96.582	-72.232	24.350
One Santa Fe Apartments	Residential	0.00439	0.01675	2.826	10.781	-48.661	-40.705	7.956
Mosaic Apartments	Residential	0.0083	0.03943	5.342	25.380	-162.429	-142.392	20.037
First 5 LA Headquarters-LA Petite Academy	School	0.00343	0.02044	0.594	3.541	-19.613	-16.666	2.95
Mendez High School	School	0.00794	0.02537	0.154	0.493	-2.382	-2.043	0.34
Albion Elementary School	School	0.00176	0.00545	0.026	0.081	-0.445	-0.390	0.05
PUC Excel Charter Academy	School	0.00317	0.00914	0.047	0.136	-0.759	-0.670	0.09
Beyond the Bell	School	0.00355	0.0273	0.053	0.405	-1.429	-1.077	0.35
Ann Street Elementary School	School	0.00484	0.01243	0.072	0.184	-1.152	-1.040	0.11

Table 7-14. Cancer Risks at Specific Receptors (Year 2040)

Receptor	Land Use Type	Modeled Annual DPM Concentrations (µg/m ³)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2040 Without Project
Metro Gateway Childhood Development Center	School	0.01792	0.06355	3.104	11.009	-63.583	-55.678	7.90
Harry Pregerson Child Care Center	School	0.00187	0.01094	0.324	1.895	-9.595	-8.024	1.57
Southern Calif. Institute of Architecture	School	0.00255	0.00989	0.012	0.046	-0.212	-0.178	0.03
Utah Street Elementary School	School	0.00531	0.01996	0.920	0.296	-0.432	-1.056	-0.62
City of LA Medical Services Division	Medical	0.00299	0.01694	0.379	0.193	-0.462	-0.648	-0.19
Downtown LA VA Clinic	Medical	0.00205	0.01196	0.260	0.136	-0.453	-0.577	-0.12
Metro Offices	Offices	0.02058	0.07214	2.611	0.822	-2.330	-4.119	-1.79
Los Angeles State Historic Park	Recreational	0.00142	0.00489	0.180	0.104	-0.422	-0.498	-0.08

Table 7-14. Cancer Risks at Specific Receptors (Year 2040)

Receptor	Land Use Type	Modeled Annual DPM Concentrations ($\mu\text{g}/\text{m}^3$)		Cancer Risks (per million)				
		Without Project	With Project	Without Project	With Project	No Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Existing Year	Project Change in Risk Compared to Year 2040 Without Project
Albion Riverside Park/Downey Rec Center	Recreational	0.00129	0.00398	0.164	0.085	-0.350	-0.429	-0.08
Twin Towers Correctional Facilities	Jail	0.01505	0.04816	1.910	0.549	-1.565	-2.926	-1.36
Los Angeles County Men's Central Jail	Jail	0.02658	0.06514	3.373	0.742	-1.644	-4.274	-2.63
LAPD Metropolitan Detention Center	Jail	0.00137	0.00798	0.029	0.066	-0.318	-0.281	0.04

Source: Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)

Notes:

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; DPM=diesel particulate matter; LAPD=City of Los Angeles Police Department

Table 7-15. Chronic Hazard Index

Maximally Exposed Individual	Chronic Hazard Index
Existing conditions	0.31
2026 no project	0.12
2026 with project	0.10
2031 no project	0.07
2031 with project	0.11
2040 no project	0.03
2040 with project	0.05
SCAQMD threshold	1.0

Source: *Link US Updated Health Risk Assessment Supporting Information (Appendix D of the Link US Air Quality and Global Climate Change Assessment)*

Notes:

SCAQMD=South Coast Air Quality Management District

Carbon Monoxide Screening Analysis

This SEIR addresses a minor technical adjustment in the Carbon Monoxide Screening Analysis. The 2019 Final EIR Appendix H, *Link US Air Quality and Health Risk Assessment Report* (Appendix F, Carbon Monoxide Hot-Spot Analysis) screening analysis previously considered whether the Project would worsen air quality in Level 7 of the Local CO Analysis flowchart (Page 65-66 of Appendix F, Carbon Monoxide Hot-Spot Analysis).

Using the criteria that the Project would not increase traffic volumes in excess of 5 percent, it was determined that the Project would not worsen air quality.

- In re-assessing the 2031 Plus Project traffic volumes, presented in Figure 7-22 (2031 Plus Project – Peak Hour Traffic Volumes) identified in the revised *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*, Appendix E, Carbon Monoxide Screening Analysis Supporting Documentation, Intersection #2, Intersection #4, and Intersection #31 were found to exceed the 5 percent increase from the 2031 No Build traffic volumes presented in Figure 7-2 (2031 No Project Peak Hour Traffic Volumes) of the *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*, Appendix E, Carbon Monoxide Screening Analysis Supporting Documentation.

- In re-assessing the 2040 Plus Project traffic volumes, presented in Figure 7-23 (2040 Plus Project – Peak Hour Traffic Volumes) identified in the revised *Link US Traffic Impact Assessment* and *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*, Appendix E, Carbon Monoxide Screening Analysis Supporting Documentation, Intersection #10 and Intersection #31 were found to exceed the 5 percent increase from the 2040 No Build traffic volumes presented in Figure 7-3 (2040 No Project Peak Hour Traffic Volumes) of the *Link US Traffic Impact Assessment* and the *Link US Air Quality and Global Climate Change Assessment and Health Risk Assessment*, Appendix E, Carbon Monoxide Screening Analysis Supporting Documentation.

This increased traffic volumes noted above result in a change to the response to Level 7 – “Does project worsen air quality?” from “No.” to “Yes”. The following question, also in Level 7 of the Local CO Analysis flowchart is “Is project suspected of resulting in higher CO concentrations than those existing within the region at the time of attainment demonstration?”. The response to this question is “No.” for two reasons. One, these intersections have volumes in the peak hour of less than 3,000 vehicles, which is very low compared to the locations with the highest CO concentrations (near-road monitors by the I-5, which has an AADT of 218,000 in 2022, and I-10, which has an AADT of 176,000 in 2022). Two, as shown in SCAQMD 2022 AQMP Table 2-14, 2020 Maximum 1-hour CO Concentrations and 2020 Design Values by Basin and County, and SCAQMD 2022 AQMP Table 2-15, 2020 Maximum 8-hour CO Concentrations and 2020 Design Values by Basin and County, in Los Angeles County, the 2020 CO 1-Hour Design Value is 11 percent of the CO 1-Hour NAAQS and the 2020 CO 8-Hour Design Value is 32 percent of the CO 8-Hour NAAQS. As the existing CO concentrations are well below the standards, the slight increase in traffic volumes at Intersection #2, #4, and #31 in 2031 and Intersection #10 and #31 in 2040 would not cause the Basin or County to fail to meet the NAAQS or CAAQS. Therefore, there would be no CO hotspot as a result of the Project or need for further carbon monoxide screening analysis.

Indirect Impacts

Similar to the Final EIR Project, indirect impacts would be beneficial as the Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity. Trains equipped with Tier 4 emission controls would further reduce emissions.

THRESHOLD 7.5.2-D	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people
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Direct Impacts – Construction

Objectionable odors may result from construction equipment and vehicle exhaust but would be short-term and would not impact a substantial number of people. Similar to the Final EIR, impacts related to odors would be less than significant.

Direct Impacts – Operations

Objectionable odors may result from the exhaust produced during train idling. Similar to the Final EIR Project, the Modified Proposed Project would reduce idling in the future build years, thereby improving efficiency and minimizing odor generation. Odors would be further reduced with improved engine technology as a greater proportion of trains equipped with Tier 4 emission controls come in service. Impacts related to odors would be less than significant.

Indirect Impacts

Similar to the Final EIR, impacts related to odors would be less than significant.

THRESHOLD 7.5.2-E	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
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Direct Impacts – Construction and Operations

The Final EIR identified construction and operational GHG emissions for the Final EIR Project. As identified in Final EIR Table 3.5-41, the total annual GHG emissions from construction and operation of the Final EIR Project would be approximately 11,230 MT of CO₂e per year, which exceeds the SCAQMD’s 3,000 MT CO₂e interim significance threshold for commercial, residential, and mixed-use projects. This has been revised to 9,524 MT of CO₂e per year in the Air Quality and Climate Change Assessment. However, as noted in the Final EIR, the evaluation addresses the localized idling emissions associated with the regional/intercity rail operations within LAUS and does not include an evaluation of the system-wide change in rail emissions or the associated change in regional VMT.

In 2015, Metro emitted 457,400 MT of CO₂e from its operations. By removing private vehicles from the road, the agency also prevents GHG emissions from entering the atmosphere. During the same period, Metro saved approximately 464,493 MT of CO₂e from being emitted by displacing vehicle driving. As a result, Metro’s net GHG emissions in 2015 were a net reduction of 7,093 MT of CO₂e. The addition of 5,992 MT of CO₂e from the operation of LAUS would increase Metro’s operational emissions to approximately 463,400 MT of CO₂e. Therefore, the Final EIR concludes that Metro would continue to offset over 100 percent of its operating GHG emissions through regional VMT reductions.

The Final EIR also identified that Metrolink is currently developing the SCORE Program, which will upgrade the regional rail system to meet the current and future needs of the traveling public. By adding tracks and grade separations and upgrading signal systems across the entire Metrolink system, trains will operate more frequently and reliably, making regional travel by train easier and creating an even more appealing alternative to driving. Link US is the centerpiece of the SCORE Program, providing critical capacity increases that are required to realize over 26 percent of the significant reductions in basin-wide VMT and GHG emissions that will result from the SCORE Program. Between 2026 and 2078, the Project’s estimated contribution to the VMT and GHG

reductions are 898 million miles and 13.5 million MT of CO₂e, respectively. The long-term VMT and GHG reductions would offset the Project-related annual GHG emissions of 9,524 MT of CO₂e.

Similar to the Final EIR, implementation of the Modified Proposed Project would indirectly reduce the number of vehicles on the road and indirectly alter regional on-road motor vehicle travel. Therefore, the Modified Proposed Project is a key component to achieving the 2020 RTP/SCS GHG reduction goals for the SCAG region, in addition to statewide GHG reduction targets. In this context, impacts associated with the reductions in GHGs in 2040, as facilitated by the Modified Proposed Project, are considered beneficial.

Although not required to mitigate climate change impacts, Mitigation Measures AQ-2 and AQ-3 (described in Final EIR Section 3.5.5) would reduce the construction and operational GHG emissions of the Final EIR Project. For construction, Mitigation Measure AQ-2 would reduce the off-road GHG emissions by approximately 25 percent. For operations, Mitigation Measure AQ-3 would reduce the locomotive emissions by 30 percent in 2026 and by 50 percent in 2031 and 2040 in addition to the Tier 4 locomotive assumptions. Mitigation Measure AQ-3 allows for a range of potential technologies that are still under development, so these percentages are assumed based on the projected integration of electric trains and Tier 4 engines. There would be an increasing number of Tier 4 trains over time with the assumption that all Metrolink trains are Tier 4 trains and Amtrak Tier 4 trains would be phased in at 15 percent by 2026, 40 percent by 2031, and 80 percent by 2040. Based on the Amtrak FY22 Sustainability Report, Amtrak has set a path to net zero by 2045 and plans to add Tier 4 trains to get a 68 to 80 percent reduction in criteria air pollutant emissions by 2035. Therefore, the mitigated operational scenarios for Amtrak assume conversion for approximately 5 percent of the fleet per year to Tier 4 trains. Metrolink is already using Tier 4 trains as of 2024. Metrolink's 2021 Climate Action Plan sets a moon-shot goal for 100 percent zero emissions by 2028 for the revenue fleet emissions and 27.5 percent electric trains for the non-revenue light duty fleet emissions in the next 7-10 years. As the majority of the trains assumed to operate through LAUS are in the Metrolink revenue fleet, integration of zero emission trains is conservatively assumed as 30 percent by 2026 and 50 percent by 2031 and 2040. This assumption is also consistent with Amtrak's net zero goal by 2045. Similar to the analysis methodology applied for pollutant emissions, the GHG emission reductions are based on calculations using information from recent public documents from Metrolink and Amtrak including Metrolink's 2021 Climate Action Plan, Metrolink's 2023 Zero Emission Report, Metrolink's Rail Fleet Management Plan Update FY2020-FY2040, and Amtrak's FY22 Sustainability Report. With the addition of the SCORE Program, there would be a net beneficial effect for GHG emissions. Implementation of the Modified Proposed Project would result in a less than significant impact.

Indirect Impacts

Similar to the Final EIR, implementation of the Modified Proposed Project would aid in the reduction of GHG emissions through regional VMT reductions. No impact would occur.

THRESHOLD 7.5.2-F	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases
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Direct Impacts – Construction and Operation

The Final EIR identified that the Project would assist Metro and the State of California in meeting the GHG emission reduction targets as mandated under AB 32 and SB 375. Implementation of the Final EIR Project would allow Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities. In addition, future year Final EIR Project-related emissions would be below SCAQMD numeric thresholds adopted to help achieve the reduction goals of AB 32. The Final EIR concluded that the Project would not conflict with AB 32 and that impacts are considered less than significant. The identified changed circumstances would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

Indirect Impacts

Similar to the Final EIR, implementation of the Modified Proposed Project would aid in the reduction of GHG emissions through regional VMT reductions. No impacts would occur.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Guidelines Appendix G Environmental Checklist questions for air quality and GHG emissions and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-16 provides a summary of the CEQA significance conclusions for air quality and GHG emissions; the proposed or modified mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation is applied.

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Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.2-A: Conflict with or obstruct implementation of the applicable air quality plan.</p> <p>The Modified Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.</p>	<p><i>Construction and Indirect</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>Threshold 7.5.2-B: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p>	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive</p>	<p><i>Construction</i></p> <p>Significant and Unavoidable</p> <p><i>Operations</i></p>

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>state ambient air quality standard.</p> <p><i>Construction</i></p> <p>Construction emissions associated with the Modified Proposed Project would exceed the SCAQMD's daily criteria pollutant and localized significance thresholds.</p> <p><i>Operations</i></p> <p>During operations, the net increase in daily emissions would exceed the SCAQMD thresholds for NO_x.</p> <p><i>Indirect</i></p> <p>The Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity.</p>	<p>Beneficial Impact</p>	<p>measures using the following procedures, as specified in SCAQMD Rule 403:</p> <ul style="list-style-type: none"> • Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust. • Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Securely cover trucks when hauling materials on or off site. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads. 	<p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> • Minimize unnecessary vehicular and machinery activities. • Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. • Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. <p>The following measures shall also be implemented to reduce construction emissions:</p> <ul style="list-style-type: none"> • <u>The construction contractor shall prepare and update on a monthly basis</u> Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy. 	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> • Ensure that all construction equipment is properly tuned and maintained. • Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible. • Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable. <p>These control techniques shall be included in Project specifications and shall be implemented by the construction contractor.</p> <p>AQ-2 Compliance with U.S. EPA’s Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road</p>	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.</p> <p>In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.</p> <p>MY AQ-1 Fugitive Dust Control</p> <p>MY AQ-2 Compliance with U.S. EPA's Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of</p>	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.</p> <p>Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.</p> <p>On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to</p>	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Pproject study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Pproject study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, <u>who has authority as the owner of Union Station</u>, and CalSTA, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018a, pg. 10 and 110), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Pproject study area.</p>	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Pproject study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the Pproject study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.</p> <p>Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of</p>	

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>emerging technologies that can be implemented, include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Electric multiple unit systems. • Diesel multiple units. • Battery-hybrid multiple units. • Renewable diesel and other alternative fuels. <p>Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the project study area.</p>	
<p>Threshold 7.5.2-C: Expose sensitive receptors to substantial pollutant concentrations.</p> <p><i>Construction and Operations</i></p> <p>When compared with conditions without the Project, the peak cancer risks during construction and operation exceed the</p>	<p><i>Construction and Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA’s Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>SCAQMD's threshold of 10 in 1 million.</p> <p><i>Indirect</i></p> <p>The Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity. Trains equipped with Tier 4 emission controls would further reduce emissions.</p>			
<p>Threshold 7.5.2-D: Create objectionable odors affecting a substantial number of people.</p> <p>The Modified Proposed Project would not create objectionable odors affecting a substantial number of people.</p>	<p><i>Construction and Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.2-E: Generate greenhouse gas emissions, either directly or indirectly, that may have an adverse effect on the environment.</p> <p>The Modified Proposed Project would not generate GHG emissions that may have an adverse effect on the environment.</p>	<p><i>Construction and Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p>AQ-2 Adaptive Air Quality Mitigation Plan Compliance with U.S. EPA’s Tier 4 Exhaust Emission Standards</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction and Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>Threshold 7.5.2-F: Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p> <p>The Modified Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose</p>	<p><i>Construction and Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p>No mitigation is required.</p>	<p><i>Construction and Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-16. Supplemental EIR CEQA Determination Summary – Air Quality and Greenhouse Gas Emissions

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
of reducing GHG emissions.			

Notes:

*CARB=California Air Resources Board; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; EIR=environmental impact report
 GHG=greenhouse gases; LAUS=Los Angeles Union Station; LOSSAN=Los Angeles-San Diego-San Luis Obispo; NOX=nitrogen oxides; SCAQMD=South Coast Air
 Quality Management District; SCRRA=Southern California Regional Rail Authority*

Mitigation Measures

Implementation of the following mitigation measures, as modified below, would avoid or minimize significant impacts on air quality and GHG emissions resulting from the changed circumstances.

AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.
- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.

- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in project specifications and shall be implemented by the construction contractor.

AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.

Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.

On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a

level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Pproject study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Pproject study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union Station, and CalSTA, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Pproject study area.

After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Pproject study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the Pproject study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.

Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:

- Electric multiple unit systems.
- Diesel multiple units.
- Battery-hybrid multiple units.
- Renewable diesel and other alternative fuels.

Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Pproject study area.

MY AQ-1 (same as Mitigation Measure AQ-1)

MY AQ-2 (same as Mitigation Measure AQ-2)

7.5.3 Cultural Resources

This section includes an evaluation of potential impacts related to cultural resources⁶ as a result of the changed circumstances considered in the SEIR, specifically related to the identification of Kelite Factory Plant No. 1, and inclusion of supplemental documentation for previously identified Archaeological Site CA-LAN-1575/H. The information contained in this section to evaluate cultural, historical, and archaeological resources is summarized from the *Link US Historic Property Survey Report* (July 2018), *Link US Supplemental Cultural Resource Report* (December 2020), *Link US Second Supplemental Cultural Resource Report* (May 2023), and *Link US Finding of Effect Report* (November 2023) collectively referred to as the *Link US Cultural Resource Reports*.

The proposed project modifications at the BNSF West Bank Yard would occur on property owned by BNSF and occupied by existing transportation uses, such as freight storage tracks. Work proposed in the BNSF West Bank Yard as part of the Modified Proposed Project does not result in changes to the Project footprint (and associated ADI) of the previously proposed Final EIR Project. As such, no new inventory of the BNSF West Bank Yard was conducted since the BNSF West Bank Yard is entirely developed and no previous cultural resources were identified within or adjacent to the yard. Therefore, no further evaluation of the changed circumstances at BNSF West Bank Yard for cultural resources is warranted. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Regulatory Framework

The regulatory framework, which includes applicable state and local laws, regulations, and plans relative to cultural resources, are provided in Section 3.12 of the Final EIR. The regulatory framework for cultural resources is the same as presented in Final EIR.

Environmental Setting

The Final EIR identified 18 historical resources (17 built environment resources and 1 archaeological site [CA-LAN-1575/H]) within the All that were either listed or eligible for listing in the NRHP and/or CRHR. All eligibility determinations made in support of the Final EIR received concurrence from SHPO on September 27, 2018. In the time since SHPO concurrence, additional cultural resource reports have been prepared to: 1) identify historical resources in the updated All that have crossed the 45-year age threshold for evaluation; and, 2) update known information of previously identified historical resources based on recent cultural resource investigations performed for other Metro projects.

⁶ Section 3.12 of the Final EIR (2019) evaluated potential impacts related to cultural resources, paleontological resources, and tribal cultural resources. As described in Section 7.4 of this SEIR, paleontological resources and tribal cultural resources would not be significantly affected by the identified changed circumstances and are therefore not discussed in detail in this SEIR.

As part of the updated environmental setting, the Kelite Factory Plant No. 1 (located at 1250 Main Street) is considered for evaluation as it was determined eligible for listing on the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. SHPO concurred with this determination in a letter dated May 2, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process and eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. Kelite Factory Plant No. 1 was not previously evaluated within the Final EIR or CEQA Addendum No. 1; therefore, potential impacts on this eligible historical resource are evaluated within this SEIR.

In addition, minor technical revisions to one existing archaeological site have been made since preparation of the Final EIR. Archaeological Site CA-LAN-1575/H is a multicomponent archaeological site that was evaluated in support of the Final EIR and was determined eligible for listing in the NRHP. CA-LAN-1575/H is situated throughout the entire ADI in the vicinity of LAUS. A portion of the archaeological site extends within Caltrans ROW and is considered a state-owned historical resource pursuant to PRC §5024(f). Recent cultural resource investigations undertaken for local Metro projects between 2017 and 2021 have identified a total of 46 additional archaeological features and human interments in the area immediately east and southeast of the LAUS. Of these, 33 features were recommended to contribute to the significance of CA-LAN-1575/H. The boundaries of CA-LAN-1575/H have been extended from those previously disclosed in the Final EIR to encompass the new features associated with recent cultural resource investigations undertaken in the area.

Summary of Prior Analysis

To provide a basis for the SEIR evaluation, Table 7-17 summarizes the impacts, relevant mitigation measures, and CEQA environmental determinations before and after implementation of mitigation for cultural resources as disclosed in the Final EIR and CEQA Addendum No. 1.

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Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
<p>Threshold 3.12-A: Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.</p> <p><i>Construction</i></p> <p>The proposed project may cause a substantial adverse change in the significance of the following six historical resources:</p> <ul style="list-style-type: none"> • LAUS • Vignes Street Undercrossing • William Mead Homes • Friedman Bag Company—Textile Division Building • North Main Street Bridge (Bridge #53C 1010) • Archaeological Site CA-LAN-1575/H <p><i>Indirect</i></p> <p>The proposed project would result in an indirect visual impact associated with the new modified expanded passageway and grand canopy if implemented. The new modified expanded passageway is of</p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operation</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>Significant</p>	<p><i>Construction</i></p> <p>HIST-1a LAUS City of Los Angeles CHC Review and Consultation: Based on LAUS being identified as LAHCM #101, Metro shall consult with the City of Los Angeles OHR and CHC during early design phases of the project to discuss the character-defining features of LAUS that would be altered or demolished by the project. Metro shall take into consideration the feedback received from the OHR and CHC in progressing the design to completion.</p> <p>HIST-1b LAUS HABS-Like Documentation: Historic Resource Recordation: Impacts resulting from the demolition or alteration of character defining features of LAUS shall be minimized through archival documentation of as built and as found condition. Prior to initiation of construction work at LAUS, Metro shall ensure that documentation of the character defining features proposed for demolition is completed in a manner similar to a HABS, Level I survey documentation. The further documentation of LAUS shall include large format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s professional qualification standards for history and/or architectural history. The archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.</p>	<p><i>Construction</i></p> <p>Significant and Unavoidable</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>Significant and Unavoidable</p>

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
<p>non-historic dimensions, design, and materials, and would have new vertical and expanded horizontal circulation elements.</p>		<p>At a minimum, but not limited to, the following character-defining features shall be included in this documentation:</p> <ul style="list-style-type: none"> • Pedestrian passageway • Ramps • Railings • Platforms • Butterfly shed canopies • South retaining wall • Terminal Tower • Car Supply/Maintenance Building • Cesar Chavez Avenue Undercrossing • Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation) <p>HIST-1c LAUS Restoration of the Existing Passenger Concourse (west of pedestrian passageway): To ensure compatibility with the architecturally significant buildings that are part of LAUS and to mitigate the demolition or alteration of character defining features at LAUS, the original passenger concourse shall be restored, where feasible, from an engineering and constructability standpoint to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration. The original passenger concourse is a distinct transitional space between the</p>	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>waiting hall and the pedestrian passageway, having a low and flat ceiling with chamfered, rectangular columns with flared capitals. The original passenger concourse presently contains multiple retail spaces, restrooms, Amtrak ticketing and baggage handling, and the entrance to the subterranean Red and Purple subway lines. This includes possible redesign of the entrance to the Metro Red Line Subway to be more compatible with the historic LAUS design. Metro shall design and implement the restoration in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.</p> <p>HIST-1d LAUS Educational Exhibit: Because the passenger interface (i.e., the pedestrian passageway, ramps, railings, and butterfly shed canopies) between the trains and the architecturally significant buildings at LAUS shall be demolished and replaced by a new design, an educational display shall be created by Metro and installed at LAUS that could be viewed by the public and would demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall design and implement the educational display in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.</p> <p>HIST-2 William Mead Homes Consultation: Mitigation Measure AES 1 (described in Section 3.4, Aesthetics) requires coordination with HACLA on the aesthetic treatments for the proposed retaining wall and sound wall. Metro shall send copies of pertinent consultation documentation regarding proposed retaining wall and sound wall design and/or aesthetic treatments including plans, specifications, and other</p>	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>documentation to the City of Los Angeles OHR to keep them apprised of the consultation process.</p> <p>HIST-3 Friedman Bag Company — Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.</p> <p>HIST-4: North Main Street Bridge City of Los Angeles Cultural Heritage Commission Review and Consultation: Metro shall ensure that prior to construction, work proposed on all elements and character-defining features of the North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, shall follow the Secretary of Interior’s Standards for the Treatment of Historic Properties, to the extent feasible. Based on the North Main Street Bridge being identified as City of Los Angeles Historic-Cultural Monument #901, Metro shall consult with the City of Los Angeles OHR and CHC during early design phases of the Project to discuss the character-defining features of the North Main Street Bridge that would be altered by the Project. Metro shall take into consideration the feedback received from the OHR and CHC in progressing the design to completion.</p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMP: Prior to construction, Metro’s qualified</p>	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>archaeologist, herein defined as a person who meets the Secretary of Interior’s Professional Qualification Standards in Archaeology and experienced in analysis and evaluation of the types of material anticipated to be encountered, shall develop a CRMMP that includes the treatment and management for known historical resources, determines thresholds of significance for each of the feature types that may be encountered, and the process for treating unanticipated discoveries. The CRMMP shall contain a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long-term curation of archaeological materials recovered during construction. The CRMMP shall detail the discovery protocol if human remains and/or funerary objects, sacred objects, and objects of cultural patrimony are encountered and shall include a plan for reburial in an appropriate location. The CRMMP shall be consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California OHP’s <i>Archaeological Resources Management Reports: Recommended Contents and Format</i>.</p> <p>Consulting Tribes under AB 52 for the project shall have the opportunity to review and comment on the Draft CRMMP. Provisions within the CRMMP may include arrangements with tribal representatives, for example, to respectfully reinter tribal resources on site if practicable.</p> <p>Caltrans shall have the opportunity to review and comment on the Draft CRMMP.</p>	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>The CRMMP shall include, at a minimum, the following:</p> <ul style="list-style-type: none"> • Efforts to Preserve and Protect in Place: The CRMMP, per CEQA Guidelines 15162.4(b)(3), shall attempt to avoid impacts on Archaeological Site CA-LAN-1575/H and preserve in place any areas where significant components of Archaeological Site CA-LAN-1575/H are known to exist, if feasible. • Development of a Preconstruction Site-Specific Sensitivity Model: Final design feature location and the respective level and depth of ground disturbance shall serve as the basis for impacts on known locations of previously recorded archaeological features. Comparison of final design feature location with “as-built plans” especially as they relate to US-101 and historic maps for the area shall identify specific site features buried within the project study area, if any. Further, specific geotechnical boring results and past archaeological reports that identify depth of fill shall determine the level of sensitivity to encounter archaeological remains for each construction component. A three-dimensional model or other relatable graphic depiction shall be created to assist Metro with the interpretation of potential archaeological impacts. • Phasing of Feature Testing in Advance of Construction, Excavation, and Recovery: The CRMMP shall contain very specific methodology regarding testing of known features identified through the development of the sensitivity model. 	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>Due to the extreme constraints posed by the project area location (affecting public transportation through closure of roads, etc.), testing shall occur as part of the preconstruction activities. This CRMMP shall also contain specific methodology regarding feature evaluation, data recovery, and analysis for reporting.</p> <ul style="list-style-type: none"> <p>Archaeological Monitoring: The CRMMP shall identify monitoring locations and protocols based on the final design and potential impacts. Metro shall retain archaeological monitors who will be supervised by a qualified archaeologist. All archaeological monitors shall be trained in the types of materials they may encounter. The CRMMP shall rely on an OSHA-qualified determinations in regards to the safety of monitoring locations and the potential for contaminated soils or other hazards.</p> <p>Native American Monitoring: The CRMMP shall identify Native American monitoring locations and protocols based on the final design and potential impacts. Metro shall retain Native American monitors consistent with the requirements detailed in Mitigation Measure TCR-1. The CRMMP shall rely on an OSHA-qualified determinations in regards to the safety of monitoring locations and the potential for contaminated soils or other hazards.</p> <p>WEAP Training: A qualified archaeologist shall be retained to prepare a cultural resource-focused WEAP training that shall be given to all ground-disturbing construction personnel to minimize harm to Archaeological</p> 	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>Site CA-LAN-1575/H and any previously undiscovered archaeological resources. Topics to be included for WEAP training shall be identified in the CRMMP. All site workers shall be required to complete WEAP Training, with a focus on cultural resources, including education on the consequences of unauthorized collection of artifacts, and a review of discovery protocol. WEAP training shall also explain the requirements of mitigation measures that must be implemented during ground-disturbing construction activities in archaeologically sensitive areas.</p> <ul style="list-style-type: none"> • Archaeological Reporting: All archaeological reports shall meet the requirements set forth for reporting in the CRMMP and be submitted to Metro. • Evaluation and Data Recovery Reports: Where archaeological evaluation and data recovery are required, the results shall be documented in an evaluation and data recovery report. This document shall summarize the evaluation efforts and data recovery results. For each site or feature that undergoes data recovery, the report shall be prepared in accordance with the guidelines established by the Secretary of the Interior's Standards for Archaeological Documentation and the OHP's <i>Archaeological Resource Management Reports: Recommended Contents and Format</i>. • Archaeological Monitoring Report: Metro's qualified archaeologist shall prepare a yearly written report detailing monitoring activities 	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>performed at Archaeological Site CA-LAN-1575/H and at any other previously undiscovered archaeological site. A final monitoring report shall be written by Metro's qualified archaeologist upon completion of grading and excavation activities within cultural bearing soils. The yearly report shall include the results of the fieldwork for the time period and all appropriate laboratory and analytical studies that were performed in conjunction with excavations.</p> <ul style="list-style-type: none"> Curation of Archaeological Collections: Archaeological collections are comprised of several components, including but not limited to artifacts, environmental and dating samples, field documentation, laboratory documentation, photographic records, related historical documents, and reports. All artifacts, notes, photographs, and other materials recovered during the monitoring program related to Archaeological Site CA-LAN-1575/H, and any historical resource encountered during construction shall be curated or reburied by Metro, following the specific guidelines presented in the CRMMP. <p>HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H): Prior to construction, Metro shall develop a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52; cultural resource professionals, including but not limited to, qualified archaeologists, historians, and/or architectural historians, and other potential</p>	

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>stakeholders, such as local historic societies. The plan may include visual/educational exhibits or murals within LAUS, the development of an educational telephone application, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans.</p> <p><i>Indirect</i></p> <p>HIST-1a LAUS City of Los Angeles CHC Review and Consultation</p> <p>HIST-1b LAUS HABS-Like Documentation: Historic Resource Recordation</p> <p>HIST-1c LAUS Restoration of the Existing Passenger Concourse (west of pedestrian passageway)</p> <p>HIST-1d LAUS Educational Exhibit</p> <p>HIST-2 William Mead Homes Consultation</p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a Cultural Resources Mitigation and Management Plan (CRMMP)</p> <p>AES-1 Aesthetic Treatments</p>	
<p>Threshold 3.12-B: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.</p> <p><i>Construction</i></p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operations</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>No Impact</p>

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
<p>The proposed 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.</p> <p><i>Indirect</i></p> <p>Increased accessibility to archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.</p>	<p><i>Indirect</i></p> <p>Significant</p>	<p>HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H)</p> <p><i>Indirect</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p>	<p><i>Indirect</i></p> <p>Less than Significant</p>
<p>Threshold 3.12-D: Disturb any human remains, including those interred outside of formal cemeteries.</p> <p><i>Construction</i></p> <p>Ground-disturbing construction activities associated with the proposed project would occur in areas with the potential to contain human remains.</p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>HR-1 Human Remains: In the event that any human remains or related resources are discovered during construction, such resources shall be treated in accordance with applicable state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate. All construction affecting the discovery site shall immediately cease until the County Coroner is contacted (within 24 hours of the discovery of potential human remains, as required by CEQA Guidelines, Section 15064.5[e]), and the human remains are evaluated by the County Coroner for the nature of the remains and cause of death. The County Coroner must determine within 2 working days of being notified if the remains are subject to their authority. PRC Section 5097.98 requires that the immediate vicinity where the discovery occurred be</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-17. Summary of Final EIR Impacts and Proposed Mitigation Measures – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures (As Amended with CEQA Addendum No.1)	Significance Determination (After Mitigation)
		<p>subject to no further disturbances and be adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. If the remains are determined to be of Native American origin, the coroner shall contact the NAHC by phone within 24 hours, and the NAHC shall be asked to determine the most likely descendants who are to be notified or, if the remains are unidentifiable, to establish the procedures for burial within 48 hours of notification. All parties involved shall ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. This discovery protocol shall be included in the CRMMP.</p>	

Notes:
AB=Assembly Bill; CEQA=California Environmental Quality Act; CHC=Cultural Heritage Commission; CRMMP=Cultural Resource Mitigation and Management Plan; LAHCM=Los Angeles Historic-Cultural Monument; LAUS=Los Angeles Union Station; NAHC=Native American Heritage Commission; OHR=Office of Historic Resources; OSHA=Occupational Safety and Health Administration; PRC=Public Resources Code; WEAP=Worker Environmental Awareness Program

Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to cultural resources if they were to:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5,
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5, or
- c) Disturb any human remains, including those interred outside of dedicated cemeteries

Environmental Analysis

THRESHOLD 7.5.3-A	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5
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As part of the updated environmental setting, the Kelite Factory Plant No. 1 (located at 1250 Main Street) is considered for evaluation as it was determined eligible for listing in the NRHP at the local level of significance under Criterion C as an excellent example of an industrial loft with Art Deco style elements in the City of Los Angeles. SHPO concurred with this determination in a letter dated May 2, 2019. The California Historical Resource status code for the property is 2S2 (individual property determined eligible for the NRHP by consensus through Section 106 process and eligible for listing in the CRHR). The period of significance is 1918 to 1930, the years during which Plant No. 1 was constructed. Kelite Factory Plant No. 1 was not previously evaluated within the Final EIR; therefore, potential impacts on this eligible historical resource are evaluated within this SEIR.

Direct Impacts – Construction

The Modified Proposed Project would not encroach upon the boundaries of Kelite Factory Plant No. 1, nor would it require any construction activities that would cause physical destruction of, damage to, or alteration of this historical resource. The legal parcel of the property is adjacent to the railroad ROW in the Throat Segment, but the eligible Kelite Factory Plant No. 1 building, which faces Main Street and Elmyra Street, is at least 500 feet from the ADI, as shown on Figure 7-8. The Modified Proposed Project would require replacement of an existing fence with a new retaining wall adjacent to the parcel, within the existing railroad ROW, but would not require acquisition of any portion of the parcel. Given the considerable distance, there is not a potential for accidental damage to occur to any portion of the property.

The Modified Proposed Project would not change the character of the use or physical setting of the Kelite Factory Plant No. 1 in a manner that would diminish its integrity, nor would the Modified Proposed Project affect the use of the historical resource. The property is not currently in use, and no new use is proposed. The new retaining wall and concourse-related improvements, elevated rail yard, and either canopy design option would not be visible from the property because

of intervening buildings (Kelite Factory Plants No. 2 and 3) located on the same parcel. The physical setting of the property includes equipment storage and other industrial uses on the same parcel and residential uses at William Mead Homes, facing the property across Elmyra Street. The Modified Proposed Project would not result in any changes to the physical setting of the Kelite Factory Plant No. 1 building.

Construction activities would be limited to the railroad ROW and would involve trucks, bulldozers, excavators, and other construction equipment, but high intensity activities, including pile driving, would not take place at this location. Although construction would take place in the general vicinity of the Kelite Factory Plant No. 1, there is not a potential for vibration damage during construction due to the distance from the construction area (about 500 feet), the building type (reinforced masonry), and the nature of the proposed construction activity. Therefore, construction activities would not physically damage or cause significant alterations to the setting of the Kelite Factory Plant No. 1 building and no impact would occur.

The other historical resource covered under this analysis is Archaeological Site CA-LAN-1575/H. As previously stated, the identified changed circumstance regarding Archaeological Site CA-LAN-1575/H is related to an expansion of its previously defined boundaries in the Final EIR. Implementation of any phase of construction would have the potential to result in direct impacts from disturbance, displacement, or damage to archaeological remains present in Archaeological Site CA-LAN-1575/H. Archaeological Site CA-LAN-1575/H is discussed in further detail under Threshold 7.5.3-B.

Direct Impacts – Operations

Once operational, the Modified Proposed Project would involve passenger train operations along the railroad corridor and periodic maintenance of the railroad ROW. Project operations would not change the use or alter the historic characteristics of the Kelite Factory Plant No. 1 in a manner that would diminish its integrity of location, design, setting, materials, workmanship, feeling, or association. The property would continue to convey its significance.

Potential noise and vibration effects related to operation of the Modified Proposed Project were evaluated and presented in Section 3.6 of the Final EIR and summarized in Section 7.5.5 of this SEIR. Operational noise or vibration levels associated with the Modified Proposed Project would not result in physical damage to the Kelite Factory Plant No. 1 due to its dense urban setting and would not change the character or use of, nor diminish the integrity of any of the significant features of the property. Noise and vibration would not alter any of the characteristics of the Kelite Factory Plant No. 1 that qualify it for inclusion in the NRHP/CRHR. Therefore, no operational impacts are identified for the Kelite Factory Plant No. 1 building. Therefore, no impacts are anticipated to occur.

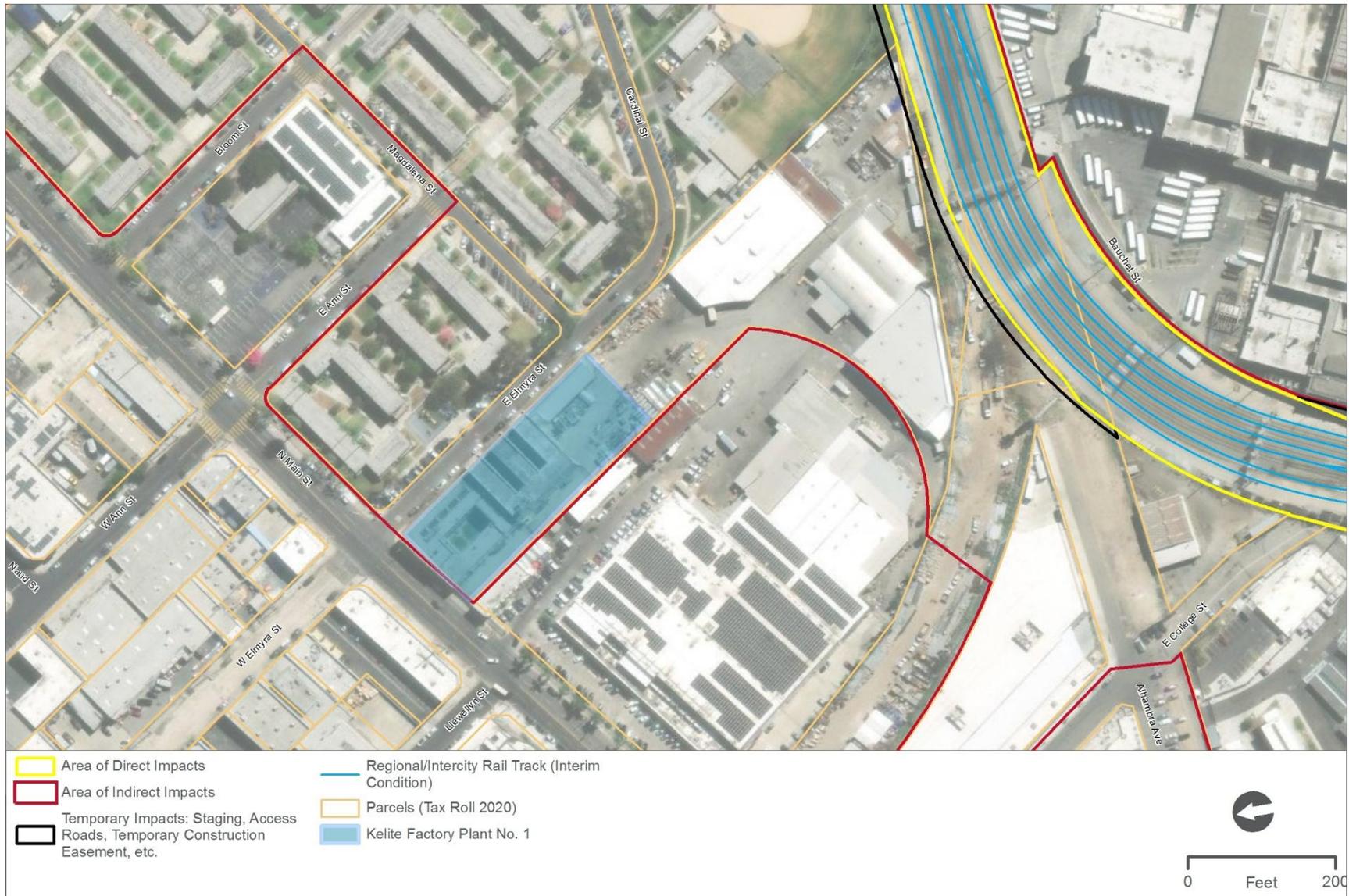
Indirect Impacts

Under the Modified Proposed Project, infill development would be constructed within the ADI. Depending on their proposed location, footprint, and design, infill development projects could

cause physical destruction of, damage to, or alteration of the Kelite Factory Plant No. 1. Growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate may also result in adaptive reuse, infrastructure improvements, and other projects that would incrementally change the character of use or diminish the integrity of setting of the Kelite Factory Plant No. 1. Infill development and other projects would be subject to future environmental reviews, as applicable, in addition to local regulations, and measures would be required to be developed to mitigate significant impacts to the Kelite Factory Plant No. 1. Therefore, a less than significant impact is anticipated to occur.

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Figure 7-8. Kelite Factory Plant No. 1 Historical Resource Boundary and the Modified Proposed Project



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THRESHOLD 7.5.3-B	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5
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Direct Impacts – Construction

The Final EIR addressed recorded Archaeological Site CA-LAN-1575/H within the ADI and identified nine additional archaeological sites that have been recorded within 0.25 miles of the ADI. The Final EIR determined that there is potential to encounter and cause a substantial adverse change in the significance of archaeological resource Archaeological Site CA-LAN-1575/H, as well as to previously unrecorded archaeological resources buried within the ADI during any ground-disturbing work. With implementation of Mitigation Measures HIST-5 (Preparation of a Cultural Resources Monitoring and Management Plan) and HIST-6 (Development of a Public Participation or Outreach Plan for P-19-001575 [Archaeological Site CA-LAN-1575/H]), the Final EIR concluded that impacts associated with archaeological resources would be reduced to a level less than significant.

Although the boundaries of recorded Archaeological Site CA-LAN-1575/H have been expanded as part of identified changed circumstances, it does not change the potential for the Modified Proposed Project to encounter deposits associated with archaeological resource CA-LAN-1575/H or previously unrecorded archaeological resources during construction. Therefore, the provisions identified as part of Final EIR—Mitigation Measures HIST-5 and HIST-6 (now Mitigation Measure CUL-1)—would still apply.⁷ Similar to what was originally identified in the Final EIR, implementation of Mitigation Measure CUL-1 would reduce potential impacts to archaeological resources associated with the Modified Proposed Project to a level less than significant.

Direct Impacts – Operations

The Final EIR identified that once operational, the Final EIR Project would involve passenger train operations along the railroad corridor and periodic maintenance of the railroad ROW. The Final EIR concluded that because no ground-disturbing activities would occur during operations, no impacts would occur. Similar to the operational impacts described in the Final EIR, once operational, the Modified Proposed Project would involve passenger train operations along the railroad corridor and periodic maintenance on the railroad ROW. Since operations would occur at ground surface, and intact archaeological resources are buried, there would be no anticipated corresponding impacts of Modified Proposed Project operations to archaeological resources. No impacts are anticipated to occur.

⁷ Since the adoption of the Revised MMRP, most of the CEQA mitigation measures for cultural resources (as amended with CEQA Addendum No.1) have been consolidated into two measures to reflect the preparation of two treatment plans—one for archaeological resources, and one for built environment. All provisions of HIST-5 and HIST-6 are fully contained within the new Mitigation Measure CUL-1.

Indirect Impacts

The Final EIR identified that even though the construction site would be fenced and off-limits to the public, indirect impacts may still result from increased accessibility to archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities. Damage to improperly curated artifacts and other specimens is considered a significant impact. The Final EIR concluded that with Mitigation Measure HIST-5 (now Mitigation Measure CUL-1), potential impacts would be reduced to a level less than significant.

Although there are changes attributed to the Modified Proposed Project since the adoption of the Final EIR, the potential to impact sensitive archaeological resources would be the same during construction activities as that identified for other infrastructure improvements within the ADI. Mitigation Measure CUL-1 would be implemented to address any potential indirect impacts related to archaeological resources during construction or operation of the Modified Proposed Project. With implementation of Mitigation Measure CUL-1, impacts would be reduced to a level less than significant.

THRESHOLD 7.5.3-C	Disturb any human remains, including those interred outside of dedicated cemeteries
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Direct Impacts – Construction

The Final EIR identified ground-disturbing construction activities associated with the Final EIR Project that would occur in areas with the potential to contain human remains. The potential to uncover human remains during construction activities was identified as a potentially significant impact. The Final EIR included Mitigation Measure HR-1, which identifies the regulations and guidelines for disclosure, recovery, relocation and preservation in the event that human remains or related resources are discovered during construction. With implementation of Mitigation Measure HR-1 (now Mitigation Measure CUL-1), the Final EIR concluded that impacts associated with human remains would be reduced to a level less than significant.

Mitigation Measure CUL-1 would be implemented to address any potential impacts related to human remains identified for the Modified Proposed Project. Impacts would be less than significant with mitigation incorporated.

Direct Impacts – Operations

The Final EIR identified that once operational, the Final EIR Project would involve passenger train operations along the railroad corridor and periodic maintenance of the railroad ROW. The Final EIR concluded that because no ground-disturbing activities would occur during operations, no impacts would occur. Similar to the operational impacts described in the Final EIR, operation of the Modified Proposed Project would involve train operations along the railroad corridor and periodic maintenance of the railroad ROW. No impacts are anticipated to occur.

Indirect Impacts

No indirect impacts on human remains during any phase of the Modified Proposed Project are anticipated.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Guidelines Appendix G Environmental Checklist questions for cultural resources and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-18 provides a summary of the CEQA significance conclusions for cultural resources; the proposed or modified mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation is applied.

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Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources			
Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.3-A: Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.</p> <p><i>Construction</i></p> <p>Construction activities would not physically damage or cause significant alterations to the setting of the Kelite Factory Plant No. 1 building.</p> <p><i>Indirect</i></p> <p>Infill development and other projects, which may impact the Kelite Factory Plant No. 1 building and its setting, would be subject to future environmental reviews, as applicable, in addition to local regulations.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>Threshold 7.5.3-B: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>No Impact</p>	<p>The mitigation measures for the SEIR have been updated to align with the subsequent treatment plans for archaeology and built environment resources. Provisions of the previous cultural resource mitigation measures, including HIST-5, are included in Mitigation Measure CUL-1.</p>	<p><i>Construction and Indirect</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operation</i></p>

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p><i>Construction</i></p> <p>The identified changed circumstances include activities that would require ground disturbance that may result in impacts to recorded and/or unrecorded archaeological resources.</p> <p><i>Indirect</i></p> <p>The identified changed circumstances would result in an indirect impact to archaeological resources during construction resulting from looting or vandalism activities by construction personnel due to increased accessibility to archaeological resources.</p>	<p><i>Indirect</i></p> <p>Significant Impact</p>	<p><i>Construction and Indirect</i></p> <p>CUL-1 <u>Archaeological Treatment Plan (ATP):</u> Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior’s Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.</p> <p>The ATP shall be prepared consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California OHP <i>Archaeological Resources Management Reports: Recommended Contents and Format</i> (OHP 1990).</p> <p>The ATP shall include, at a minimum, the following elements:</p> <ul style="list-style-type: none"> • Research design – The ATP shall include a robust research design to be 	<p>No Impact</p>

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p><u>used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered, and outline the data requirements necessary to successfully address the research questions.</u></p> <ul style="list-style-type: none"> • <u>Site-specific sensitivity model – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or</u> 	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p><u>deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.</u></p> <ul style="list-style-type: none"> • <u>Phased testing, evaluation, and data recovery of known features and deposits</u> – Based on the results of the <u>site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.</u> • <u>Archaeological and Native American monitoring</u> – The ATP shall include the 	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources			
Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p><u>locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.</u></p>	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> • <u>Provisions for the inadvertent discovery of archaeological features or deposits</u> – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented. • <u>Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony</u> – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the NAHC as the Most Likely Descendant, and in accordance with applicable regulations. 	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> Public participation or outreach plan for CA-LAN-1575/H – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources. Cultural resource WEAP training – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and 	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p><u>explanation of mitigation requirements for work in archaeologically sensitive areas.</u></p> <ul style="list-style-type: none"> • <u>Standards for reporting</u> – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California OHP’s <i>Archaeological Resources Management Reports: Recommended Contents and Format</i>. • <u>Guidelines for curation</u> – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993). • <u>Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code</u> – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans’ responsibilities under Section 5024 of the California Public Resources Code to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street. 	

Table 7-18. Supplemental EIR CEQA Determination Summary – Cultural Resources			
Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p><u>located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.</u></p>	
<p>Threshold 7.5.3-C: Disturb any human remains, including those interred outside of dedicated cemeteries.</p> <p><i>Construction</i></p> <p>The identified changed circumstances include activities that would require ground disturbance that may result in the discovery of human remains.</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations and Indirect</i></p> <p>No Impact</p>	<p>The mitigation measures for the SEIR have been updated to align with the subsequent treatment plans for archaeology and built environment resources. Provisions of the previous mitigation measures, including HR-1, are included in Mitigation Measure CUL-1.</p> <p><i>Construction</i></p> <p>CUL-1 Archaeological Treatment Plan (ATP)</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations and Indirect</i></p> <p>No Impact</p>

Notes:
 ATP=Archaeological Treatment Plan; CFR=Code of Federal Regulations; CEQA=California Environmental Quality Act; EIR=environmental impact report; LAUS=Los Angeles Union Station; NAHC=Native American Heritage Commission; ROW=right-of-way; SEIR=Supplemental Environmental Impact Report; SHPO=State Historic Preservation Officer; WEAP=Worker Environmental Awareness Program

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Mitigation Measures

Since the certification of the Final EIR and CEQA Addendum No. 1, most of the CEQA mitigation measures for cultural resources have been consolidated into two measures to align with the subsequent preparation of two treatment plans (one for archaeological resources and one for built environment), that would contain all mitigation requirements for each resource type. All provisions of Final EIR Mitigation Measures HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 are fully contained within new Mitigation Measures CUL-1 and CUL-2.

Implementation of the following mitigation measures would avoid or minimize potentially significant impacts on cultural resources.

CUL-1 Archaeological Treatment Plan (ATP). Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address inadvertent discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H under Criterion D, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps,

geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design. Consulting tribes shall have an opportunity to review the sensitivity model and provide insight informed by traditional tribal knowledge.

- **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.
- **Archaeological and Native American monitoring** – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction and provisions for determining monitoring locations based on final design, potential impacts to archaeological resources as assessed through the site-specific sensitivity model, and the potential to impact tribal resources including human remains that may be contained in both intact and disturbed contexts (e.g., previously disturbed soils or fill). The ATP shall include the requirement that archaeological monitoring take place under the supervision of an Archaeological Field Director meeting the minimum professional qualifications as defined in 2016 by the Society for California Archaeology, along with the demonstrated ability to identify human and non-human remains. The ATP shall also include requirements that all Archaeological Monitors for project construction have completed at least 12 semester units of undergraduate or graduate coursework in archaeology plus 12 months of archaeological-related field experience in California. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the inadvertent discovery of archaeological features or deposits** – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant under Criterion D, then data recovery and analysis procedures outlined for known resources shall be implemented.

- **Provisions for the inadvertent discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony** – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner as determined through consultation with the Native American tribe identified by the NAHC as the Most Likely Descendant, and in accordance with applicable regulations.
- **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.
- **Cultural resource WEAP training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.
- **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79 and the California Guidelines for the Curation of Archeological Collections (May 7, 1993).
- **Covenant for transfer of responsibilities under Section 5024 of the California PRC** – The ATP shall contain provisions for the negotiation of a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities

under Section 5024 of the California PRC to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.

CUL-2 Built Environment Treatment Plan (BETP): Prior to construction, Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior’s Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence.

The BETP shall include, at a minimum, the following elements:

- **HABS documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation:
 - Pedestrian passageway
 - Ramps
 - Railings
 - Platforms
 - Butterfly shed canopies
 - South retaining wall
 - Terminal Tower
 - Car Supply/Maintenance Building

- Cesar Chavez Avenue Undercrossing
- Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)
- **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior’s Standards for Rehabilitation shall be followed where restoration is not feasible.
- **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall consider the feasibility of salvaging significant architectural details from LAUS for use in the educational display.
- **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If all of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished.
- **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses.
- **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties with the objective of minimizing visual impacts of the proposed safety improvements to the historic character of the bridge, to the extent feasible.
- **Design review** – The BETP shall identify parties—including SHPO, the City of Los Angeles OHR, and the City of Los Angeles Cultural Heritage Commission (CHC)—to be consulted during early design phases of the Project regarding the following items:

- alterations to or demolition of character-defining features of LAUS
- restoration of the existing LAUS passenger concourse
- educational display for LAUS
- alterations to character-defining features of the North Main Street Bridge
- Metro shall take into consideration the feedback received in progressing the design to completion.
- Response plans – The BETP shall include requirements for the development of protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources.

HIST-3 Friedman Bag Company: Textile Division Building-City of Los Angeles Office of Historical Resources Review and Consultation and HABS-Like Documentation: Prior to demolition, the character-defining features of the historical resource shall be photographed in a manner similar to HABS standards, submitted to OHR for review and approval, and the archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.

7.5.4 Land Use and Planning

This section includes an evaluation of potential impacts related to land use and planning as a result of the changed circumstances considered in the SEIR; specifically, the presence of Care First Village and implementation of the Modified Proposed Project. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Regulatory Framework

The regulatory framework, which includes applicable state and local laws, regulations, and plans relative to land use and planning, are listed in Table 3.2-1 of the Final EIR (Section 3.2 Land Use and Planning). The regulatory framework for land use and planning is the same as described in the Final EIR, with the following updates:

- **SCAG 2020-2045 RTP/SCS:** SCAG adopted the 2020-2045 RTP/SCS (an update to the 2016-2040 RTP/SCS) on September 3, 2020. The Project is listed as a transit project in both the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS under with FTIP Identification (ID) LA0G1051.
- **City of Los Angeles DCP (2023).** The DCP was adopted by the City Council on May 3, 2023. The DCP describes a collective vision for Downtown's future and includes policies, plans, and implementation programs that frame the city's long-term priorities of the downtown area, including specific policies related to Union Station and the future integration of the Link US Project and integration of the planned HSR system.

The DCP replaced the Central City North Community Plan and the Central City Community Plan. The DCP area extends from US-101 on the west to the Los Angeles

River on the east and from Broadway and Stadium Way on the north to the City of Vernon boundary on the south.

Environmental Setting

The changed circumstances result in a slight change to the environmental setting with the presence of Care First Village north of LAUS. Aside from this new transitional housing facility located in Segment 1 of the Project study area, there are no other changes to the environmental setting considered in the Final EIR. Care First Village is located within the Northern Industrial District and considered a sensitive receptor because it includes a residential population. The parcel where Care First Village is located is within the boundary of the DCP Area, has a general plan land use designation of Production, and a zoning designation of Industrial 1.

The changes to the BNSF West Bank Yard as part of the Modified Proposed Project would occur within the same area considered in the Final EIR.

Summary of Prior Analysis

To provide a basis for the SEIR evaluation, Table 7-19 summarizes the impacts, relevant mitigation measures and CEQA environmental determinations before and after implementation of mitigation as reflected in the Final EIR. CEQA Addendum No. 1 did not result in any changes to the prior analysis disclosed in the Final EIR.

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Table 7-19. Summary of Final EIR Impacts and Mitigation Measures – Land Use and Planning

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 3.2-A: Physically divide an established community.</p> <p>The proposed project would not physically divide an established community.</p>	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less Than Significant</p> <p><i>Indirect</i> No Impact</p>	<p>No mitigation is required</p>	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less Than Significant</p> <p><i>Indirect</i> No Impact</p>
<p>Threshold 3.2-B: Conflict with any land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.</p> <p><i>Operations</i></p> <p>Potential conflicts with plans that promote neighborhood sustainability, connectivity, and non-motorized connections from LAUS to the Los Angeles River.</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Significant</p> <p><i>Indirect</i> No Impact</p>	<p><i>Operations</i></p> <p>LU-1 Enhance Neighborhood Connectivity: Consistent with the Los Angeles River Revitalization Master Plan, RIO Overlay District guidelines, LAUS Sustainable Neighborhood Assessment, City of Los Angeles Mobility Plan, Metro’s LA River Path Project, and Metro’s Los Angeles Union Station Forecourt and Esplanade Improvements Project, to mitigate the identified significant impact, Metro, in coordination with the City of Los Angeles, shall implement either Class II or IV type bike lanes that consist of only pavement striping and bollards (no additional ROW and no raised median will be required) along Commercial Street from Alameda Street to Center Street, enhancing neighborhood connectivity south of US-101. If additional funding is identified, a dedicated bicycle/pedestrian bridge</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less Than Significant</p> <p><i>Indirect</i> No Impact</p>

Table 7-19. Summary of Final EIR Impacts and Mitigation Measures – Land Use and Planning

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		over US-101 could be constructed in addition to the new bicycle lanes described above.	

Notes:

¹ *Threshold C related to habitat conservation plans was determined to be inapplicable to the actions associated with the project. EIR=environmental impact report; LAUS=Los Angeles Union Station; ROW=right-of-way*

Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to land use and planning if they were to:

- a) Physically divide an established community; or
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

For this supplemental analysis, as discussed in Section 7.3 (Table 7-1), the focus of the land use and planning analysis in this SEIR is the addition of Care First Village as a residential community and permanent loss of storage track capacity at the BNSF West Bank Yard (Modified Proposed Project). Other changed circumstances would not change the previous environmental evaluation or CEQA determinations in Section 3.2, Land Use and Planning of the Final EIR. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Environmental Analysis

THRESHOLD 7.5.4-A	Physically divide an established community
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Direct Impacts – Construction

All construction activities would be temporary, and vehicles and equipment would be located within the project footprint outside of the Care First Village property. Therefore, no impact would occur.

Direct Impacts – Operations

Similar to the Final EIR Project, the Modified Proposed Project would be implemented within a highly urbanized environment, mostly within an existing railroad ROW where no residential communities, including Care First Village, are present. All proposed infrastructure would occur away from established communities. Impacts would be less than significant.

Indirect Impacts

Future expansion of Care First Village may occur outside of the railroad ROW. An expanded Care First Village or other infill development would not be impacted by the Modified Proposed Project, nor would they be physically divided because proposed infrastructure is located within the railroad ROW or immediately adjacent to existing transportation ROW. Therefore, no impact would occur.

THRESHOLD 7.5.4-B	Cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect
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Direct Impacts – Construction

Similar to the Final EIR Project, construction of the Modified Proposed Project would be conducted in accordance with all applicable policies and regulations of agencies with jurisdiction or discretion over proposed facilities and/or site conditions. Impacts would be less than significant.

Direct Impacts – Operations

The Final EIR concluded that a significant impact would occur due to 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). Mitigation Measure LU-1 was proposed to improve connectivity between neighborhoods surrounding LAUS and facilitate cycling and walking in the Project study area.

With the presence of Care First Village, and its interface with proposed infrastructure, no conflicts with land use plans, policies, or regulations would occur; however, the permanent loss of storage tracks at the BNSF West Bank Yard as part of Modified Proposed Project would conflict with policies, programs, and goals that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change that are contained in the Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040. As described further in Section 7.5.6, Transportation of this SEIR, this is considered a significant impact. Mitigation Measure TR-3 (described in Section 7.5.6) is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard through implementation of railroad improvements at Malabar Yard. With implementation of Mitigation Measure TR-3, this impact would be reduced to a level less than significant.

Indirect Impacts

Similar to the Final EIR Project, the Modified Proposed Project could encourage future residential and commercial infill development. The investment in improved public transit systems and transit-oriented developments would contribute to a more sustainable neighborhood development pattern in the area, which could benefit the residents of Care First Village. No impact would occur.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Appendix G Environmental Checklist questions for land use and planning and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-20 provides a summary of the CEQA significance determinations for the changed circumstances considered; the proposed mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation is applied.

Table 7-20. Supplemental EIR CEQA Determination Summary for Changed Circumstances – Land Use and Planning

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.4-A: Physically divide an established community</p> <p><i>Operation</i></p> <p>The Modified Proposed Project would be implemented mostly within an existing railroad ROW where no residential communities, including Care First Village, are present. All proposed infrastructure would occur away from established communities.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operation</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>Threshold 7.5.4-B: Cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect</p> <p><i>Construction</i></p> <p>Construction activities would be conducted in accordance with all applicable policies and regulations of agencies</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction and Indirect</i></p> <p>No mitigation is required.</p> <p><i>Operations</i></p> <p><u>TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street).</u> Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:</p> <ul style="list-style-type: none"> 49th Street Closure: Closure of the 49th Street at-grade railroad crossing would accommodate 	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-20. Supplemental EIR CEQA Determination Summary for Changed Circumstances – Land Use and Planning

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>with jurisdiction or discretion over proposed facilities and/or site conditions.</p> <p><i>Operations</i></p> <p>Permanent loss of storage tracks at the BNSF West Bank Yard as part of Modified Proposed Project would conflict with policies, programs, and goals contained in the Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040.</p>		<p>approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.</p> <ul style="list-style-type: none"> 46th Street Connector: An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF’s Malabar Yard and BNSF’s Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented. <p><u>The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts. The timing for implementation and operation</u></p>	

Table 7-20. Supplemental EIR CEQA Determination Summary for Changed Circumstances – Land Use and Planning

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		of this mitigation measure shall be mutually agreed upon between Metro and BNSF.	

Notes:
 CEQA=California Environmental Quality Act; EIR=environmental impact report

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Mitigation Measures

Implementation of the following mitigation measure would avoid or minimize significant impacts resulting from the changed circumstances.

TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street):

Metro or BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard in the City of Vernon.

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.~~The timing for implementation and operation of this mitigation measure shall be mutually agreed upon between Metro and BNSF.~~

7.5.5 Noise and Vibration

This section includes an evaluation of potential impacts related to noise and vibration as a result of the changed circumstances considered in the SEIR; specifically, the presence of Care First Village and the noise model calculation assumptions (minor technical adjustment). Refinements to the Modified Proposed Project are addressed in Section 7.8.

Regulatory Framework

The regulatory framework, which includes applicable state and local laws, regulations, and plans relative to noise and vibration, are listed in Table 3.6-1 of the Final EIR (Section 3.6 Noise and Vibration). The regulatory framework for noise is the same as presented in the Final EIR.

Environmental Setting

The physical environmental setting of the Project study area as described in the Final EIR has slightly changed with the addition of Care First Village that was constructed adjacent to the

railroad ROW north of LAUS in October 2021 and the consideration of the Metro Gateway Childhood Development Center as a noise- and vibration-sensitive sensitive land use. Aside from this new transitional housing facility (Care First Village) and the Metro Gateway Childhood Development Center located in Segment 1 and 2 of the Project study area, respectively, there are no other changes to the environmental setting relative to the noise and vibration analysis⁸. Care First Village and the Metro Gateway Childhood Development Center include new noise- and vibration-sensitive land uses where sensitive receptors in the Project study area (Category 2 and 3 land uses, as defined in the Final EIR) occur, and that were not previously considered. To support this supplemental evaluation, the noise analysis area was expanded to analyze the potential for impacts related to noise and vibration at Care First Village and the Metro Gateway Childhood Development Center. At Care First Village, the Category 2 land uses consist of the places where people sleep, and the Category 3 land use consist of the playground/park at the facility. At the Metro Gateway Childhood Development Center, the Category 3 land use consists of the daycare at the facility.

For the purposes of this evaluation, the existing noise and vibration levels at Twin Towers Correctional Facility and William Mead Homes was used for Care First Village. Existing noise and vibration levels at the Mozaic Apartments (Amtrak Baggage Handling Building) were used for the Metro Gateway Childhood Development Center. Existing noise and vibration levels are discussed below.

1. Existing noise levels at Twin Towers Correctional Facility were used to characterize the noise levels for the Care First Village, mainly since the proximity of these two receptors to the measurement location is similar and noise measurement location ML2 is therefore representative of this area as well. A similar approach was taken to characterize existing noise levels for the Metro Gateway Childhood Development Center by using measured noise levels from the Mozaic Apartments (Amtrak Baggage Handling Building). Table 7-21 identifies the measured noise levels for the existing condition at noise measurement location ML2 for Care First Village and ML3 for the Metro Gateway Childhood Development Center.
2. Existing vibration conditions collected at William Mead Homes were used to characterize the vibration conditions for the Care First Village, mainly since the proximity of these two receptors to the measurement location is similar and vibration measurement location ML1a is therefore representative of this area as well. A similar approach was taken to characterize existing vibration conditions for the Metro Gateway Childhood Development Center by using the vibration measurements from the Mozaic Apartments (Amtrak Baggage Handling Building). Table 7-22 identifies the measured vibration levels for the

⁸ The Harry Pregerson Child Care Center located at 255 E. Temple Street and the LAPD Metropolitan Detention Center located at 180 North Los Angeles Street was considered in the evaluation for air quality and greenhouse gases; however is outside of the 375-foot screening distance used for the noise and vibration analysis.

existing condition at vibration measurement location ML1a for Care First Village and ML3 for the Metro Gateway Childhood Development Center.

Figure 7-9 depicts the location of Care First Village and the Metro Gateway Childhood Development Center, noise measurement location ML2 and ML3, and vibration measurement location ML1a and ML3.

Table 7-21. Measured Noise Levels for the Existing Condition at Care First Village				
Site ID	Location	Noise Levels (dBA)		
		L _{dn}	L _{eq} (day)	L _{eq} (night)
ML2	Twin Towers Correctional Facility (Terminal Tower) and Care First Village	73	71	66
ML3	Mozaic Apartments (Amtrak Baggage Handling Building)	67	64	60

Source: Link US Noise and Vibration Study

Notes:

dBA=A weighted decibel; ID=identification; L_{dn}=day night average noise level; L_{eq}=equivalent noise level; ML=monitoring location

Table 7-22. Existing Rail Operation Vibration Levels		
Site ID	Location	Vibration Levels (L _{max} VdB)
ML1a	William Mead Homes and Care First Village	69
ML3	Mozaic Apartments (Amtrak Baggage Handling Building)	84

Source: Link US Noise and Vibration Study

Notes:

dBA=A weighted decibel; ID=identification; L_{dn}=day night average noise level; L_{eq}=equivalent noise level; L_{max}=maximum sound level; ML=monitoring location

Summary of Prior Analysis

To provide a basis for the SEIR evaluation, Table 7-23 summarizes the impacts, relevant mitigation measures and CEQA environmental determinations before and after implementation of mitigation as reflected in the Final EIR. CEQA Addendum No. 1 did not result in any changes to the prior analysis disclosed in the Final EIR.

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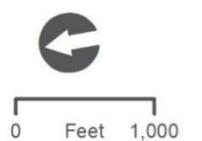
Figure 7-9. Noise-Vibration-Sensitive Land Uses, Community Noise and Vibration Measurement Locations, and Sensitive Receptor Clusters



LEGEND

- | | | |
|-----------------------------------|---|--|
| FTA Screening Distance | Project Infrastructure | FTA Land Use |
| 375 ft with Intervening Buildings | Noise and Vibration Monitoring Location | FTA Land Use Category 2 (Residential/land uses and buildings where people normally sleep) |
| 750 ft for Unobstructed Areas | Noise Monitoring Location | FTA Land Use Category 3 (Institutional/land uses and buildings with primarily daytime and evening use) |
| 200-ft Vibration Analysis | | |

- | | |
|-------------------|---------------------|
| A Lead Tracks | C Concourse |
| B Elevated Throat | D Run-Through Track |



Source: Link US Noise and Vibration Study

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Table 7-23. Summary of Final EIR Impacts and Mitigation Measures^a – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 3.6-A: A substantial permanent increase ambient noise levels in the project vicinity above levels existing without the project.</p> <p>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.</p> <p><i>Construction</i> N/A</p> <p><i>Operations</i> In the 2031 and 2040 conditions, the proposed project would result in severe noise impacts on William Mead Homes.</p>	<p><i>Operations</i> Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>NV-1 Construct Sound Wall: Prior to reaching the forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains), Metro shall construct a sound wall up to 22 feet in height to reduce operational noise impacts at William Mead Homes. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. Metro may construct the sound wall earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.</p>	<p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>
<p>Threshold 3.6-B: Exposure of persons to, or generation of, excessive ground borne vibration noise levels.</p> <p><i>Construction</i> Because construction would occur within 300 feet of an</p>	<p><i>Construction</i> Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i></p>	<p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i></p>

Table 7-23. Summary of Final EIR Impacts and Mitigation Measures^a – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>impact pile driver and 140 feet of the vibratory roller from sensitive land uses, a severe impact would occur related to William Mead Homes and Mozaic Apartments from an annoyance perspective.</p>	<p>Less than Significant</p>	<ul style="list-style-type: none"> • Design considerations and project layout: <ul style="list-style-type: none"> ○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers ○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available ○ Site equipment on the construction site as far away from noise-sensitive sites as possible ○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures) • Sequence of operations: <ul style="list-style-type: none"> ○ Restrict pile driving to daytime periods ○ Combine noisy operations to occur in the same time period <ul style="list-style-type: none"> ▪ The total noise level produced would not be significantly greater than the level produced if the operations were performed separately 	<p>Less than Significant</p>

Table 7-23. Summary of Final EIR Impacts and Mitigation Measures^a – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> ○ Avoid nighttime activities to the maximum extent feasible <ul style="list-style-type: none"> ▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods • Alternative construction methods: <ul style="list-style-type: none"> ○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible <ul style="list-style-type: none"> ▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use ○ Use specially quieted equipment, such as quieted and enclosed air compressors and properly working mufflers on all engines ○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers) <p>In an effort to keep construction noise levels below FTA’s construction noise or vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes and Mozaic Apartments, within 300 feet of construction</p>	

Table 7-23. Summary of Final EIR Impacts and Mitigation Measures^a – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>activities, approximately). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance further away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration, prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions from the community or other interested groups.</p>	
<p>Threshold 3.6-D: A substantial temporary or periodic increase in ambient noise levels existing without the project</p>	<p><i>Construction</i> Significant <i>Operations</i> Significant <i>Indirect</i></p>	<p><i>Construction</i></p> <p>NV-2 Employ Noise- and Vibration Reducing Measures during Construction</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction</p>	<p><i>Construction</i> Significant and Unavoidable <i>Operations</i> Less than Significant <i>Indirect</i></p>

Table 7-23. Summary of Final EIR Impacts and Mitigation Measures^a – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p><i>Construction</i></p> <p>Construction-related noise would exceed FTA's construction noise guidelines at sensitive receptors nearest to the project, including the William Mead Homes and Mozaic Apartments.</p> <p><i>Operations</i></p> <p>In the 2031 and 2040 conditions, the proposed project would result in severe noise impacts on William Mead Homes.</p>	Less Than Significant	<p><i>Operations</i></p> <p>NV-1 Construct Sound Wall</p>	Less than Significant

Notes:

^a Thresholds E and F related to public airports and private airstrips were determined to be inapplicable to the actions associated with the project.

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Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to noise if they were to:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; or,
- For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels.

For this supplemental analysis, as discussed in Section 7.3 (Table 7-1), the focus of the noise analysis in this SEIR is the addition of Care First Village and the Metro Gateway Childhood Development Center as sensitive receptors and the minor technical adjustments to the noise model calculation assumptions. Other changed circumstances would not change the previous environmental evaluation or CEQA determinations in Section 3.6, Noise and Vibration of the Final EIR. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Environmental Analysis

THRESHOLD 7.5.5-A	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
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Direct Impacts – Construction

Similar to what was originally identified in the Final EIR, construction related noise would exceed FTA's construction noise guidelines at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center. Implementation of Mitigation Measures NV-2 and NV-3 would minimize construction related noise impacts although impacts would remain significant and unavoidable. The identified changed circumstances (Care First Village and Metro Gateway Childhood Development Center⁹) would result in additional receptors subject to significant and unavoidable construction-related noise impacts.

Direct Impacts – Operations

As discussed above in Section 7.1.4, this SEIR addresses a minor technical adjustment to the noise model calculation assumptions to appropriately account for the nighttime noise penalty in the noise model calculation (Ldn for nighttime noise). Minor technical adjustments to the noise

⁹ The noise model calculation assumptions (minor technical adjustment) apply to operational noise only.

model calculations resulted in a slight modification to the range of noise levels for each of the sensitive receptors previously considered in the Final EIR and an overall reduction to the number of previously reported severe and moderate impacts. With implementation of the minor technical adjustment, the same receptors are subject to severe and moderate noise impacts (William Mead Homes and Mozaic Apartments), although to a lesser degree than previously reported in the Final EIR. Care First Village is also subject to severe and moderate noise impacts. No severe or moderate noise impacts would occur at the Metro Gateway Childhood Development Center.

Table 7-24 through Table 7-26 show the updated operational noise levels to address the changed circumstances compared to the 2019 operational noise levels presented in the Final EIR for each of the scenario years considered (2026, 2031, and 2040).

Table 7-24. Operational Noise Levels – 2026 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project		Final EIR Project			
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
William Mead Homes	2	415	69	45-67	0	24	50-69	0	24
	3	2	66	50-62	0	0	57-67	0	0
Metro Senior Housing	2	123	60	45	0	0	50	0	0
Los Angeles Central Jail	2	4,000	73	49	0	0	54	0	0
Twin Towers Correctional Facility	2	9,500	73	50	0	0	54	0	0
Mozaic Apartments East Building	2	176	67	43-58	0	0	48-62	0	0
Mozaic Apartments West Building	2	96	67	41-47	0	0	45-51	0	0
La Petite Academy (First 5 LA Headquarters)	3	1	64	47	0	0	43	0	0
On Santa Fe Apartments/Studios	2	438	71	40-57	0	0	45-61	0	0
Care First Village	2	232	73	42-59	0	0	N/A	0	0

Table 7-24. Operational Noise Levels – 2026 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project			Final EIR Project		
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
	3	1	71	54	0	0	N/A	0	0
Metro Gateway Childhood Development Center	3	1	64	46	0	0	N/A	0	0
Total	2	14,980	60-73	40-67	0	24	45-69	0	24
	3	4	64-71	47-62	0	0	43-67	0	0

Source: Link US Noise and Vibration Study and Table 3.6-7 of Final EIR

Notes:

dBA=A-weighted decibels; Leq=equivalent continuous sound level; Ldn=day-night equivalent

Table 7-25. Operational Noise Levels – 2031 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project			Final EIR Project		
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
William Mead Homes	2	415	69	55-75	24	16	59-75	40	40
	3	2	66	62-71	1	0	63-73	1	0
Metro Senior Housing	2	123	60	55	0	0	59	0	0
Los Angeles Central Jail	2	4,000	73	59	0	0	62	0	0
Twin Towers Correctional Facility	2	9,500	73	55	0	0	58	0	0
Mozaic Apartments East Building	2	176	67	49-63	0	3	53-66	0	33
Mozaic Apartments West Building	2	96	67	47-52	0	0	50-55	0	0
La Petite Academy (First 5 LA Headquarters)	3	1	64	50	0	0	48	0	0

Table 7-25. Operational Noise Levels – 2031 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project			Final EIR Project		
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
On Santa Fe Apartments/Studios	2	438	71	44-59	0	0	47-63	0	0
Care First Village	2	232	73	52-72	10	15	N/A	0	0
	3	1	71	65	0	0	N/A	0	0
Metro Gateway Childhood Development Center	3	1	64	51	0	0	N/A	0	0
Total	2	14,980	60-73	44-75	34	34	47-75	40	73
	3	4	64-71	50-71	1	0	48-73	1	0

Source: Link US Noise and Vibration Study and Table 3.6-8 of Final EIR

Notes:

dBA=A-weighted decibels; Leq=equivalent continuous sound level; Ldn=day-night equivalent

Table 7-26. Operational Noise Levels – 2040 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project			Final EIR Project		
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
William Mead Homes	2	415	69	51-75	24	16	54-75	24	16
	3	2	66	55-71	1	0	56-73	1	0
Metro Senior Housing	2	123	60	51	0	0	54	0	0
Los Angeles Central Jail	2	4,000	73	59	0	0	63	0	0
Twin Towers Correctional Facility	2	9,500	73	55	0	0	59	0	0
Mosaic Apartments East Building	2	176	67	49-64	0	9	52-68	6	33
Mosaic Apartments West Building	2	96	67	46-53	0	0	49-58	0	0
La Petite Academy (First 5 LA Headquarters)	3	1	64	50	0	0	48	0	0

Table 7-26. Operational Noise Levels – 2040 Condition

Noise Sensitive Area Description	Land Use Category	Number of Dwelling Units (Category 2) or Sensitive Uses (Category 3)	Existing Noise Exposure (dBA Ldn or Leq for Cat 3)	Modified Proposed Project			Final EIR Project		
				Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts	Range of Sound Levels (dBA Ldn or Leq for Cat 3)	Number of Severe Impacts	Number of Moderate Impacts
On Santa Fe Apartments/Studios	2	438	71	43-59	0	0	47-63	0	0
Care First Village	2	232	73	51-72	10	0	N/A	0	0
	3	1	71	65	0	0	N/A	0	0
Metro Gateway Childhood Development Center	3	1	64	52	0	0	N/A	0	0
Total	2	14,980	60-73	43-75	34	25	47-75	30	49
	3	4	64-71	50-71	1	0	48-73	1	0

Source: Link US Noise and Vibration Study and Table 3.6-9 of Final EIR

Notes:

dBA=A-weighted decibels; Leq=equivalent continuous sound level; Ldn=day-night equivalent

A summary of the analysis to address the changed circumstances is below.

- **2026 Condition** - As shown in Table 7-22, noise levels in the 2026 condition would range from 40 to 67 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep), and 47 to 62 dBA L_{eq} at Category 3 land uses (i.e., La Petite Academy [First 5 LA Headquarters], Ann Street Elementary School, the park/playground at the Care First Village, the park/athletic field near William Mead Homes, and the Metro Gateway Childhood Development Center).
 - In the 2026 condition, moderate impacts would occur at 24 multifamily dwelling units (all at William Mead Homes). No moderate or severe impacts would occur at the Care First Village, Mozaic Apartments, Los Angeles County Men’s Central Jail and the Twin Towers Correctional Facility, Metro Senior Housing, One Santa Fe Apartments, La Petite Academy (First 5 LA Headquarters), Ann Street Elementary School, the park/playground at the Care First Village, or the park/athletic field near William Mead Homes, or the Metro Gateway Childhood Development Center. Although part of the athletic field at William Mead Homes may be within the limits of where moderate impacts are predicted to occur, this is an “active” sports area (i.e., running, playing baseball, etc.) and is not considered to be noise sensitive according to FTA guidelines. Based on the results in Table 7-22, impacts are considered less than significant.
- **2031 Condition** – As shown in Table 7-23, noise levels in the 2031 condition would range from 44 to 75 dBA L_{dn} at Category 2 land uses (i.e., places where people sleep), and 50 to 71 dBA L_{eq} at Category 3 land uses (i.e., Ann Street Elementary School, La Petite Academy [First 5 LA Headquarters], a park/playground at the Care First Village, the park/athletic field near William Mead Homes, and the Metro Gateway Childhood Development Center).
 - In the 2031 condition, moderate impacts would occur at 34 multifamily dwelling units (16 William Mead Homes dwelling units, 15 Care First Village dwelling units and 3 Mozaic Apartment dwelling units) and severe impacts at 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 Care First Facility dwelling units) and one park/athletic field near William Mead Homes. The following discussion provides additional information on the impacts to noise-sensitive receptors and the mitigation for each receptor, as applicable:
 - For William Mead Homes, severe impacts in the 2031 condition are considered a significant impact. Implementation of Mitigation Measure NV-1 (as modified based on changed circumstances) would reduce operational noise impacts to a level less than significant by reducing noise levels lower than the FTA severe impact criteria.
 - For the Care First Village, severe impacts in the 2031 condition are considered a significant impact. Implementation of Mitigation Measure NV-1 (as modified based on changed circumstances) would reduce operational noise impacts to a level less than significant by reducing noise levels lower than the FTA severe impact criteria.

- For the Mozaic Apartments, exterior noise levels at the Mozaic Apartments would result in moderate noise impacts at 3 dwelling units, specifically at the balconies of the units located closest to LAUS. Mitigation measures are not proposed because severe impacts would not occur and the exterior areas (balconies) of the Mozaic Apartments are already exposed to relatively high existing noise levels from transit and railroad operations located at LAUS (see reasoning in Final EIR Page 3.6-37. Impacts are considered less than significant.
- The Los Angeles County Men’s Central Jail and the Twin Towers Correctional Facility do not have outdoor uses and are not predicted to be subjected to noise levels that exceed severe or moderate noise limits. Impacts are considered less than significant.
- For the Metro Senior Housing, Ann Street Elementary School, La Petite Academy, One Santa Fe Apartments, and the Metro Gateway Childhood Development Center, no moderate or severe impacts were identified. Impacts are considered less than significant.
- **2040 Condition** - As shown in Table 7-24, noise levels in the 2040 condition would range from 43 to 75 dBA Ldn at Category 2 land uses (i.e., places where people sleep), and 50 to 71 dBA Leq at Category 3 land uses (i.e., Ann Street Elementary, La Petite Academy, the park/playground at the Care First Village, the park/athletic facility near William Mead Homes, and the Metro Gateway Childhood Development Center).
 - In the 2040 condition, moderate impacts would occur at 25 multifamily dwelling units (16 dwelling at William Mead Homes and 9 dwelling units at the Mozaic Apartments) and severe impacts would occur at 34 multifamily dwelling units (24 dwelling units at the William Mead Homes complex and 10 dwelling units at Care First Village units) and 1 park/athletic field near William Mead Homes. The following discussion provides additional information on the impacts to noise-sensitive receptors and the mitigation for each receptor, as applicable:
 - For William Mead Homes, severe impacts in the 2040 condition are considered a significant impact. Implementation of Mitigation Measure NV-1 (as modified based on changed circumstances) would reduce operational noise impacts to a level less than significant by reducing noise levels lower than the FTA severe impact criteria.
 - For the Care First Village, severe impacts in the 2040 condition are considered a significant impact. Implementation of Mitigation Measure NV-1 (as modified based on changed circumstances) would reduce operational noise impacts to a level less than significant by reducing noise levels lower than the FTA severe impact criteria.
 - For the Mozaic Apartments, although noise attenuating measures are already in place, moderate impacts would occur at 9 dwelling units. For the same reasons as those described in the Final EIR, interior noise levels at the Mozaic Apartments are assumed to be 45 dBA Ldn or lower. Additionally, most of (e.g., over 80 percent) the train movements would occur during daytime hours, during the

peak-period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. Impacts are considered less than significant.

- For the Los Angeles County Men’s Central Jail and the Twin Towers Correctional Facility, interior noise levels at the facilities would be 45 dBA Ldn or lower for the same reasons described in the Final EIR (see reasoning in Final EIR Page 3.6-38). Impacts are considered less than significant.
- For the Metro Senior Housing, Ann Street Elementary, La Petite Academy, One Santa Fe Apartments, and the Metro Gateway Childhood Development Center, no moderate or severe impacts were identified. Impacts are considered less than significant.

Impacts would be less than significant with mitigation incorporated.

Indirect Impacts

The changed circumstances would not result in indirect impacts related to noise. Impacts are considered less than significant.

THRESHOLD 7.5.5-B	Generation of excessive groundborne vibration or groundborne noise levels?
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Direct Impacts – Construction

Similar to what was originally identified in the Final EIR, temporary vibration from use of heavy equipment and machinery, including the pile driver and vibratory roller) would exceed FTA’s frequent impact threshold for Category 2 land uses of 72 VdB (velocity in decibels), including Care First Village. Vibration from construction could be considered an annoyance to residential land uses situated within approximately 300 feet of an impact pile driver and 140 feet of the vibratory roller. Implementation of Mitigation Measures NV-2 and NV-3 would minimize construction related vibration impacts to a level less than significant.

Direct Impacts – Operations

Care First Village is considered a vibration-sensitive land use because the structures are within 200 feet of the Project alignment (i.e., the screening distance per FTA guidance). Similar to the Final EIR, in 2026, 2031, and 2040, there are no predicted increases of 3 VdB or greater from operation of the Modified Proposed Project and operational groundborne vibration and noise levels would be below the FTA impact criteria for Category 2 land uses and Category 3 land uses. Impacts would be less than significant.

Indirect Impacts

The changed circumstances would not result in any new land use changes or indirect impacts related to groundborne vibration. Impacts would be less than significant.

THRESHOLD 7.5.5-C	For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?
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Construction, Operation, and Indirect Impacts

The Project study area is not located within 2 miles of a public airport or private airstrip. Similar to the Final EIR Project, no impact would occur.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Guidelines Appendix G Environmental Checklist questions for noise and vibration and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-27 provides a summary of the CEQA significance determinations for the changed circumstances considered; the proposed mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation is applied.

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.5-A: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> <p><i>Construction</i></p> <p>Construction related noise would exceed the City’s applicable noise threshold at sensitive receptors nearest to the Project, including William Mead Homes, Mozaic Apartments, Care First Village, and the Metro Gateway Childhood Development Center.</p> <p><i>Operations</i></p> <p>Severe operational noise impacts to noise-sensitive receptors (William Mead Homes, Mozaic Apartments, and Care First Village) would occur for the 2031 and 2040 conditions.</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p> <p>Less Than Significant</p>	<p><i>Construction</i></p> <p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. <u>Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation.</u> Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Design considerations and project layout: <ul style="list-style-type: none"> ○ Construct temporary noise walls, such as temporary walls or piles of excavated material, between <u>construction</u> noisy activities and noise-sensitive receivers. ○ Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed 	<p><i>Construction</i></p> <p>Significant and Unavoidable</p> <p><i>Operations</i></p> <p>Less Than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Less Than Significant</p>

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>necessary by the construction contractor.</p> <ul style="list-style-type: none"> ○ Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available. ○ <u>When in use, Site</u> locate equipment on the construction site as far away from noise-sensitive sites as possible. ○ Construct walled enclosures around especially noisy activities or clusters of noisy equipment (<u>i.e., e.g.,</u> shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures). • Sequence of operations: <ul style="list-style-type: none"> ○ Restrict pile driving to daytime periods. ○ Combine <u>noisy loud</u> operations to occur in the same time period. <ul style="list-style-type: none"> ▪ The total noise level produced would not 	

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>be significantly substantially greater than the level produced if the operations were performed separately.</p> <ul style="list-style-type: none"> ○ Avoid nighttime activities to the maximum extent feasible. <ul style="list-style-type: none"> ▪ Sensitivity to noise increases during the nighttime hours in residential neighborhoods. • Alternative construction methods: <ul style="list-style-type: none"> ○ Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible. <ul style="list-style-type: none"> ▪ Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use. ○ Use specially-quieted equipment, such as quieted and enclosed air compressors and properly- 	

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>working mufflers on all engines.</p> <ul style="list-style-type: none"> ○ Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers). ○ Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings. <p>In an effort to keep construction noise levels below FTA’s construction noise <u>and</u> vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, <u>Care First Village</u>, <u>the Metro Gateway Childhood Development Center</u>, and Mozaic Apartments, within <u>approximately 300 feet of construction activities, approximately</u>. Monitors shall be deployed closest to the construction</p>	

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther further away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions <u>and complaints</u> from the community or other interested groups.</p> <p><i>Operations</i></p> <p>NV-1 Construct Sound Walls: Prior to reaching the 770 forecasted maximum</p>	

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>daily regional/intercity train movements through LAUS in 2031 (770 trains). As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct a two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad ROW and shall extend up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad ROW and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. Metro may construct the sound walls prior to reaching 770 train movements through LAUS earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.</p>	

Table 7-27. Supplemental EIR CEQA Determination Summary – Noise

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.5-C: For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?</p>	<p><i>Construction, Operations, and Indirect</i> No Impact</p>	<p><i>Construction, Operations, and Indirect</i> No mitigation is required.</p>	<p><i>Construction, Operations, and Indirect</i> No Impact</p>

Notes:
 FTA=Federal Transit Association; LAUS=Los Angeles Union Station; Vdb=vibration decibels

Mitigation Measures

Implementation of the following mitigation measures would avoid or minimize potentially significant impacts on noise and vibration. Mitigation Measure NV-1, as modified below, includes a sound wall at Care First Village. Mitigation Measures NV-2 and NV-3, as modified below, include minor refinements to text for clarification and updates to include Care First Village.

NV-1 Construct Sound Walls: ~~Prior to reaching the 770 forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains),~~ As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct ~~a two permanent sound walls.~~ The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad ROW and shall extend up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad ROW and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. ~~Metro may construct the sound walls prior to reaching 770 train movements through LAUS earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.~~

NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:

- Design considerations and project layout:
 - Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction noisy activities and noise-sensitive receivers.
 - Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.
 - Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.
 - When in use, Site locate equipment on the construction site as far away from noise-sensitive sites as possible.

- Construct walled enclosures around especially noisy activities or clusters of noisy equipment (~~i.e.,~~ e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).
- Sequence of operations:
 - Restrict pile driving to daytime periods.
 - Combine ~~noisy~~ loud operations to occur in the same time period.
 - The total noise level produced would not be substantially ~~significantly~~ greater than the level produced if the operations were performed separately.
 - Avoid nighttime activities to the maximum extent feasible.
 - Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
- Alternative construction methods:
 - Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.
 - Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.
 - Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.
 - Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).
 - Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.

In an effort to keep construction noise levels below FTA's construction noise and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities, ~~approximately~~. Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther ~~further~~ away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration prior to

construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

7.5.6 Transportation

This section includes an evaluation of potential impacts related to transportation as a result of the changed circumstances considered in the SEIR; specifically, implementation of the Modified Proposed Project. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Regulatory Framework

The transportation analysis performed in the Final EIR was initiated in 2016 and was based on the CEQA Guidelines that were in effect prior to being updated in January 2019. As part of CEQA Addendum No. 1, Metro performed an updated transportation analysis pursuant to the requirements of SB 743, 2019 updated CEQA Guidelines, and LADOT's updated Transportation Assessment Guidelines (TAG). These recent regulations were adopted to change the evaluation of traffic impacts of a proposed project from LOS to VMT.

LADOT's updated TAG methodology is broadly divided into two categories (CEQA and Non-CEQA transportation analysis). As disclosed in CEQA Addendum No. 1 (Section 3.1.2), the Final EIR already addressed the Non-CEQA Transportation Analysis topics that are part of LADOT's updated TAG related to pedestrian, bicycle and transit access, project access, safety and circulation, and project construction; therefore, these topics were not addressed as part of the updated transportation analysis or considered as part of CEQA Addendum No. 1.

To address the changed circumstances using the 2023 CEQA Guidelines, (Modified Proposed Project), the regulatory context from the Final EIR and CEQA Addendum No. 1 (related to VMT analysis only) is applicable, as follows:

- Final EIR regulatory context and associated impact analysis is applicable for topics related to transit, roadway, bicycle, and pedestrian facilities and emergency access; and,
- CEQA Addendum No. 1 regulatory context and associated impact analysis is applicable for topics related to VMT and hazards due to a geometric design features or incompatible uses.

Environmental Setting

The physical environmental setting of the Project study area for the Modified Proposed Project is consistent with the setting described in the 2019 Final EIR and CEQA Addendum No. 1. The Modified Proposed Project remains within the Project study area and Central Area Planning

Commission boundary. The existing conditions within the Project study area and within the vicinity of LAUS have not substantially changed.

Summary of Prior Analysis

Table 7-28 summarizes the impacts and mitigation measures disclosed in the Final EIR and CEQA Addendum No. 1 as a basis of reference for the evaluation in this SEIR.

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold A: Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p> <p>(See Final EIR Conclusion from Threshold 3.3-F for Construction and Operations)</p> <p><i>Construction</i></p> <p>The proposed project would result in construction related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures.</p> <p>The proposed project could also cause decreased performance for rail operators at LAUS, modifications to LADOT’s Dash Route D bus schedule, and hazardous conditions along existing pedestrian/bicycle routes.</p> <p><i>Operations</i></p> <p>The proposed project would conflict with the City’s Mobility Plan 2035 Policy 2.12 related to neighborhood connectivity and active transportation.</p>	<p><i>Construction</i></p> <p>Significant</p> <p><i>Operations</i></p> <p>Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>TR 1 Prepare a Construction TMP:</p> <p>During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.</p> <p>The street closure schedules in the construction TMP shall be coordinated between the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, and residents to minimize construction related vehicular traffic impacts during the peak hour. During planned closures, traffic shall be re- routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<ul style="list-style-type: none"> • Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. • Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible. • Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction. • Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions. • Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on or off ramps to mitigate detoured traffic volumes. • Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real time by the Automated Traffic Surveillance and Control department of LADOT during construction. This would allow the city to alleviate congestion by manually changing signal timing parameters, such 	

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>as allowing more green time to congested movements.</p> <ul style="list-style-type: none"> The contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS. <p>TR-2 Prepare Rail Operations Temporary Construction Staging Plan: During final engineering design and prior to construction, Metro shall prepare an MOU with each current rail operator, including, but not limited to, SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols would be incorporated into applicable construction documents (plans and specifications).</p> <p>Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor would implement to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to</p>	

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
		<p>commencement of construction activities that could reduce on-time performance.</p> <p>Throughout the duration of construction, SCRRRA shall participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.</p> <p><i>Operations</i> LU-1 Enhance Neighborhood Connectivity</p>	
<p>Threshold B: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p> <p>(See CEQA Addendum No. 1 Conclusions for LADOT Updated TAG Threshold T-2.1 and Threshold T.2-2 for Operations Only)</p> <p><i>Operations</i></p> <ul style="list-style-type: none"> <i>Short Term VMT Impacts:</i> The trip generating elements of the proposed project would generate VMT per employee of 7.4, which is below the significant impact threshold of 7.6 for new development within the Central Area Planning Commission zone. Therefore, no short-term significant impacts would occur. 	<p><i>Construction</i> N/A <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> N/A <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<ul style="list-style-type: none"> The proposed project would also contribute to a reduction of regional VMT and GHG emissions since the proposed improvements are transit oriented. <i>Cumulative VMT Impacts:</i> The proposed project would result in an improvement to an existing transit facility, which is already consistent with the SCAG RTP/SCS designation for LAUS, no cumulative VMT impacts would occur. 			
<p>Threshold C: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>(See Final EIR Conclusion for Threshold 3.3-D for Construction/CEQA Addendum No. 1 Conclusions for LADOT Updated TAG Threshold T-3 for Operations)</p> <p><i>Construction</i></p> <p>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</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>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. Additionally, short radius curves and/or short sight distances may occur during construction.</p> <p><i>Operations</i></p> <p>No impacts related to geometric design features or incompatible uses would occur. Additionally, no impact on long-term emergency vehicle access to LAUS or the safety of the off-ramps of nearby freeways would occur.</p>			
<p>Threshold 3.3-D: Result in inadequate emergency access</p> <p>(See Final EIR Conclusion from Threshold 3.3E for Construction and Operations)</p> <p><i>Construction</i></p> <p>The proposed project would interfere with emergency response times and access. Significant delays anticipated at two intersections during construction would affect traffic along Vignes Street and Cesar Chavez Avenue. Construction activities in the vicinity of these affected intersections, especially US-101 and Cesar Chavez Avenue, could interfere with emergency response and access.</p> <p><i>Operations</i></p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-28. Summary of Final EIR and CEQA Addendum No. 1 Impacts and Mitigation Measures - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Planned internal roadway reconfiguration and 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. Emergency access would be maintained from Patsaouras Transit Plaza which would provide emergency and fire lane access to the eastern side of LAUS. Concourse-related improvements would improve passenger egress and ADA accessibility throughout LAUS and would be designed to meet all applicable NFPA codes and requirements for passenger egress and emergency evacuations.</p>			

Notes:
ADA=Americans with Disabilities Act; Caltrans=California Department of Transportation; CEQA=California Environmental Quality Act; EIR=environmental impact report; LADOT=City of Los Angeles Department of Transportation; LAUS=Los Angeles Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; RTP=Regional Transportation Plan; SCAG=Southern California Association of Governments; SCS=Sustainable Communities Strategy; TMP=Traffic Management Plan

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Thresholds of Significance

In accordance with Appendix G of the 2023 CEQA Guidelines, the changed circumstances would have a significant impact related to transportation if they were to:

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or
- d) Result in inadequate emergency access.

For this supplemental analysis, as discussed in Section 7.3 (Table 7-1), the focus of the transportation analysis in this SEIR is the permanent loss of storage track capacity at the BNSF West Bank Yard (Modified Proposed Project). Other changed circumstances would not change the previous environmental evaluation or CEQA determinations in Section 3.3, Transportation and Traffic of the Final EIR or the CEQA conclusions in CEQA Addendum No. 1. Refinements to the Modified Proposed Project are addressed in Section 7.8.

Environmental Analysis

THRESHOLD 7.5.6-A	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
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Direct Impacts – Construction

Similar to what was originally identified in the Final EIR, implementation of Mitigation Measures TR-1 and TR-2 would minimize construction related traffic and public transit impacts to a level less than significant.

Direct Impacts – Operations

The changed circumstances associated with the Modified Proposed Project includes common rail infrastructure on the west bank of the Los Angeles River in conjunction with new dedicated lead tracks for Amtrak trains and BNSF freight trains. The Modified Proposed Project would result in the permanent loss of approximately 5,500 feet of freight storage track capacity at the north end of the BNSF West Bank Yard due to the permanent removal of four existing storage tracks north and south of First Street. Approximately 24,645 feet of existing track at the BNSF West Bank Yard (south of First Street) would not be affected.

The BNSF West Bank Yard is a critical facility for regional goods movement. Permanent loss of approximately 5,500 feet of freight storage track capacity would require BNSF to store empty bare

tables¹⁰ in various locations along the mainline, thereby occupying railroad main line capacity, causing bottlenecks, delays, and increased congestion on the shared passenger/freight rail network in the region. Due to the permanent loss of freight storage track capacity at the BNSF West Bank Yard, the Modified Proposed Project would conflict with one policy and program of the Los Angeles Mobility Plan 2035 and two goals and policies the California Transportation Plan 2040. This is considered a significant impact. The Modified Proposed Project would conflict with the following policies, programs, and goals listed below that relate to goods movement, the flow of freight traffic, managing and operating an efficient integrated multimodal transportation system, and reducing impacts from climate change:

Los Angeles Mobility Plan 2035:

- **Policy 2.8: Goods Movement.** Implement projects that would provide regionally significant transportation improvements for goods movement.
- **Program No. O.12: Improve the Flow of Freight Traffic.** Identify and implement strategies to facilitate the flow of freight traffic.

California Transportation Plan 2040:

- **Goal 1.** Improve multimodal mobility and accessibility for all people
 - **Policy 1.1.** Manage and Operate an Efficient Integrated System.
- **Goal 2.** Preserve the Multimodal Transportation System
- **Goal 2.3.** Adapt the Transportation System to Reduce Impacts from Climate Change

Mitigation Measure TR-3 (described in detail below) is proposed to offset the loss of storage track capacity at the BNSF West Bank Yard. Mitigation Measure TR-3 requires implementation of railroad improvements at BNSF's Malabar Yard.

In the Final EIR, conflicts with applicable plans and policies related to neighborhood connectivity were identified, and Mitigation Measure LU-1 was proposed to reduce impacts to a level less than significant. Similar to how Mitigation Measure LU-1 reduces a significant impact related to conflicts with applicable plans and policies in the Final EIR, implementation of Mitigation Measure TR-3 would reduce similar impacts related to conflicts with freight and goods movement related policies, programs, and goals to a level less than significant.

Indirect Impacts

A loss of 5,500 feet of storage track capacity at the BNSF West Bank Yard would have the potential to indirectly affect operations at other freight railyards (BNSF Hobart/Commerce Intermodal Yards) by reducing the maximum storage track length available for singular train movements between the BNSF West Bank Yard and the BNSF Hobart/Commerce Intermodal

¹⁰ Empty bare tables are the wheels and chassis that support/carry cargo, shipping containers, or tanks.

Yards. Without mitigation, the reduced storage track capacity would necessitate a double movement to transfer longer intermodal trainsets, which may range up to approximately 8,000 or 9,000 feet long. This would potentially create increased emissions and traffic queuing/delay as freight trains may be required to occupy the San Bernardino Subdivision, shared by passenger and freight trains, for an increased period of time. This is considered a significant impact. For the reasons described above for direct impacts, Mitigation Measure TR-3 would minimize the potential for indirect significant impacts. Currently BNSF uses the heavily congested San Bernardino Subdivision to serve local customers on west and east sides of the City of Vernon. Upon implementation of the Malabar Yard railroad improvements (primarily the 46th Street Connector), BNSF would have a direct path from Los Angeles Junction to Malabar Yard; thereby reducing train movements and associated increased traffic queuing on the San Bernardino Subdivision. Therefore, with the implementation of Mitigation Measure TR-3, impacts would be reduced to a level less than significant.

THRESHOLD 7.5.6-B	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)
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Direct Impacts – Construction

As discussed above and in CEQA Addendum No. 1, construction-related impacts on the transportation system were addressed in the Final EIR, prior to the adoption of updated CEQA Guidelines related to VMT. The conclusions for construction related impacts of the changed circumstances are discussed above as part of the evaluation for Threshold 7.5.6-A.

Direct Impacts – Operations

The changed circumstances as part of the Modified Proposed Project are at the BNSF West Bank Yard and would not result in short term or cumulative increases in VMT. Therefore, the identified changed circumstances (Modified Proposed Project) would result in a less than significant impact.

Indirect Impacts

The changed circumstances associated with the Modified Proposed Project would not result in substantially different impacts than what was analyzed in CEQA Addendum No.1. Therefore, the identified changed circumstances would not result in any new significant impacts or change the significance conclusions.

THRESHOLD 7.5.6-C	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
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Direct Impacts – Construction

Similar to what was originally identified in the Final EIR, implementation of Mitigation Measure TR-1 would minimize construction related impacts related to temporary roadway hazards (e.g., temporary detours, lane blockages, etc.) to a level less than significant. The identified changed

circumstances (construction of the Modified Proposed Project) would result in a less than significant impact with mitigation incorporated.

Direct Impacts – Operations

Similar to the Final EIR Project, proposed infrastructure improvements as part of the Modified Proposed Project would not create sharp curves or dangerous intersections and would be designed and constructed to comply with applicable agency standards and specifications to maximize safety for motorized and non-motorized forms of transportation. None of the changed circumstances, including implementation of the Modified Proposed Project, would change the driveway configuration/design of the four access points to LAUS that provide emergency vehicle access or result in new queuing impacts on freeway off-ramps in the Project vicinity. No impacts related to geometric design features or incompatible uses would occur. Additionally, no impact on long-term emergency vehicle access to LAUS or the safety of the off-ramps of nearby freeways would occur.

Indirect Impacts

Similar to the Final EIR Project, no indirect impacts related to geometric design features or incompatible uses would occur.

THRESHOLD 7.5.6-D	Result in inadequate emergency access?
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Direct Impacts – Construction

Similar to what was originally identified in the Final EIR, implementation of Mitigation Measure TR-1 would minimize construction related impacts related to interference with emergency response and access to a level less than significant. Impacts would be less than significant with mitigation incorporated.

Direct Impacts – Operations

Similar to the Final EIR Project, planned internal roadway reconfiguration and associated modifications to fire lanes and access roads would not significantly affect emergency access. Additionally, emergency access would continue to be maintained from Patsaouras Transit Plaza at LAUS and concourse-related improvements would be designed to meet all applicable NFPA codes and requirements for passenger egress and emergency evacuations. Impacts would be less than significant.

Indirect Impacts

Similar to the Final EIR Project, no impact on long-term emergency vehicle access to LAUS would occur.

Supplemental EIR CEQA Determination Summary

Considering the 2023 CEQA Guidelines Appendix G Environmental Checklist questions for transportation and based on the information provided above, the identified changed circumstances would not result in any new significant impacts not identified in the Final EIR or change the significance conclusions. Table 7-29 provides a summary of the CEQA significance determinations for the changed circumstances considered; the proposed mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation is applied.

Railroad improvements to the BNSF Malabar Yard may result in potential significant impacts on the environment. Therefore, Metro as the CEQA lead agency, prepared a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines. The full environmental evaluation for the Malabar Yard railroad improvements is included in Section 7.6 of this SEIR.

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Table 7-29. Supplemental EIR CEQA Determination Summary - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.6-A: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p> <p><i>Construction</i></p> <p>The Modified Proposed Project would generate construction related traffic and result in temporary street closures.</p> <p>The Modified Proposed Project would also cause decrease performance for rail operators at LAUS and LADOT's Dash Route D and generate hazardous conditions along existing pedestrian/bicycle routes.</p> <p><i>Operations</i></p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Significant Impact</p> <p><i>Indirect</i></p> <p>Significant Impact</p>	<p><i>Construction</i></p> <p>TR-1 Prepare a Construction TMP</p> <p>TR-2 Prepare Rail Operations Temporary Construction Staging Plan</p> <p><i>Operations and Indirect</i></p> <p>TR-3 <u>Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)</u></p> <p><u>Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:</u></p> <ul style="list-style-type: none"> • <u>49th Street Closure:</u> Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented. • <u>46th Street Connector:</u> An approximately 1,000-foot segment of new track between two existing track segments would provide a 	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Less than Significant with Mitigation Incorporated</p>

Table 7-29. Supplemental EIR CEQA Determination Summary - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Permanent loss of storage tracks at the BNSF West Bank Yard as part of Modified Proposed Project would conflict with policies, programs, and goals contained in the Los Angeles Mobility Plan 2035 and the California Transportation Plan 2040.</p> <p><i>Indirect</i></p> <p>The Modified Proposed Project would potentially create increased emissions and traffic queuing/delay as freight trains may be required to occupy the San Bernardino Subdivision, shared by passenger and freight trains.</p>		<p><u>dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.</u></p> <p><u>The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.</u></p>	

Table 7-29. Supplemental EIR CEQA Determination Summary - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>Threshold 7.5.6-B: Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?</p> <p><i>Operations</i> No short term or cumulative impacts would occur.</p>	<p><i>Construction</i> N/A <i>Operations</i> Less than Significant Impact <i>Indirect</i> No Impact</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> N/A <i>Operations</i> Less than Significant <i>Indirect</i> No Impact</p>
<p>Threshold 7.5.6-C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p><i>Construction</i> Roadways, intersections and the US-101 main line and on-/off-ramps may be subject to temporary detours, lane blockages and width</p>	<p><i>Construction</i> Significant Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant with Mitigation Incorporated <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>

Table 7-29. Supplemental EIR CEQA Determination Summary - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
<p>reductions. Short radius curves and/or short sight distances may also occur during construction.</p>			
<p>Threshold.7.5.6-D: Result in inadequate emergency access?</p> <p><i>Construction</i></p> <p>The Modified Proposed Project would interfere with emergency response times and access.</p> <p><i>Operations</i></p> <p>Internal roadway reconfiguration and associated modifications to fire lanes and access roads would not significantly affect emergency access. Concourse-related improvements would improve passenger egress and ADA accessibility throughout LAUS and would be designed to</p>	<p><i>Construction</i></p> <p>Significant Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>	<p><i>Construction</i></p> <p>TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-29. Supplemental EIR CEQA Determination Summary - Transportation

Potential Environmental Impact	Significance Determination (Before Mitigation)	Proposed Mitigation Measures	Significance Determination (After Mitigation)
meet all applicable NFPA codes and requirements for passenger egress and emergency evacuations.			

Notes:

ADA=Americans with Disabilities Act; Caltrans=California Department of Transportation; CEQA=California Environmental Quality Act; EIR=environmental impact report; LADOT=City of Los Angeles Department of Transportation; LAUS=Los Angeles Union Station; Metro=Los Angeles County Metropolitan Transportation Authority; NFPA=National Fire Protection Association; RTP=Regional Transportation Plan; SCAG=Southern California Association of Governments; SCS=Sustainable Communities Strategy; TMP=Traffic Management Plan

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Mitigation Measures

Implementation of the following mitigation measures would reduce significant impacts related to the changed circumstances (Modified Proposed Project). Mitigation Measure TR-1 as modified below, include updates to include provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions. As part of CEQA Addendum No. 1, Mitigation Measure TR-2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR-3 was renumbered to TR-2 and minor refinements were made to language. Mitigation Measure TR-3 is a new mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.

TR-1 Prepare a Construction TMP: During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated among ~~between~~ the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.
- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.

- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.
- Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.

TR-23 Prepare Rail Operations Temporary Construction Staging Plan: During final engineering design and prior to construction, Metro shall prepare an MOU with each current rail operator, including, but not limited to SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols ~~would~~ shall be incorporated into applicable construction documents (plans and specifications).

Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor ~~would~~ implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance.

Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.

TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street): Metro and BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard:

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF Malabar Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.

- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

7.6 BNSF Malabar Yard Railroad Improvements

This section includes a full environmental evaluation of the Malabar Yard railroad improvements in the City of Vernon for each of the environmental topic areas listed in Appendix G of the 2023 CEQA Guidelines. The *Link US Environmental Evaluation of Malabar Yard Mitigation* was prepared to support the environmental evaluation of the Malabar Yard railroad improvements, and includes a full description of the regulatory framework, methods for evaluating effects, and the affected environment (synonymous with environmental setting for CEQA purposes). The information contained within the *Link US Environmental Evaluation of Malabar Yard Mitigation* was used to the maximum extent feasible to provide background and context for the CEQA evaluation of the Malabar Yard railroad improvements presented in this section.

The methodology for the environmental evaluation of the Malabar Yard railroad improvements is the same as in *Link US Environmental Evaluation of Malabar Yard Mitigation*, with exception of the following:

- **Air Quality:** Specific criteria for determining whether the potential air quality impacts of a project are significant are set forth in the SCAQMD's CEQA Air Quality Handbook. Table 7-30 lists the daily thresholds for construction and operational emissions established by SCAQMD that were used in the analysis to determine significance.
- **Cultural Resources:** The ADI and All used for the CEQA evaluation coincide with the Project footprint and adjacent parcels for the design options considered at both locations for the Malabar Yard railroad improvements in the City of Vernon (Figure 7-10).¹¹

For each of the environmental topic areas considered, the 2023 CEQA Guidelines Appendix G Environmental Checklist questions are used to determine if the Malabar Yard railroad improvements (Design Options 1 and 2 at both locations) would cause potentially significant

¹¹ The Project Footprint is non-contiguous and comprises a portion in the City of Los Angeles and a portion in the City of Vernon. The ADI and All coincide with the Project Footprint and likewise comprises two portions. The portion in the City of Los Angeles corresponds to the Modified Proposed Project and is discussed in Section 7.5.3 of this SEIR. The portion in the City of Vernon corresponds to the Malabar Yard railroad improvements and is discussed in Section 7.6 of this SEIR.

impacts. Table 7-31 presents the environmental checklist questions, a description of the potential impact(s) of Malabar Yard railroad improvements, the proposed mitigation measures that would be applied to minimize, reduce, or avoid the potential impacts, and the significance determination after mitigation is applied.

Table 7-30. South Coast Air Quality Management District Air Quality Thresholds of Significance		
Pollutant	Construction (pounds/day)	Operation (pounds/day)
NOx	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SOX	150	150
CO	550	550

Notes:
 CO=carbon monoxide; NOx=nitrogen oxide, PM₁₀=particulate matter less than 10 microns; PM_{2.5}=particulate matter less than 2.5 microns; SOx=sulfur oxide; VOC=volatile organic compound

The 45-day public comment period for the Link US Project Draft SEIR, which includes the Malabar Yard railroad improvements, extended from June 21, 2024, through August 9, 2024. Based on comments received from the City of Vernon Mayor’s Office, City of Vernon Department of Public Works, Vernon Chamber of Commerce, and City of Vernon property owners, business stakeholders, and community members, a total of 11 meetings/workshops were held with City of Vernon staff to address key concerns and work collaboratively to reduce potential Project-related impacts. Concurrently with the meetings and coordination efforts described above, Metro also conducted individual meetings with property owners, tenants, and other community members potentially affected by the Malabar Yard railroad improvements that provided comments during the public comment period. Between December 2024 and February 2025, Metro met with 10 of 11 property owners/tenants that would be potentially affected by the Malabar Yard railroad improvements and 3 additional property owners/tenants and/or representatives that would not be directly impacted but provided comments during the public comment period.

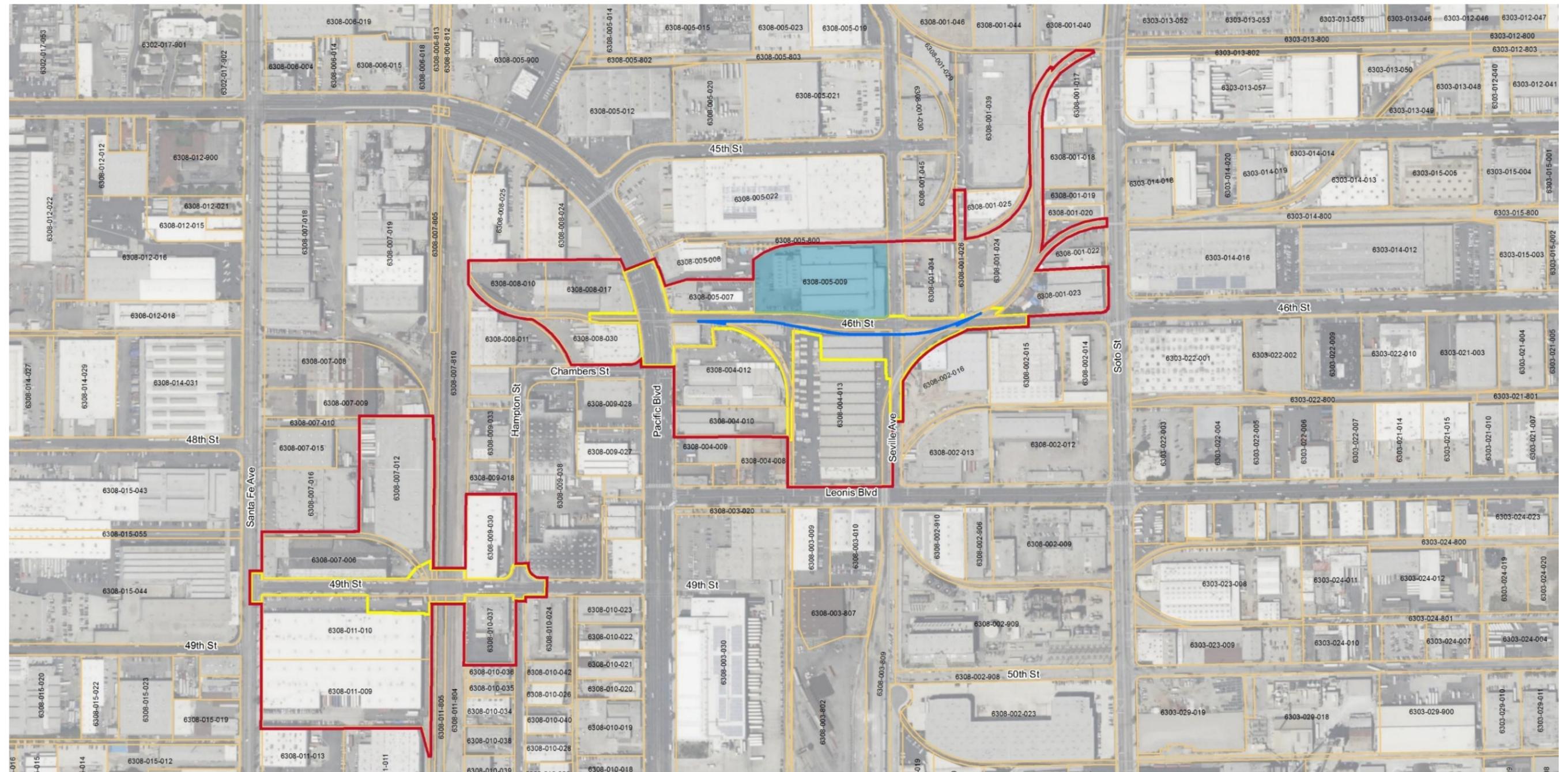
As a result of this agency and public outreach process in Vernon after the close of the 45-day public comment period, Metro proposed a suite of community improvements to offset the significant impacts of the Malabar Yard railroad improvements. The City of Vernon requested additional community improvements, and Metro expanded the suite of community improvements to accommodate the City of Vernon’s requested improvements. Metro has evaluated these

community improvements, and in consideration of the potential for impacts on the City of Vernon community, Metro is adopting these community improvements as OMMs in the Final SEIR and accompanying MMRP.

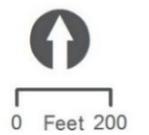
A full description of the community improvements and an evaluation of the improvements are provided in the *Link US Environmental Evaluation of Malabar Yard Mitigation*.

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Figure 7-10. Area of Direct Impacts and Area of Indirect Impacts for the Malabar Yard Railroad Improvements



- LEGEND**
- Area of Direct Impacts
 - Area of Indirect Impacts
 - Proposed New Track
 - Solar Manufacturing Corporation Building
 - Parcels (Tax Roll 2020)



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Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
Aesthetics			
a) Have a substantial adverse effect on a scenic vista?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The 49th Street Closure and 46th Street Connector (Design Options 1 and 2) are not located near or within any scenic vista or state designated scenic highway.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction activities would not contribute to a substantial change in overall visual quality and character of public views of the site and its surroundings in Visual Assessment Units #1 or #2.</p> <p><u>Operation:</u></p> <p>Less than Significant. The visual quality of the study area is low and resource change would be considered low because the visual character would not be substantially different than the existing conditions. No conflicts with local zoning or regulations governing scenic quality would occur.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements would not be seen beyond the immediate area.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction activities would not contribute to a substantial change in overall visual quality and character of public views of the site and its surroundings in Visual Assessment Units #1 or #2.</p> <p><u>Operation:</u></p> <p>Less than Significant. The visual quality of the study area is low and resource change would be considered low because the visual character would not be substantially different than the existing conditions. No conflicts with local zoning or regulations governing scenic quality would occur.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements would not be seen beyond the immediate area.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Light and glare during construction, including at key views, would be temporary. These short-term light and glare effects are not expected to be a visual nuisance because construction would not be located near any visual resources or light-sensitive receptors, such as recreationists or residents.</p> <p><u>Operation:</u></p> <p>Less than Significant. Light and glare would not be substantially different than existing conditions. The Malabar Yard railroad improvements would not expose viewers to higher levels of lighting that could disrupt normal activities during nighttime hours.</p> <p>Indirect Impacts</p> <p>No Impact. Construction lighting would not cause new sources of light or glare that could disrupt normal activities within the Project footprint for the design options considered or adjacent thereto. Signal lighting would be designed to maximize safety and shielded as</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	necessary. The Malabar Yard railroad improvements would not result in indirect effects related to light or glare.		
Agriculture and Forestry Resources			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard study area is not designated prime farmland, unique farmland, or Farmland of Statewide Importance. The project is not zoned for agricultural use, or a Williamson Act contracts, nor is it zoned for forest land, timberland, or timberland zoned Timberland Production. No conversion of agricultural or forest area would occur.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			
d) Result in the loss of forest land or conversion of forest land to non-forest use?			
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			
Air Quality			
a) Conflict with or obstruct implementation of the applicable air quality plan?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements would follow all relevant federal and state laws, regulations, and policies as it relates to air quality. Construction of the Malabar Yard railroad improvements would not conflict with or obstruct implementation of the regional AQMP.</p> <p><u>Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements are consistent with the objectives of the AQMP and would not impact implementation of the AQMP.</p> <p>Indirect Impacts</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

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Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)																																																																													
	<p>No Impact. The Malabar Yard railroad improvements would have no indirect impacts and would, therefore, not conflict with the AQMP.</p>																																																																															
<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. As shown in Table A below, construction of the Malabar Yard railroad improvements would result in construction emissions below SCAQMD's daily criteria pollutant regional thresholds. Implementation of best available control measures identified in SCAQMD Rule 403 would further reduce fugitive dust emissions.</p> <p>Table A. Construction Emissions (Unmitigated) – Pounds Per Day</p> <table border="1" data-bbox="783 768 1731 1225"> <thead> <tr> <th>Year</th> <th>ROG</th> <th>NOx</th> <th>CO</th> <th>SOx</th> <th>PM₁₀ Total</th> <th>PM_{2.5} Total</th> </tr> </thead> <tbody> <tr> <td>2028</td> <td>3.53</td> <td>30.91</td> <td>39.68</td> <td>0.08</td> <td>1.96</td> <td>1.46</td> </tr> <tr> <td>2029</td> <td>3.53</td> <td>30.90</td> <td>39.64</td> <td>0.08</td> <td>1.96</td> <td>1.46</td> </tr> <tr> <td>2030</td> <td>6.76</td> <td>25.84</td> <td>97.28</td> <td>0.21</td> <td>2.08</td> <td>1.22</td> </tr> <tr> <td>Maximum</td> <td>6.76</td> <td>30.91</td> <td>97.28</td> <td>0.21</td> <td>2.08</td> <td>1.46</td> </tr> <tr> <td>SCAQMD Thresholds</td> <td>75</td> <td>100</td> <td>550</td> <td>150</td> <td>150</td> <td>55</td> </tr> <tr> <td>Exceedance?</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> <td>No</td> </tr> </tbody> </table> <p><u>Operation:</u></p> <p>Less than Significant. As shown in Table B below, the Malabar Yard railroad improvements would have no long-term change in air quality at Malabar Yard. In future years, the Malabar Yard railroad improvements would result in regional benefits to air quality and GHG emissions as a result of reduced emissions.</p> <p>Table B. Daily Operational Emissions – Pounds Per Day</p> <table border="1" data-bbox="783 1487 1731 1745"> <thead> <tr> <th>Year</th> <th>ROG</th> <th>NOx</th> <th>CO</th> <th>SOx</th> <th>PM₁₀ Total</th> <th>PM_{2.5} Total</th> </tr> </thead> <tbody> <tr> <td>Year 1</td> <td>-</td> <td>(47.54)</td> <td>-</td> <td>-</td> <td>(0.72)</td> <td>-</td> </tr> <tr> <td>Year 20</td> <td>(1.15)</td> <td>(201.19)</td> <td>(9.30)</td> <td>(0.60)</td> <td>(3.44)</td> <td>(1.27)</td> </tr> <tr> <td>Year 30</td> <td>(0.54)</td> <td>(206.81)</td> <td>(4.77)</td> <td>(0.66)</td> <td>(3.38)</td> <td>(0.79)</td> </tr> </tbody> </table>	Year	ROG	NOx	CO	SOx	PM ₁₀ Total	PM _{2.5} Total	2028	3.53	30.91	39.68	0.08	1.96	1.46	2029	3.53	30.90	39.64	0.08	1.96	1.46	2030	6.76	25.84	97.28	0.21	2.08	1.22	Maximum	6.76	30.91	97.28	0.21	2.08	1.46	SCAQMD Thresholds	75	100	550	150	150	55	Exceedance?	No	No	No	No	No	No	Year	ROG	NOx	CO	SOx	PM ₁₀ Total	PM _{2.5} Total	Year 1	-	(47.54)	-	-	(0.72)	-	Year 20	(1.15)	(201.19)	(9.30)	(0.60)	(3.44)	(1.27)	Year 30	(0.54)	(206.81)	(4.77)	(0.66)	(3.38)	(0.79)	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
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Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)																					
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SCAQMD Thresholds	55	55	550	150	150	55																		
No	No	No	No	No	No	No																		
<p>c) Expose sensitive receptors to substantial pollutant concentrations?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts <u>Construction:</u> Less than Significant. Construction of the Malabar Yard railroad improvements would result in emissions of DPM from heavy duty construction equipment and trucks operating in the study area (e.g., water trucks and haul trucks). DPM is characterized as a TAC by CARB. However, maximum daily particulate emissions, which include DPM, would be relatively low. Furthermore, the construction period would be relatively short (approximately 18 months), especially when compared to 70 years. The 70-year timeframe is the recommended exposure duration by CARB for individual cancer risk assessments at residential receptors. Additionally, there are no sensitive receptors within a one-quarter mile of the Malabar Yard railroad improvements. Combined with the highly dispersive properties of DPM, construction-related emissions of HAPs would not expose sensitive receptors to substantial emissions of HAPs.</p> <p>Furthermore, construction of the Malabar Yard railroad improvements would result in on-site construction emissions below SCAQMD's localized screening thresholds (see Appendix D of the <i>Link US Air Quality and Global Climate Change Assessment</i>). Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. The low level of PM_{2.5} emissions coupled with the relatively short-term duration of construction activity anticipated at 18 months resulted in an overall low level of DPM concentration in the Malabar Yard study area.</p> <p><u>Operation:</u> Less than Significant. Implementation of the 46th Street Connector would shift some freight rail activity away from sensitive receptors such as the Vernon City School and the residences on Furlong Place towards the industrial warehouses to the east because fewer trains would be traveling along the Harbor Subdivision north of Malabar Yard. Similar to construction, operation of the Malabar Yard railroad improvements would result in on-site operational emissions below SCAQMD's localized screening thresholds (see Appendix D of the <i>Link US Air Quality and Global Climate Change Assessment</i>). Therefore, a beneficial effect would occur.</p> <p>Indirect Impacts</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Beneficial Impact</p>																					

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)</p>	<p>Beneficial Impact. Implementation of the railroad improvements would aid in the overall reduction of criteria air pollutant emissions through regional VMT reductions. The Malabar Yard railroad improvements also result in reduced train movements north of Malabar Yard where sensitive receptors are currently located and planned in the future..</p> <p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction of the Malabar Yard railroad improvements would result in emission of odors from construction equipment and vehicles (e.g., diesel exhaust). However, these odors would be temporary, only lasting the duration of construction activities, and would not impact a substantial number of individuals.</p> <p><u>Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements do not include any uses identified by SCAQMD as being associated with odors; however, emissions from train idling (i.e., diesel exhaust and VOC) would result in objectionable odors. The reduced idling, improved efficiency, and improved engine technologies would minimize any increase in odor generation.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements would have no impact with regard to objectionable odors.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
Biological Resources			
<p>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 California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact – MBTA Species. Suitable habitat for nesting bird species protected by the MBTA is present in the study area. The Malabar Yard railroad improvements could have direct impacts on these species by removing naturally occurring or ornamental trees, disturbing roost sites causing abandonment, or interfering with nesting birds during the nesting season.</p> <p>Less than Significant – Special-Status Species. The western mastiff bat (<i>Eumops perotis californicus</i>) and western yellow bat (<i>Lasiurus xanthinus</i>) are CDFW species of special concern that have a very low potential of occurring within the BSA. The surrounding buildings within the BSA may be suitable for roosting habitat; however, the area is highly disturbed due to human activity and species utilizing those buildings would be adapted to these urban settings. These state designated Species of Special Concern include western mastiff bat and western yellow bat.</p> <p><u>Operation:</u></p> <p>Less than Significant. Any birds utilizing the area for breeding during operations are expected to be adapted to an urban environment, including navigating transportation corridors. Although there is a slight increase in potential for mortality (e.g., collisions with trains) resulting from increased train traffic, mortality rates would not likely be substantially</p>	<p>MY BIO-1 MBTA species: During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW-approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted based on species-specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.</p> <p>Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>higher than pre-project mortality rates due to the frequency of train movements in and out of Malabar Yard.</p> <p>Indirect Impacts</p> <p>Significant Impact. Construction and operation of the Malabar Yard railroad improvements could result in indirect impacts on MBTA-protected bird species that may be present within the BSA. Indirect impacts on an active nest include increased construction noise above ambient noise levels, vibration, excess dust, night lighting, and human encroachment, all of which may result in nest failure.</p>	<p>mechanism that keeps birds from building nests) shall be installed over suitable nest sites at buildings, or other structures that will be removed before the nesting season (February 1 through September 30) to prevent nesting at the bridges, buildings, or other structures by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.</p> <p>Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory WEAP training before they commence with work. The training shall advise workers of potential impacts on jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.</p>	
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard study area does not include any riparian habitat or sensitive natural communities.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<p>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard study area does not contain state or federally protected wetlands.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>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 wildlife nursery sites?</p>	<p>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements are more than 5 miles from any significant open space. The only local north-south (Los Angeles River) movement area, located less than 1 mile from the study area, is devoid of vegetated cover and there is no vegetated cover between the study area and the Los Angeles River. Construction of the Malabar Yard railroad improvements would not interfere or obstruct wildlife movement that may occur via the Los Angeles River. Operationally, due to the distance of the Malabar Yard railroad improvements from the Los Angeles River, any noise and light from construction are not anticipated to interfere with the movement of any wildlife species or impede the use of wildlife nursery sites.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<p>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction of the Malabar Yard railroad improvements may result in damage and/or removal of tree species that are considered protected by the City of Vernon Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). The cutting and/or removal of any protected City-owned trees without a tree removal permit would conflict with the City of Vernon Tree Ordinance.</p> <p><u>Operation:</u></p> <p>No Impact. Operations associated with the Malabar Yard railroad improvements would not require the removal of protected trees.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements could result in indirect impacts affecting the root systems of adjacent protected trees. Trenching, grading, soil compaction, and the placement of fill or impervious surfaces within the driplines of protected trees could lead to root damage ultimately resulting in death of the tree.</p>	<p>MY BIO-2 Protected Trees: Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies:</p> <ul style="list-style-type: none"> • Trees proposed to be cut or removed; • Trees proposed to be retained; and • Trees proposed to be provided in replacement of the trees that are to be cut or removed. <p>All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>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?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. There are no applicable Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
Cultural Resources			
<p>a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction activities in the vicinity of an identified historical resource (Solar Manufacturing Building) (see Figure 7-10) include installation of new freight track along 46th Street within a new railroad ROW, approximately 75 feet south of the rear of the building, and across from the existing 46th Street ROW. The building and parcel that comprise the historical resource would not be physically disturbed or altered.</p> <p><u>Operation:</u></p> <p>Less than Significant. Once construction of the Malabar Yard railroad improvements is complete, ongoing operations would occur at the ground surface. No anticipated corresponding impacts would occur on built environment historical resources as a result of long-term operations of the Malabar Yard railroad improvements.</p> <p>Indirect Impacts</p> <p>No Impact. No indirect impacts on built environment historical resources, including dust, noise, vibration, and visual, would result from implementation of the Malabar Yard railroad improvements.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p>	<p>MY CUL-1 Archaeological Treatment Plan (ATP). Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior’s Professional Qualification Standards in Archaeology and is experienced in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p>
<p>c) Disturb any human remains, including those interred outside of dedicated cemeteries?</p>	<p>Significant Impact. No archaeological resources have been identified within or near the ADI for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain buried archaeological sites, which may include human remains.</p> <p><u>Operation:</u></p> <p>Less than Significant. Once construction of the Malabar Yard railroad improvements is complete, ongoing operations would occur at the ground surface. No anticipated corresponding impacts would occur on archaeological resources or human remains as a result of long-term operations of the Malabar Yard railroad improvements.</p>		<p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>

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Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>Indirect Impacts</p> <p>Significant Impact. Even though the construction site would be fenced and off limits to the general public, indirect impacts may still result from increased accessibility to buried archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.</p>	<p>The ATP shall be prepared consistent with the Secretary of Interior’s Standards and Guidelines for Archaeological Documentation and the California OHP <i>Archaeological Resources Management Reports: Recommended Contents and Format</i> (OHP 1990).</p> <p>The ATP shall include, at a minimum, the following elements:</p> <ul style="list-style-type: none"> • Research Design: The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions. • Archaeological and Native American monitoring: The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards. • Provisions for the accidental discovery of archaeological features or deposits: The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented. • Provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes. 	

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>Energy</p>			
<p>a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Energy use would increase temporarily during construction, but a substantial demand on regional energy supply or capacity is not expected. Sufficient supplies of gas and electricity are available for construction, and no new facilities or expansion of existing facilities would be required.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p>
<p>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	<p><u>Operation:</u></p> <p>Less than Significant. Operation of the Malabar Yard railroad improvements would not result in the wasteful, inefficient, or unnecessary consumption of energy or conflict with initiatives for renewable energy.</p> <p>Indirect Impacts</p> <p>Beneficial Impact. The Malabar Yard railroad improvements would provide a shorter, direct route for BNSF trains to travel between Malabar Yard and LAUS, thereby reducing train miles and long-haul trucking. This would reduce gasoline and diesel fuel consumption, thereby resulting in desirable energy benefits.</p>		
<p>Geology and Soils</p>			
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p>	<p>MY GEO-1 Prepare Final Geotechnical Report: During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>i. 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 other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?</p> <p>ii. Strong seismic ground shaking?</p> <p>iii. Seismic-related ground failure, including liquefaction?</p> <p>iv. Landslides?</p>	<p><u>Construction:</u> Less than Significant. Construction of the Malabar Yard railroad improvements would not exacerbate existing hazards related to seismic ground shaking or seismic-related ground failure, including liquefaction, when compared to existing conditions.</p> <p><u>Operation:</u> Less than Significant. New infrastructure would be constructed to be seismically sound. Implementation of the Malabar Yard railroad improvements would not exacerbate existing hazards posed by seismic ground shaking or seismic-related ground failure.</p> <p>Indirect Impacts Significant Impact. Construction activities associated with Malabar Yard railroad improvements would not cause a regional increase in groundwater elevations or accelerate the potential for liquefaction or other types of seismically induced ground failure beyond existing conditions. However, the Malabar Yard study area includes soils that are potentially liquefiable, such soils may need stabilization during construction.</p>	<p>geotechnical report shall address and include site-specific design recommendations on the following:</p> <ul style="list-style-type: none"> • Site preparation • Soil bearing capacity • Appropriate sources and types of fill • Liquefaction • Lateral spreading • Corrosive soils • Structural foundations • Grading practices <p>The recommendations shall mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of Malabar Yard railroad improvements in accordance with the <i>Manual for Railway Engineering</i> and applicable local city codes. The Project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.</p>	<p>Less than Significant <i>Indirect</i> Less than Significant</p>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts <u>Construction:</u> Less than Significant. Construction of the Malabar Yard railroad improvements is not anticipated to result in substantial soil erosion or loss of topsoil.</p> <p><u>Operation:</u> Less than Significant. Once the Malabar Yard railroad improvements have been constructed, there would not be a substantial amount of exposed surfaces that could be subjected to accelerated soil erosion during operation. The placement of ballast and other soil protection materials would provide stabilization to prevent erosion.</p> <p>Indirect Impacts Less than Significant. No indirect impacts that would generate additional erosion or loss of topsoil are anticipated due to the disturbed nature of the Malabar Yard study area.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p>	<p>MY GEO-1 Prepare Final Geotechnical Report</p>	<p><i>Construction</i></p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</p>	<p>Direct Impacts <u>Construction:</u> Significant Impact. Potentially collapsible soils may be present in localized areas within the Malabar Yard study area and construction activities may be subject to hydrocollapse. There is also an increased risk of corrosive soils that may be exposed during construction. <u>Operation:</u> Significant Impact. Due to the limited amount of site-specific geotechnical information available and the high to low corrosion potential of soils, the Malabar Yard railroad improvements could result in an increased risk of damage from corrosive soils.</p> <p>Indirect Impacts Less than Significant. Upon implementation of Mitigation Measure MY GEO-1 with either design option at both locations, conditions related to collapsible and corrosive soils would improve. Implementation of Malabar Yard Mitigation Measure GEO-1 requires a final geotechnical report to be prepared by a licensed geotechnical engineer during final design of the project. The final geotechnical report will include site-specific recommendations to mitigate the risk associated with conditions related to collapsible and corrosive soils</p>		<p>Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>
<p>d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i> Direct Impacts <u>Construction:</u> Significant Impact. Construction of the Malabar Yard railroad improvements would occur in an area with potentially expansive soils which could result in uplift pressures that lead to structural damage. <u>Operation:</u> Less than Significant. After construction is complete and the Malabar Yard railroad improvements are operational, the likelihood that the Malabar Yard railroad improvements would be adversely affected by expansive soils is low.</p> <p>Indirect Impacts Less than Significant. Expansive soils are site-specific and potential significant impacts would be mitigated by implementation of Mitigation Measure MY GEO-1.</p>	<p>MY GEO-1 Prepare Final Geotechnical Report</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i> Direct and Indirect Impacts <u>Construction and Operation:</u> No Impact. No septic tanks or alternate wastewater disposal systems are part of the Malabar Yard railroad improvements.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
<p>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction of the Malabar Yard railroad improvements may result in direct impacts on paleontological resources during any phase of work that results in the damage or destruction of fossils or the disturbance of the stratigraphic context in which they are located.</p> <p><u>Operation:</u></p> <p>No Impact. Once construction of the Malabar Yard railroad improvements is complete, ongoing operations would occur at the ground surface. There would be no anticipated corresponding impacts of these operations on paleontological resources.</p> <p>Indirect Impacts</p> <p>Significant Impact. Even though the construction site would be off limits to the general public, indirect impacts during all phases of work may result from increased accessibility (rather than damage or destruction) by construction personnel to fossils buried in subsurface sediments through construction activities leading to potential resource looting or vandalism activities. Additionally, damage to improperly curated fossil specimens may occur.</p>	<p>MY PAL-1 Paleontological Mitigation Plan (PMP): It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery.</p> <p>The PMP shall include a requirement for full-time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal).</p> <p>The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery), and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project footprint for Malabar Yard railroad improvements while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist.</p> <p>MY PAL-2 Paleontological WEAP Training: Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.</p> <p>MY PAL-3 Curation: Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> Less than Significant</p>

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Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
		<p>accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.</p>	
Greenhouse Gas Emissions			
<p>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction of the Malabar Yard railroad improvements would result in GHG emissions from construction equipment and vehicles. The total GHG emissions during construction from the Malabar Yard railroad improvements would be approximately 2,461 MTCO_{2e}, which would be amortized over 30 years resulting in 82 MTCO_{2e}, which is far below the federal reporting threshold of 25,000 MTCO_{2e}. SCAQMD does not have a separate threshold for GHG emissions. Therefore, the limited amount of emissions would not likely contribute to global warming to any discernible extent. Impacts are considered less than significant.</p> <p><u>Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements would result in regional benefits to GHG emissions due to the overall reduced emissions during operations.</p> <p>Indirect Impacts</p> <p>Beneficial Impact. Implementation of any combination of design options for the Malabar Yard railroad improvements would aid in the overall reduction of GHG emissions through regional VMT reductions. The Malabar Yard railroad improvements also result in reduced train movements north of Malabar Yard where sensitive receptors are currently located and planned in the future..</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>
<p>b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. Construction of the Malabar Yard railroad improvements would result in GHG emissions from construction equipment and vehicles. The total GHG emissions from the Malabar Yard railroad improvements during construction would not exceed the federal reporting threshold and therefore would not conflict with any applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Impacts are considered less than significant.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p><u>Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements would assist Metro in achieving the goals of SB 375 by allowing Metro to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities. Additionally, future year project related emissions would be below SCAQMD numeric thresholds adopted to help achieve the reduction goals of AB 32 and SB 32. Thus, the Malabar Yard railroad improvements would not conflict with AB 32 or SB 32 as the Malabar Yard rail improvements would achieve regional benefits and reduce emissions. Impacts are considered less than significant.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements would not conflict with applicable GHG emission plans, policies, or regulations.</p>		
Hazards and Hazardous Materials			
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. During construction, the use of hazardous materials and substances could pose a hazard if an accidental release or spill occurs. In addition, contaminated soil and groundwater is expected to be encountered during soil excavations. Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils during construction.</p> <p><u>Operation:</u></p> <p>Less than Significant. BNSF facilities already in operation would continue to provide for safe storage, containment, and disposal of chemicals and hazardous materials during operations, including waste materials, in compliance with existing regulations and legislation governing the safe handling and disposal of hazardous materials.</p> <p>Indirect Impacts</p> <p>Less than Significant. The Malabar Yard railroad improvements would facilitate an increase in freight movements with implementation of the 46th Street Connector. This could increase the frequency of which hazardous materials are transported through the Malabar Yard study area. However, private railway carriers, such as BNSF, are subject to state and federal regulations, and the railroad improvements would not increase the likelihood of improper transportation or disposal of hazardous materials.</p>	<p>MY HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP): Prior to construction, an HMMP shall be prepared by the contractor that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the Project footprint for Malabar Yard railroad improvements, and include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200) • A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120) • Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38) • A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; and (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910) • Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200) • Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient 	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
		in size to contain the volume of the largest container or tank (29 CFR 1910.120).	
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. The Malabar Yard study area contains two high-risk REC sites that contain documented hazardous material contamination. During construction activities, The REC sites could result in potential exposure to contaminated soil and/or groundwater or migration of contaminants. Construction activities could also have the potential to release heavy metals, herbicides, or volatile contaminant vapors.</p> <p>Construction of either design option at 46th Street would include demolition of at least one building that may have structural components that contain asbestos and/or lead.</p> <p><u>Operation:</u></p> <p>Less than Significant. The operation of Malabar Yard under either design option at both locations would be similar to existing conditions and the handling of hazardous materials would be subject to approval by the applicable regulatory agency.</p> <p>Indirect Impacts</p> <p>Less than Significant. Considering Malabar Yard is already managed in accordance with applicable regulations, the potential for increased hazardous materials release is not expected to occur.</p>	<p>MY HAZ-1 Prepare a Construction HMMP</p> <p>MY HAZ-2 Prepare Phase II ESA: Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of:</p> <ul style="list-style-type: none"> Collection of soil, groundwater, and soil vapor samples from borings, for geologic and environmental analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the Project area. Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPH, PCBs, and CCR Title 22 metals. <p>A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation’s findings. Metro shall implement the Phase II ESA recommendations. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in ESAs and evaluation of contaminated sites.</p> <p>MY HAZ-3 Prepare a General Construction Soil Management Plan: Prior to construction, the contractor shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported for backfill shall be certified clean per DTSC’s <i>Information Advisory-Clean Imported Fill Material</i> prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:</p> <ul style="list-style-type: none"> General worker health and safety procedures Dust control Management of soil stockpiles Traffic control Stormwater erosion control using BMPs <p>MY HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP): Prior to construction, the contractor shall prepare parcel-specific Soil Management Plans for known</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
		<p>contaminated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites. The nature and extent of contamination is expected to vary widely across the Project footprint for the selected design options, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:</p> <ul style="list-style-type: none"> • Soil disposal protocols • Protocols governing the discovery of unknown contaminants • Management of soil on properties within the Project footprint of the selected design options with known contaminants <p>Prior to construction on individual properties with known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities to be submitted to and approved by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:</p> <ul style="list-style-type: none"> • Training requirements for site workers who may be handling contaminated material • Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property • Mitigation and monitoring measures that are protective of site worker and public health and safety <p>Prior to construction, Metro or BNSF shall coordinate soil management measures and reporting activities shall be coordinated with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the Project, and each of the contaminated sites.</p> <p>MY HAZ-5 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered: Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials are encountered.</p>	

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
		<p>Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, ACM (e.g., transit pipes) encountered during the construction process.</p> <p>MY HAZ-6 Pre-Demolition Investigation: Prior to the demolition of any structures, a survey shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.</p>	
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. There are no schools located within the Malabar Yard study area. The nearest school is located outside of the Malabar Yard study area and outside of the 0.25-mile buffer from the Project footprint for the design options considered.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Two REC sites with high-risk ranking were identified within the Malabar Yard study area. The close proximity of these existing RECs to potential construction activities would carry the potential for encountering contaminated soil and/or groundwater.</p> <p><u>Operation:</u></p>	<p>MY HAZ-1 Prepare a Construction HMMP</p> <p>MY HAZ-2 Prepare Phase II ESA</p> <p>MY HAZ-3 Prepare a General Construction Soil Management Plan</p> <p>MY HAZ-4 Prepare Parcel-Specific Soil Management Plans and HASP</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>Less than Significant. After construction of the Malabar Yard railroad improvements, the identified REC sites would not be disturbed and, therefore, would not require remediation or coordination with the governing agency.</p> <p>Indirect Impacts</p> <p>Significant Impact. Indirect impacts could occur in the event hazardous materials migrate from the two REC sites into other properties during construction.</p>		
<p>e) For a project 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements are not within two miles of any airports or within the boundary of any airport land use plan. Therefore, there would be no impact and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>
<p>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction activities would require temporary road closures, detours, and additional vehicles on the existing roadway network. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.</p> <p><u>Operation:</u></p> <p>Less than Significant. Upon completion of construction, no changes would be made to any evacuation routes which may be used in the City.</p> <p>Indirect Impacts</p> <p>Less than Significant. Planned roadway reconfigurations and associated modifications would be coordinated and approved by the City's Public Works Department to ensure adequate access for emergency service providers throughout the study area.</p>	<p>MY TR-1 Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements: During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon.</p> <p>Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:</p> <ul style="list-style-type: none"> Traffic flow shall be maintained, particularly during peak hours, to the degree feasible. Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible. Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local 	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
		<p>businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.</p> <ul style="list-style-type: none"> Metro or the contractor shall notify City of Vernon 5 business days in advance of street closures, detours, or temporary lane reductions. 	
<p>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements are not located within or near state responsibility areas or lands classified as very high fire hazard severity zone (California Department of Forestry and Fire Protection 2022).</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>Hydrology and Water Quality</p>			
<p>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction of either design option at both locations could exceed waste, stormwater, and non-stormwater discharge requirements and result in a significant impact on water quality if stormwater runoff is not properly managed. Grading activities could result in short-term erosion and downstream sedimentation.</p> <p>Removal of existing track and ballast, including creosote ties, rails, wire, and metal materials, may also expose excavated dirt contaminated with lead, copper, chromium, and other contaminants typical of a railroad yard. Surface runoff exposure to soils containing these contaminants could reduce water quality of the Los Angeles River Reach 2. Similarly, tainted soil may be subject to erosion from storm events. Improper handling of concrete mix could be carried away by runoff and also result in degradation of surface water.</p> <p><u>Operation:</u></p> <p>Significant Impact. During operation of either design option at both locations, minor amounts of metals from brake dust, oil and grease would originate from train cars, which could discharge oil, grease, and other chemical pollutants into existing drainage systems.</p> <p>Indirect Impacts</p> <p><i>49th Street Closure (Design Options 1 and 2) and 46th Street Connector (Design Option 2):</i></p> <p>Less than Significant Impact. Drainage runoff would enter one of numerous drainage systems. For these reasons, the Malabar Yard railroad improvements would not result in discharges that could indirectly adversely affect downstream surface waters by increasing scour and/or sedimentation.</p> <p><i>46th Street Connector (Design Option 1):</i></p> <p>Significant Impact. For Design Option 1 at 46th Street, potential impacts could occur on two sites that currently have an active Waste Discharge Identification number under the Industrial</p>	<p>MY HWQ-1 Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements: During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order No. 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.</p> <p>MY HWQ-2 Comply with Local Dewatering Requirements for the Malabar Yard Railroad Improvements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>General Permit. Updates to the permit may be required to continue to operate under the same permit. If these processes are not continued, industrial stormwater could negatively affect the storm drain system.</p>	<p>(Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon.</p> <p>MY HWQ-3 Comply with Local Dewatering Requirements for Contaminated Sites for the Malabar Yard Railroad Improvements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon.</p> <p>MY HWQ-4 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses for the Malabar Yard Railroad Improvements: Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable.</p> <p>MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements: For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Order No. 2021-0105, NPDES No. CAS004004), effective July 23, 2021 (known as the Phase I Permit). Metro or BNSF shall prepare a final LID report in accordance with the City of Vernon's <i>Low Impact Development Guidance Manual</i>. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.</p>	
<p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge</p>	<p>49th Street Closure and 46th Street Connector (Design Options 1 and 2): Direct and Indirect Impacts</p>	<p>No mitigation is required.</p>	<p>Construction No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
such that the project may impede sustainable groundwater management of the basin?	<p><u>Construction and Operation:</u></p> <p>No Impact. Construction of the Malabar Yard railroad improvements would not substantially decrease groundwater supplies as the improvements would not require the use of any water supplies during operation. Therefore, no impact would occur, and no mitigation is required.</p>		<p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>i. result in substantial erosion or siltation on- or off-site;</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. If drainage is not properly managed during construction, any increases in sediment load from the construction area could lead to erosion and alterations in drainage patterns and/or flooding.</p> <p><u>Operation:</u></p> <p>Significant Impact. Reconstruction of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.</p> <p>Indirect Impacts</p> <p>Significant Impact. During construction and operations, implementation of any combination of design options for the Malabar Yard railroad improvements may result in potential soil erosion and may alter drainage patterns as it may be necessary for the contractor to reroute drainage around one or more construction areas to ensure that connections to existing drainage infrastructure are maintained and/or improved.</p>	<p>MY HWQ-1 Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements</p> <p>MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p><u>Direct Impacts Construction:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements are located in Zone X (area with minimal flood hazard) and would not increase the exposure of people or structures to a significant risk of loss, injury, or death related to flooding or inundation.</p> <p><u>Operation:</u></p> <p>Less than Significant. The Malabar Yard railroad improvements would be designed and constructed in accordance with standard engineering practices to ensure they would not expose people or structures to flooding or inundation beyond existing conditions.</p> <p>Indirect Impacts</p> <p>Less than Significant. No indirect impact related to flooding would occur because the design options would be constructed in accordance with standard engineering practices.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>iii. 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; or</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p>	<p>MY HWQ-1 Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements</p> <p>MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>Significant Impact. During construction of either design option at both locations, excavated soil would be exposed, and there would be increased potential for soil erosion. In addition, excavated soils would likely be contaminated, and if not properly managed, hazardous materials and waste may be spilled or leaked and has the potential to be transported via stormwater runoff.</p> <p><u>Operation:</u></p> <p>Significant Impact. The Malabar Yard study area is largely covered with impervious surfaces and any reconstruction of impervious surfaces could affect stormwater runoff if not properly designed for and managed throughout operation.</p> <p>Indirect Impacts</p> <p>Significant Impact. Construction of any combination of design options for the Malabar Yard railroad improvements may result in changes to existing drainage patterns within the Project footprint for the design options, which may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.</p>	<p>MY HAZ-1 Prepare a Construction</p>	<p><i>Indirect</i> Less than Significant</p>
<p>iv. impede or redirect flood flows?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard study area is located in Zone X. Zone X represents an area this determined to be outside the 0.2 percent annual chance flood (i.e., 500-year flood) therefore, the implementation of the Malabar Yard railroad improvements would not involve the construction of structures within the 100-year flood hazard area that would otherwise impede or redirect floods.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>
<p>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements are in Zone X (area with minimal flood hazard) and not located in an area subject to tsunamis, flooding or inundation. Therefore, no impact would occur, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>
<p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements would not obstruct implementation of a water quality control plan or groundwater management plan. See impact analysis above under Threshold A for a discussion related to water quality standards.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact <i>Operations</i> No Impact <i>Indirect</i> No Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
Land Use and Planning			
a) Physically divide an established community?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>No Impact. The Malabar Yard railroad improvements would be constructed mostly within existing railroad ROW in an urbanized environment generally characterized by industrial land uses. No residential land uses or established communities are present that would be physically divided.</p> <p><u>Operation:</u></p> <p>Less than Significant. Although the closure at 49th Street, under either design option, would create a physical barrier within the area, the street closure is located in a primarily industrial area adjacent to Malabar Yard with no residential uses or established communities in the vicinity. Access that currently provides connectivity to travelers on both sides of Malabar Yard would be maintained along adjacent parallel roadways including Fruitland Avenue and Pacific Boulevard. The 49th Street closure would not physically divide an established community. At 46th Street, grade crossings would facilitate safe pedestrian, bicycle, and vehicular access and connectivity and would not inhibit access to surrounding properties.</p> <p>Indirect Impacts</p> <p>Less than Significant. Due to the existing urbanized nature and presence of existing transportation infrastructure in the Malabar Yard study area, any combination of design options for the Malabar Yard railroad improvements are not expected to induce growth or interrupt circulation or access in a manner that would create a physical or perceived division within the community.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Acquisitions and associated modifications to building setbacks and parking would not cause significant environmental impacts.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
Mineral Resources			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p>
b) Result in the loss of availability of a locally-important mineral resource recovery site			<p>No Impact</p> <p><i>Indirect</i></p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
delineated on a local general plan, specific plan, or other land use plan?	No Impact. The Malabar Yard railroad improvements would not result in the loss of availability of any known mineral resource that would be of value to the region and residents of the state nor would it result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.		No Impact
Noise			
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. FTA and FRA guidelines include a screening level assessment that is used to establish whether a more detailed noise analysis should be conducted. This screening assessment was performed, and, per the FTA and FRA guidelines, no noise-sensitive land uses are located within 1,000 feet of the proposed Malabar Yard rail line along the 46th Street and 49th Street intersection with Malabar Yard (without obstructions) or within 650 feet from the proposed Malabar Yard rail line along the 46th Street and 49th Street intersection with Malabar Yard (with obstructions).</p> <p>FTA's guidelines for assessment of construction noise, as per the methodology in Section 7 of the FTA manual and Chapter 10 of the FRA manual, which are identical to one another, were considered, although a detailed assessment was not performed because there are no noise- or vibration-sensitive land uses within the designated screening distances for the Malabar Yard study area.</p> <p>Noise from construction activity is generated by the broad array of powered, noise-producing mechanical equipment used in the construction process. Construction equipment required to implement the Malabar Yard railroad improvements include trucks, loaders, rollers, mobile cranes, ballast tampers, generators, and other items. The range in noise levels typically generated by the equipment assumed for the analysis ranges from 74 dBA equivalent noise level (L_{eq}; e.g., water trucks) to 101 dBA L_{eq} (e.g., impact pile driver) at a distance of 50 feet.</p> <p>Construction of any combination of design options for the Malabar Yard railroad improvements would occur in phases over an approximately 18-month schedule and would result in temporary periods of elevated noise levels. Construction would primarily take place during daytime hours. The daytime construction noise impact criterion is 80 dBA L_{eq} and construction noise is predicted to attenuate to this level at approximately 150 feet from the loudest construction phase (track installation), which would be the same for both design options at both locations. Since there are no noise-sensitive land uses within 150 feet, no significant noise impact would occur.</p> <p><u>Operation:</u></p> <p>Less than Significant. Any combination of design options for the Malabar Yard railroad improvements would create additional storage capacity and operational efficiency but would not result in a change to the track alignment or in how the yard or trains using the yard operate. The 46th Street connector would be located between two active rail lines. There would be no perceptible change in operational noise under either design option at both locations.</p> <p>Indirect Impacts</p> <p>Beneficial Impact. Any combination of design options for the Malabar Yard railroad improvements would occur in an industrial-zoned area and are unlikely to encourage residential and commercial infill development that could indirectly result in the placement of</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	new noise-sensitive land uses near Malabar Yard that would be affected by construction and operational noise. The Malabar Yard railroad improvements would result in reduced train movements north of Malabar Yard where sensitive receptors are currently located and planned in the future.		
b) Generation of excessive groundborne vibration or groundborne noise levels?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction and Operation:</u></p> <p>Less than Significant. Vibration from the use of heavy equipment and machinery would occur. Equipment would not be used within 25 feet of a sensitive structure or near vibration-sensitive land uses. Improvements at Malabar Yard would not result in operational changes that would result in a perceptible change in vibration for surrounding land uses.</p> <p>Indirect Impacts</p> <p>Beneficial Impact. The Malabar Yard railroad improvements would result in reduced train movements north of Malabar Yard where sensitive receptors are currently located and planned in the future.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>
c) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard study area is not located within the vicinity of a private airstrip or 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.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
Population and Housing			
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements would not induce population growth in the area, directly and indirectly. Additionally, it would not displace any residents or housing that would necessitate the construction of replacement housing.</p>	No mitigation is required.	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
Public Services			
<p>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new 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> <ul style="list-style-type: none"> i. Fire Protection? ii. Police Protection? iii. Schools? iv. Parks? v. Other public facilities? 	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. During construction, increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers.</p> <p>The Malabar Yard railroad improvements do not include residential development that would directly generate population growth or increase the demand for schools, parks, or other public facilities.</p> <p><u>Operation:</u></p> <p>Less than Significant. Infrastructure improvements would be constructed primarily within an existing rail yard and within the railroad or public ROW. Any combination of design options for the Malabar Yard railroad improvements is not anticipated to cause new or increased demand for fire protection and law enforcement.</p> <p>Indirect Impacts</p> <p>No Impact. Construction and operation of the Malabar Yard railroad improvements would not directly generate population growth or require provision of new community facilities due to the nature and extent of the railroad improvements in the vicinity of Malabar Yard and the context of the surrounding environment being an urbanized industrial setting.</p>	<p>MY TR-1 Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>
Recreation			
<p>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements would not increase the use of existing neighborhood and regional parks or any recreational facilities or require expansion of existing recreation facilities. Infrastructure improvements would be constructed primarily within an existing rail yard and within the railroad or public ROW and does not include any recreational facilities.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> No Impact</p>
Transportation			
<p>a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. The Malabar Yard railroad improvements would result in construction-related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures. The temporary road closures within the traffic study area may potentially affect public transit and other non-</p>	<p>MY TR-1 Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>motorized modes of travel. Construction of any combination of design options would require detour routes and temporary traffic disruptions that may cause decreased performance for transit operators or subject pedestrians and bicyclists to hazardous conditions near work zones.</p> <p><u>Operation:</u></p> <p>Less than Significant. Upon completion of construction, installation of new traffic signals, flashers, gates, and new medians, expansion of curb line, sidewalk/ramp, and driveway improvements at existing at-grade crossings on Pacific Boulevard and Seville Street would be required as part of either design option for the 46th Street Connector. Safe motorist and pedestrian movements throughout the traffic study area would be accomplished through adherence to all applicable safety standards codes and requirements.</p>		
<p>b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>Less than Significant. According to Subdivision (b), transportation projects that have no impact on VMT, such as the Malabar Yard railroad improvements, are presumed to cause a less than significant impact.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction activities would require temporary road closures and would result in temporary construction-related roadway hazards in the traffic study area to motorists, pedestrians, and bicyclists.</p> <p><u>Operation:</u></p> <p>Significant Impact. The New Railroad Crossing #5 at the intersection of Seville Avenue and 46th Street would introduce a potential roadway hazard due to queuing that would cause southbound vehicular traffic to extend across 46th Street. While blocking an intersection is not a legal vehicular maneuver, the increase in queue at this location may introduce a potential roadway hazard.</p> <p>Indirect Impacts</p> <p>Less than Significant. The Malabar Yard railroad improvements would result in no significant indirect impacts related to design features or incompatible uses that increase hazards.</p>	<p>MY TR-1 Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements</p> <p>MY TR-6 Obtain Required Approvals for At-Grade Railroad Crossings: For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a Formal Application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 <i>CEQA Compliance</i>, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR.</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Significant and Unavoidable</p> <p><i>Indirect</i></p> <p>Less than Significant</p>
<p>d) Result in inadequate emergency access?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p>	<p>MY TR-1 Prepare a Construction TMP for Malabar Yard Railroad Improvements</p> <p>MY TR-6 Obtain Required Approvals for At-Grade Railroad Crossings</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Significant and Unavoidable</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
	<p>Significant Impact. Construction activities would require temporary road closures, detours, and additional vehicles on the existing roadway network which may impede access for emergency responders throughout construction. Increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers or emergency evacuation.</p> <p><u>Operation:</u></p> <p>Significant Impact. A potential roadway hazard may occur from vehicle queuing along Seville Avenue, which in turn may impede access for emergency responders.</p> <p>Indirect Impacts</p> <p>Less than Significant. The Malabar Yard railroad improvements would result in no significant indirect impacts related to emergency access.</p>		<p><i>Indirect</i></p> <p>Less than Significant</p>
Tribal Cultural Resources			
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <p>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. As discussed above in the evaluation for Cultural Resources, no archaeological resources have been identified within or near the ADI for the Malabar Yard railroad improvements; however, ground-disturbing construction activities would occur in areas along 46th Street and 49th Street with elevated potential to contain previously unrecorded and buried archaeological sites, which may also qualify as tribal cultural resources.</p> <p><u>Operation:</u></p> <p>Less than Significant. No anticipated corresponding effects would occur on tribal cultural resources as a result of long-term operations of the Malabar Yard railroad improvements.</p> <p>Indirect Impacts</p> <p>Significant Impact. Even though the construction site would be fenced and off limits to the general public, indirect impacts may still result from increased accessibility to previously unrecorded and buried archaeological resources (which may also qualify as tribal cultural resources) by construction personnel that could lead to resource looting or vandalism activities.</p>	<p>MY CUL-1 Preparation of an Archaeological Treatment Plan (ATP).</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
Utilities and Service Systems			
<p>a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p> <p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p> <p>c) 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?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Significant Impact. Construction-related disruptions to utility service providers, including the City of Vernon, would be coordinated with the respective utility providers in advance to minimize interruptions to the greatest extent feasible or, if feasible, to avoid interruptions altogether. The Malabar Yard railroad improvements would require grading and excavation which could have direct impacts on prevailing drainage patterns and the rate and volume of stormwater runoff entering the public storm drain system. Although the grading and excavation would be minimal due to the existing grade of the Project footprint for the design options considered and extent of proposed improvements, construction-related changes in drainage patterns, including changes to the volume and rate of runoff, may result in exceedances of the capacity of existing storm drains and stormwater facilities serving the area.</p> <p><u>Operation:</u></p> <p>Significant Impact. Any reconstruction of impervious surfaces could affect drainage in a manner that could change the rate of stormwater runoff entering the public storm drain system.</p> <p>Indirect Impacts</p> <p>No Impact. The Malabar Yard railroad improvements would not result in indirect impacts with respect to availability of water supplies.</p>	<p>MY HWQ-1 Prepare and Implement an SWPPP for the Malabar Yard Railroad Improvements</p> <p>MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>
<p>d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p> <p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<p><i>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</i></p> <p>Direct Impacts</p> <p><u>Construction:</u></p> <p>Less than Significant. For both design options at both locations, the amount of waste generated during construction would be minimized through reuse and recycling, and the temporary increase in solid waste during construction would not substantially affect capacity at an existing landfill. All railroad improvements would be constructed in compliance with solid waste regulations and diversion strategies that are expected to be implemented by the contractor during each phase of construction.</p> <p><u>Operation:</u></p> <p>Less than Significant. No habitable structures are proposed and the need for increased solid waste disposal throughout operations is not anticipated. Ongoing maintenance activities would occur in accordance with applicable federal, state, and local regulations for solid waste disposal.</p> <p>Indirect Impacts</p> <p>Less than Significant. Implementation of the Malabar Yard railroad improvements is related to movement of freight and not passenger rail. The Malabar Yard railroad improvements would not result in indirect impacts relative to solid waste statutes and regulations.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>

Table 7-31. Potential Impacts Resulting from Malabar Yard Railroad Improvements

Environmental Checklist Questions	Potential Impact(s) of Malabar Yard Railroad Improvements	Proposed Mitigation Measures	Significance After Mitigation (if applicable)
Wildfire			
<p>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p> <p>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</p> <p>b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p> <p>c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</p> <p>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<p>49th Street Closure and 46th Street Connector (Design Options 1 and 2):</p> <p>Direct and Indirect Impacts</p> <p><u>Construction and Operation:</u></p> <p>No Impact. The Malabar Yard railroad improvements are not located within or near state responsibility areas or lands classified as very high fire hazard severity zone (California Department of Forestry and Fire Protection 2022). Therefore, no wildfire impacts would occur.</p>	<p>No mitigation is required.</p>	<p><i>Construction</i></p> <p>No Impact</p> <p><i>Operations</i></p> <p>No Impact</p> <p><i>Indirect</i></p> <p>No Impact</p>

Notes:
 AB=Assembly Bill; ACM=asbestos-containing material; ADI=area of direct impacts; AQMP=Air Quality Management Plan; ATP=Archaeological Treatment Plan; BMP=best management practice; BSA=biological study area; CARB=California Air Resources Board; CCR=California Code of Regulations; CDFW=California Department of Fish and Wildlife; CFR=Code of Federal Regulations; CGP=construction general permit; CO=carbon monoxide; CO2e=carbon monoxide equivalent; DPM=diesel particulate matter; ESA=Environmental Site Assessment; GHG=greenhouse gas; HASP=Health and Safety Plans; HMMP=Hazardous Materials Management Plan; LBP=lead-based paint; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MT=metric tons; NO_x=nitrogen oxides; NPDES=National Pollutant Discharge Elimination System; OHP=Office of Historic Preservation; OSHA=Occupational Safety and Health Administration; PM₁₀=particulate matter less than 10 microns; PM_{2.5}=particulate matter less than 2.5 microns; PAH=polynuclear aromatic hydrocarbon; PCB=polychlorinated biphenyls; PMP=Paleontological Mitigation Plan; REC=recognized environmental condition; ROG=reactive organic gas; ROW=right-of-way; RWQCB=Regional Water Quality Control Board; SB=Senate Bill; SCAQMD=South Coast Air Quality Management District; SHPO=State Historic Preservation Officer; SO_x=sulfur oxide; SWPPP=stormwater pollution prevention plan; TAC=toxic air contaminants; TPH=total petroleum hydrocarbons; U.S.=United States; USACE=United States Army Corps of Engineers; VOC=volatile organic compound; WEAP=Worker Environmental Awareness Program

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7.7 Changes to Mitigation Monitoring and Reporting Program

The Final SEIR addresses minor refinements and updates to mitigation measures of the Revised MMRP adopted as part of CEQA Addendum No. 1, one new measure resulting from the project change at BNSF West Bank Yard (Mitigation Measure TR-3), 26 new mitigation measures for the Malabar Yard railroad improvements in the City of Vernon, as well as twelve new OMMs. A summary of the updates and refinements to existing mitigation measures are as follows:

- **TR-1** – Updates to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction TMP and provisions for signal timing and early notifications to LADOT and Caltrans for street closures, detours, or temporary lane reductions.
- **TR-2** – As part of CEQA Addendum No. 1, Mitigation Measure TR-2 from the Final EIR was removed. As part of this SEIR, the previously identified Mitigation Measure TR-3 was renumbered to TR-2 and minor refinements were made to language.
- **TR-3** – New mitigation measure proposed to offset the loss of storage track capacity at the BNSF West Bank Yard.
- **AES-1** – Updates to include provisions for aesthetic treatments on the proposed sound wall at Care First Village.
- **AES-3** – Updates to incorporate references to Metro Rail Design Criteria, SCRRRA Design Criteria manual, Illuminating Engineering Society Standards, and CALGreen glare ratings, and LEED standards.
- **AQ-1** – Minor refinement to text regarding monthly updates to the comprehensive inventory list.
- **AQ-3** – Minor refinements to clarify language.
- **NV-1** – Updates to include a sound wall at Care First Village.
- **NV-2 and NV-3** – Minor refinements to text for clarification and updates to include Care First Village and Metro Gateway Childhood Development Center (NV-2 only).
- **BIO-1** – Minor refinements to text regarding qualified biologists.
- **BIO-2** – Updates to include provisions for mandatory training for all Project personnel and contractors on site during construction and changes to nest removal and bird preconstruction survey requirements.
- **BIO-3** – Minor refinements to text regarding the City of Los Angeles Protected Tree and Shrub Regulation.
- **HWQ-1, HWQ-2, HWQ-3, HWQ-4, HWQ-5, HWQ-7** – Minor refinements to text for grammar, clarification, and to reflect updates to permits.

- **HAZ-1, HAZ-2, HAZ-3, and HAZ-5** – Minor refinements to text for grammar and clarification.
- **HAZ-4, HAZ-6, and HAZ-8** – Minor refinements to reflect to address site specific instances and/or clarify how the measure shall be implemented.
- **HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 (now consolidated as CUL-1 and CUL-2)** – Previous cultural resources mitigation measures were identified with “HIST” naming convention. To align with subsequent treatment plans for archaeology and built environment resources, all provisions of HIST-1, HIST-4, HIST-5, HIST-6, HR-1, and TCR-1 were consolidated within the new mitigation measures CUL-1 and CUL-2. HIST-2 was removed because it was determined no adverse effect to William Mead Homes would occur and Mitigation Measure AES-1 still remains applicable.
- **PAL-1** – Minor refinements to text regarding excavation depths and removal of pile driving exception language.
- **PAL-2 and PAL-3** – Minor refinements to text to clarify language in each mitigation measure.

A summary of new mitigation measures and OMMs is below.

- **OMM AQ-4** – One new measure added for construction air quality monitoring plan specific to William Mead Homes.
- **MY TR-1 through MY TR-6, MY AQ-1, MY AQ-2, MY BIO-1, MY BIO-2, MY HWQ-1 through MY HWQ-5, MY GEO-1, MY HAZ-1 through MY HAZ-6, MY CUL-1, MY PAL-1 through MY PAL-3** – 26 new mitigation measures to reduce impacts associated with Malabar Yard railroad improvements.
- **OMM MY SS-1 through MY SS-3, MY NV-1, MY NV-2, MY TR-7 through MY TR-12** – 11 new measures added to offset effects of the Malabar Yard railroad improvements.

After the close of the Draft SEIR public comment period, minor updates and refinements to mitigation measures were made, along with other minor technical edits to the text of mitigation measures; however, these technical edits do not result in substantive changes to the text or requirements of the mitigation.

A summary of the updates and refinements are as follows:

- Mitigation Measure TR-1
 - Revised Mitigation Measure TR-1 to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction TMP.
- Mitigation Measure TR-3
 - Revised Mitigation Measure TR-3 implementation timeframe to align with the timeframe before elimination of tracks at the West Bank Yard.
- Mitigation Measure AES-1

- Revised Mitigation Measure AES-1 to state Metro’s responsibility of future on-going maintenance of the proposed retaining wall/soundwall.
- Mitigation Measure NV-1
 - Revised Mitigation Measure NV-1 to specify timing of construction of the proposed retaining wall/sound wall to be prior to any construction activities, including demolition.
- Malabar Yard Mitigation Measure BIO-2
 - Revised Malabar Yard Mitigation Measure BIO-2 to remove all mentions of the City of Vernon Tree Protection Bylaw and replace with City of Vernon Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees).
- Malabar Yard Mitigation Measure TR-1
 - Revised Malabar Yard Mitigation Measure TR-1 to include Los Angeles Unified School District to the list of entities to coordinate with regarding the Construction Traffic Management Plan (TMP), remove the City of Vernon as a responsible party, clarifying the city will not provide mitigation for the Malabar Yard railroad improvements, and add “the contractor” as an option responsible for notifying City of Vernon business days in advance of street closures, detours, or temporary lane reductions.

Changes to the text of each existing mitigation measure in the Revised MMRP to reflect the minor refinements and updates are shown in strikeout/underline text below.

TR-1 Prepare a Construction TMP: During the final engineering phase and at least 30 days prior to construction, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro, LADOT, and Caltrans, where applicable.

The street closure schedules in the construction TMP shall be coordinated among ~~between~~ the construction contractor, LADOT, Caltrans (if ramps are involved), private businesses, public transit and bus operators, emergency service providers, Los Angeles Unified School District, and residents to minimize construction-related vehicular traffic impacts during the peak-hour. The signal timing at affected intersections and on and off ramps shall also be adjusted to reduce detoured traffic volumes and maintain traffic flow to the safest degree feasible. LADOT and Caltrans shall be notified in advance of street closures, detours, or temporary lane reductions. During planned closures, traffic shall be re-routed to adjacent streets via clearly marked detours and notice shall be provided in advance to applicable parties (nearby residences, emergency service providers, public transit and bus operators, the bicycle community, businesses, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours so as to avoid heavily congested areas during peak hours, where feasible. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, and residences at all times, as feasible.
- Metro or the contractor shall post advance notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro shall notify LADOT and Caltrans in advance of street closures, detours, or temporary lane reductions.
- Metro shall coordinate with LADOT and Caltrans to adjust the signal timing at affected intersections and on- or off-ramps to mitigate detoured traffic volumes.
- Closed-circuit television cameras shall be installed at some of the impacted intersections (as approved by LADOT) to monitor traffic in real-time by the Automated Traffic Surveillance and Control department of LADOT during construction. This will allow the city to alleviate congestion by manually changing signal timing parameters, such as allowing more green time to congested movements.
- Contractor shall avoid concurrent closures of Cesar Chavez Avenue and Vignes Street north of LAUS.

TR-3TR-2 Prepare Rail Operations Temporary Construction Staging Plan: During final engineering design and prior to construction, Metro shall prepare an MOU with each current rail operator, including, but not limited to, SCRRA, LOSSAN, and Amtrak, to outline mutually agreed upon on-time performance goals to be achieved throughout construction, and how construction sequencing and railroad operational protocols shall ~~would~~ be incorporated into applicable construction documents (plans and specifications).

Prior to construction, Metro and the construction contractor shall prepare detailed temporary construction staging plans for each phase of construction that the contractor ~~would~~ implements to maintain mutually agreed upon on-time performance goals while minimizing impacts on pedestrians and passengers at LAUS. Prior to construction, Metro and the construction contractor shall also coordinate with current rail operators to ensure that any rail-to-bus or rail-to-rail connections are uninterrupted throughout construction. Detailed temporary construction staging plans shall be deemed acceptable by the current rail operators prior to commencement of construction activities that could reduce on-time performance.

Throughout the duration of construction, SCRRA shall monitor on-time performance during construction and participate in weekly construction coordination meetings to ensure that the mutually agreed upon on-time performance is met.

TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street):

Metro or BNSF shall implement the following two railroad improvements at BNSF's Malabar Yard in the City of Vernon.

- **49th Street Closure:** Closure of the 49th Street at grade railroad crossing would accommodate approximately 3,350 track feet of storage capacity at the BNSF West Bank Yard. Closure of 49th Street facilitates storage of empty intermodal train car sets that are no longer able to be stored at the BNSF West Bank Yard. One of the two design options considered for the closure of the at-grade crossing at 49th Street shall be implemented.
- **46th Street Connector:** An approximately 1,000-foot segment of new track between two existing track segments would provide a dedicated connection for freight trains serving local customers to travel between BNSF's Malabar Yard and BNSF's Los Angeles Junction. One of the two design options considered for the new track connection along 46th Street shall be implemented.

The timing for implementation and operation of this mitigation measure shall be before elimination of tracks at the West Bank Yard unless Metro and CHSRA, in its capacity as NEPA lead agency, mutually agree and conclude removing those tracks first would not cause adverse freight rail impacts.

AES-1 Aesthetic Treatments: Retaining walls in Segments 1 and 2 and the sound walls in Segment 1 of the Project study area shall be designed in consideration of the scale and architectural style of the adjacent William Mead Homes, Care First Village, and Mozaic Apartments. Based on feedback received during Project development from residents of the William Mead Homes property, Metro shall coordinate with HACLA regarding aesthetic enhancements to the retaining wall/sound wall at that location. Materials, color, murals, landscaping, and/or other aesthetic treatments shall be integrated into the design of the retaining walls/sound walls to minimize the dominance and scale of the retaining walls/sound walls. Before construction is complete, Metro shall be responsible for the structural maintenance of the sound wall. In most cases, right-of-way agreements require the property owner to perform routine wall maintenance. Additionally, Metro shall collaborate with HACLA and Care First Village to determine the aesthetics and materials for the sound wall. As the property owner, HACLA and Care First Village shall enter into a maintenance agreement with Metro.

AES-3 Screen Direct Lighting and Glare: During final design, all new or replacement lighting shall comply with Metro Rail Design Criteria (Metro 2013), SCRRRA Design Criteria Manual (SCRRRA 2014), Illuminating Engineering Society standards (Illuminating Engineering Society 2011a, 2011b, 2014), maximum allowable CALGreen glare ratings (California Building Standards Code 2013 – Title 24, Part 11), and Leadership in Energy and Environmental Design® (LEED®) standards for new construction. In addition, all permanent lighting maximum allowable CALGreen glare

ratings (California Building Standards Code 2013—Title 24, Part 11) and shall be designed to be directed away from residential units. Screening elements, including landscaping, shall also be incorporated into the design, where feasible. Low-reflective glass and materials shall also be incorporated into the design of the new canopies to reduce daytime glare impacts.

AQ-1 Fugitive Dust Control: In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis Prepare a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.
- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.

- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in project specifications and shall be implemented by the construction contractor.

AQ-3 Adaptive Air Quality Mitigation Plan: Prior to implementation of regional/intercity rail run-through service, an Adaptive Air Quality Mitigation Plan shall be prepared by Metro, in coordination with the SCRRA, as the operator of the commuter rail service in Southern California and the program manager and grant recipient of the SCORE Program, Amtrak, and the LOSSAN Rail Corridor Agency. The Plan shall identify the methodology and requirements for annual emission inventories to be prepared by Metro, based on actual/current train movements and corresponding pollutant concentrations through the Year 2040.

Mitigation Plan Requirements: Upon implementation of regional/intercity run-through service, and on an annual basis, Metro shall compile and summarize the current Metrolink, Pacific Surfliner, and Amtrak long-distance train schedules to determine the actual level of daily and peak-period train movements (including non-revenue train movements) that operate through LAUS.

On an annual basis, Metro shall retain the services of an air quality specialist to conduct an annual emissions inventory to determine if actual train movements through LAUS are forecasted to increase criteria pollutant emissions to a level that would exceed the SCAQMD significance thresholds or diesel pollutant concentrations to a level that would exceed the SCAQMD's 10 in a million threshold at any residential land use in the Pproject study area. An annual report shall be prepared by Metro that summarizes the quantitative results of pollutant emissions and diesel pollutant concentrations in the Pproject study area. If pollutant emissions and diesel pollutant concentrations are projected to exceed the SCAQMD thresholds, the regional and intercity rail operators in coordination with Metro, who has authority as the owner of Union Station, and CalSTA, shall either implement rail fleet emerging technologies consistent with 2018 California State Rail Plan Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System (Caltrans 2018), or reduce the train movements through LAUS to lower the criteria pollutant emissions below the SCAQMD significance thresholds and the diesel pollutant concentrations below the SCAQMD thresholds in the Pproject study area.

After implementation of emerging technologies, Metro shall continue to prepare an emissions inventory in coordination with SCRRRA, Amtrak, and the LOSSAN Rail Corridor Agency annually to report the quantitative results of criteria pollutant emissions and diesel pollutant concentrations in the Pproject study area. The annual report shall include an analysis of the actual (current) and proposed changes in train schedules relative to criteria pollutant emissions and diesel pollutant concentration levels in the Pproject study area. The report shall be prepared annually by December 31 of each year, beginning the calendar year after implementation of regional/intercity rail run-through service through 2040 and shall include results of the emissions inventory and effectiveness of the measures implemented.

Rail Fleet Emerging Technologies: To achieve a reduction of criteria pollutant emissions below the SCAQMD thresholds and diesel pollutant concentrations below a level that would not exceed SCAQMD thresholds, the regional and intercity rail operators may replace, retrofit, or supplement some or all of their existing fleet with zero or low-emission features. The types of emerging technologies that can be implemented, include, but are not limited to the following:

- Electric multiple unit systems.
- Diesel multiple units.
- Battery-hybrid multiple units.
- Renewable diesel and other alternative fuels.

Metro shall coordinate with regional rail/intercity rail operators to incorporate these emerging technologies into existing and/or future funding and/or operating agreements to reduce locomotive exhaust emissions in the Pproject study area.

NV-1

Construct Sound Walls: ~~Prior to reaching the 770 forecasted maximum daily regional/intercity train movements through LAUS in 2031 (770 trains),~~ As early as possible in the Project construction phase, including prior to any demolition, and in any event prior to substantial construction-related activities, Metro shall construct a two permanent sound walls. The first sound wall shall be located between the William Mead Homes and the train tracks near the railroad ROW and shall extend up to 22 feet in height and 1,144 feet long to reduce operational noise impacts at William Mead Homes. The second sound wall shall be located between the Care First Village and the train tracks near the railroad ROW and shall extend to 13-feet in height and 347 feet long to reduce operational noise impacts at Care First Village. The sound wall shall be constructed of materials that achieve similar reductions or insertion loss at impacted receptors and shall have a surface density of at least 4 pounds per square foot. ~~Metro may construct the sound walls prior to reaching 770 train movements through LAUS earlier than 2031 to reduce construction-related noise impacts and/or moderate operational noise impacts from increased train movements that may occur as early as 2026.~~

NV-2 Employ Noise- and Vibration-Reducing Measures during Construction: The construction contractor shall employ measures to minimize and reduce construction noise and vibration. Through weekly and monthly meetings with Metro and the contractor, the means and methods to comply with the overall contract specifications and applicable mitigation measures shall be discussed with Metro and applicable parties prior to implementation. Noise and vibration reduction measures that would be implemented include, but are not limited to, the following:

- Design considerations and project layout:
 - Construct temporary noise walls, such as temporary walls or piles of excavated material, between construction noisy activities and noise-sensitive receivers.
 - Acoustic blankets or soundproof window inserts along facades of sensitive buildings as deemed necessary by the construction contractor.
 - Reroute truck traffic away from residential streets, if possible, and select streets with fewest residences if no alternatives are available.
 - When in use, Site locate equipment on the construction site as far away from noise-sensitive sites as possible.
 - Construct walled enclosures around especially noisy activities or clusters of noisy equipment (i.e., e.g., shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures).
- Sequence of operations:
 - Restrict pile driving to daytime periods.
 - Combine ~~noisy~~ loud operations to occur in the same time period.
 - The total noise level produced would not be substantially significantly greater than the level produced if the operations were performed separately.
 - Avoid nighttime activities to the maximum extent feasible.
 - Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
- Alternative construction methods:
 - Avoid use of an impact pile driver in noise and/or vibration-sensitive areas, where possible.
 - Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use.
 - Use specially-quieted equipment, such as quieted and enclosed air compressors and properly-working mufflers on all engines.

- Select quieter demolition methods, where possible (e.g., sawing bridge decks into sections that can be loaded onto trucks results in lower cumulative noise levels than impact demolition by pavement breakers).
- Use vibratory rollers in static mode (vibrating motor turned down or off) when operating in close proximity to sensitive buildings.

In an effort to keep construction noise levels below FTA's construction noise and vibration criteria, Metro shall monitor noise and vibration during the loudest and most vibration intensive types of construction activities. Continuous construction noise and vibration monitoring shall be conducted at the first row of residences at William Mead Homes, Care First Village, the Metro Gateway Childhood Development Center, and Mozaic Apartments, within approximately 300 feet of construction activities; ~~approximately~~). Monitors shall be deployed closest to the construction activity because demonstration of compliance with the construction thresholds at the nearest locations guarantees compliance farther ~~further~~ away. If FTA's construction noise or vibration criteria are exceeded, the contractor shall be alerted and directed by Metro to incorporate additional noise and vibration reduction methods (examples above).

NV-3 Prepare a Community Notification Plan for Project Construction: To proactively address community concerns related to construction noise and vibration; prior to construction, Metro and/or the construction contractor shall prepare and maintain a community notification plan. Components of the plan shall include initial information packets prepared and mailed to all residences within a 500-foot radius of project construction. Updates to the plan shall be prepared as necessary to indicate changes to the construction schedule or other processes. Metro shall identify a project liaison to be available to respond to questions and complaints from the community or other interested groups.

BIO-1 Bats: Preconstruction surveys for roosting special-status bats (including western mastiff bats and western yellow bats) and other native bat species shall be conducted by a Metro-approved qualified bat biologist within 2 weeks prior to construction. Surveys shall be conducted where suitable habitat and/or bridge structures that will be removed or that will have modifications to the substructure are present. All locations with suitable roosting habitat (including potential maternity roosts) shall be surveyed using an appropriate combination of structure inspection, exit counts, acoustic surveys, or other suitable methods. Surveys shall be conducted during the appropriate season and time of day/night to ensure detection of day- and night-roosting bats (i.e., preferably one daytime and one nighttime survey shall be conducted at each location with suitable roosting habitat during the maternity season, May 1 through August 31). If no roosts are detected, trees that provide suitable roosting habitat may be removed under the guidance of the qualified bat biologist.

If a roost is detected, passive exclusion shall include monitoring the roost for 3 days to determine if the roost is active. If the roost is determined to support a reproductive female with young, the roost shall be avoided until it is no longer active. If the roost remains active during the 3 monitoring days and observations confirm it is not a

maternity colony, a temporary bat exclusion device shall be installed under the supervision of a CDFW-Metro-approved qualified bat biologist. At the discretion of the biologist, based on his or her expertise, an alternative roosting structure(s) may be constructed and installed prior to the installation of exclusion devices. Exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young inside during the summer months or torpid (overwintering) individuals during the winter. If it cannot be determined whether an active roost site supports a maternity colony, the roost site shall not be disturbed, and construction within 300 feet shall be postponed or halted until the roost is vacated and the young are volant (able to fly). Exclusion efforts shall be monitored on a weekly basis and continued for the duration of project construction activities and removed when no longer necessary.

The following avoidance and minimization measures shall be implemented during construction:

- All work conducted on bridges shall occur during the day. If this is not feasible, lighting and noise shall be directed away from night roosting and foraging areas.
- Combustion equipment (such as generators, pumps, and vehicles) shall not be parked or operated under a bridge. Construction personnel shall not be present directly under a roosting colony. Construction activities shall not severely restrict airspace access to the roosts.
- Removal of mature trees that provide suitable bat roosting habitat shall be conducted outside of the maternity season (May 1 through August 31); that is, removal shall be conducted between September 1 and April 30. Because bats may be present in a torpid state during the winter, suitable roosting habitat shall be removed before the onset of cold weather, generally when temperatures drop below 40 degrees Fahrenheit, (approximately November 1) or as determined by a qualified bat biologist. Should removal of mature trees that provide suitable bat roosting habitat be necessary after the cold weather, a qualified bat biologist shall conduct pre-construction surveys when temperatures are greater than 40 degrees Fahrenheit to ensure that bats are not present during removal.
- When removing palm trees, the dead fronds shall be removed first before felling the palm to allow any bats to escape.

BIO-2 MBTA Species: Vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW-Metro-approved qualified bird biologist shall conduct preconstruction surveys to locate active nests within 72 hours ~~7 days~~ prior to vegetation removal in each area with suitable nesting habitat. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be reduced based on species-specific and site-specific conditions as determined by the qualified biologist. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.

Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at the bridges that will be removed or that will have modifications to the substructure before the nesting season (February 1 through September 30) to prevent nesting at the bridges by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.

In addition, if work on existing bridges with potential nest sites that will be removed or will have modifications to the substructure is to be conducted between February 1 and September 30, all bird nests shall be removed prior to February 1. Immediately prior to nest removal, a qualified biologist shall inspect each nest for the presence of torpid bats, which are known to use old swallow nests. ~~Nest removal~~ Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests on bridges that are under construction shall be repeated as frequently as necessary to prevent nest completion ~~unless a nest exclusion device has already been installed~~. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction.

All Project personnel and contractors who will be on site during construction shall complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory WEAP training before they commence with work. The training shall advise workers of potential impacts on biological and potentially jurisdictional resources. At a minimum, the training shall include the following topics: (1) locations where special-status species may occur; (2) the purpose for resource protection; (3) protective measures to be implemented in the field; (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.

- BIO-3 Protected Trees:** Preconstruction surveys for protected trees (native trees 4 inches or more in cumulative diameter, as measured at 4.5 feet above the ground level, that are subject to protection under the City of Los Angeles Protected Tree and Shrub Regulations (Ordinance No. 186873177404), and LA Metro's Tree Policy, Preservation of Protected Trees of the City of Los Angeles' municipal code, including oaks, (Valley Oak [*Quercus lobata*], California Live Oak [*Quercus agrifolia*], or any other tree of the oak genus indigenous to California but excluding the Shrub Oak [*Quercus berberidifolia*]), southern California black walnut (*Juglans californica*), western sycamore (*Platanus racemora*), and California bay (*Umbellularia californica*); shall be conducted by a registered consulting arborist with the American Society of Consulting Arborists at least 120 days prior to construction. The locations and sizes of all protected trees shall be identified prior to construction and overlaid on project footprint maps to determine which trees may be protected in accordance with Ordinance No. 186873177404. The registered consulting arborist shall prepare a Protected Tree Report and shall submit three copies to the City of Los Angeles Department of Public Works. Any protected trees that must be removed due to project construction shall be replaced at a 2:1 ratio (or up to a 4:1 ratio for protected trees on private property) except when the protected tree is relocated on the same property, the City of Los Angeles has approved the tree for removal, and the relocation is economically reasonable and favorable to the survival of the tree. Each replacement tree shall be at least a 15-gallon specimen, measuring 1 inch or more in diameter, 1 foot above the base, and shall be at least 7 feet in height measured from the base.
- HWQ-1 Prepare and Implement a SWPPP:** During construction, Metro shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP) (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, and Order No. 2012-0006-DWQ, and Order No. 2022-0057-DWQ), which are currently in effect. However, during construction of the Project, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022 and will become effective on September 1, 2023~~as they relate to Project construction activities.~~ Construction activities shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during project construction. Metro shall comply with the Risk Level 2 sampling and reporting requirements of the CGP. A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to ~~State Water Resources Board (SWRCB)~~ within 90 days of completion of construction and stabilization of the site.

- HWQ-2 Final Water Quality BMP Selection (Caltrans ROW):** Metro shall comply with the provisions of the ~~Caltrans Statewide NPDES Permit (Order No. 2012-0011-DWQ, NPDES No. CAS000003), effective July 1, 2013 (known as the Caltrans MS4 permit)~~ Caltrans MS4 Permit (Order Number 2022-0033-DWQ) and Time Schedule Order (Order Number 2022-0089-DWQ) that was adopted June 22, 2022, and became effective January 1, 2023, and any applicable provisions of the Caltrans SWMP for long-term BMPs. This post-construction requirement shall only apply to the US-101 overhead viaduct improvements. Metro shall prepare a stormwater data report for the plans, specifications, and estimate phase that will address post-construction BMPs for the US-101 overhead viaduct in accordance with the Caltrans *Project Planning and Design Guide* (latest edition).
- HWQ-3 Final Water Quality BMP Selection (Railroad ROW):** For the portion of the Project outside Caltrans ROW and not under the jurisdiction of the City of Los Angeles, Metro shall comply with the NPDES General Permit for Waste Discharge Requirements for Stormwater Discharges from Small MS4 (Order No. 2013-0001-DWQ, NPDES No. CAS000004), effective July 1, 2013 (known as the Phase II permit).
- HWQ-4 Final Water Quality BMP Selection (City of Los Angeles):** Metro shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties County, ~~Except Those Discharges Originating from the City of Long Beach MS4~~(Order No. 2012-0175 R4-2021-0105, NPDES No. CAS0040044), ~~effective December 28, 2012~~ September 11, 2021 (known as the Phase I Permit). This post-construction requirement shall apply to the entire Project except for those portions under the jurisdiction of the Caltrans MS4 Permit and the Phase II Permit. Metro shall prepare a final LID report in accordance with the City of Los Angeles *Planning and Land Development Handbook for Low Impact Development* (LID Manual), May 9, 2016. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.

HWQ-5 Comply with Local Dewatering Requirements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4 2013 0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Los Angeles, respectively.

HWQ-7 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses: Metro shall comply with the NPDES General Permit for Stormwater Discharges Associated with (Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the Project. This shall include preparation of industrial SWPPP(s), as applicable.

HAZ-1 Prepare a Construction Hazardous Materials Management Plan: Prior to construction, an HMMP shall be prepared by Metro that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall be prepared to address the area of the project footprint, and would include, but shall not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200).
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120).
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38).
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910).
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200).
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).

HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA): Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on the completed Phase I ESA) for properties within the project footprint that would be affected by excavation. Phase II activities shall consist of:

- Collection of soil, groundwater, and soil vapor samples from borings, for geologic analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the project area.
- Laboratory analysis of samples for contaminants of concern, which vary by location, but may include: VOCs, PAHs, TPHs, and California Title 22 metals.

A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA findings. The Phase II ESA shall be conducted under the direct supervision of a Professional Geologist, licensed in the State of California, with expertise in environmental site assessments and evaluation of contaminated sites.

HAZ-3 Prepare a General Construction Soil Management Plan: Prior to construction, Metro shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the project footprint for the duration of construction. Any soil imported to the project site for backfill shall be certified clean prior per DTSC's Information Advisory Clean Imported Fill Material to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:

- General worker health and safety procedures
- Dust control
- Management of soil stockpiles
- Traffic control
- Stormwater erosion control using BMPs

HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASPs): Prior to construction, the contractor shall prepare ~~Metro shall prepare~~ parcel-specific Soil Management Plans for known contaminated sites and LUC-adjudicated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites and LUC-adjudicated sites. The nature and extent of contamination is expected to vary ~~varies~~ widely across the project footprint, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during

construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil disposal protocols
- Protocols governing the discovery of unknown contaminants
- Management of soil on properties within the project footprint with LUCs or known contaminants

Prior to construction on individual properties with LUCs or known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities for and submittal submitted to and approval by DTSC for approval. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state and local regulations and agency ordinances related to the proposed management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASPs provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property
- Mitigation and monitoring measures that are protective of site worker and public health and safety

Prior to construction, Metro shall coordinate proposed soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the project, and each of the contaminated sites.

HAZ-5 Land Use Covenant Sites and Coordination with the DTSC: Prior to construction on properties with an LUC, Metro shall coordinate with the DTSC regarding any plans specified in HAZ-4, construction activities, and/or public outreach activities needed to verify that construction activities on properties with LUCs would be managed in a manner protective of public health and the environment.

HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered: Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials or abandoned oil wells are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage

tanks, asbestos containing materials (e.g., transite pipes), and/or abandoned oil wells encountered during the construction process.

HAZ-8 Pre-Demolition Investigation: Prior to the demolition of any structures, ~~constructed prior to the 1970s~~ a survey shall be conducted for the presence of hazardous building materials, such as ~~asbestos containing materials, lead based paints~~ ACBs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant shall be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and the survey report shall be submitted to the SCAQMD with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

~~**HIST-1a LAUS City of Los Angeles CHC Review and Consultation:** Based on LAUS being identified as City of Los Angeles Historic Cultural Monument #101, Metro shall consult with the City of Los Angeles Office of Historic Resources (OHR) and CHC during early design phases of the project to discuss the character defining features of LAUS that would be altered or demolished by the project. Metro shall take into consideration the feedback received from the OHR and CHC in progressing the design to completion.~~

~~**HIST-1b LAUS HABS-Like Documentation: Historic Resource Recordation:** Impacts resulting from the demolition or alteration of character defining features of LAUS shall be minimized through archival documentation of as built and as found condition. Prior to initiation of construction work at LAUS, Metro shall ensure that documentation of the character defining features proposed for demolition is completed in a manner similar to a HABS, Level I survey documentation. The further documentation of LAUS shall include large format photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's professional qualification standards for history and/or architectural history. The archival documentation shall be donated to a suitable repository, such as the City of Los Angeles Public Library.~~

~~At a minimum, but not limited to, the following character defining features shall be included in this documentation:~~

- Pedestrian passageway
- Ramps
- Railings
- Platforms
- Butterfly shed canopies
- South retaining wall
- Terminal Tower
- Car Supply/Maintenance Building
- Cesar Chavez Avenue Undercrossing
- Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)

HIST-1c LAUS Restoration of the Existing Passenger Concourse (west of pedestrian passageway): To ensure compatibility with the architecturally significant buildings that are part of LAUS and to mitigate the demolition or alteration of character defining features at LAUS, the original passenger concourse shall be restored, where feasible, from an engineering and constructability standpoint to its 1939 appearance in accordance with the Secretary of the Interior's Standards for Restoration. The original passenger concourse is a distinct transitional space between the waiting hall and the pedestrian passageway, having a low and flat ceiling with chamfered, rectangular columns with flared capitals. The original passenger concourse presently contains multiple retail spaces, restrooms, Amtrak ticketing and baggage handling, and the entrance to the subterranean Red and Purple subway lines. This includes possible redesign of the entrance to the Metro Red Line Subway to be more compatible with the historic LAUS design. Metro shall design and implement the restoration in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.

HIST-1d LAUS Educational Exhibit: Because the passenger interface (i.e., the pedestrian passageway, ramps, railings, and butterfly shed canopies) between the trains and the architecturally significant buildings at LAUS shall be demolished and replaced by a new design, an educational display shall be created by Metro and installed at LAUS that could be viewed by the public and would demonstrate the history of LAUS and how it was used by past railroad passengers. Metro shall design and implement the educational display in consultation with the City of Los Angeles CHC and OHR prior to finalizing design.

HIST-2 William Mead Homes Consultation: Mitigation Measure AES 1 (described in Section 3.4, Aesthetics) requires coordination with HACLA on the aesthetic treatments for the proposed retaining wall and sound wall. Metro shall send copies of pertinent consultation documentation regarding proposed retaining wall and sound wall design

and/or aesthetic treatments including plans, specifications, and other documentation to the City of Los Angeles OHR to keep them apprised of the consultation process.

~~**HIST-4: North Main Street Bridge City of Los Angeles Cultural Heritage Commission Review and Consultation:** Metro shall ensure that prior to construction, work proposed on all elements and character defining features of the North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, shall follow the Secretary of Interior's Standards for the Treatment of Historic Properties, to the extent feasible. Based on the North Main Street Bridge being identified as City of Los Angeles Historic Cultural Monument #901, Metro shall consult with the City of Los Angeles Office of Historic Resources (OHR) and Cultural Heritage Commission (CHC) during early design phases of the Project to discuss the character defining features of the North Main Street Bridge that would be altered by the Project. Metro shall take into consideration the feedback received from the OHR and CHC in progressing the design to completion.~~

~~**HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP:** Prior to construction, Metro's qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and experienced in analysis and evaluation of the types of material anticipated to be encountered, shall develop a CRMMP that includes the treatment and management for known historical resources, determines thresholds of significance for each of the feature types that may be encountered, and the process for treating unanticipated discoveries. The CRMMP shall contain a robust research design, a data recovery plan, a monitoring plan for sensitive areas, and a plan for the analysis and long term curation of archaeological materials recovered during construction. The CRMMP shall detail the discovery protocol if human remains and/or funerary objects, sacred objects, and objects of cultural patrimony are encountered and shall include a plan for reburial in an appropriate location. The CRMMP shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California Office of Historic Preservation's *Archaeological Resources Management Reports: Recommended Contents and Format*.~~

Consulting Tribes under AB 52 for the project shall have the opportunity to review and comment on the Draft CRMMP. Provisions within the CRMMP may include arrangements with tribal representatives, for example, to respectfully reintegrate tribal resources on site if practicable.

Caltrans shall have the opportunity to review and comment on the Draft CRMMP.

The CRMMP shall include, at a minimum, the following:

- ~~**Efforts to Preserve and Protect in Place:** The CRMMP, per CEQA Guidelines 15162.4(b)(3), shall attempt to avoid impacts on Archaeological Site CA-LAN-1575/H and preserve in place any areas where significant components of Archaeological Site CA-LAN-1575/H are known to exist, if feasible.~~

- ~~**Development of a Preconstruction Site-Specific Sensitivity Model:** Final design feature location and the respective level and depth of ground disturbance shall serve as the basis for impacts on known locations of previously recorded archaeological features. Comparison of final design feature location with “as-built plans” especially as they relate to US-101 and historic maps for the area shall identify specific site features buried within the project study area, if any. Further, specific geotechnical boring results and past archaeological reports that identify depth of fill shall determine the level of sensitivity to encounter archaeological remains for each construction component. A three-dimensional model or other relatable graphic depiction shall be created to assist Metro with the interpretation of potential archaeological impacts.~~
- ~~**Phasing of Feature Testing in Advance of Construction, Excavation, and Recovery:** The CRMMP shall contain very specific methodology regarding testing of known features identified through the development of the sensitivity model. Due to the extreme constraints posed by the project area location (affecting public transportation through closure of roads, etc.), testing shall occur as part of the preconstruction activities. This CRMMP shall also contain specific methodology regarding feature evaluation, data recovery, and analysis for reporting.~~
- ~~**Archaeological Monitoring:** The CRMMP shall identify monitoring locations and protocols based on the final design and potential impacts. Metro shall retain archaeological monitors who will be supervised by a qualified archaeologist. All archaeological monitors shall be trained in the types of materials they may encounter. The CRMMP shall rely on an Occupational Safety and Health Administration-qualified determinations in regards to the safety of monitoring locations and the potential for contaminated soils or other hazards.~~
- ~~**Native American Monitoring:** The CRMMP shall identify Native American monitoring locations and protocols based on the final design and potential impacts. Metro shall retain Native American monitors consistent with the requirements detailed in Mitigation Measure TCR-1. The CRMMP shall rely on an Occupational Safety and Health Administration-qualified determinations in regards to the safety of monitoring locations and the potential for contaminated soils or other hazards.~~
- ~~**Worker Environmental Awareness Program (WEAP) Training:** A qualified archaeologist shall be retained to prepare a cultural resource focused WEAP training that shall be given to all ground-disturbing construction personnel to minimize harm to Archaeological Site CA-LAN-1575/H and any previously undiscovered archaeological resources. Topics to be included for WEAP training shall be identified in the CRMMP. All site workers shall be required to complete WEAP Training, with a focus on cultural resources, including education on the consequences of unauthorized collection of artifacts, and a review of discovery protocol. WEAP training shall also explain the requirements of mitigation measures that must be implemented during ground-disturbing construction activities in archaeologically sensitive areas.~~

- ~~**Archaeological Reporting:** All archaeological reports shall meet the requirements set forth for reporting in the CRMMP and be submitted to Metro.~~
- ~~**Evaluation and Data Recovery Reports:** Where archaeological evaluation and data recovery are required, the results shall be documented in an evaluation and data recovery report. This document shall summarize the evaluation efforts and data recovery results. For each site or feature that undergoes data recovery, the report shall be prepared in accordance with the guidelines established by the Secretary of the Interior's Standards for Archaeological Documentation and the OHP's Archaeological Resource Management Reports: Recommended Contents and Format.~~
- ~~**Archaeological Monitoring Report:** Metro's qualified archaeologist shall prepare a yearly written report detailing monitoring activities performed at Archaeological Site CA-LAN-1575/H and at any other previously undiscovered archaeological site. A final monitoring report shall be written by Metro's qualified archaeologist upon completion of grading and excavation activities within cultural bearing soils. The yearly report shall include the results of the fieldwork for the time period and all appropriate laboratory and analytical studies that were performed in conjunction with excavations.~~
- ~~**Curation of Archaeological Collections:** Archaeological collections are comprised of several components, including but not limited to artifacts, environmental and dating samples, field documentation, laboratory documentation, photographic records, related historical documents, and reports. All artifacts, notes, photographs, and other materials recovered during the monitoring program related to Archaeological Site CA-LAN-1575/H, and any historical resource encountered during construction shall be curated or reburied by Metro, following the specific guidelines presented in the CRMMP.~~

~~**HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H):** Prior to construction, Metro shall develop a public outreach and educational plan that includes continued consultation and input from Native American Tribes consulting under AB 52; cultural resource professionals, including but not limited to, qualified archaeologists, historians, and/or architectural historians, and other potential stakeholders, such as local historic societies. The plan may include visual/educational exhibits or murals within LAUS, the development of an educational telephone application, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans.~~

~~**HR-1 Human Remains:** In the event that any human remains or related resources are discovered during construction, such resources shall be treated in accordance with applicable state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate. All construction affecting the discovery site shall immediately cease until the County Coroner is contacted (within 24 hours of~~

the discovery of potential human remains, as required by CEQA Guidelines, Section 15064.5[e]), and the human remains are evaluated by the County Coroner for the nature of the remains and cause of death. The County Coroner must determine within 2 working days of being notified if the remains are subject to their authority. PRC Section 5097.98 requires that the immediate vicinity where the discovery occurred be subject to no further disturbances and be adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. If the remains are determined to be of Native American origin, the coroner shall contact the NAHC by phone within 24 hours, and the NAHC shall be asked to determine the most likely descendants who are to be notified or, if the remains are unidentifiable, to establish the procedures for burial within 48 hours of notification. All parties involved shall ensure that any such remains are treated in a respectful manner and that all applicable local, state, and federal laws are followed. This discovery protocol shall be included in the CRMMP.

TCR-1 ~~**Native American Monitoring:** To ensure TCRs are treated with culturally appropriate dignity, Metro shall retain a Native American monitor to be present at all phases of work with the potential to impact Archaeological Site CA-LAN-1575/H. A Native American monitor shall also be present at all phases of work with the potential to impact other previously undiscovered archaeological resources related to ethnohistoric or prehistoric archaeological deposits. The Native American monitor shall be selected from a tribal group with ancestral ties to this location, to be present alongside the archaeological monitor. The CRMMP shall guide Native American monitoring and shall include details on the potential discovery of previously undiscovered ethnographic and prehistoric archaeological deposits, human remains, and other sensitive resources.~~

CUL-1 **Archaeological Treatment Plan (ATP).** Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced in the analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the actions to be taken to resolve adverse effects on historic property CA-LAN-1575/H and the procedures to address accidental discoveries. The California SHPO, Caltrans, and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research design** – The ATP shall include a robust research design to be used in evaluating whether archaeological features and deposits that may be encountered contribute to the NRHP eligibility of CA-LAN-1575/H, and in recovering scientific data from those features and deposits that are determined to contribute. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered, and outline the data requirements necessary to successfully address the research questions.
- **Site-specific sensitivity model** – The ATP shall include provisions for the development of a site-specific sensitivity model to guide efforts to avoid or minimize adverse effects on known portions of CA-LAN-1575/H. The sensitivity model shall compare Project-related infrastructure, based on final design, to available information on previous disturbance from as-built plans, historical maps, geotechnical borings, and past archaeological reports that identify fill depth. A three-dimensional model, a series of stratigraphic profiles, or other relatable graphic depiction shall be created to assist in determining the level of sensitivity for encountering buried archaeological features or deposits for each element of the Project design.
- **Phased testing, evaluation, and data recovery of known features and deposits** – Based on the results of the site-specific sensitivity model, protocols for phased testing, significance evaluation, and data recovery of known features and deposits shall be developed. Due to the extreme constraints posed by the location of the Project (affecting public transportation through closure of roads, transit, etc.), testing shall occur as part of the preconstruction activities. The ATP shall include a summary of anticipated features and artifacts potentially associated with CA-LAN-1575/H, including references to the pertinent research domains and data requirements contained in the research design, as well as standards for documentation, evaluation, data recovery, and analysis. The ATP shall rely on OSHA requirements regarding the safety of testing, evaluation, and data recovery locations and the potential for encountering contaminated soils or other hazards.
- **Archaeological and Native American monitoring** – The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design and potential impacts as assessed through the site-specific sensitivity model. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the accidental discovery of archaeological features or deposits** – The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop work protocols, notification procedures, and methodology for

assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented.

- **Provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony** – The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes.
- **Public participation or outreach plan for CA-LAN-1575/H** – The ATP shall include provisions for the development of a public participation or outreach plan for CA-LAN-1575/H that includes continued consultation with Native American tribes, cultural resource professionals, and other potential stakeholders, such as local historical societies. The plan may include preparation of visual/educational exhibits or murals within LAUS and development of an application for handheld electronic devices, or other published or digital educational material that may be used to inform the public regarding the significance of Historic Chinatown or earlier use and sacredness of the area as it relates to Native Americans. Any materials prepared for public distribution shall comply with applicable regulations regarding the confidentiality of culturally sensitive data and information about archaeological resources.
- **Cultural resource WEAP training** – The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- **Standards for reporting** – The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.
- **Guidelines for curation** – The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79.
- **Covenant for transfer of responsibilities under Section 5024 of the California Public Resources Code** – The ATP shall contain provisions for the negotiation of

a covenant between the tribes, Caltrans, Metro and SHPO in order to transfer Caltrans' responsibilities under Section 5024 of the California Public Resources Code to Metro for the acquisition of the parcel in Caltrans ROW on the south side of U.S. 101 at Commercial Street, located within the boundary of archaeological site CA-LAN-1575/H. The covenant cannot be completed until the CEQA environmental document and Section 106 agreement documents have received SHPO concurrence, as the final mitigation measures must also be included in the covenant.

CUL-2 Built Environment Treatment Plan (BETP). Prior to construction, Metro shall retain a qualified architectural historian, herein defined as a person who meets the Secretary of the Interior's Professional Qualification Standards in Architectural History, to develop a BETP that details the actions to be taken to resolve adverse effects on the built environment historic properties. The California SHPO and continuing consulting parties with specific interest in the historic properties shall be afforded 30 days to review and comment on the draft BETP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised BETP shall be submitted to SHPO for 30-day review and concurrence.

The BETP shall include, at a minimum, the following elements:

- **HABS documentation** – The BETP shall include provisions for the documentation to HABS standards of LAUS character-defining features proposed for demolition or alteration. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards in History or Architectural History and submitted to the Library of Congress as an addendum to HABS CA-2158. The level of HABS documentation will be selected by the National Park Service Regional Office and shall include, at a minimum, large-format photographic recordation and a written description of character-defining features of LAUS proposed for demolition or alteration that were not included in previous HABS documentation (HABS CA-2158, CA-2158-A, CA-2158-B, CA-2158-C, and CA-2158-D). At a minimum, the following character-defining features shall be reviewed for inclusion in this documentation:
 - Pedestrian passageway
 - Ramps
 - Railings
 - Platforms
 - Butterfly shed canopies
 - South retaining wall

- Terminal Tower
- Car Supply/Maintenance Building
- Cesar Chavez Avenue Undercrossing
- Vignes Street Undercrossing (this bridge, which was constructed as part of LAUS, does not require additional individual HABS documentation)
- **Restoration of the existing LAUS passenger concourse** – The BETP shall include provisions for the restoration of the existing LAUS passenger concourse (west of the pedestrian passageway) to its 1939 appearance in accordance with the Secretary of the Interior’s Standards for Restoration, where feasible, from an engineering and constructability standpoint. This includes possible redesign of the entrance to the Metro Red Line to be more compatible with the historic LAUS design. The Secretary of the Interior’s Standards for Rehabilitation shall be followed where restoration is not feasible.
- **Educational display for LAUS** – The BETP shall include provisions for the development of an educational display for LAUS that could be viewed by the public to demonstrate the history of LAUS and how it was used by past railroad passengers.
- **Relocation of the Terminal Tower** – The BETP shall include provisions to evaluate the feasibility by a multi-disciplinary team (e.g., architectural historian, structural, civil, geotechnical, and railroad engineers) to reorient at grade, vertically raise, or relocate the Terminal Tower. If any of those preservation methods are determined infeasible by the multi-disciplinary team, the Terminal Tower will be demolished.
- **Cesar Chavez Avenue Undercrossing, Vignes Street Undercrossing, and south retaining wall design plans** – The BETP shall include provisions for the development of design plans for the replacement of the Cesar Chavez Avenue and Vignes Street Undercrossings and alterations to the south retaining wall that are compatible with the historic character of LAUS, including assessing the feasibility of rehabilitation options that preserve historically significant portions of these structures as design progresses.
- **North Main Street Bridge design plans** – The BETP shall include provisions for the development of design plans for work on the character-defining features of North Main Street Bridge, including, but not limited to, its sidewalks, decking, and wingwalls, in accordance with the Secretary of Interior’s Standards for the Treatment of Historic Properties, to the extent feasible.
- **Design review** – The BETP shall identify parties—including SHPO, the City of Los Angeles OHR, and the City of Los Angeles CHC—to be consulted during early design phases of the Project regarding the following items:
 - alterations to or demolition of character-defining features of LAUS

- restoration of the existing LAUS passenger concourse
- educational display for LAUS
- alterations to character-defining features of the North Main Street Bridge

Metro shall take into consideration the feedback received in progressing the design to completion.

- **Protection and response plans** – The BETP shall include requirements for the development of protection and response plans for unanticipated effects and inadvertent damage to historical built environment resources.

PAL-1 ~~Prepare a Paleontological Mitigation Plan (PMP).~~ It is anticipated that Quaternary older alluvium or Puente Formation, which are geologic units that have a high sensitivity level, would be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain A PMP shall be prepared by Metro's a qualified pPaleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted, and Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific impact mitigation recommendations and specific procedures for construction monitoring and fossil discovery.

The PMP shall include a requirement for full-time paleontological monitoring if excavations would occur within native Quaternary older alluvium and/or Puente Formation, ~~with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process.~~ Monitoring is not recommended for excavations that only impact artificial fill and Quaternary younger alluvium.

The PMP shall detail a discovery protocol in the event potentially significant paleontological resources are encountered during construction. For example, the contractor shall halt ~~surface-disturbing~~ activities in the immediate area (within a 25-foot radius of the discovery), and a Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the ~~project~~ Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's a qualified paleontologist.

- PAL-2 Paleontological WEAP Training.** Metro's qualified paleontologist shall prepare a paleontological resource-focused WEAP training that shall be ~~given~~ delivered to all ground-disturbing construction personnel, ~~All site workers shall be required to complete WEAP training with a focus on paleontological resources,~~ including a review of ~~what to do~~ of protocols to follow in the case of a ~~an unanticipated~~ fossil discovery, as identified in the PMP.
- PAL-3 Curation.** Metro shall make arrangements for the curation in perpetuity of sSignificant fossils recovered during construction ~~shall be curated by Metro in perpetuity~~ at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition of any salvaged specimens) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.

The Revised MMRP includes the following OMM for the Modified Proposed Project.

OMM AQ-4 Construction Air Quality Monitoring at William Mead Homes. Prior to the start of construction, Metro will develop a construction air quality monitoring plan specific to William Mead Homes in coordination with HACLA, South Coast Air Quality Management District (SCAQMD), and the US Environmental Protection Agency (USEPA). This construction air quality monitoring plan will identify locations along the fence line and within the William Mead Homes property for stationary air quality monitoring to be set up during the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The construction air quality monitoring plan will identify the monitoring methodology, inspection procedures, threshold levels for alerts, compliance measures in the event of an alert, and reporting requirements. Compliance measures to be implemented by the construction contractor may include, but are not limited to, additional watering or use of dust suppressants, limiting vehicle speed to 5mph on unpaved surfaces, covering open-bodied trucks, and installing wheel washing stations or rumble plates. The construction air quality monitoring plan will also provide contact information for a construction representative to be identified for inquiries by residents of the William Mead Homes community and guidance for community notifications.

Metro will be responsible for operating and maintaining the air quality monitoring equipment during construction. Metro will have a dust control supervisor on-site during construction to ensure the construction air quality monitoring plan is being followed and that the air quality monitoring equipment remains operational during

the phases of construction for the adjacent sound wall construction, throat track reconstruction, and elevated rail yard. The dust control supervisor will maintain a daily log of the construction activity by location, verify the air monitoring measurements, and coordinate back to Metro for validation of the data before release to the public.

The Revised MMRP includes the following mitigation measures for Malabar Yard railroad improvements.

MY TR-1 Prepare a Construction Traffic Management Plan for Malabar Yard Railroad Improvements: During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, a construction TMP shall be prepared by the contractor and reviewed and approved by Metro and the City of Vernon.

Any identified street closure schedules in the construction TMP shall be approved by the City of Vernon and coordinated among the construction contractor, Metro, BNSF, private businesses, public transit and bus operators, the bicycle community, Los Angeles Unified School District, and emergency service providers to minimize construction-related vehicular and non-vehicular traffic impacts during the peak hour. During planned closures, traffic shall be rerouted to adjacent streets via clearly marked detours and notice shall be provided in 5 business days in advance to applicable parties (emergency service providers, public transit and bus operators, businesses, bicycle community, and organizers of special events). The TMP shall identify proposed closure schedules and detour routes, as well as construction traffic routes, including haul truck routes, and preferred delivery/haul-out locations and hours to avoid heavily congested areas during peak hours, where feasible and to maintain safe bicycle and pedestrian access during construction. The following provisions shall be included in the TMP:

- Traffic flow shall be maintained, particularly during peak hours, to the degree feasible.
- Access to adjacent businesses shall be maintained during business hours via existing or temporary driveways, as feasible.
- Metro or the contractor shall post advance-notice signs prior to construction in areas where access to local businesses could be affected. Metro shall provide signage to indicate new ways to access businesses and community facilities, if affected by construction.
- Metro or the contractor shall notify City of Vernon 5 business days in advance of street closures, detours, or temporary lane reductions.

MY TR-2 Temporary Restriping and Adding a Right-turn Overlap Phase in Westbound Direction of the Vernon Avenue/Santa Fe Avenue Intersection: During the final engineering phase and at least 30 days prior to implementation of the Malabar

Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to temporarily restripe the westbound shared through/right-turn lane to a westbound right-turn-only lane at Vernon Avenue and add a right-turn overlap phase in the same direction. The temporary restriping shall remain in place for the duration of construction. Upon completion of the Malabar Yard railroad improvements, the lane shall be returned to its original condition as a shared through/right-turn lane and the right-turn overlap phase shall be eliminated.

MY TR-3 **Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection:** During the final engineering phase and at least 30 days prior to implementation of the Malabar Yard railroad improvements, Metro and BNSF shall obtain approval from the City of Vernon to restripe one eastbound through lane to an eastbound turn lane at Vernon Avenue.

MY TR-4 **Restriping of the Pacific Boulevard/Fruitland Avenue Intersection (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall restripe the northbound shared through/right-turn lane to a right-turn-only lane and a through lane at Pacific Boulevard.

MY TR-5 **Add a New Vehicular Lane on the Fruitland Avenue Roadway Segment between Santa Fe Avenue and Pacific Boulevard (Future Horizon Year 2040):** In the Future Horizon Year (2040), Metro and BNSF, in coordination with the City of Vernon, shall add a new westbound vehicular lane on Fruitland Avenue.

MY TR-6 **Obtain Required Approvals for At-Grade Railroad Crossings:** For all new and existing at-grade railroad crossing modifications, Metro and BNSF shall obtain required approvals from the City of Vernon and submit a formal application to the CPUC in accordance with the process outlined in the Rules of Practice and Procedure (effective May 2021). In accordance with the provisions of CPUC Rule 2.4 CEQA Compliance, the Formal Application shall include the Link US Final EIR (June 2019) and Final EIS/SEIR.

MY AQ-1 **Fugitive Dust Control:** In compliance with SCAQMD Rule 403, during clearing, grading, earthmoving, or excavation operations, fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earthmoving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the Project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.

- Suspend grading and earthmoving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

The following measures shall also be implemented to reduce construction emissions:

- The construction contractor shall prepare and update on a monthly basis a comprehensive inventory list of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) (i.e., make, model, engine year, horsepower, emission rates) that could be used an aggregate of 40 or more hours throughout the duration of construction to demonstrate how the construction fleet is consistent with the requirements of Metro's Green Construction Policy.
- Ensure that all construction equipment is properly tuned and maintained.
- Minimize idling time to 5 minutes, whenever feasible, which saves fuel and reduces emissions.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators, whenever feasible.
- Arrange for appropriate consultations with CARB or SCAQMD to determine registration and permitting requirements prior to equipment operation at the site and obtain the California Air Resources Board (CARB) Portable Equipment Registration with the state or a local district permit for portable engines and portable engine-driven equipment units used at the Project work site, with the exception of on-road and off-road motor vehicles, as applicable.

These control techniques shall be included in Project specifications and shall be implemented by the construction contractor.

MY AQ-2 Compliance with U.S. EPA's Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment: In compliance with Metro's Green Construction Policy, all off-road diesel powered construction equipment

greater than 50 horsepower shall comply with U.S. EPA's Tier 4 final exhaust emission standards (40 CFR Part 1039). In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment shall be outfitted with best available control technology devices certified by the CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations.

In addition to the use of Tier 4 equipment, all off-road construction equipment shall be fueled using 100 percent renewable diesel.

MY BIO-1 **MBTA species:** During construction, vegetation removal shall be conducted outside of the bird nesting season (February 1 through September 30) to the extent feasible. If vegetation removal cannot be conducted outside of the nesting season, a CDFW-approved qualified avian biologist shall conduct preconstruction surveys to locate active nests within 72 hours prior to vegetation removal in each area with suitable nesting habitat, including surrounding buildings, eaves, telephone poles, bushes, or trees. If nesting birds are found during preconstruction surveys, an exclusionary buffer (150 feet for passerines and 500 feet for raptors) suitable to prevent nest disturbance shall be established by the biologist. The buffer may be adjusted based on species-specific and site-specific conditions as determined by the qualified biologist or consultation from the wildlife agencies. This buffer shall be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or vegetation removal shall not be conducted within the buffer until the biologist determines that the young have fledged or the nest is no longer active.

Exclusionary devices (hard surface materials, such as plywood or plexiglass, flexible materials, such as vinyl, or a similar mechanism that keeps birds from building nests) shall be installed over suitable nest sites at buildings, or other structures that will be removed before the nesting season (February 1 through September 30) to prevent nesting at the bridges, buildings, or other structures by bridge- and crevice-nesting birds (i.e., swifts and swallows). Netting shall not be used as an exclusionary material because it can injure or kill birds, which would be in violation of the MBTA.

Removal of partially constructed nests shall be conducted under the guidance and observation of a qualified biologist. Removal of partially constructed swallow nests shall be repeated as frequently as necessary to prevent nest completion. Removal of nest materials and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts shall be continued to keep the structures free of swallows until October or the completion of construction. Metro's Resident Engineer or designated contractor shall ensure that all Project personnel and

contractors who will be on site during construction complete mandatory training conducted by the Project Biologist or a designated qualified biologist. Any new Project personnel or contractors that come on board after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on jurisdictional resources. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities in the Project area (including vegetation communities subject to USACE, CDFW, and Regional Water Quality Control Board [RWQCB] jurisdiction), (2) the purpose for resource protection; (3) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced to avoid jurisdictional resource areas in the field (i.e., avoid areas delineated on maps or on the Project site by fencing); (4) environmentally responsible construction practices; and (5) the protocol to resolve conflicts that may arise at any time during the construction process.

MY BIO-2 **Protected Trees:** Prior to construction, City-owned trees (outside of private property) shall be identified and overlaid on Project footprint maps to determine which trees may be protected in accordance with the City of Vernon's Tree Ordinance (Code of Ordinances, Chapter 12.24, Street Trees). Prior to removal of any City-owned tree, Metro shall prepare a Tree Removal/Tree Protection Plan for review and approval by the City of Vernon Public Works Department that identifies:

- Trees proposed to be cut or removed;
- Trees proposed to be retained; and
- Trees proposed to be provided in replacement of the trees that are to be cut or removed.

All street trees shall be planted per the street tree master plan on file in the City of Vernon Public Works Department. In addition, all construction shall preserve and protect the health of trees to remain, relocated trees, and new trees planted to replace those removed in accordance with Section 12.24.090 of the City's Tree Ordinance.

MY HWQ-1 **Prepare and Implement a SWPPP for the Malabar Yard Railroad Improvements:** During construction, Metro or BNSF shall comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002) and any subsequent amendments (Order No. 2010-0014-DWQ, and Order No. 2012-0006-DWQ), which are currently in effect. However, during construction of the Malabar Yard railroad improvements, Order Number 2022-0057-DWQ may be in effect. This permit was adopted on September 8, 2022, and will become effective on September 1, 2023. Construction activities

shall not commence until a waste discharger identification number is received from the Stormwater Multiple Application and Report Tracking System. The contractor shall implement all required aspects of the SWPPP during Project construction. Metro or BNSF shall comply with the Risk Level 2 sampling and reporting requirements of the construction general permit (CGP). A rain event action plan shall be prepared and implemented by a qualified SWPPP developer within 48 hours prior to a rain event of 50 percent or greater probability of precipitation according to the National Oceanic and Atmospheric Administration. A Notice of Termination shall be submitted to the SWRCB within 90 days of completion of construction and stabilization of the site.

MY HWQ-2 Comply with Local Dewatering Requirements for the Malabar Yard Railroad

Improvements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004), effective July 6, 2013 (known as the Dewatering Permit), as they relate to discharge of non-stormwater dewatering wastes. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall obtain a permit from the RWQCB and/or the City of Vernon.

MY HWQ-3 Comply with Local Dewatering Requirements for Contaminated Sites for the

Malabar Yard Railroad Improvements: The contractor shall comply with the provisions of the General Waste Discharge Requirements for Discharges of Treated Groundwater from Investigation and/or Cleanup of VOC Contaminated Sites to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2013-0043, NPDES Permit No. CAG914001), effective April 7, 2013 (known as the Dewatering Permit for contaminated sites), for discharge of non-stormwater dewatering wastes from contaminated sites impacted during construction. The two options to discharge shall be to the local storm drain system and/or to the sanitary sewer system, and the contractor shall require a permit from the RWQCB and/or the City of Vernon.

MY HWQ-4 Prepare and Implement Industrial SWPPP for Relocated, Regulated

Industrial Uses for the Malabar Yard Railroad Improvements: Metro or BNSF shall comply with the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (IGP; Order No. 2014-0057-DWQ, as amended by Order No. 2015-0122-DWQ, NPDES No. CAS000001) for demolished, relocated, or new industrial-related properties impacted by the railroad improvements. This shall include preparation of industrial SWPPP(s), as applicable.

MY HWQ-5 Final Water Quality BMP Selection (City of Vernon and Railroad ROW) for the Malabar Yard Railroad Improvements: For the Malabar Yard railroad improvements in the City of Vernon, Metro or BNSF shall comply with the NPDES Waste Discharge Requirements for MS4 Discharges within the Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2021-0105, NPDES No. CAS004004), effective September 11, 2021 (known as the Phase I Permit). Metro or BNSF shall also prepare a final LID report in accordance with the City of Vernon's *Low Impact Development Guidance Manual*. This document shall identify the required BMPs to be in place prior to Project operation and maintenance.

MY GEO-1 Prepare Final Geotechnical Report: During final design, a final geotechnical report shall be prepared by a licensed geotechnical engineer (to be retained by Metro). The final geotechnical report shall address and include site-specific design recommendations on the following:

- Site preparation;
- Soil bearing capacity;
- Appropriate sources and types of fill;
- Liquefaction;
- Corrosive soils;
- Structural foundations; and
- Grading practices.

The recommendations shall mitigate the risk of seismic ground shaking and ground failure, including liquefaction. In addition to the recommendations for the conditions listed above, the report shall include results of subsurface testing of soil and groundwater conditions and shall provide recommendations as to the appropriate foundation designs that are consistent with the latest version of the CBC, as applicable at the time building and grading permits are pursued. Additional recommendations shall be included in that report to provide guidance for design of Malabar Yard railroad improvements in accordance with the *Manual for Railway Engineering*, and applicable city codes. The Project shall be designed and constructed to comply with the site-specific recommendations as provided in the final geotechnical report to be prepared.

MY HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP): Prior to construction, an HMMP shall be prepared by the contractor that outlines provisions for safe storage, containment, and disposal of chemicals and hazardous materials, contaminated soils, and contaminated groundwater used or exposed during construction, including the proper locations for disposal. The HMMP shall

be prepared to address the area of the Project footprint for the selected design options, and include, but not be limited to, the following:

- A description of hazardous materials and hazardous wastes used (29 CFR 1910.1200).
- A description of handling, transport, treatment, and disposal procedures, as relevant for each hazardous material or hazardous waste (29 CFR 1910.120).
- Preparedness, prevention, contingency, and emergency procedures, including emergency contact information (29 CFR 1910.38).
- A description of personnel training including, but not limited to: (1) recognition of existing or potential hazards resulting from accidental spills or other releases; (2) implementation of evacuation, notification, and other emergency response procedures; and (3) management, awareness, and handling of hazardous materials and hazardous wastes, as required by their level of responsibility (29 CFR 1910).
- Instructions on keeping Safety Data Sheets on site for each on-site hazardous chemical (29 CFR 1910.1200).
- Identification of the locations of hazardous material storage areas, including temporary storage areas, which shall be equipped with secondary containment sufficient in size to contain the volume of the largest container or tank (29 CFR 1910.120).

MY HAZ-2 Prepare Phase II ESA: Prior to final design, a Phase II Environmental Site Investigation shall be prepared to focus on likely sources of contamination (based on completed Phase I ESA) for properties within the Project footprint for the selected design options that would be affected by excavation. Phase II activities shall consist of:

- Collection of soil, groundwater, and soil vapor samples from borings, for geologic and environmental analysis and collection/submittal of samples to an environmental laboratory for implementation of an analytical program. Sampling shall be based on the findings of the Phase I ESA for the Project area.
- Laboratory analysis of samples for contaminants of concern, which vary by location, but may include VOCs, PAHs, total petroleum hydrocarbons (TPH), polychlorinated biphenyls, and CCR Title 22 metals.

A Phase II ESA Report shall be prepared that summarizes the results of the drilling and sampling activities, and provides recommendations based on the investigation's findings. Metro shall implement the Phase II ESA recommendations. The Phase II ESA shall be conducted under the direct

supervision of a Professional Geologist, licensed in the State of California, with expertise in ESAs and evaluation of contaminated sites.

MY HAZ-3 Prepare a General Construction Soil Management Plan: Prior to construction, the contractor shall prepare a General Construction Soil Management Plan that includes general provisions for how soils will be managed within the Project footprint for the selected design options for the duration of construction. Any soil imported to the Project site for backfill shall be certified clean per DTSC's Information Advisory-Clean Imported Fill Material prior to use. General soil management controls to be implemented by the contractor and the following topics shall be addressed within the Soil Management Plan:

- General worker health and safety procedures;
- Dust control;
- Management of soil stockpiles;
- Traffic control; and
- Stormwater erosion control using BMPs.

MY HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP): Prior to construction, the contractor shall prepare parcel-specific Soil Management Plans for known contaminated sites for submittal and approval by DTSC. The plans shall include specific hazards and provisions for how soils will be managed for known contaminated sites. The nature and extent of contamination is expected to vary widely across the Project footprint for the selected design options, and the findings of a Phase II ESA will provide additional details on what is expected to be encountered during construction. The parcel-specific Soil Management Plan shall provide parcel-specific requirements addressing the following:

- Soil disposal protocols;
- Protocols governing the discovery of unknown contaminants; and
- Management of soil on properties within the Project footprint of the selected design options with known contaminants.

Prior to construction on individual properties with known contaminants, parcel-specific HASPs shall also be prepared by contractors undertaking work activities to be submitted to and approved by DTSC. The HASPs shall be prepared to meet OSHA requirements, Title 29 of the CFR 1910.120 and CCR Title 8, Section 5192, and all applicable federal, state, and local regulations and agency ordinances related to the management, transport, and disposal of contaminated media during implementation of work and field activities. The HASPs shall be signed and sealed by a Certified Industrial Hygienist, licensed by the American Board of Industrial

Hygiene. In addition to general construction soil management plan provisions, the following parcel-specific HASP provisions shall also be implemented:

- Training requirements for site workers who may be handling contaminated material.
- Chemical exposure hazards in soil, groundwater, or soil vapor that are known to be present on a property.
- Mitigation and monitoring measures that are protective of site worker and public health and safety.

Prior to construction, Metro or BNSF shall coordinate soil management measures and reporting activities with stakeholders and regulatory agencies with jurisdiction, to establish an appropriate monitoring and reporting program that meets all federal, state, and local laws for the Project and each of the contaminated sites.

MY HAZ-5 Halt Construction Work if Potentially Hazardous Materials are Encountered:

Contractors shall stop work and follow procedures outlined in the HMMP and soil management plans immediately upon discovery if potentially hazardous materials are encountered. Contractors shall follow all applicable local, state, and federal regulations regarding discovery, notification, response, disposal, and remediation for hazardous materials, underground storage tanks, and ACM (e.g., transit pipes) encountered during the construction process.

MY HAZ-6 Pre-Demolition Investigation: Prior to the demolition of any structures, a survey

shall be conducted for the presence of hazardous building materials, such as ACMs, LBPs, and other materials falling under the Universal Waste requirements. An asbestos survey report signed by a Certified Asbestos Consultant will be prepared prior to any demolition or renovation in accordance with Rule 1403 (d)(1)(A) of the SCAQMD. The results of this survey shall be submitted to Metro, and applicable stakeholders as deemed appropriate by Metro, and submitted with an application for a Rule 1403 permit. If any hazardous building materials are discovered, prior to demolition of any structures, a plan for proper removal shall be prepared in accordance with applicable OSHA and the Los Angeles County Department of Public Health requirements. The contractor performing the work shall be required to implement the removal plan and shall be required to have a C-21 license in the State of California and possess an A or B classification. If asbestos-related work is required, the contractor or their subcontractor shall be required to possess a California Contractor License (Asbestos Certification). Prior to any demolition activities, the contractor shall be required to secure the site and ensure the disconnection of utilities.

MY CUL-1 Archaeological Treatment Plan (ATP). Prior to construction, Metro shall retain a qualified archaeologist, herein defined as a person who meets the Secretary of Interior's Professional Qualification Standards in Archaeology and is experienced

in analysis and evaluation of the types of material anticipated to be encountered, to develop an ATP that details the procedures to address accidental discoveries. The California SHPO and consulting Native American tribes shall be afforded 30 days to review and comment on the draft ATP, consistent with the timeline for consultation under Section 106 of the NHPA (36 CFR 800). Once relevant comments are addressed, the revised ATP shall be submitted to SHPO for 30-day review and concurrence.

The ATP shall be prepared consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP *Archaeological Resources Management Reports: Recommended Contents and Format* (OHP 1990).

The ATP shall include, at a minimum, the following elements:

- **Research Design:** The ATP shall include a robust research design to be used in applying the NRHP eligibility criteria for evaluating the significance of accidentally discovered archaeological features and deposits, and in recovering scientific data from those features and deposits that are determined to be significant. The research design shall discuss the results of previous archaeological research in the Los Angeles Basin, present research questions relevant to the types of features and deposits that are expected to be encountered and outline the data requirements necessary to successfully address the research questions.
- **Archaeological and Native American Monitoring.** The ATP shall include the locations and protocols to be used for archaeological and Native American monitoring during construction based on final design. The ATP shall rely on OSHA requirements regarding the safety of monitoring locations and the potential for encountering contaminated soils or other hazards.
- **Provisions for the Accidental Discovery of Archaeological Features or Deposits.** The ATP shall include provisions for the accidental discovery of archaeological features or deposits during construction. These provisions shall include stop-work protocols, notification procedures, and methodology for assessing the nature and significance of the find. If the feature or deposit is determined to be significant, the data recovery and analysis procedures outlined for known resources shall be implemented.
- **Provisions for the Accidental Discovery of Human Remains, Associated and Unassociated Funerary Objects, Sacred Objects, and Objects of Cultural Patrimony.** The ATP shall contain provisions for the accidental discovery of human remains, associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. These provisions shall include stop-work protocols, notification procedures, and provisions for the treatment (including reburial in an appropriate location) of the human remains

and associated objects in a respectful manner and in accordance with applicable regulations, as determined through consultation with the appropriate Native American tribes.

- **Cultural Resource Worker Environmental Awareness Program (WEAP) Training.** The ATP shall include provisions for the development of cultural resource WEAP training to be delivered by a qualified archaeologist to all ground-disturbing construction personnel, including education on the consequences of unauthorized collection of artifacts, a review of discovery protocols, and explanation of mitigation requirements for work in archaeologically sensitive areas.
- **Standards for Reporting.** The ATP shall include standards for reporting the results of archaeological testing, evaluation, data recovery, and monitoring activities. All reports shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation and the California OHP's *Archaeological Resources Management Reports: Recommended Contents and Format*.
- **Guidelines for Curation.** The ATP shall include guidelines for the ownership and curation of archaeological data and collections, in compliance with 36 CFR 79.

MY PAL-1 Paleontological Mitigation Plan (PMP). It is possible that Quaternary older alluvium or Puente Formation, which are geologic units that have a high paleontological potential, will be impacted during construction if excavation activities extend to depths as shallow as 6 feet below the natural ground surface. Metro shall retain a qualified paleontologist to prepare a PMP using final excavation plans to determine where these geologic units would be impacted. Metro shall implement the PMP prior to the start of any ground-disturbing construction activities if it is determined that such activities would encounter Quaternary older alluvium or Puente Formation. The PMP shall include site-specific mitigation recommendations and specific procedures for construction monitoring and fossil discovery.

The PMP shall include a requirement for full-time paleontological monitoring if excavations will occur within native Quaternary older alluvium and/or Puente Formation, with the exception of pile-driving activities. While pile-driving activities for foundation construction may impact paleontologically sensitive sediments due to the need for foundations to be within firm strata, this activity is not conducive to paleontological monitoring, as fossils would be destroyed by the construction process. Monitoring is not recommended for excavations that affect only artificial fill and Quaternary younger alluvium (Qa/Qal).

The PMP shall detail a discovery protocol in the event that potentially significant paleontological resources are encountered during construction. For example, the

contractor shall halt activities in the immediate area (within a 25-foot radius of the discovery) and Metro's qualified paleontologist shall make an immediate evaluation of the significance and appropriate treatment of the encountered paleontological resources in accordance with the PMP. If necessary, appropriate salvage measures and mitigation measures shall be developed in consultation with the responsible agencies and in conformance with federal and state guidelines and best practices. Construction activities may continue in other areas of the Project site while evaluation and treatment of the discovered paleontological resources take place. Work may not resume in the discovery area until it has been authorized by Metro's qualified paleontologist.

MY PAL-2 Paleontological WEAP Training. Metro's qualified paleontologist shall prepare paleontological resource-focused WEAP training that shall be delivered to all ground-disturbing construction personnel, including a review of protocols to follow in the event of a fossil discovery, as identified in the PMP.

MY PAL-3 Curation. Metro shall arrange for the curation in perpetuity of significant fossils recovered during construction at an accredited repository, such as the Natural History Museum of Los Angeles County. These fossils shall be prepared, identified, and catalogued for curation (but not prepared for a level of exhibition) by Metro's qualified paleontologist. This includes removal of all or most of the enclosing sediment to reduce the specimen volume, increase surface area for the application of consolidants or preservatives, provide repairs and stabilization of fragile or damaged areas on a specimen, and allow taxonomic identification of the fossils. All field notes, photographs, stratigraphic sections, and other data associated with the recovery of the specimens shall be deposited with the institution receiving the specimens.

The Revised MMRP includes the following eleven OMMs for Malabar Yard railroad improvements.

OMM MY SS-1 Train Detection Cameras: Metro shall provide reimbursement for the purchase and installation costs of new train detection cameras at four at-grade railroad crossings at 37th Street, 38th Street, Vernon Avenue, and Pacific Boulevard to optimize emergency response routing when a train is present. The cameras would monitor the at-grade railroad crossings to detect occupancy and alert emergency dispatchers or notify local emergency service providers of train movements that could cause a delay in emergency access or response and assist with vehicular routing decisions. Cameras could be mounted on either an existing or new traffic pole near the gates of the at-grade railroad crossing and can be connected to the City's Traffic Management Center (TMC) by existing physical fiber optic lines that are present in the City.

Metro will provide reimbursement for the purchase and installation costs of train detection cameras. The City will be responsible for purchasing and

installing cameras, maintaining cameras, and providing staffing to monitor cameras and manage alerts.

OMM MY SS-2 **Mobile Emergency Operations Center:** Metro shall provide reimbursement to the City of Vernon for the purchase of one Mobile Emergency Operations Center (EOC), which is a self-contained, mobile command unit designed to provide critical emergency management capabilities in the field. It serves as a backup or replacement central for the City's primary offsite EOC, Los Angeles County Fire Station 56, during crises or, disasters, or when the EOC is inaccessible or inoperable due to earthquake, flooding, fires, hazardous spills, windstorms, or acts of terror.

Metro will provide reimbursement for the purchase of one Mobile EOC and any basic required vehicle technology, anticipated to be between \$200,000 to \$300,000. The City will procure the vehicle and required technology and complete any required testing, training, deployment. The City will be responsible for long-term maintenance.

OMM MY SS-3 **Communications and Radio Systems Upgrade:** Metro shall provide reimbursement to the City of Vernon for the purchase of upgraded communication and radio systems to improve coordination and response among different departments and agencies, such as the police department, public utilities department, public works department, and the LA County fire department, which serves the City of Vernon.

Metro will provide reimbursement for the purchase of upgraded communication and radio systems equipment and associated software. The City will procure equipment, configure equipment, and coordinate with all applicable departments including LA County Fire to determine equipment and software compatibility, configuration, training, and testing of the new equipment.

OMM MY NV-1 **Quiet Zone Design and Physical Infrastructure:** Metro shall provide design for and installation of new railroad safety measures to support a new Quiet Zone at five existing at-grade railroad crossings. The railroad safety measures would be constructed at five existing at-grade railroad crossings that are located on the Harbor Subdivision parallel to Santa Fe Avenue and within close proximity to planned mixed-use residential areas identified in the Westside Zone Change and General Plan Amendment. This OMM would include implementation of safety measures at each of the five existing at-grade railroad crossings that would serve as a substitute for the sounding of a train horn. Safety measures that can substitute for the sounding of a train horn can include widened medians, exit gates, overhead cantilevered signals, and/or pedestrian treatments such as detectible warning strips and flashing signals.

Metro will prepare engineering design plans for the Quiet Zone safety measures and will be responsible for leading coordination with CPUC to process design reviews and facilitating the approval process (see OMM NV-2 below). The City would be responsible for submitting the Quiet Zone application to CPUC, maintaining Railroad Liability Insurance, and maintaining roadway-related Quiet Zone infrastructure (i.e. medians).

Implementation of this OMM will also require BNSF to coordinate with Metro and the City regarding the proposed Quiet Zone infrastructure and assist with construction of the safety measures within their railroad ROW. BNSF will also be responsible for the maintenance of railroad grade crossing elements (i.e. crossing gates).

CPUC and FRA are the regulatory authorities that are responsible for review of the Quiet Zone application, as well as conduct periodic safety reviews of the Quiet Zone.

OMM MY NV-2

Quiet Zone Technical Support: Associated with OMM MY NV-1, Metro, BNSF, and the City of Vernon shall be required to enter into an agreement to complete the regulatory process for a Quiet Zone designation along the Harbor Subdivision. Metro would support the City's application for a Quiet Zone by conducting the following tasks:

- a) Prepare for and facilitate diagnostic reviews of highway-rail grade crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch
- b) Prepare for and facilitate diagnostic reviews of pedestrian crossings within the proposed Quiet Zone with CPUC Rail Crossings and Engineering Branch
- c) Complete updates to US DOT Crossing Inventory Forms to document current physical and operating conditions at each crossing within the proposed Quiet Zone
- d) Prepare Draft Notice of Intent to implement Quiet Zone (to be published and distributed by City)
- e) Prepare Draft Notice of Quiet Zone Establishment (to be published and distributed by City)

Design and construction of the safety measures identified in the diagnostic reviews is discussed above as part of OMM MY NV-1.

Metro, in coordination with the City of Vernon and BNSF, will be responsible for preparing the technical documents and application package

for CPUC submittal and facilitating and attending all diagnostic reviews required to support the regulatory process for a Quiet Zone.

OMM MY TR-7

High Visibility Crosswalk, Mid-Block Location: Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction of a high visibility crosswalk at Santa Fe Avenue near the Vernon City Elementary School and the Holy Angels Catholic Church of the Deaf (Figure 3-1). This OMM would enhance pedestrian safety by making crossing areas more noticeable to drivers, and would include crossing signs that incorporate bright colors, bold text/symbols, and retroreflective materials to improve visibility at night [for example FHWA pedestrian crossing signs R1-6, W11-2, W16-7P (FHWA 2009)]. Additional elements could include pedestrian-activated flashing lights and street lighting to help alert drivers. The high visibility crosswalk would complement Malabar Yard Mitigation Measure TR-3, Restriping of the Santa Fe Avenue/Pacific Boulevard Intersection, by enhancing pedestrian safety at the intersection.

Metro will prepare engineering design plans and provide reimbursement for construction costs. The City of Vernon will construct the high visibility crosswalk elements. The City of Vernon will coordinate with Metro on the design of the high visibility crosswalk elements and will be responsible for the maintenance of crosswalk elements.

OMM MY TR-8

Intersection Crosswalk Improvements with Cool Street Paving: Metro shall prepare engineering design plans and provide reimbursement to the City of Vernon for construction costs associated with the implementation of crosswalk improvements at the intersections of Santa Fe Avenue with 37th Street, 38th Street, Vernon Avenue, Pacific Boulevard, and Fruitland Avenue, and at the intersections of 46th Street with Pacific Boulevard and Seville Avenue. These intersections are closest to the Malabar Yard railroad improvements and where future mixed-use residential land uses are planned as part of the 2023 Vernon Westside Zone Change and General Plan Amendment. The improvements at the five existing crosswalk locations on Santa Fe Avenue would consist of repainting/restriping the existing crosswalks with bolder, brighter colors that would be more visible to drivers. Cool street paving includes reflective materials that reflects light, reducing urban heat island effect and enhancing nighttime visibility. Tactile warning strips and bold restriping would be implemented at the existing crosswalk on 46th Street/Pacific Blvd. A new crosswalk would be constructed at the existing four way stop at 46th Street/Seville Avenue, and would include additional safety elements such as tactile warning strips and bold restriping.

Metro will prepare the engineering design plans and provide reimbursement for construction costs of crosswalk improvements. The City will coordinate with Metro on the design plans as well as be responsible for the construction and maintenance of crosswalk elements.

OMM MY TR-9 Bus Shelters: Metro shall prepare design plans and provide reimbursement to the City of Vernon for construction costs associated with the installation of 25 bus shelters at the following locations as determined by Metro based on the location of where High-Quality Transit Areas are located.

1. Pacific Blvd / Railroad Crossing- south side
2. Pacific Blvd / 46th Street - east side
3. Pacific Blvd / 46th Street - west side
4. Pacific Blvd / Leonis Blvd - east side
5. Pacific Blvd / Leonis Blvd - west side
6. Leonis Blvd / Pacific Blvd – south side
7. Santa Fe Ave / 30th Street – east side
8. Santa Fe Ave / 30th Street – west side
9. Santa Fe Ave / 27th Street – east side
10. Santa Fe Ave / 27th Street – west side
11. Vernon Ave / Saint Charles Street – south side
12. Vernon Ave / Saint Charles Street – north side
13. Vernon Ave / Alameda Street – north side
14. Vernon Ave / Alameda Street – south side
15. Soto Street / 37th Street – west side
16. Soto Street / 46th Street – west side
17. Soto Street / 46th Street – east side
18. Soto Street / Leonis Blvd – west side
19. Soto Street / Leonis Blvd – north side
20. Soto Street / 54th Street – west side

21. Soto Street / 54th Street – east side
22. Slauson Ave / Boyle Ave (north side)
23. Slauson Ave / Alcoa Ave (south side)
24. Slauson Ave / Bicket Street (north side)
25. Slauson Ave / Bicket Street (south side)

The bus shelters would include a roof or canopy for weather protection, benches for seating, and transparent panels or walls to shield passengers from wind and rain while maintaining visibility. Additional features may include signage displaying route information, lighting for safety, and a waste bin or a map of nearby locations. The bus shelter design would be coordinated between Metro and the City of Vernon. As a result of feedback received from the City, a shade element would also be incorporated into the design to provide sun protection.

Metro will prepare design plans and provide reimbursement for construction costs of the bus shelters. The City will coordinate with Metro on bus shelter designs and will be responsible for the construction and maintenance of the shelters.

OMM MY TR-10

PTZ Smart Cameras, Software, and Screens for Monitoring: Metro shall provide reimbursement to the City of Vernon for the purchase of Pan Tilt Zoom (PTZ) smart cameras at five intersections: Downey Road at Bandini Boulevard, 25th Street at Santa Fe Avenue, Fruitland Avenue at Malabar Street, Vernon Avenue at Santa Fe Avenue, and Pacific Boulevard at Santa Fe Avenue. Unlike train detection cameras, which are static and are only used for the purpose of train detection, PTZ cameras have the ability to remotely pan (move left and right), tilt (move up and down), and zoom to provide flexible and dynamic traffic monitoring of an area. The cameras would be equipped with automated tracking, motion detection, and real-time alerts to improve security and traffic management. OMM MY TR-10 would also include the purchase of associated PTZ smart software and screens for monitoring.

Metro will provide reimbursement for the purchase of cameras. The City will procure the cameras, complete the traffic signal modification plan, complete the installation of cameras and software integration, and coordinate with the vendor for commissioning. The Vendor will coordinate with the City for the installation and commissioning of cameras and software integration.

OMM MY TR-11 **AI-Based Traffic Control System:** Metro shall provide reimbursement to the City of Vernon for the purchase of 47 transportation controllers for an AI-based traffic control system, which uses machine learning and data analysis to optimize traffic flow, predict congestion, and respond to incidents in real time. The controllers and associated cloud-based software would provide an integrated platform that would enable signal controls to adapt to real time traffic conditions, improving traffic circulation and safety for the community, particularly at the 46th Street and Seville Avenue intersection, where new queueing is expected to occur. The system would also be capable of rerouting emergency vehicles along alternate routes, ensuring faster response times and minimizing delays for critical emergency services. Similar systems are used in the region, including by the City of Los Angeles.

Metro will provide reimbursement for the purchase of controllers. The City will work with vendors to install and configure the controllers.

OMM MY TR-12 **Metro Transit Oriented Communities Program Support:** Metro shall provide the City of Vernon with staffing for grant writing services for the Metro Transit Oriented Communities (TOC) Program, which is a program that provides equitable access to a high-quality transportation system allowing people to drive less and access transit more. Metro would provide the City with grant writing assistance, technical assistance for land use feasibility/planning studies, joint development projects, and development of first/last mile strategies from Metro transit stops to proposed development sites. The TOC Program also provides opportunities for Metro to enhance the transit customer experience at existing Metro stations in the City of Vernon (i.e., Blue Line Station, Transit Stops) and can potentially support development projects on LA Metro owned properties (or adjacent properties).

Metro will provide staffing to the City for grant writing services for TOC project applications in an amount not to exceed 2,000 hours.

7.8 Refinements to the Modified Proposed Project

Table 7-32 provides a summary of the CEQA significance conclusions for each environmental topic area for the Modified Proposed Project considered in the Draft SEIR, as well as CEQA significance conclusions for the refinements to the Modified Proposed Project considered in the Final SEIR. A comparative evaluation that demonstrates the reduced magnitude and intensity of impacts associated with the refinements to the Modified Proposed Project is also provided in Table 7-32.

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Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Aesthetics							
a) Have a substantial adverse effect on a scenic vista?	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none">The Modified Proposed Project is not located near or within any scenic vista or state designated scenic highway.	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none">The refinements to the Modified Proposed Project are not located near or within any scenic vista or state designated scenic highway.	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. Similar to the Modified Proposed Project, the refinements are not located within any scenic vista or state designated highway and no impact would occur. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<i>Construction, Operations, and Indirect</i> No Impact.	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<i>Construction, Operations, and Indirect</i> No Impact.	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. There would be no impacts on scenic vistas or state designated scenic highways when compared to the Modified Proposed Project and no impact would occur. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that	<i>Construction</i> Less than Significant <ul style="list-style-type: none">Residences 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.	<i>Operations</i> AES-1 Aesthetic Treatments	<i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> No Impact	<i>Construction</i> Less than Significant <ul style="list-style-type: none">Residences 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.	<i>Operations</i> AES-1 Aesthetic Treatments	<i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> No Impact	Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduced magnitude of impacts when compared to the Modified Proposed Project due to: North of LAUS <ul style="list-style-type: none">Retaining the existing Vignes Street Bridge instead of replacing it (Visual Assessment Unit #2) would result in no change to the existing conditions regarding visual character and quality.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<p>Operations</p> <p>Beneficial Impact</p> <ul style="list-style-type: none"> Visual Assessment Unit #6: Viewer groups are anticipated have a positive response to the resource change as they would be users of the facility and exposed to an environment with more space and modern amenities, thereby enhancing the visual quality and aesthetics at LAUS. Concourse-related improvements would also provide opportunities for murals to display the local importance and history of the area/LAUS <p>Significant Impact</p> <ul style="list-style-type: none"> Visual Assessment Unit #1: Residents of Care First Village and William Mead Homes would be exposed to new linear infrastructure elements (sound wall and retaining wall) that would be a dominant feature substantially larger than any of the current surroundings. Visual Assessment Unit #3: Viewer response would be moderately-high for residents at the Mozaic Apartments because 			<p>Operations</p> <p>Beneficial Impact</p> <ul style="list-style-type: none"> Visual Assessment Unit #6: Viewer groups are anticipated have a positive response to the resource change as they would be users of the facility and exposed to an environment with more space and modern amenities, thereby enhancing the visual quality and aesthetics at LAUS. Concourse-related improvements would also provide opportunities for murals to display the local importance and history of the area/LAUS <p>Significant Impact</p> <ul style="list-style-type: none"> Visual Assessment Unit #1: Residents of Care First Village would be exposed to a new linear infrastructure element (sound wall) and residents of William Mead Homes would be exposed to two new linear infrastructure elements (sound wall and retaining wall) that would be a dominant feature substantially larger 			<p>Viewer response for commuters would be low instead of moderate, a low level of resource change would remain, and viewer response would be low instead of moderate as compared to the Modified Proposed Project. Overall visual impact from Visual Assessment Unit #2 would be low instead of moderately low and the less than significant determination would remain as compared to the Modified Proposed Project.</p> <ul style="list-style-type: none"> The construction of a sound wall along Care First Village, which would still result in a moderately-high level of resource change and viewer response, but the magnitude of effects would be reduced due to the elimination of the retaining wall at this location. While bridge improvements would only be required at one bridge versus two, residents of Mozaic Apartments (Visual Assessment Unit #3) would still experience a moderately high level of viewer response from exposure to a larger bridge over Cesar Chavez Avenue. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> With the elimination of Rail Yard Canopy Design Option 2 (Grand Canopy over Rail Yard), the grand canopy would be removed from Key Views #4a and #4b with the refinements to the Modified Proposed Project, resulting in views that are the same as the existing condition at these key views. The less than significant determination at Visual Assessment Unit #4 would remain. A reduction in the magnitude of impacts would occur for Visual Assessment Unit #6 due to 4 railyard platforms raised, not 6.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p>exposure to a larger bridge over Cesar Chavez Avenue, the elevated rail yard, and new retaining walls would diminish current views for some units and degrade the existing visual character. A moderate level of resource change combined with a moderately-high level of viewer response would result in a moderately-high visual impact.</p> <p>Indirect No Impact.</p>			<p>than any of the current surroundings.</p> <ul style="list-style-type: none"> Visual Assessment Unit #3: Viewer response would be moderately-high for residents at the Mozaic Apartments because exposure to a larger bridge over Cesar Chavez Avenue, the elevated rail yard, and new retaining walls would diminish current views for some units and degrade the existing visual character. A moderate level of resource change combined with a moderately-high level of viewer response would result in a moderately-high visual impact. <p>Indirect No Impact.</p>			<ul style="list-style-type: none"> View A would be eliminated from Visual Assessment Unit #6 with the elimination of West Plaza and the Grand Canopy Design Option. Views B through F in Visual Assessment Unit #6 would display a reduction of visual enhancements from the reduction of the concourse-related improvements, resulting in slightly less beneficial effects. However, the overall effect determination of beneficial would remain. <p>South of LAUS</p> <ul style="list-style-type: none"> Reduction in magnitude of construction related effects to visual quality from reduced width of run-through structure. Key Views #5a through #5e would show a substantial reduction in width of the portion of viaduct over US-101 (205-foot-wide with the Modified Proposed Project versus 75-foot-wide with the refinements). Visual impact determinations would remain the same for the refinements to the Modified Proposed Project. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<p>Construction Significant Impact</p> <ul style="list-style-type: none"> Residences of Care First Village would be exposed to higher levels of lighting during the nighttime hours for a temporary duration throughout project construction. 	<p>Construction AES-2 Minimize Nighttime Work and Screen Direct Lighting</p>	<p>Construction Less than Significant with Mitigation Incorporated</p> <p>Operations Less than Significant</p> <p>Indirect No Impact</p>	<p>Construction Significant Impact</p> <ul style="list-style-type: none"> Residences of Mozaic Apartments, William Mead Homes, and Care First Village would be exposed to higher levels of lighting during the nighttime hours for a temporary duration 	<p>Construction AES-2 Minimize Nighttime Work and Screen Direct Lighting</p>	<p>Construction Less than Significant with Mitigation Incorporated</p> <p>Operations Less than Significant</p> <p>Indirect No Impact</p>	<p>Reduced – The Modified Proposed Project Refinements would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and intensity of impacts related to light and glare when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> A reduction in the magnitude and intensity of impacts of light and glare

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p><i>Operations</i></p> <p>Less than Significant Impact</p> <ul style="list-style-type: none"> Residents of Care First Village would experience the same type of lighting changes associated with operational activities as those identified for other existing residential receptors in Visual Assessment Unit #1. Operational activities would not contribute to a substantial change in lighting conditions for residential viewer groups at Care First Village in Visual Assessment Unit #1. <p><i>Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> No indirect impacts associated with changes in light and glare are identified for Care First Village. 			<p>throughout project construction.</p> <p><i>Operations</i></p> <p>Less than Significant Impact</p> <ul style="list-style-type: none"> Residents of Care First Village would experience the same type of lighting changes associated with operational activities as those identified for other existing residential receptors in Visual Assessment Unit #1. Operational activities would not contribute to a substantial change in lighting conditions for residential viewer groups at Care First Village in Visual Assessment Unit #1. <p><i>Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> No indirect impacts associated with changes in light and glare are identified for Care First Village. 			<p>during nighttime construction for residents of Care First Village.</p> <p>LAUS and Railyard</p> <ul style="list-style-type: none"> While bridge improvements would only be required at one bridge versus two, residents of Mozaic Apartments would still experience a moderately high level of exposure to construction related light and glare impacts from the replacement of the Cesar Chavez Avenue Bridge. During operation, the magnitude of impacts from light and glare would be reduced due to the elimination of the West Plaza canopy and the Grand Canopy design option. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Agriculture and Forestry Resources							
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> There is no designated prime farmland, unique 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> There is no designated prime 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>(Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p> <p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government</p>	<p>farmland, or Farmland of Statewide Importance within the study area for the Modified Proposed Project. The project is not zoned for agricultural use, or a Williamson Act contracts, nor is it zoned for forest land, timberland, or timberland zoned Timberland Production. No conversion of agricultural or forest area would occur.</p>			<p>farmland, unique farmland, or Farmland of Statewide Importance within the study area for the Modified Proposed Project Refinements. The project is not zoned for agricultural use, or a Williamson Act contracts, nor is it zoned for forest land, timberland, or timberland zoned Timberland Production. No conversion of agricultural or forest area would occur.</p>			<p>are not located within any designated prime farmland, unique farmland, or Farmland of Statewide Importance, or areas zoned for agricultural use, or a Williamson Act contracts, timberland, or timberland zoned Timberland Production. No impact would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Code section 51104(g)?							
d) Result in the loss of forest land or conversion of forest land to non-forest use?							
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?							
Air Quality and Greenhouse Gas Emissions							
a) Conflict with or obstruct implementation of the applicable air quality plan?	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project Refinements would not conflict with or obstruct implementation of the applicable air quality plan. 	No Mitigation Measures are required.	<p><i>Construction</i> No Impact</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>The long-term regional benefits would continue to result in a net reduction in air pollutant emissions as people shift from driving to transit.</p> <p>The refinements to the Modified proposed Project would result in less construction equipment usage from the elimination of two run-through tracks, Vignes Street Bridge improvements, and from construction of only 4 railyard platforms, not 6. Less excavation would also be required as the expanded</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
				Indirect No Impact			<p>passageway would be reduced from a 140-foot width to 100-foot width. These reductions in construction activity would reduce the magnitude of air pollutant emissions associated with construction, and the modifications would not conflict with or obstruct implementation of the applicable air quality plan.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<p>Construction Significant Impact</p> <ul style="list-style-type: none"> Construction emissions associated with the Modified Proposed Project would exceed the SCAQMD's daily criteria pollutant and localized significance thresholds. <p>Operations Significant Impact</p> <ul style="list-style-type: none"> During operations, the net increase in daily emissions would exceed the SCAQMD thresholds for NO_x. <p>Indirect Beneficial Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity. 	<p>Construction</p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p>MY AQ-1 Fugitive Dust Control</p> <p>MY AQ-2 Compliance with U.S. EPA's Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment</p> <p>Operations</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p>Construction Significant and Unavoidable</p> <p>Operations Less than Significant with Mitigation Incorporated</p> <p>Indirect Beneficial Impact</p>	<p>Construction Significant Impact</p> <ul style="list-style-type: none"> Construction emissions associated with the Modified Proposed Project would exceed the SCAQMD's daily criteria pollutant and localized significance thresholds. <p>Operations Significant Impact</p> <ul style="list-style-type: none"> During operations, the net increase in daily emissions would exceed the SCAQMD thresholds for NO_x. <p>Indirect Beneficial Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from 	<p>Construction</p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p>MY AQ-1 Fugitive Dust Control</p> <p>MY AQ-2 Compliance with U.S. EPA's Tier 4 Final Exhaust Emission Standards and Renewable Diesel Fuel for Off Road Equipment</p> <p>Operations</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p>Construction Significant and Unavoidable</p> <p>Operations Less than Significant with Mitigation Incorporated</p> <p>Indirect Beneficial Impact</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude of criteria pollutants emissions when compared to the Modified Proposed Project</p> <p>Refinements to the Modified Proposed Project would result in less construction equipment usage from the elimination of two run-through tracks, elimination of the Vignes Street Bridge improvements, reduced extent of concourse related improvements, construction of 8 versus 10 run-through tracks, and raising only 4 of the railyard platforms. Less excavation would be required as the expanded passageway would reduce from 140-foot width to 100-foot width. These reductions in construction activity would reduce the magnitude of criteria-pollutant emissions associated with construction.</p> <p>The refinements to the Modified Proposed Project would not include modifications that would change the daily trip generation at LAUS from what was considered for the Modified Proposed Project. The operational emissions associated with the refinements to the Modified Proposed Project would be similar to those evaluated under the Modified Proposed Project because no change in railroad operations are proposed.</p> <p>Once operational, the long-term regional benefits under the refinements to the Modified</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
				increased station capacity.			<p>Proposed Project would continue to result in a net reduction in criteria-pollutant emissions as people shift from driving to transit.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
c) Expose sensitive receptors to substantial pollutant concentrations?	<p><i>Construction and Operations</i> Significant Impact</p> <ul style="list-style-type: none"> When compared with conditions without the Modified Proposed Project the peak cancer risks during construction and operation exceed the SCAQMD's threshold of 10 in 1 million. <p><i>Indirect</i> Beneficial Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity. Trains equipped with Tier 4 emission controls would further reduce emissions. 	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>	<p><i>Construction and Operations</i> Significant Impact</p> <ul style="list-style-type: none"> When compared with conditions without the refinements to the Modified Proposed Project the peak cancer risks during construction and operation exceed the SCAQMD's threshold of 10 in 1 million. <p><i>Indirect</i> Beneficial Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would reduce VMT in the region, which would more than offset the increase in train emissions from increased station capacity. Trains equipped with Tier 4 emission controls would further reduce emissions. 	<p><i>Construction</i></p> <p>AQ-1 Fugitive Dust Control</p> <p>AQ-2 Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards and Renewable Diesel Fuel for Off-Road Equipment</p> <p><i>Operations</i></p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Operations</i></p> <p>Less than Significant with Mitigation Incorporated</p> <p><i>Indirect</i></p> <p>Beneficial Impact</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude of exposure of sensitive receptors to substantial pollutant concentrations when compared to the Modified Proposed Project</p> <p>Refinements to the Modified Proposed Project would result in less construction equipment usage from the elimination of two run-through tracks, elimination of the Vignes Street bridge improvements, reduced extent of concourse related improvements, construction of 8 versus 10 run-through tracks, and raising only 4 of the 6 railyard platforms. Less excavation would be required as the expanded passageway would reduce from 140-foot width to 100-foot width. These reductions in construction activity would reduce the magnitude of the exposure of nearby sensitive receptors, such as Mozaic Apartments, to pollutant emissions associated with construction.</p> <p>The operational emissions associated with the refinements to the Modified Proposed Project are the same as those as compared to the Modified Proposed Project.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not create objectionable odors affecting a substantial number of people. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not create objectionable odors affecting a substantial number of people. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Proposed Project</p> <p>Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project would not result in other emissions, such as those leading to odors adversely affecting people. Odors that may result from construction equipment would be temporary and would be reduced as compared to the Modified Proposed Project because there would be less construction activity.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
e) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not generate GHG emissions that may have a significant impact on the environment. <p><i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> AQ-2 Adaptive Air Quality Mitigation Plan Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not generate GHG emissions that may have a significant impact on the environment. <p><i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> AQ-2 Adaptive Air Quality Mitigation Plan Compliance with U.S. EPA's Tier 4 Exhaust Emission Standards</p> <p>AQ-3 Adaptive Air Quality Mitigation Plan</p>	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p>Reduced - The refinements to the Modified Proposed Project would be located in the same, previously evaluated footprint as the Modified Proposed Project.</p> <p>The refinements to the Modified Proposed Project would result in an overall decrease in the scope and scale of the project. The resulting reduction in construction activity would result in reduced magnitude of construction related GHG emissions.</p> <p>The refinements to the Modified Proposed Project would not include modifications that would change the daily trip generation at LAUS from what was considered for the Modified Proposed Project. The operational GHG emissions associated with the refinements to the Modified Proposed Project would be similar to those evaluated under the Modified Proposed Project.</p> <p>The long-term regional benefits with the refinements to the Modified Proposed Project would continue to result in a net reduction in GHG emissions as people shift from driving to using transit.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
							The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
f) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant</p> <p><i>Indirect</i> No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>While refinements to the Modified Proposed Project would result in an overall decrease in GHG emissions from the reduced scope and scale of the project, the impact would be the same when compared to the Modified Proposed Project, and no conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Biological Resources							
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 California	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction may involve removal of naturally occurring or ornamental trees, track work, and bridge modifications at Vignes Street and Cesar Chavez Avenue which could disturb western mastiff bat and western yellow bat that may use these areas to roost. 	<p><i>Construction</i> BIO-1 Bats BIO-2 MBTA Species</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction may involve removal of naturally occurring or ornamental trees, track work, and bridge modifications at Vignes Street and Cesar Chavez Avenue which could disturb western mastiff bat and western yellow bat 	<p><i>Construction</i> BIO-1 Bats BIO-2 MBTA Species</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Reduced – The refinements to the Modified Proposed Project would be in the same, previously evaluated project footprint as the Modified Proposed Project, and would result in a reduced magnitude of impacts to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The Vignes Street Bridge replacement would be eliminated, and the magnitude of potential impacts on the western

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Department of Fish and Game or U.S. Fish and Wildlife Service?	<ul style="list-style-type: none"> Direct effects on an active nest, including removal of mature trees and bridge improvements could result in moderate reductions in population size of nesting birds protected by the MBTA. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Indirect effects on an active nest may include increased risk of construction noise, vibration, dust, night lighting, and human encroachment, reducing nesting success. 			<p>that may use these areas to roost.</p> <ul style="list-style-type: none"> Direct effects on an active nest, including removal of mature trees and bridge improvements could result in moderate reductions in population size of nesting birds protected by the MBTA. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Indirect effects on an active nest may include increased risk of construction noise, vibration, dust, night lighting, and human encroachment, reducing nesting success. 			<p>mastiff bat and western yellow bat roosting areas would be reduced.</p> <ul style="list-style-type: none"> Refinements to the Modified Proposed Project reduction of the scope and scale of the project. This would result in an overall reduction in indirect effects to nesting birds from the reduced magnitude of construction noise, vibration, dust, night lighting, and human encroachment when compared to the Modified Proposed Project. Additionally, construction of track and bridge improvements would only occur at Cesar Chavez Avenue, resulting in a reduced magnitude of direct effects to nesting birds protected by the MBTA that are present in the BSA during construction. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of	<p><i>Construction, Operations, and Indirect</i> No Impact</p> <ul style="list-style-type: none"> 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. 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<p><i>Construction, Operations, and Indirect</i> No Impact</p> <ul style="list-style-type: none"> 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. 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<p>Similar – The refinements to the Modified Proposed Project would be in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the impact on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS would remain the same and no impacts would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Fish and Game or U.S. Fish and Wildlife Service?							environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> 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. 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> 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. 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p>Similar – The refinements to the Modified Proposed Project would be in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although the refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the impact on federally protected wetlands would remain the same and no impacts would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
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 wildlife nursery sites?	<p><i>Construction, Operations, and Indirect</i></p> <p>Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i></p> <p>Less than Significant</p>	<p>Similar – The refinements to the Modified Proposed Project would be in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although the refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the effect on wildlife movement would remain the same.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction of the Modified Proposed Project could result in the removal or disturbance of native tree species protected under Ordinance No. 186873 and LA Metro's Tree Policy. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Trenching, grading, soil compaction, and the placement of fill or impervious surfaces within the driplines of protected trees could lead to root damage ultimately resulting in death of the tree. 	<p><i>Construction</i> BIO-3 Protected Trees</p> <p><i>Indirect</i> BIO-3 Protected Trees</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction of the refinements to the Modified Proposed Project could result in the removal or disturbance of native tree species protected under Ordinance No. 186873 and LA Metro's Tree Policy. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Trenching, grading, soil compaction, and the placement of fill or impervious surfaces within the driplines of protected trees could lead to root damage ultimately resulting in death of the tree. 	<p><i>Construction</i> BIO-3 Protected Trees</p> <p><i>Indirect</i> BIO-3 Protected Trees</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Similar – The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project may require the removal or disturbance of one or more native tree species. The locations and sizes of all protected trees will be identified prior to construction to determine which trees may be removed or replaced in accordance with Ordinance No. 186873 and will not be removed without approval by the City of Los Angeles.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
f) 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,	<p><i>Construction and Indirect</i> Significant</p> <ul style="list-style-type: none"> 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 	<p><i>Construction</i> BIO-1 Bats BIO-2 MBTA Species</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction and Indirect</i> Significant</p> <ul style="list-style-type: none"> 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 	<p><i>Construction</i> BIO-1 Bats BIO-2 MBTA Species</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Reduced – The refinements to the Modified Proposed Project would be in the same, previously evaluated project footprint as the Modified Proposed Project, and would result in reduced impacts to habitat for species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service when compared to the Modified Proposed Project due to: North of LAUS</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<p>support breeding migratory birds is present in the BSA. Construction of the Modified Proposed Project has the potential to cause direct or indirect impacts on these species.</p> <p><i>Operations</i> Less than Significant</p>			<p>habitat that would support breeding migratory birds is present in the BSA. Refinements to the Modified Proposed Project has the potential to cause direct or indirect impacts on these species.</p> <p><i>Operations</i> Less than Significant</p>			<ul style="list-style-type: none"> The Vignes Street Bridge replacement would be eliminated, and the magnitude of potential impacts on western mastiff bat and western yellow bat roosting areas would be reduced. <p>Refinements to the Modified Proposed Project reduction of the scope and scale of the project. This would result in an overall reduction in indirect effects to nesting birds from the reduced magnitude of construction noise, vibration, dust, night lighting, and human encroachment when compared to the Modified Proposed Project.</p> <p>Additionally, construction of track and bridge improvements would only occur at Cesar Chavez Avenue, resulting in a reduced magnitude of direct effects to nesting birds protected by the MBTA that are present in the BSA during construction.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Cultural Resources							
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? Listed or eligible for listing in the California Register of Historical Resources, or in a local</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project may cause a substantial adverse change in the significance of the following six historical resources: LAUS, Vignes Street Undercrossing, William Mead Homes, Friedman Bag Company—Textile Division Building, North 	<p><i>Construction</i></p> <p>CUL-1 Archaeological Treatment Plan (ATP)</p> <p>CUL-2 Built Environment Treatment Plan (BETP)</p> <p><i>Indirect</i></p> <p>CUL-1 Archaeological Treatment Plan (ATP)</p> <p>CUL-2 Built Environment Treatment Plan (BETP)</p>	<p><i>Construction</i> Significant and Unavoidable</p> <p><i>Operation</i> No Impact</p> <p><i>Indirect</i> Significant and Unavoidable</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project may cause a substantial adverse change in the significance of the following five historical resources: LAUS, William Mead Homes, Friedman Bag Company—Textile Division Building, North Main 	<p><i>Construction</i></p> <p>CUL-1 Archaeological Treatment Plan (ATP)</p> <p>CUL-2 Built Environment Treatment Plan (BETP)</p> <p><i>Indirect</i></p> <p>AES-1 Aesthetic Treatments</p>	<p><i>Construction</i> Significant and Unavoidable</p> <p><i>Operation</i> No Impact</p> <p><i>Indirect</i> Significant and Unavoidable</p>	<p>Reduced - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project and would result in reduced impacts to historical resources, and reduced magnitude and intensity of impacts. This would be due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Elimination of the Vignes Street Bridge improvements would reduce the significant impacts to historical resources (five versus six); and less ground disturbance, resulting in reduced potential for effects to archaeological historic properties.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
register of historical resources as defined in Public Resources Code section 5020.1(k)?	<p>Main Street Bridge (Bridge #53C 1010), and Archaeological Site CA-LAN-1575/H</p> <p><i>Operation</i> No Impact</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would result in an indirect visual impact associated with the new modified expanded passageway and grand canopy if implemented. The new modified expanded passageway is of non-historic dimensions, design, and materials, and would have new vertical and expanded horizontal circulation elements. 	AES-1 Aesthetic Treatments		<p>Street Bridge (Bridge #53C 1010), and Archaeological Site CA-LAN-1575/H</p> <p><i>Operation</i> No Impact</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would result in an indirect visual impact associated with the new modified expanded passageway. The new modified expanded passageway is of non-historic dimensions, design, and materials, and would have new vertical and expanded horizontal circulation elements. 			<p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced width of expanded pedestrian passageway from 140 feet to 100 feet and elimination of the West Plaza, resulting in less ground disturbance and reduced potential for effects to archaeological historic properties. Reduced elevated rail yard height with fewer platforms raised and partial reconstruction of Cesar Chavez Avenue Bridge, resulting in reduced physical effects to character-defining features of Los Angeles Union Passenger Terminal. Reduced canopy coverage and change in type, limited to individual canopies over railyard platforms, resulting in reduced visual effects to Los Angeles Union Passenger Terminal. <p>South of LAUS</p> <ul style="list-style-type: none"> Construction of a bridge structure instead of an embankment connecting the existing bridge at Center Street and the Amtrak lead bridge, resulting in increased ground disturbance from bridge piles and increased potential for effects to historic properties. <p>Overall, the refinements to the Modified Proposed Project would result in a decrease in the magnitude of impacts related to historic resources.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
b) Cause a substantial adverse change in the significance of	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would result in 	<p><i>Construction</i> HIST-5 Archaeological Site CA-LAN-1575/H:</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i></p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> The refinements to the Modified 	<p><i>Construction</i> HIST-5 Archaeological Site CA-LAN-1575/H:</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i></p>	<p>Reduced - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project and would result in similar effects to the built environment and</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
an archaeological resource pursuant to § 15064.5?	<p>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.</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> Significant</p> <p>Increased accessibility to archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.</p>	<p>HIST-6 Preparation of a CRMMP</p> <p>Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H)</p> <p><i>Indirect</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p>	<p>No Impact</p> <p>Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Proposed 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.</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> Significant</p> <p>Increased accessibility to archaeological resources (such as artifacts) by construction personnel that could lead to resource looting or vandalism activities.</p>	<p>HIST-6 Preparation of a CRMMP</p> <p>Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H)</p> <p><i>Indirect</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p>	<p>No Impact</p> <p>Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>known and unknown archaeological properties, but the magnitude and intensity would be reduced. This would be due to less ground disturbance at the Vignes Street bridge and the reduced extent of the expanded passageway under the LAUS rail yard.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Ground-disturbing construction activities associated with the Modified Proposed Project would occur in areas with the potential to contain human remains. <p><i>Operations</i> No Impact</p>	<p><i>Construction</i></p> <p>HR-1 Human Remains</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Ground-disturbing refinements to the Modified Proposed Project would occur in areas with the potential to contain human remains. <p><i>Operations</i> No Impact</p> <p><i>Indirect</i></p>	<p><i>Construction</i></p> <p>HR-1 Human Remains</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> No Impact</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude of potential to disturb human remains when compared to the Modified Proposed Project</p> <p>Refinements to the Modified Proposed Project would result in less construction equipment usage from the elimination of two run-through tracks, elimination of the Vignes Street Bridge improvements, reduced extent of concourse related improvements, construction of 8 versus 10 run-through tracks, and raising only 4 of the railyard platforms. Less excavation would be</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	Indirect No Impact			No Impact			required as the expanded passageway would reduce from 140-foot width to 100-foot width. These reductions in construction activity would reduce the magnitude of the potential to disturb human remains. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
Energy							
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<p>Construction Less than Significant</p> <ul style="list-style-type: none"> 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 consumption to the use of energy, including non-renewable sources. <p>Operations Less than Significant</p> <p>Indirect Beneficial Impact</p>	No Mitigation Measures are required.	<p>Construction, Operations, and Indirect Less than Significant</p>	<p>Construction Less than Significant</p> <ul style="list-style-type: none"> 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 consumption to the use of energy, including non-renewable sources. <p>Operations Less than Significant</p> <p>Indirect</p>	No Mitigation Measures are required.	<p>Construction, Operations, and Indirect Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project, but the magnitude of energy consumed would be reduced.</p> <p>Refinements to the Modified Proposed Project would result in less construction equipment usage from the elimination of two run-through tracks, elimination of the Vignes Street Bridge improvements, reduced extent of concourse improvements, construction of 8 versus 10 run-through tracks, and raising only 4 railyard platforms. Less excavation would be required as the expanded passageway would reduce from 140-foot width to 100-foot width. These reductions in construction activity would reduce the energy consumed during construction.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<ul style="list-style-type: none"> The Modified Proposed Project would accommodate current and anticipated future increases in rail/transit for the region, resulting in indirect beneficial impacts on energy resources. 			<p>Beneficial Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would accommodate current and anticipated future increases in rail/transit for the region, resulting in indirect beneficial impacts on energy resources. 			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<p><i>Construction and Operations</i> No Impact</p> <p><i>Indirect</i> Beneficial Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would accommodate current and anticipated future increases in rail/transit for the region, resulting in indirect beneficial impacts on energy resources. 	No Mitigation Measures are required.	<p><i>Construction and Operations</i> No Impact</p> <p><i>Indirect</i> Beneficial Impact</p>	<p><i>Construction and Operations</i> No Impact</p> <p><i>Indirect</i> Beneficial Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would accommodate current and anticipated future increases in rail/transit for the region, resulting in indirect beneficial impacts on energy resources. 	No Mitigation Measures are required.	<p><i>Construction and Operations</i> No Impact</p> <p><i>Indirect</i> Beneficial Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project, but the magnitude of long-term impacts would be reduced.</p> <p>Similar to the Modified Proposed Project, the Refinements to the Modified Proposed Project would result in beneficial impacts to state or local plans for renewable energy or energy efficiency as it would increase rail/transit for the region, resulting in an indirect beneficial impact on energy resources.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Geology, Soils, Seismicity, and Paleontology							
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss,	<p><i>Construction</i> Less than Significant</p> <ul style="list-style-type: none"> Construction of the Modified Proposed Project would not exacerbate existing 	No Mitigation Measures are required.	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i></p>	<p><i>Construction</i> Less than Significant</p> <ul style="list-style-type: none"> Construction of the Modified Proposed Project would not exacerbate existing 	No Mitigation Measures are required.	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i></p>	<p>Similar – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project, but the magnitude of long-term impacts would be reduced.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>injury or death involving:</p> <p>i. 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 other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?</p> <p>ii. Strong seismic ground shaking?</p> <p>iii. Seismic-related ground failure, including liquefaction?</p>	<p>hazards related to seismic ground shaking or seismic-related ground failure, including liquefaction and/or landslides, when compared to existing conditions.</p> <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> New infrastructure would be constructed to be seismically sound. Implementation of the Modified Proposed Project would not exacerbate existing hazards posed by seismic ground shaking or seismic-related ground failure. <p><i>Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The potential for liquefaction to occur within the study area for the Modified Proposed Project is considered low. 		Less than Significant	<p>hazards related to seismic ground shaking or seismic-related ground failure, including liquefaction and/or landslides, when compared to existing conditions.</p> <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> New infrastructure would be constructed to be seismically sound. Implementation of the Modified Proposed Project would not exacerbate existing hazards posed by seismic ground shaking or seismic-related ground failure. <p><i>Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The potential for liquefaction to occur within the study area for the Modified Proposed Project is considered low. 		Less than Significant	<p>Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, hazards related to seismic ground shaking or seismic-related ground failure, including liquefaction and/or landslides, would remain the same.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
iv. Landslides ?							
b) Result in substantial soil erosion or the loss of topsoil?	<p><i>Construction</i> Less than Significant</p> <ul style="list-style-type: none"> Loss of protective cover would increase the potential for surface water runoff and would expose unprotected soils to water erosion during construction. Temporary, impermeable work surfaces created during construction would also result in increased surface water runoff, exposing any unprotected soils to water erosion. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The placement of soil protection materials would provide stabilization to prevent erosion in areas of exposed soil. <p><i>Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> Due to the already disturbed nature of the project study area, indirect impacts such as additional erosion or loss of topsoil post-construction are 	No Mitigation Measures are required.	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Less than Significant</p> <ul style="list-style-type: none"> Loss of protective cover would increase the potential for surface water runoff and would expose unprotected soils to water erosion during construction. Temporary, impermeable work surfaces created during construction would also result in increased surface water runoff, exposing any unprotected soils to water erosion. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The placement of soil protection materials would provide stabilization to prevent erosion in areas of exposed soil. <p><i>Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> Due to the already disturbed nature of the project study area, indirect impacts such as additional erosion or loss of topsoil post-construction are 	No Mitigation Measures are required.	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be essentially in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Similar to the Modified Proposed Project during construction, the refinements to the Modified Proposed Project would require excavation and site disturbance, which could expose unprotected soils to erosion. However, the amount of grading and excavation and disturbed surface area would be reduced because the refinements to the Modified Proposed Project reflect a reduced project scope and scale. This would result in an overall reduced magnitude and intensity of impacts from soil erosion.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	anticipated to be minimal.			anticipated to be minimal.			
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Due to presence of compressible layers within the upper 30 feet of soil where infrastructure improvements are proposed in Segment 2 of the Project study area, settlement, both long-term and immediate, is anticipated. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> GEO-1 Prepare Final Geotechnical Report.</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Due to presence of compressible layers within the upper 30 feet of soil where infrastructure improvements are proposed in Segment 2 of the Project study area, settlement, both long-term and immediate, is anticipated. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> GEO-1 Prepare Final Geotechnical Report.</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be essentially in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, infrastructure improvements would still be located on soils with compressible layers and the potential for long-term and immediate settlement would still be the same.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risk to life or property?	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not be located on expansive soil that would create substantial risk to life or property. 	No Mitigation Measures are Required.	<p><i>Construction, Operations, and Indirect</i> Less than Significant Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would not be located on expansive soil that would create substantial risk to life or property. 	No Mitigation Measures are Required.	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Soils within the project footprint are considered to have a low expansion potential. Although the refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to Modified Proposed Project, the likelihood of encountering expansive soils would remain low.</p> <p>Refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> No septic tanks or alternative wastewater disposal systems are part of the Modified Proposed Project. 	No Mitigation Measures are Required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> No septic tanks or alternative wastewater disposal systems are part of the refinements to the Modified Proposed Project. 	No Mitigation Measures are Required.	<p><i>Construction, Operations, and Indirect</i></p> <p>No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously project footprint as the Modified Proposed Project. Similar to the Modified Proposed Project, the refinements would not include septic tanks or alternative wastewater disposal systems and no impact would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Ground-disturbing construction activities with deeper excavations for proposed bridge structures may have the potential to affect paleontologically sensitive deposits of older Quaternary alluvium and underlying Puente Formation. <p><i>Operations</i></p> <p>No Impact.</p> <p><i>Indirect</i></p> <p>Significant</p> <ul style="list-style-type: none"> Indirect impacts may result from increased accessibility by construction personnel to fossils buried in subsurface sediments 	<p><i>Construction and Indirect</i></p> <p>PAL-1 Paleontological Mitigation Plan (PMP)</p> <p>PAL-2 Paleontological WEAP Training</p> <p>PAL-3 Curation</p>	<p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Ground-disturbing construction activities with deeper excavations for proposed bridge structures may have the potential to affect paleontologically sensitive deposits of older Quaternary alluvium and underlying Puente Formation. <p><i>Operations</i></p> <p>No Impact.</p> <p><i>Indirect</i></p> <p>Significant</p> <ul style="list-style-type: none"> Indirect impacts may result from increased accessibility by construction personnel to fossils buried in subsurface 	<p><i>Construction and Indirect</i></p> <p>PAL-1 Paleontological Mitigation Plan (PMP)</p> <p>PAL-2 Paleontological WEAP Training</p> <p>PAL-3 Curation</p>	<p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Reduced - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. The refinements to the Modified Proposed Project would result in similar impacts to paleontological resources, but the magnitude and intensity would be reduced. This would be due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Elimination of bridge improvements at Vignes Street, resulting in reduced potential for ground disturbance in paleontologically sensitive deposits. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced width of expanded pedestrian passageway from 140 feet to 100 feet and elimination of the West Plaza, resulting in less potential for ground disturbance in paleontologically sensitive deposits. <p>South of LAUS</p> <ul style="list-style-type: none"> Construction of a bridge structure instead of an embankment connecting the existing bridge at Center Street and the Amtrak lead bridge, resulting in

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	through construction activities leading to potential resource looting or vandalism activities.			sediments through construction activities leading to potential resource looting or vandalism activities.			<p>increased potential for ground disturbance in paleontologically sensitive deposits from deep excavation for bridge piles.</p> <p>Overall, the refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Hazards and Hazardous Materials							
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils and/or contaminated groundwater during construction. The use of hazardous materials and substances would be required during construction, if a spill of hazardous materials were to occur, the accidental release could pose a hazard to construction employees, the public, and the environment. <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p>	<p>Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Potential hazards could be generated by the routine transport, use, and disposal of contaminated soils and/or contaminated groundwater during construction. The use of hazardous materials and substances would be required during construction, if a spill of hazardous materials were to occur, the accidental release could pose a hazard to construction employees, the public, and the environment. <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p>	<p>Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although the refinements to the Modified Proposed Project would decrease the overall scope and scale of the project, the project would still require the use of hazardous materials during construction. The risk of accidental release of hazardous materials from routine transport, use, or disposal if not properly managed would be reduced when compared to the Modified Proposed Project.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> A total of 13 sites (8 RECs, 2 Historic RECs, and 3 Controlled RECs) were identified within and adjacent to the Project footprint. The close proximity of the Project footprint to these existing RECs could result in potential exposure to contaminated soil and/or groundwater or migration of contaminants during construction. The Project footprint is located in proximity to two oil fields located approximately 0.5-mile northwest of Project study area. Based on this proximity, low risk, naturally-occurring oil seeps and the accumulation of oil and methane gas also have the potential to occur within the Project footprint. An accidental release of ACMs or lead during demolition activities could pose a health hazard to construction 	<p><i>Construction</i></p> <p>HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p> <p>HAZ-3 Prepare a General Construction Soil Management Plan</p> <p>HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)</p> <p>HAZ-5 LUC Sites and Coordination with the DTSC</p> <p>HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered</p> <p>HAZ-7 Compliance with the City of Los Angeles Building Code Methane Regulations</p> <p>HAZ-8 Pre-Demolition Investigation</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> A total of 13 sites (8 RECs, 2 Historic RECs, and 3 Controlled RECs) were identified within and adjacent to the Project footprint. The close proximity of the Project footprint to these existing RECs could result in potential exposure to contaminated soil and/or groundwater or migration of contaminants during construction. The Project footprint is located in proximity to two oil fields located approximately 0.5-mile northwest of Project study area. Based on this proximity, low risk, naturally-occurring oil seeps and the accumulation of oil and methane gas also have the potential to occur within the Project footprint. An accidental release of ACMs or lead during demolition activities could pose a health hazard to construction 	<p><i>Construction</i></p> <p>HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p> <p>HAZ-3 Prepare a General Construction Soil Management Plan</p> <p>HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)</p> <p>HAZ-5 LUC Sites and Coordination with the DTSC</p> <p>HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered</p> <p>HAZ-7 Compliance with the City of Los Angeles Building Code Methane Regulations</p> <p>HAZ-8 Pre-Demolition Investigation</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project is in the same, previously evaluated project footprint as the Modified Proposed Project. Overall, the magnitude and intensity of the transport, use, or disposal of hazardous materials for the refinements to the Modified Proposed Project would be slightly reduced when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The reduced extent of the throat track reconstruction beginning south of the Vignes Street Bridge would result in a reduced volume of excavation or disturbance of potentially contaminated soils. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced volume of excavation or disturbance of potentially contaminated soils for the concourse improvements and reduced width of pedestrian passageway Reduced demolition activity from two fewer platforms being elevated. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	employees, the public, and the environment. <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant			employees, the public, and the environment. <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would involve the transport and disposal of soil or other media contaminated with hazardous materials, and accidental release of these hazardous materials to nearby schools. 	<p><i>Indirect</i></p> <p>HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p> <p>HAZ-3 Prepare a General Construction Soil Management Plan</p> <p>HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)</p> <p>HAZ-5 LUC Sites and Coordination with the DTSC</p> <p>HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered</p> <p>HAZ-7 Compliance with the City of Los Angeles Building</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Refinements to the Modified Proposed Project would involve the transport and disposal of soil or other media contaminated with hazardous materials, and accidental release of these hazardous materials to nearby schools. 	<p><i>Indirect</i></p> <p>HAZ-1 Prepare a Construction Hazardous Materials Management Plan (HMMP)</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p> <p>HAZ-3 Prepare a General Construction Soil Management Plan</p> <p>HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP)</p> <p>HAZ-5 LUC Sites and Coordination with the DTSC</p> <p>HAZ-6 Halt Construction Work if Potentially Hazardous Materials/Abandoned Oil Wells are Encountered</p> <p>HAZ-7 Compliance with the City of Los Angeles Building Code Methane Regulations</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same general location and within the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Overall, the magnitude and intensity of effects from hazardous emissions or handling of hazardous waste or materials within 0.25 mile of an existing or proposed school would be the reduced when compared to the Modified Proposed Project due to the reduced extent of the throat track construction, partially elevated rail yard, fewer platforms demolished, and one less bridge being replaced.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
		Code Methane Regulations HAZ-8 Pre-Demolition Investigation			HAZ-8 Pre-Demolition Investigation		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Potential exposure to contaminated soil and/or groundwater from REC sites with moderate or high-risk ratings could pose a health hazard to construction employees, the public, and the environment. Seven sites near the Project footprint have land use restrictions associated with them. These sites have deed restrictions that include soil management requirements. Based on the uncertainties regarding the level of clean up or remediation on the land use restricted sites, there is potential to encounter undocumented sources of contamination, which could pose a health hazard to construction employees, the public, and the environment. <p><i>Operations</i> Less than Significant</p>	<p><i>Construction</i> HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP) HAZ-5 LUC Sites and Coordination with the DTSC</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Potential exposure to contaminated soil and/or groundwater from REC sites with moderate or high-risk ratings could pose a health hazard to construction employees, the public, and the environment. Seven sites near the Project footprint have land use restrictions associated with them. These sites have deed restrictions that include soil management requirements. Based on the uncertainties regarding the level of clean up or remediation on the land use restricted sites, there is potential to encounter undocumented sources of contamination, which could pose a health hazard to construction employees, the 	<p><i>Construction</i> HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA) HAZ-4 Prepare Parcel-Specific Soil Management Plans and Health and Safety Plans (HASP) HAZ-5 LUC Sites and Coordination with the DTSC</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same general location and within the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Overall, the magnitude and intensity of the transport, use, or disposal of hazardous materials would be reduced when compared to the Modified proposed project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The reduced extent of the throat track reconstruction beginning south of the Vignes Street Bridge would result in a reduced volume of excavation or disturbance of potentially contaminated soils. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced volume of excavation or disturbance of potentially contaminated soils for the concourse improvements and reduced width of pedestrian passageway <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<i>Indirect</i> Less than Significant			public, and the environment. <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant			
e) For a project 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none"> The Modified Proposed Project is not located within an airport land use plan or within two miles of a public airport. 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none"> Refinements to the Modified Proposed Project are not located within an airport land use plan or within two miles of a public airport. 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	Similar – Refinements to the Modified Proposed Project would be located in the same, previously project footprint as the Modified Proposed Project. Similar to the Modified Proposed Project, the refinements are not located within an airport land use plan or within two miles of a public airport. and no impact would occur. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
f) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none"> The nearest state responsibility area very high fire hazard severity zone is located to the west in the Santa Monica Mountains and the nearest local responsibility area very high fire hazard 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	<i>Construction, Operations, and Indirect</i> No Impact <ul style="list-style-type: none"> The nearest state responsibility area very high fire hazard severity zone is located to the west in the Santa Monica Mountains and the nearest local responsibility area 	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> No Impact	Similar - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, risk of loss, injury, or death involving wildland fires would remain the same. The refinements to the Modified Proposed Project would not result in new significant

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	severity zone is located west of the project study area, adjacent to the Los Angeles Dodger Stadium. 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.			very high fire hazard severity zone is located west of the project study area, adjacent to the Los Angeles Dodger Stadium. 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.			environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
Hydrology and Water Quality							
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction activities could result in an adverse effect on water quality and exceed stormwater and non-stormwater discharge requirements if runoff is not properly managed. Improper handling of concrete mix could be carried away by runoff and also result in degradation of surface water. Surface runoff exposure to soils containing these contaminants could reduce water quality of the Los Angeles River at Reach 2. 	<p><i>Construction</i></p> <p>HWQ-1 Prepare and Implement a SWPPP</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites</p> <p><i>Operations</i></p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p> <p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction activities could result in a significant impact on water quality and exceed stormwater and non-stormwater discharge requirements if runoff is not properly managed. Improper handling of concrete mix could be carried away by runoff and also result in degradation of surface water. Surface runoff exposure to soils containing these contaminants could reduce water quality 	<p><i>Construction</i></p> <p>HWQ-1 Prepare and Implement a SWPPP</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites</p> <p><i>Operations</i></p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p> <p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same general location and within the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Similar to the Modified Proposed Project, during construction, the refinements to the Modified Proposed Project would require excavation and site disturbance, which could expose soil, some of which would be contaminated soils, to temporary erosion from surface runoff exposure, contaminating water quality. However, the amount of grading, excavation, and disturbed surface area would be reduced because the refinements to the Modified Proposed Project include a decrease in the disturbed surface area. This would result in an overall reduced magnitude and intensity of impacts to water quality during construction.</p> <p>Similar to the Modified Proposed Project, construction activities would need to comply with the Los Angeles RWQCB Order No. R4-2021-0105, NPDES No. CAS004004. Compliance would minimize the potential for any discharges that could otherwise exceed existing wastewater treatment requirements.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p><i>Operations</i></p> <p>Significant</p> <ul style="list-style-type: none"> Minor amounts of metals from brake dust, oil and grease would originate from train cars, which could discharge these and other chemical pollutants into existing drainage systems. <p><i>Indirect</i></p> <p>Significant</p> <ul style="list-style-type: none"> The resulting increase in volume and rate of stormwater runoff could cause or contribute to erosion and off-site pollutant transport if not properly managed. Acquisition of parcels with existing IGP include provisions to treat stormwater discharges that include pollutants. If these processes are not continued, industrial stormwater may not be treated and could negatively affect the storm drain system. 	<p><i>Indirect</i></p> <p>HWQ-1 Prepare and Implement a SWPPP</p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p> <p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites</p> <p>HWQ-7 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses</p>		<p>of the Los Angeles River at Reach 2.</p> <p><i>Operations</i></p> <p>Significant</p> <ul style="list-style-type: none"> Minor amounts of metals from brake dust, oil and grease would originate from train cars, which could discharge these and other chemical pollutants into existing drainage systems. <p><i>Indirect</i></p> <p>Significant</p> <ul style="list-style-type: none"> The resulting increase in volume and rate of stormwater runoff could cause or contribute to erosion and off-site pollutant transport if not properly managed. Acquisition of parcels with existing IGP include provisions to treat stormwater discharges that include pollutants. If these processes are not continued, industrial stormwater may not be treated and could negatively affect the storm drain system. 	<p><i>Indirect</i></p> <p>HWQ-1 Prepare and Implement a SWPPP</p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p> <p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HWQ-6 Comply with Local Dewatering Requirements for Contaminated Sites</p> <p>HWQ-7 Prepare and Implement Industrial SWPPP for Relocated, Regulated Industrial Uses</p>		<p>Once operational, an overall decrease in stormwater runoff is anticipated to result from a decrease in impervious surface area, which would decrease the volume of flow and capacity of on-site drainage systems when compared to the Modified Proposed project.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
b) Substantially decrease groundwater	<p><i>Construction</i></p> <p>Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction</i></p> <p>Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same general location and within the same,</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<ul style="list-style-type: none"> There are no groundwater recharge facilities in the project study area, and construction of the project would not require groundwater extraction for consumptive use. The Modified Proposed 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. <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>		<p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<ul style="list-style-type: none"> There are no groundwater recharge facilities in the project study area, and construction of the project would not require groundwater extraction for consumptive use. The refinements to the Modified Proposed 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. <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>		<p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p>previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the impacts would be similar because there are no groundwater recharge facilities in the project study area, and construction or operation of the project would not require groundwater extraction.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction could lead to alterations in drainage patterns due to accumulations of sediment in downstream areas, resulting in substantial runoff and erosion on adjacent properties. 	<p><i>Construction</i> HWQ-1 Prepare and Implement a SWPPP</p> <p><i>Operations</i> AQ-1 Fugitive Dust Control</p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Construction could lead to alterations in drainage patterns due to accumulations of sediment in downstream areas, resulting in substantial runoff and erosion on adjacent properties. 	<p><i>Construction</i> HWQ-1 Prepare and Implement a SWPPP</p> <p><i>Operations</i> H AQ-1 Fugitive Dust Control</p> <p>HWQ-2 Final Water Quality BMP Selection (Caltrans ROW)</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same general location and within the same, previously evaluated project footprint as the Modified Proposed Project. The impacts related to drainage capacity and infrastructure would be reduced in magnitude and intensity when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Decrease in magnitude of effects from erosion due to the elimination of the Vignes Street Bridge reconstruction.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>surfaces, in a manner which would:</p> <p>i. result in substantial erosion or siltation on- or off-site;</p> <p>ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</p> <p>iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems</p>	<ul style="list-style-type: none"> Construction related changes in drainage patterns, including increases in the volume and rate of runoff from the Project study area, may result in impacts to the capacity of the existing storm drain infrastructure. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> An increase of impervious surfaces could cause downstream erosion and increases in suspended particles and sediment that would directly increase the turbidity of receiving waters. An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. <p><i>Indirect</i> No Impact</p>	<p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p>		<ul style="list-style-type: none"> Construction related changes in drainage patterns, including increases in the volume and rate of runoff from the Project study area, may result in impacts to the capacity of the existing storm drain infrastructure. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> An increase of impervious surfaces could cause downstream erosion and increases in suspended particles and sediment that would directly increase the turbidity of receiving waters. An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. <p><i>Indirect</i> No Impact</p>	<p>HWQ-3 Final Water Quality BMP Selection (Railroad ROW)</p> <p>HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p> <p>HWQ-5 Comply with Local Dewatering Requirements</p> <p>HAZ-2 Prepare Project-wide Phase II ESA (based on completed Phase I ESA)</p>		<p>LAUS and Railyard</p> <ul style="list-style-type: none"> Decrease in construction related drainage pattern alterations and sediment accumulation from the reduced extent of concourse related improvements and reduced pedestrian passageway width. Decrease in construction related drainage pattern alterations and sediment accumulation from the reduced extent of the elevated rail yard. Decrease in impervious surface area from elimination of the West Plaza and reduced canopy coverage, <p>South of LAUS</p> <ul style="list-style-type: none"> Decrease in construction related drainage pattern alterations and sediment accumulation from reduced run-through tracks and impervious surface area from the reduced width of run-through structure. <p>Once operational, there would be a decrease in the magnitude and intensity of effects to the turbidity of receiving waters when compared to the Modified Proposed Project due to the reduced project extent and associated decrease in impervious surfaces associated with one less bridge being reconstructed, no West Plaza canopy, individual canopies and a narrower run-through track structure.</p> <p>Neither the Modified Proposed Project or the refinements to the Modified Proposed Project would introduce any new infrastructure in a flood hazard area or that would increase people's exposure to flooding.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
or provide substantial additional sources of polluted runoff; or iv. impede or redirect flood flows?							
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<p><i>Construction, Operations, and Indirect</i> No Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project is located in Zone X. Zone X represents an area this determined to be outside the 0.2 percent annual chance flood (i.e., 500-year flood) therefore, the implementation of the Modified Proposed Project would not involve the construction of structures within the 100-year flood hazard area that would otherwise impede or redirect floods. The Modified Proposed Project's inland location and the lack of proximity to the ocean, a large lake, or other body of water, the risk 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i> No Impact</p>	<p><i>Construction, Operations, and Indirect</i> No Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project is located in Zone X. Zone X represents an area this determined to be outside the 0.2 percent annual chance flood (i.e., 500-year flood) therefore, the implementation of the refinements to the Modified Proposed Project would not involve the construction of structures within the 100-year flood hazard area that would otherwise impede or redirect floods. The Modified Proposed Project's inland location and 	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i> No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same general location and within the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the impact determination would be similar and no impacts would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	related to exposing people or structures to a tsunami or seiche is negligible. Also, the Modified Proposed Project is located on relatively flat ground; therefore, the hazard of mudflows adversely impacting the Modified Proposed Project is very low.			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 refinements to the Modified Proposed Project is located on relatively flat ground; therefore, the hazard of mudflows adversely impacting the Modified Proposed Project is very low.			
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant <i>Indirect</i> No Impact</p>	<p><i>Construction and Operations</i> Less than Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. <p><i>Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction and Operations</i> Less than Significant <i>Indirect</i> No Impact</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>While refinements to the Modified Proposed Project would result in an overall decrease in scope and scale of the project, the impact would be the same when compared to the Modified Proposed Project because the refinements would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Land Use and Planning							
a) Physically divide an	<p><i>Construction, Operations, Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i> No Impact</p>	<p><i>Construction, Operations, Indirect</i> No Impact</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i> No Impact</p>	<p>Similar — The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint when compared to the Modified Proposed</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
established community?							Project. Although the refinements would result in a decrease in overall scope and scale no physical division of a community would occur. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> Conflicts with plans that promote neighborhood sustainability, connectivity, and nonmotorized connections from LAUS to Los Angeles River. Conflict with one policy and program of the City of Los Angeles Mobility Plan 2035 that relate to goods movement and the flow of freight traffic. <p><i>Indirect</i> Less than Significant</p>	<p><i>Operations</i></p> <p>LU-1 Enhance Neighborhood Connectivity</p> <p>TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> Conflicts with plans that promote neighborhood sustainability, connectivity, and nonmotorized connections from LAUS to Los Angeles River. Conflict with one policy and program of the City of Los Angeles Mobility Plan 2035 that relate to goods movement and the flow of freight traffic. <p><i>Indirect</i> Less than Significant</p>	<p><i>Operations</i></p> <p>LU-1 Enhance Neighborhood Connectivity</p> <p>TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project would conflict with plans that promote non-motorized connections from LAUS to the Los Angeles River and with one policy and program of the City of Los Angeles Mobility Plan 2035 related to goods movement. The impact would be the same and no significant impacts would occur after mitigation.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Mineral Resources							
a) Result in the loss of availability of a known mineral	<i>Construction, Operations, Indirect</i>	No Mitigation Measures are required.	<i>Construction, Operations, Indirect</i>	<i>Construction, Operations, Indirect</i>	No Mitigation Measures are required.	<i>Construction, Operations, Indirect</i>	Similar — The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. Although the

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>resource that would be of value to the region and the residents of the state?</p> <p>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</p>	<p>No Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would not result in the loss of availability of any known mineral resource that would be of value to the region and residents of the state nor would it result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. 		No Impact	<p>No Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would not result in the loss of availability of any known mineral resource that would be of value to the region and residents of the state nor would it result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. 		No Impact	<p>refinements would result in a decrease in overall scope and scale of the project, the impact would be the same and no impact would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Noise							
<p>a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction noise impacts at William Mead Homes and Care First Village associated with construction of the sound wall. Construction-related noise impacts would occur at Category 2 land uses (i.e., residential) because applicable FTA thresholds would be exceeded during the daytime (80 dBA Leq) and nighttime (70 dBA Leq) within 250 feet 	<p><i>Construction</i></p> <p>NV-1 Construct Sound Walls</p> <p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction</p> <p><i>Operations</i></p> <p>NV-1 Construct Sound Walls</p>	<p><i>Construction</i></p> <p>Significant and Unavoidable</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction noise impacts at William Mead Homes and Care First Village associated with construction of the sound wall. Construction-related noise impacts would occur at Category 2 land uses (i.e., residential) because applicable FTA thresholds would be exceeded during the daytime (80 dBA Leq) and nighttime (70 	<p><i>Construction</i></p> <p>NV-1 Construct Sound Walls</p> <p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction</p> <p><i>Operations</i></p> <p>NV-1 Construct Sound Walls</p>	<p><i>Construction</i></p> <p>Significant and Unavoidable</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project and would result in similar impacts related to ambient noise when compared to the Modified Proposed Project, but the magnitude would be reduced.</p> <p>North of LAUS</p> <ul style="list-style-type: none"> With retaining the existing Vignes Street Bridge instead of replacing it, residents of Care First Village would experience fewer noise impacts from construction noise that would exceed the City's 75 dBA limit. During operation, a similar magnitude of effects from noise would occur at William Mead Homes and Care First Village because daily train trips would not change.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
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	<p>and 300 feet, respectively.</p> <ul style="list-style-type: none"> The following Category 2 and 3 land uses would be subject to construction noise that exceeds the City's 75 dBA limit: William Mead Homes - 41 dwelling units and one recreational use; Care First Village - approximately 36 dwelling units and a playground/park; Mozaic Apartments - 82 dwelling units; and, Metro Gateway Childhood Development Center. <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> In the 2031 condition, the Modified Proposed Project would result in severe impacts on 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 dwelling units at the Care First Facility) and one park/athletic field near William Mead Homes. In the 2040 condition, the Modified Proposed Project would result in severe impacts on 34 multifamily dwelling 			<p>dB Leq) within 250 feet and 300 feet, respectively.</p> <ul style="list-style-type: none"> The following Category 2 and 3 land uses would be subject to construction noise that exceeds the City's 75 dBA limit: William Mead Homes - 17 dwelling units and one recreational use; Care First Village - approximately 25 dwelling units and a playground/park; Mozaic Apartments - 23 dwelling units; and, Metro Gateway Childhood Development Center. <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> In the 2031 condition, the Modified Proposed Project would result in severe impacts on 34 multifamily dwelling units (24 William Mead Homes dwelling units and 10 dwelling units at the Care First Facility) and one park/athletic field near William Mead Homes. 			<p>LAUS and Railyard</p> <ul style="list-style-type: none"> While bridge improvements would only be required at Cesar Chavez Avenue, residents of Mozaic Apartments would still experience similar noise impacts from construction noise that would exceed the City's 75 dBA limit. There would be a minor reduction in the magnitude of noise effects during construction because fewer platforms would be raised in the partially elevated railyard and the reduced extent of concourse improvements. Due to platform allocation of the refinements to the Modified Proposed Project, HSR trains would operate from Platform 3 and 4 instead of Platform 2 and 3. This shift would result in louder diesel-powered regional/intercity rail trains to operate in closer proximity the Mozaic Apartments, resulting in slightly higher sound levels. As discussed in the Draft SEIR, impacts would not be significant because interior noise levels at the Mozaic Apartments are assumed to be 45 dBA L_{dn} or lower. Additionally, over 80 percent of the train movements would occur during daytime hours, during the peak-period, rather than during nighttime hours when rail activity could result in greater sleep disturbance. <p>South of LAUS</p> <ul style="list-style-type: none"> Similar noise impacts would occur during operation because although the refinements to the Modified Proposed Project would include 8 run-through tracks, the daily train trips would not change when compared to the Modified Proposed Project. <p>The refinements to the Modified Proposed Project would not result in new significant</p>

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p>units ((24 William Mead Homes dwelling units and 10 dwelling units at the Care First Facility) and one park/athletic field near William Mead Homes.</p> <p><i>Indirect</i></p> <p>Less than Significant</p>			<ul style="list-style-type: none"> In the 2040 condition, the Modified Proposed Project would result in severe impacts on 34 multifamily dwelling units ((24 William Mead Homes dwelling units and 10 dwelling units at the Care First Facility) and one park/athletic field near William Mead Homes. <p><i>Indirect</i></p> <p>Less than Significant</p>			<p>environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
<p>b) Generation of excessive groundborne vibration or groundborne noise levels?</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction would occur within 300 feet of sensitive land uses for an impact pile driver and within 140 feet for the vibratory roller. A severe impact may occur at William Mead Homes, Care First Village, and the Mozaic Apartments from an annoyance perspective. <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction</p>	<p><i>Construction</i></p> <p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>Significant</p> <ul style="list-style-type: none"> Construction would occur within 300 feet of sensitive land uses for an impact pile driver and within 140 feet for the vibratory roller. A severe impact may occur at William Mead Homes, Care First Village, and the Mozaic Apartments from an annoyance perspective. <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p><i>Construction</i></p> <p>NV-2 Employ Noise- and Vibration-Reducing Measures during Construction</p> <p>NV-3 Prepare a Community Notification Plan for Project Construction</p>	<p>Less than Significant</p> <p><i>Operations</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project and would result in reduced magnitude of groundborne vibration and noise effects during construction when compared to the Modified Proposed Project. This would be due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Reduced magnitude of noise and vibration impacts because the Vignes Street Bridge would not be replaced and the throat tracks would not be elevated adjacent to Care First Village. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced magnitude of impacts to residents of the Mozaic Apartments during construction from the reduced extent of concourse related improvements, the construction of four not six new railyard platforms, and the reduced width of the pedestrian passageway. <p>The refinements to the Modified Proposed Project would not result in new significant</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
							environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
a) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> 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 Modified Proposed Project. 	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> 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 refinements to the Modified Proposed Project. 	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p>Similar— The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. Although the refinements would result in a decrease in overall scope and scale of the project, no impact would occur on airports or heliports.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Population and Housing							
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project would not include residential land uses as part of the project that would result in a substantial increase unplanned population growth. Additionally, it would 	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project do not include residential land uses as part of the project that would result in a substantial increase unplanned population growth. 	No Mitigation Measures are required.	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p>Similar— The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint when compared to the Modified Proposed Project. Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project would not include residential land uses as part of the project that would result in a substantial increase unplanned population growth.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
roads or other infrastructure)? b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	not displace any residents or housing that would necessitate the construction of replacement housing.			Additionally, it would not displace any residents or housing that would necessitate the construction of replacement housing.			increase in impacts as compared to the Modified Proposed Project.
Public Services							
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environment	Construction Significant <ul style="list-style-type: none">During construction, increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers. Cesar Chavez Avenue and Alameda Street are designated as disaster routes, and US-101 is designated as a disaster route freeway. Construction activities in the vicinity of these affected roadways, especially US-101 and Alameda Street, could interfere with emergency response and access if alternate routes are not identified and made available for police, fire,	Construction TR-1 Prepare a Construction TMP	Construction Less than Significant Operations Less than Significant Indirect Less than Significant	Construction Significant <ul style="list-style-type: none">During construction of the refinements to the Modified Proposed Project, increased traffic congestion and access disruptions could affect emergency response times for police, fire, and emergency service providers. Cesar Chavez Avenue and Alameda Street are designated as disaster routes, and US-101 is designated as a disaster route freeway. Construction activities in the vicinity of these affected roadways, especially US-101 and Alameda Street, could interfere with	Construction TR-1 Prepare a Construction TMP	Construction Less than Significant Operations Less than Significant Indirect Less than Significant	Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and intensity of traffic congestion and access disruptions which could affect emergency services times when compared to the Modified Proposed Project due to: North of LAUS <ul style="list-style-type: none">The construction of one bridge versus two bridges, resulting in a reduction of the magnitude of effects related to emergency response and access because fewer roadway closures and detours would be required. LAUS and Railyard <ul style="list-style-type: none">Reduction in magnitude and intensity of traffic congestion and access disruptions during construction the reduced extent of the partially elevated railyard and reduced extent of concourse-related improvements.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>al 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>and emergency services personnel to utilize in the event of an emergency.</p> <p><i>Operation</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>			<p>emergency response and access if alternate routes are not identified and made available for police, fire, and emergency services personnel to utilize in the event of an emergency.</p> <p><i>Operation</i></p> <p>Less than Significant</p> <p><i>Indirect</i></p> <p>Less than Significant</p>			<p>South of LAUS</p> <ul style="list-style-type: none"> The reduced width of the run-through structure reduces construction related traffic delays and the magnitude and intensity of effects on emergency access. No changes to previously identified impacts on designated disaster routes would occur with the refinements to the Modified Proposed Project <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Recreation							
<p>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> The Modified Proposed Project does not include any recreation facilities and would not increase the use of existing neighborhood and regional parks or any recreational facilities or require 	<p>No Mitigation Measures are required.</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project do not include any recreation facilities and would not increase the use of existing neighborhood and regional parks or 	<p>No Mitigation Measures are required.</p>	<p><i>Construction, Operations, Indirect</i></p> <p>No Impact</p>	<p>Similar— The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project. Although the refinements would result in a decrease in overall scope and scale of the project, the impact would be the same and no impact would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
<p>be accelerated?</p> <p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</p>	<p>expansion of existing recreation facilities as there are no parks located within the project study area. The recreational facilities located within the William Mead Homes development are closed to the general public and only accessible to William Mead Homes residents.</p>			<p>any recreational facilities or require expansion of existing recreation facilities as there are no parks located within the project study area. The recreational facilities located within the William Mead Homes development are closed to the general public and only accessible to William Mead Homes residents.</p>			
Transportation							
<p>a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	<p>Construction Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would result in construction related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures and roadway detours. The Modified Proposed Project could also cause decreased performance for rail operators at LAUS, modifications to LADOT's Dash Route D bus schedule, and 	<p>Construction</p> <p>TR 1 Prepare a Construction TMP</p> <p>TR-2 Prepare Rail Operations Temporary Construction Staging Plan</p> <p>Operations</p> <p>LU-1 Enhance Neighborhood Connectivity</p> <p>TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)</p>	<p>Construction Less than Significant</p> <p>Operations Less than Significant</p> <p>Indirect No Impact</p>	<p>Construction Significant</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would result in construction related traffic (equipment, employee vehicles, deliveries of construction material, and hauling of landfill materials in trucks, along with temporary street closures and roadway detours. The refinements to the Modified Proposed Project would cause decreased performance for rail 	<p>Construction</p> <p>TR 1 Prepare a Construction TMP</p> <p>TR-2 Prepare Rail Operations Temporary Construction Staging Plan</p> <p>Operations</p> <p>LU-1 Enhance Neighborhood Connectivity</p> <p>TR-3 Implement Malabar Yard Railroad Improvements in the City of Vernon (46th Street and 49th Street)</p>	<p>Construction Less than Significant</p> <p>Operations Less than Significant</p> <p>Indirect No Impact</p>	<p>Reduced- Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and intensity of construction and operation related impacts to public transit, bicycle, or pedestrian facilities when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The construction of one bridge replacement versus two bridge replacements, resulting in less roadway closures and detours and temporary disruptions to pedestrian and bicycle facilities during construction of bridge improvements at only Cesar Chavez Avenue. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduction in the magnitude of effects from hazardous conditions near construction work zones from raising of 4

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p>hazardous conditions along existing pedestrian/bicycle routes.</p> <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would conflict with the City's Mobility Plan 2035 Policy 2.12 related to neighborhood connectivity and active transportation. <p><i>Indirect</i> No Impact</p>			<p>operators at LAUS, modifications to LADOT's Dash Route D bus schedule, and hazardous conditions along existing pedestrian/bicycle routes.</p> <p><i>Operations</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed Project would conflict with the City's Mobility Plan 2035 Policy 2.12 related to neighborhood connectivity and active transportation. <p><i>Indirect</i> No Impact</p>			<p>railyard platforms a maximum of 9 to 12 feet instead of 15 feet.</p> <ul style="list-style-type: none"> Reduction in the magnitude and intensity of disruptions to rail operators at LAUS and temporary disruptions to commuter daily travel from reduced concourse related improvements (elimination of West Plaza and reduced passageway width). <p>South of LAUS</p> <ul style="list-style-type: none"> Reduction in the magnitude of traffic delays during the construction period from reduced run-through tracks and the reduced width of run-through structure. <p>Similar to the Modified Proposed Project, the refinements to the Modified Proposed Project would conflict with plans that promote non-motorized connections from LAUS to the Los Angeles River and one policy and program of the City of Los Angeles Mobility Plan 2035 related to goods movement.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
<p>b) Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>	<p><i>Construction</i> N/A</p> <p><i>Operation</i> No Impact</p> <ul style="list-style-type: none"> <i>Short Term VMT Impacts:</i> The trip generating elements of the Modified Proposed Project would generate VMT per employee of 7.4, which is below the significant impact threshold of 7.6 for new 	<p>No Mitigation Measures are required.</p>	<p><i>Construction</i> N/A</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> No Impact</p>	<p><i>Construction</i> N/A</p> <p><i>Operation</i> No Impact</p> <ul style="list-style-type: none"> <i>Short Term VMT Impacts:</i> The trip generating elements of the refinements to the Modified Proposed Project would generate VMT per employee of 7.4, which is below the 	<p>No Mitigation Measures are required.</p>	<p><i>Construction</i> N/A</p> <p><i>Operations</i> No Impact</p> <p><i>Indirect</i> No Impact</p>	<p>Similar— The refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint when compared to the Modified Proposed Project. Although the refinements would result in a decrease in overall scope and scale of the project, the impact would be the same and no impact would occur.</p> <p>The long-term regional benefits under the refinements to the Modified Proposed Project would further reduce VMT compared to the Modified Proposed Project as people shift from driving to using transit.</p> <p>The refinements to the Modified Proposed Project would not result in new significant</p>

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Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p>development within the Central Area Planning Commission zone. Therefore, no short-term significant impacts would occur.</p> <ul style="list-style-type: none"> The Modified Proposed Project would also contribute to a reduction of regional VMT and GHG emissions since the proposed improvements are transit oriented. <i>Cumulative VMT Impacts:</i> The Modified Proposed Project would result in an improvement to an existing transit facility, which is already consistent with the SCAG RTP/SCS designation for LAUS, no cumulative VMT impacts would occur. <p><i>Indirect</i> No Impact</p>			<p>significant impact threshold of 7.6 for new development within the Central Area Planning Commission zone. Therefore, no short-term significant impacts would occur.</p> <ul style="list-style-type: none"> The refinements to the Modified Proposed Project would also contribute to a reduction of regional VMT and GHG emissions since the proposed improvements are transit oriented. <i>Cumulative VMT Impacts:</i> The refinements to the Modified Proposed Project would result in an improvement to an existing transit facility, which is already consistent with the SCAG RTP/SCS designation for LAUS, no cumulative VMT impacts would occur. <p><i>Indirect</i> No Impact</p>			environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Existing roadways and intersections may be subject to temporary detours and lane 	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Existing roadways and intersections may be subject to temporary detours 	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant</p>	Reduced- Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
dangerous intersections) or incompatible uses (e.g., farm equipment)?	<p>closures at multiple locations. US-101 would also be closed temporarily during the night (10:00 PM to 6:00 AM) in one direction at a time during construction of the bridge superstructure. The on and off ramps at Commercial Street would also be subject to temporary lane width reductions. Additionally, short radius curves and/or short sight distances may occur during construction.</p> <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>		<p><i>Indirect</i> Less than Significant</p>	<p>and lane closures at multiple locations. US-101 would also be closed temporarily during the night (10:00 PM to 6:00 AM) in one direction at a time during construction of the bridge superstructure. The on and off ramps at Commercial Street would also be subject to temporary lane width reductions. Additionally, short radius curves and/or short sight distances may occur during construction.</p> <p><i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>		<p><i>Indirect</i> Less than Significant</p>	<p>intensity of impacts related to roadway hazards due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The elimination of the Vignes Street Bridge replacement, reducing the magnitude of hazards from fewer roadway detours and lane closures during construction. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Fewer roadway detours and lane closures from construction of only 4 railyard platforms elevated a maximum of 9 to 12 feet instead of 15 feet. <p>South of LAUS</p> <ul style="list-style-type: none"> Construction of 8 run-through tracks, resulting in reduced magnitude of effects from temporary closures of US-101 during the night. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
d) Result in inadequate emergency access?	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Significant delays at three intersections during construction would affect traffic along Commercial, Alameda, and Vignes Streets. Construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could result in impacts to 	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Significant delays at two intersections during construction would affect traffic along Commercial and Alameda, construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could result in impacts to emergency 	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant <i>Operations</i> Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and intensity of construction-related delays for emergency access when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> The construction of one bridge versus two bridges, resulting in a reduction of the magnitude of impacts related to emergency response and access because one less roadway would be closed requiring fewer detours.

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
	<p>emergency response and access, due to potential delays in response times for emergency vehicles as a result of temporary roadway closures and anticipated detours.</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>			<p>response and access, due to potential delays in response times for emergency vehicles as a result of temporary roadway closures and anticipated detours.</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>			<p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduction in magnitude of effects related to road closures and detours and effects on emergency response and access during construction period from construction of only 4 railyard platforms, not 6. <p>South of LAUS</p> <ul style="list-style-type: none"> Reduction in the magnitude and intensity of effects on emergency response and access during the construction period from the reduced run-through tracks and width of run-through structure. <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
Tribal Cultural Resources							
<p>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> The Modified Proposed 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. <p><i>Operation</i> No Impact</p>	<p><i>Construction</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p> <p>HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H)</p> <p>TCR-1 Native American Monitoring</p> <p><i>Indirect</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H:</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Refinements to the Modified Proposed 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. 	<p><i>Construction</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p> <p>HIST-6 Development of a Public Participation or Outreach Plan for P-19-001575 (Archaeological Site CA-LAN-1575/H)</p> <p>TCR-1 Native American Monitoring</p> <p><i>Indirect</i></p> <p>HIST-5 Archaeological Site CA-LAN-1575/H: Preparation of a CRMMP</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Reduced - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in reduced magnitude and intensity of impacts due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Elimination of the Vignes Street Bridge improvements, resulting in reduced magnitude of impacts to tribal resources from less ground disturbance, resulting in reduced effects to tribal cultural resources. <p>LAUS and Railyard</p> <ul style="list-style-type: none"> Reduced width of expanded pedestrian passageway from 140 feet to 100 feet and elimination of the West Plaza, resulting in less ground disturbance and reduced

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<p>of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>b) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public</p>	<p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Increased accessibility by construction personnel to the tribal cultural resource (such as artifacts or sacred items) could lead to resource looting or vandalism activities. 	Preparation of a CRMMP		<p><i>Operation</i> No Impact</p> <p><i>Indirect</i> Significant</p> <ul style="list-style-type: none"> Increased accessibility by construction personnel to the tribal cultural resource (such as artifacts or sacred items) could lead to resource looting or vandalism activities. 			<p>potential for impacts to tribal cultural resources.</p> <ul style="list-style-type: none"> Reduced elevated rail yard height with fewer platforms raised, resulting in reduced potential for impacts to tribal cultural resources. <p>South of LAUS</p> <ul style="list-style-type: none"> Construction of a bridge structure instead of an embankment connecting the existing bridge at Center Street and the Amtrak lead bridge, resulting in increased ground disturbance from bridge piles and increased potential for effects to tribal resources <p>Overall, refinements to the Modified Proposed Project would result in a decrease in the magnitude of impacts related to cultural resources.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?							
Utilities and Service Systems							
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could	<p>Construction Significant</p> <ul style="list-style-type: none"> Construction related changes in drainage patterns, including increases in the volume and rate of runoff from the Project study area, may result in impacts to the capacity of the existing storm drain infrastructure. <p>Operations Significant</p>	<p>Construction HWQ-1 Prepare and Implement a SWPPP</p> <p>Operations HWQ-2 Final Water Quality BMP Selection (Caltrans ROW) HWQ-3 Final Water Quality BMP Selection (Railroad ROW) HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p>	<p>Construction Less than Significant</p> <p>Operations Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Construction Significant</p> <ul style="list-style-type: none"> Construction related changes in drainage patterns, including increases in the volume and rate of runoff from the Project study area, may result in impacts to the capacity of the existing storm drain infrastructure. <p>Operations Significant</p>	<p>Construction HWQ-1 Prepare and Implement a SWPPP</p> <p>Operations HWQ-2 Final Water Quality BMP Selection (Caltrans ROW) HWQ-3 Final Water Quality BMP Selection (Railroad ROW) HWQ-4 Final Water Quality BMP Selection (City of Los Angeles)</p>	<p>Construction Less than Significant</p> <p>Operations Less than Significant <i>Indirect</i> Less than Significant</p>	<p>Reduced – Refinements to the Modified Proposed Project are essentially in the same, previously evaluated project footprint as the Modified Proposed Project. The impacts on utilities and service systems would be reduced in magnitude and intensity when compared to the Modified Proposed Project due to:</p> <p>North of LAUS</p> <ul style="list-style-type: none"> Reduced grading activities and ground disturbance for the reduced extent of throat reconstruction and elimination of the Vignes Street Bridge replacement. Fewer underground utilities would be impacted, some of which were anticipated to cause environmental effects on cultural resources.

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
cause significant environmental effects?	<ul style="list-style-type: none"> An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. <p><i>Indirect</i> Less than Significant</p>			<ul style="list-style-type: none"> An increase of impervious surfaces in the Project study area could cause a decrease in infiltration and increase the volume and velocity of runoff during a storm event that could overwhelm the capacity of drainage infrastructure. <p><i>Indirect</i> Less than Significant</p>			<p>LAUS and Railyard</p> <ul style="list-style-type: none"> Decrease in construction related drainage changes and impervious surfaces from reduced extent of concourse related improvements, including the elimination of the West Plaza, reduced canopy coverage, and reduced width of the pedestrian passageway. Decrease in construction related drainage changes and impervious surfaces from partially elevated railyard with fewer platforms raised. Fewer underground utilities would be impacted, some of which were anticipated to cause environmental effects on cultural resources. <p>South of LAUS</p> <ul style="list-style-type: none"> Decrease in construction related drainage changes and impervious surfaces from reduced width of run-through structure. <p>Sufficient supplies of water, wastewater, gas, electricity, and telecommunication services are available for construction and operation, and no new facilities or expansion of existing facilities would be required for either the Modified Proposed Project or the refinements to the Modified Proposed Project.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
b) Have sufficient water supplies available to serve the	<i>Construction</i> Less than Significant	No Mitigation Measures are required.	<i>Construction</i> Less than Significant	<i>Construction</i> Less than Significant	No Mitigation Measures are required.	<i>Construction</i> Less than Significant	Reduced – Refinements to the Modified proposed Project are in the same, previously evaluated project footprint as the Modified Proposed Project. The impacts related to water use during construction would be reduced in

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
project and reasonably foreseeable future development during normal, dry and multiple dry years?	<ul style="list-style-type: none"> The Modified Proposed 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. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> An increase in train volumes at LAUS would result in an incremental addition of projected operational water usage from new Metrolink, Amtrak, and HSR passengers. <p><i>Indirect</i> Less than Significant</p>		<p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<ul style="list-style-type: none"> The refinements to the Modified Proposed 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. <p><i>Operations</i> Less than Significant</p> <ul style="list-style-type: none"> An increase in train volumes at LAUS would result in an incremental addition of projected operational water usage from new Metrolink, Amtrak, and HSR passengers. <p><i>Indirect</i> Less than Significant</p>		<p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>magnitude and intensity because the refinements to the Modified Proposed Project would reduce the overall scope and scale of the project, requiring less use of locally available water supplies during construction.</p> <p>Similar to the Modified Proposed Project, refinements to the Modified Proposed Project would require Metro to implement its General Management Water Use and Conservation Policy that outlines guidance for potable water during construction.</p> <p>Similar impacts would occur throughout operation because no change in the daily train movements is proposed when compared to the Modified Proposed Project.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
c) 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	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	No Mitigation Measures are required.	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project are in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although the refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the Modified Proposed Project, the effect on water supply and infrastructure would remain the same.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
provider's existing commitments?							
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<i>Construction, Operations, and Indirect</i> Less than Significant	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> Less than Significant	<i>Construction, Operations, and Indirect</i> Less than Significant	Agriculture and Forestry Resources	<i>Construction, Operations, and Indirect</i> Less than Significant	Reduced – Refinements to the Modified Proposed Project are in the same, previously evaluated project footprint as the Modified Proposed Project. The refinements to the Modified Proposed Project would reduce the overall scope and scale of the project components when compared to the Modified Proposed Project, resulting in a reduction in the magnitude of waste generated during construction. Impacts on solid waste collection and landfill capacity would be the same. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<i>Construction, Operations, and Indirect</i> Less than Significant	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> Less than Significant	<i>Construction, Operations, and Indirect</i> Less than Significant	No Mitigation Measures are required.	<i>Construction, Operations, and Indirect</i> Less than Significant	Similar – Refinements to the Modified Proposed Project would be located in essentially the same, previously evaluated project footprint as the Modified Proposed Project. While refinements to the Modified Proposed Project would result in an overall decrease in solid waste during construction from the reduced the scope and scale of the project, the impact would be the same when compared to the Modified Proposed Project. The refinements to the Modified Proposed Project would not cause any new conflict with federal, state, or local management and reduction statutes and regulations related to solid waste. The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	
Wildfire							
<p>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p> <p>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Significant delays at three intersections during construction would affect traffic along Commercial, Alameda, and Vignes Streets. Construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could result in impacts to emergency response or evacuation plans because Cesar Chavez Avenue and Alameda Street are designated as disaster routes, and US-101 is designated as a disaster route freeway. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> Significant</p> <ul style="list-style-type: none"> Significant delays at three intersections during construction would affect traffic along Commercial and Alameda Streets. Construction activities in the vicinity of these affected intersections, especially US-101 and Alameda Street, could result in impacts to emergency response or evacuation plans because Cesar Chavez Avenue and Alameda Street are designated as disaster routes, and US-101 is designated as a disaster route freeway. <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p><i>Construction</i> TR-1 Prepare a Construction TMP</p>	<p><i>Construction</i> Less than Significant</p> <p><i>Operations</i> Less than Significant</p> <p><i>Indirect</i> Less than Significant</p>	<p>Reduced - Refinements to the Modified Proposed Project would be located in the same, previously evaluated project footprint as the Modified Proposed Project, but would result in a reduction in the magnitude and intensity of construction-related impacts to emergency response or evacuation plans when compared to the Modified Proposed because less construction activity is required thereby resulting in fewer traffic delays, roadway closures, detours, and associated impacts on emergency response. No changes to previously identified impacts on designated disaster routes would occur with the refinements to the Modified Proposed Project</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>
<p>b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to,</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The nearest state responsibility area very high fire hazard severity zone is located 	<p>No Mitigation Measures are required.</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p> <ul style="list-style-type: none"> The nearest state responsibility area very high fire hazard severity zone is 	<p>No Mitigation Measures are required.</p>	<p><i>Construction, Operations, and Indirect</i> Less than Significant</p>	<p>Similar – Refinements to the Modified Proposed Project are in the same, previously evaluated project footprint as the Modified Proposed Project.</p> <p>Although refinements to the Modified Proposed Project would reduce the overall scope and scale of the project when compared to the</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

Environmental Topic Considered	Modified Proposed Project (Draft SEIR)			Refinements to Modified Proposed Project (Final SEIR)			Comparison of Impacts (Modified Proposed Project versus Modified Proposed Project with Refinements)
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<p>pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p> <p>c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</p> <p>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<p>to the west in the Santa Monica Mountains 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. Considering the highly developed and urban nature of the project study area, the potential for exposing project occupants to, impacts related to wildfires is considered low.</p>			<p>located to the west in the Santa Monica Mountains 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. Considering the highly developed and urban nature of the project study area, the potential for exposing project occupants to, impacts related to wildfires is considered low.</p>			<p>Modified Proposed Project, no changes to the exposure of people to wildfires would occur.</p> <p>The refinements to the Modified Proposed Project would not result in new significant environmental impacts or a substantial increase in impacts as compared to the Modified Proposed Project.</p>

Table 7-32. Potential Impact Comparison of the Modified Proposed Project with Refinements to the Modified Proposed Project

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	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	Impact Evaluation	Mitigation Measures	CEQA Significance Determination After Implementation of Mitigation Measures	

Notes:

¹ Mitigation Measure AQ-1 would still be implemented as a requirement of the Link US Modified Proposed Project (with Refinements considered in Final SEIR) and Malabar Yard Mitigation Measure AQ-1 would also be implemented pursuant to SCAQMD to reduce daily fugitive dust emissions and associated air quality impacts.

² As construction of the Malabar Yard railroad improvements would overlap the 6-year timeframe for the Modified Proposed Project, construction emissions for both activities were combined.

ACM=asbestos-containing materials; ADA=Americans with Disabilities Act; ATP=Archaeological Treatment Plan; BETP=Built Environment Treatment Plan; BMP=best management practice; BSA=biological study area; CALGreen=California Green Building Standards; Caltrans=California Department of Transportation; CARB=California Air Resources Board; CBC=California Building Code; CCR=California Code of Regulations; CDFW=California Department of Fish and Wildlife; CEQA=California Environmental Quality Act; CFR=Code of Federal Regulations; CGP=construction General permit; CO2e=carbon monoxide equivalent; CP=control point; dBA=A-weighted decibels; DTSC=Department of Toxic Substances Control; ESA=Environmental Site Assessment; FTA=Federal Transit Administration; GHG=greenhouse gas; HABS=Historic American Buildings Survey; HACLA=Housing Authority of the City of Los Angeles; HASP=Health and Safety Plan; HMMP=Hazardous Materials Management Plan; HSR=high-speed rail; IGP=Industrial General Permits; LADOT=Los Angeles Department of Transportation; LAUS=Los Angeles Union Station; LBP=lead-based paint; LEED=Leadership in Energy and Environmental Design; LID=low impact development; LOSSAN=Los Angeles-San Diego-San Luis Obispo; LUC=land use covenant; MBTA=Migratory Bird Treaty Act; Metro=Los Angeles County Metropolitan Transportation Authority; MOU=memorandum of understanding; MS4=municipal separate storm sewer systems; MT=metric ton; NEPA=National Environmental Policy Act; NAHP=National Historic Preservation Act; NOx=nitrogen oxides; NPDES=National Pollutant Discharge Elimination System; NRHP=National Register of Historic Places; OHP=Office of Historic Preservation; OSHA=Occupational Safety and Health Administration; PAHs=polynuclear aromatic hydrocarbon; PCB=polychlorinated biphenyls; U.S. EPA=United States Environmental Protection Agency; PM2.5=particulate matter less than 2.5 microns; PM10=particulate matter less than 10 microns; PMP=Paleontological Mitigation Plan; REC=recognized environmental condition; RIO=River Improvement Overlay District; RTP=Regional Transportation Plan; RWQCB=Regional Water Quality Control Board; SCAG=Southern California Association of Governments; SCAQMD=South Coast Air Quality Management District; SCORE=Southern California Optimized Rail Expansion; SCRRA (or Metrolink)=Southern California Regional Rail Authority; SCS=Sustainable Communities Strategy; SHPO=State Historic Preservation Officer; SWMP=stormwater management plan; SWPPP=stormwater pollution prevention plan; SWRCB=State Water Resources Control Board; TMP=Traffic Management Plan; TPH=total petroleum hydrocarbons; VOC=volatile organic compound; WEAP=worker environmental awareness program

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