

ENVIRONMENTAL REPORT

(49 C.F.R. § 1105.7)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company (“BNSF”) proposes to abandon its Rail Freight Service Easement over the 5.3 miles of rail line located in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles (the “Line”). A map of the project area is attached as **Exhibit A**.

The physical assets of the Line are owned by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”). LACMTA desires to construct and operate the Crenshaw/LAX Transit Corridor Project (the “Project”). The Project is a light rail line that will start at the Metro Green Line near the existing Aviation/LAX station and terminate on Crenshaw Boulevard at the Metro Exposition Light Rail Line. The Project will require BNSF to abandon the Line.

The removal of the track and track materials associated with the abandonment of BNSF’s Rail Freight Service Easement and the construction of the Project have already been addressed by the Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report / Final Environmental Impact Statement (“FEIR/FEIS”). The salvaging of the Line will be conducted by LACMTA consistent with the mitigation measures set forth in

the FEIR/FEIS. A copy of the Executive Summary of the FEIR/FEIS is attached as **Exhibit B**. The entire reports can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

The Line has had no local traffic for about 10 years. The Line does not handle overhead traffic. The Line was used for storing empty freight cars which will now be stored in other locations as needed. Therefore, there will be no change to any freight service provided on the Line. Due to the lack of traffic on the Line, only limited maintenance has been performed on the Line. The only alternative to abandonment would be to not abandon the Line and jeopardize LACMTA's desires to construct the Project.

(2) Transportation System Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There will be no passenger or freight traffic diverted to other transportation systems as a result of the proposed abandonment. There has been no local or overhead traffic on this line for about 10 years.

(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

The proposed action is consistent with existing land use plans. See FEIR/FEIS. BNSF contacted the City of Los Angeles, Planning Commission, and the County of Los Angeles, Department of Regional Planning.

As of the date of this Report, we have not received any replies from these two

agencies. Copies of the letters are attached as **Exhibit C**.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

Proposed abandonment will not have an adverse effect on prime agriculture land. See FEIR/FEIS. BNSF sent a letter to the California NRCS State Office, dated May 11, 2012, and as of the date of this Report we have not received a reply. A copy of the letter is attached as **Exhibit D**.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

Not applicable.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

The proposed abandonment of BNSF's Rail Freight Service Easement will facilitate LACMTA's desires to construct the Project. BNSF contacted the City of Los Angeles, Planning Commission, and the County of Los Angeles, Department of Regional Planning and as of the date of this Report we have not received any replies regarding any alternative public use of the rail line. Copies of the letters are attached as **Exhibit C**.

(4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will not adversely affect the movement or recovery of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will not result in an increase or decrease in overall energy efficiency as there has been no traffic on the line for about 10 years.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not result in a diversion of rail to motor carriage.

(5) Air

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line affected by the proposal, or

(B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The proposed action will not result in meeting or exceeding the specified thresholds for increased rail or truck traffic as outlined in (i) (A), (B) or (C) above.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,

(B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed action will not result in meeting or exceeding the specified thresholds in (ii) (A), (B) or (C) above.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise If any of the thresholds identified in item (5) (i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more; or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) **Safety**

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. On the Line there are nine (9) private at-grade crossings (0 active and 9 closed); eighteen (18) public at-grade crossings (17 active, 1 closed); and two (2) pedestrian at-grade crossing (0 active, 2 closed).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

The abandonment will not result in the transportation of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There are no known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way.

(8) **Biological Resources**

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

BNSF believes that the proposed abandonment will not have an adverse effect on endangered or threatened species or areas designated as a critical habitat. See FEIR/FEIS. BNSF contacted the U.S. Fish and Wildlife Service ("USFWS"), in reference to this proposed abandonment. BNSF consulted with Jonathan Snyder

of the USFWS. and was provided instructions on how to self-assess whether the proposed action would be likely to adversely affect endangered or threatened species or areas designated as a critical habitat. BNSF generated an Official Species-list for the proposed abandonment area. It is BNSF's self-determination that there should be "no effect" to any endangered or threatened species regarding this proposed action. See **Exhibit E**.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

BNSF does not believe that any wildlife sanctuaries or refuges, National or State parks or forests will be adversely affected by the proposed abandonment. See FEIR/FEIS. By letters dated May 11, 2012, BNSF contacted the U.S. Department of the Interior, Bureau of Land Management (California State Office), and the National Park Service in reference to the proposed abandonment. As of the date of this Report, neither agency has responded to our inquiries. Copies of the letters are attached as **Exhibit F**.

(9) Water

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

By letters dated May 11, 2012, BNSF contacted the U.S. EPA Region 9, and the California Department of Water Resources in reference to the proposed abandonment. As of the date of this Report, neither agency has responded to our inquiry. Copies of the letters are attached as **Exhibit G**.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state

whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

No designated wetlands or 100-year flood plains will be adversely affected by the proposed abandonment. See FEIR/FEIS. By letter dated May 11, 2012, BNSF contacted the Los Angeles District of the U.S. Army Corps of Engineers in reference to the proposed abandonment. As of the date of this Report, the Corps has not responded to our inquiry. A copy of the letter is attached as **Exhibit H**.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).

By letters dated May 11, 2012, BNSF contacted the U.S. EPA Region 9, and the California Department of Water Resources in reference to the proposed abandonment. As of the date of this Report, neither agency has responded to our inquiry. Copies of the letters are attached as **Exhibit G**.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

BNSF does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. BNSF will, of course, consult (as required) with any recipients of this Report regarding appropriate mitigation actions and will comply with those mitigation actions required by the Board.

HISTORIC REPORT

(49 C.F.R. § 1105.8)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company (“BNSF”) proposes to abandon its Rail Freight Service Easement over the 5.3 miles of rail line located in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles (the “Line”). A map of the project area is attached as **Exhibit A**.

The physical assets of the Line are owned by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”). LACMTA desires to construct and operate the Crenshaw/LAX Transit Corridor Project (the “Project”). The Project is a light rail line that will start at the Metro Green Line near the existing Aviation/LAX station and terminate on Crenshaw Boulevard at the Metro Exposition Light Rail Line. The Project will require BNSF to abandon the Line.

The removal of the track and track materials associated with the abandonment of BNSF’s Rail Freight Service Easement and the construction of the Project have already been addressed by the Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report / Final Environmental Impact Statement (“FEIR/FEIS”). The salvaging of the Line will be conducted by LACMTA consistent with the mitigation measures set forth in

the FEIR/FEIS. A copy of the Executive Summary of the FEIR/FEIS is attached as **Exhibit B**. The entire reports can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

The Line has had no local traffic for about 10 years. The Line does not handle overhead traffic. The Line was used for storing empty freight cars which will now be stored in other locations as needed. Therefore, there will be no change to any freight service provided on the Line. Due to lack of traffic on the Line, only limited maintenance has been performed on the Line. The only alternative to abandonment would be to not abandon the Line and jeopardize LACMTA's desires to construct the Project.

HISTORIC REPORT

- 1. A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.*

The required topographic map is attached to this Report as **Exhibit A**.

- 2. A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area*

The subject Line extends approximately 5.3 miles in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles. The average width of the right-of-way is generally 100 feet wide in rural areas and 200 feet wide in urban areas. There are no federally granted rights of way involved.

3. ***Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.***

There are three bridges on the Line. They are as follows:

- 1) Milepost 10.59: 2 - 50.03' Deck Plate Girder Spans, 1 - 73.1' Deck Plate Girder Span, 1 - 89.44' Deck Plate Girder Span on Concrete Piers and Abutments, built in 1962
- 2) Milepost 11.9: 1 - 28', Reinforced Concrete Span on Concrete Abutments, built in 1967
- 3) Milepost 12.24: 1 - 78' Prestressed Concrete Span, 1 - 87', Prestressed Concrete Span on Concrete Pier and Abutments, built in 1967

See **Exhibit I**, attached photographs.

4. ***The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.***

There are three bridges on the Line. They are as follows:

- 1) Milepost 10.59: 2 - 50.03' Deck Plate Girder Spans, 1 - 73.1' Deck Plate Girder Span, 1 - 89.44' Deck Plate Girder Span on Concrete Piers and Abutments, built in 1962
- 2) Milepost 11.9: 1 - 28', Reinforced Concrete Span on Concrete Abutments, built in 1967
- 3) Milepost 12.24: 1 - 78' Prestressed Concrete Span, 1 - 87', Prestressed Concrete Span on Concrete Pier and Abutments, built in 1967

See **Exhibit I**, attached photographs.

5. ***A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.***

On December 28, 1900, Santa Fe Land Improvement Company ("SFLI") was incorporated in California. On September 29, 1988, SFLI was merged into Santa Fe Pacific Realty Corporation ("SFPRC"). On June 1, 1990, SFPRC changed its name to Catellus Development Corporation ("Catellus"). On December 4, 1990, Catellus was spun-off to Santa Fe Pacific Corporation ("SFP"). On September 22, 1995, SFP and Burlington Northern Inc. ("BNI") effected a business combination by which each became wholly-owned subsidiaries of Burlington Northern Santa Fe Corporation. On December 30, 1996 – BNI merged with and into SFP. On January 2, 1998 – SFP merged with and into The

Burlington Northern and Santa Fe Railway Company, which name was changed to BNSF Railway Company in 2005.

6. ***A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.***

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. These documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

7. ***An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).***

By letter dated May 11, 2012, BNSF contacted the Office of Historic Preservation, California State Parks ("SHPO") in reference to the proposed abandonment and as of the date of this Report has not received a reply. A copy of the letter is attached as **Exhibit J**.

8. ***A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.***

The Line was disturbed during original construction by cuts and fill and any archaeological resources that may have been located in the proposed project area would have been affected at that time. Our records do not indicate any environmental conditions that might affect the archaeological recovery of resources.

9. ***Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-***

way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).

If any additional information is requested, BNSF will promptly supply the necessary information.

The National Map

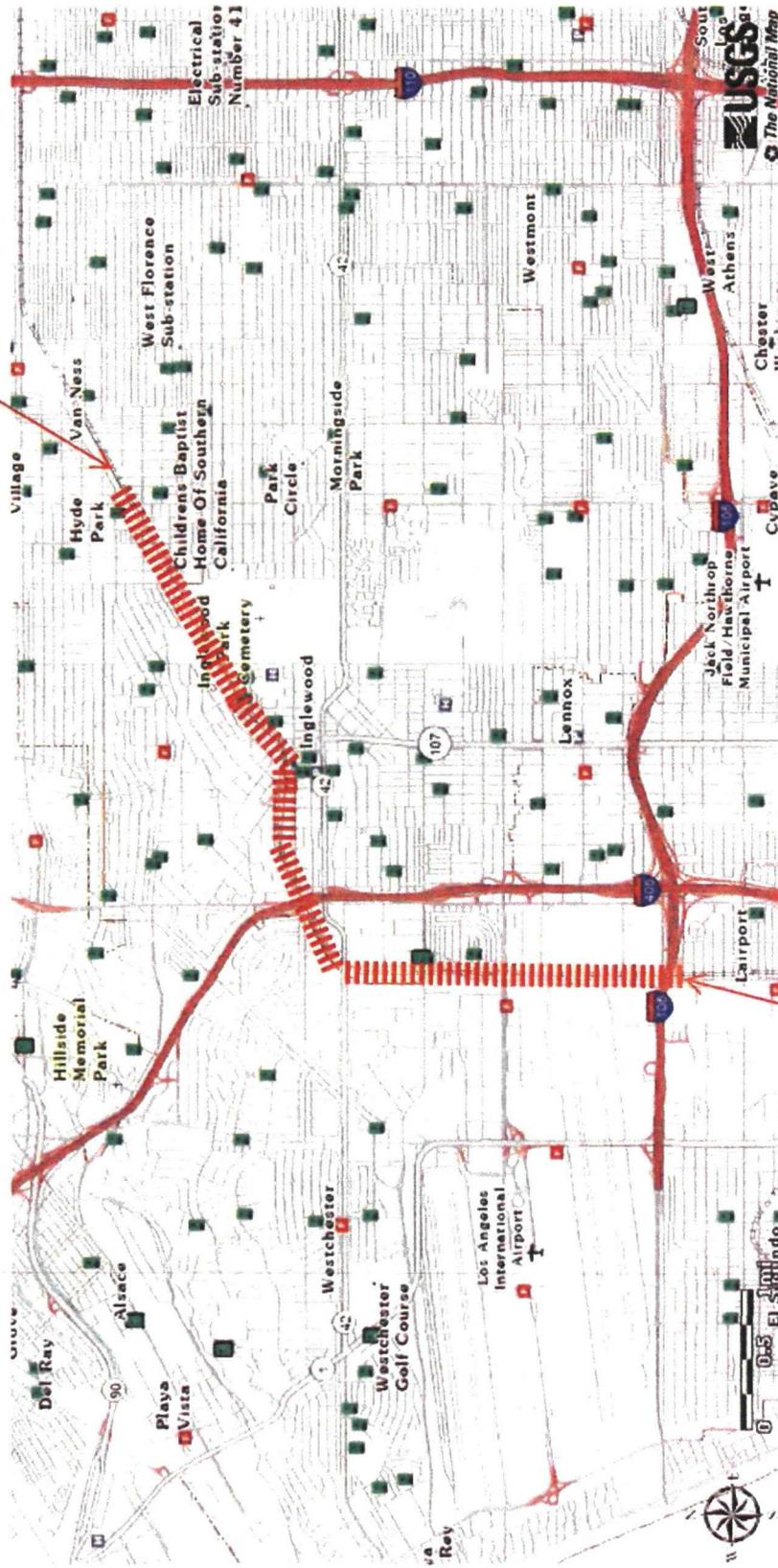
NOTES: Data available from U.S. Geological Survey, National Geospatial Program.

Proposed Crenshaw Segment Abandonment.
From MP 7.95 (just north of West 67th Street)
To MP 13.25 (just south of Metro Green Line structure)



MP 7.95

MP 13.25





Metro

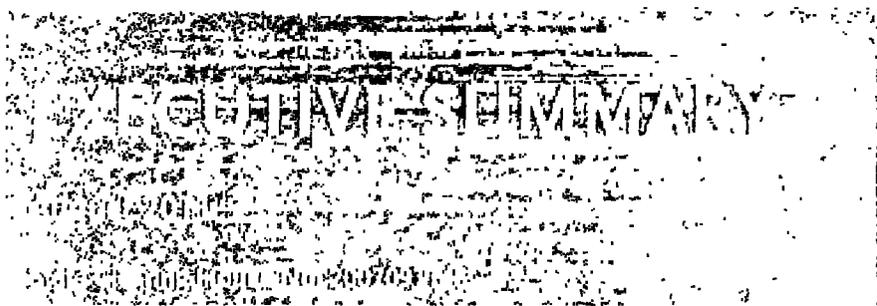


TABLE OF CONTENTS

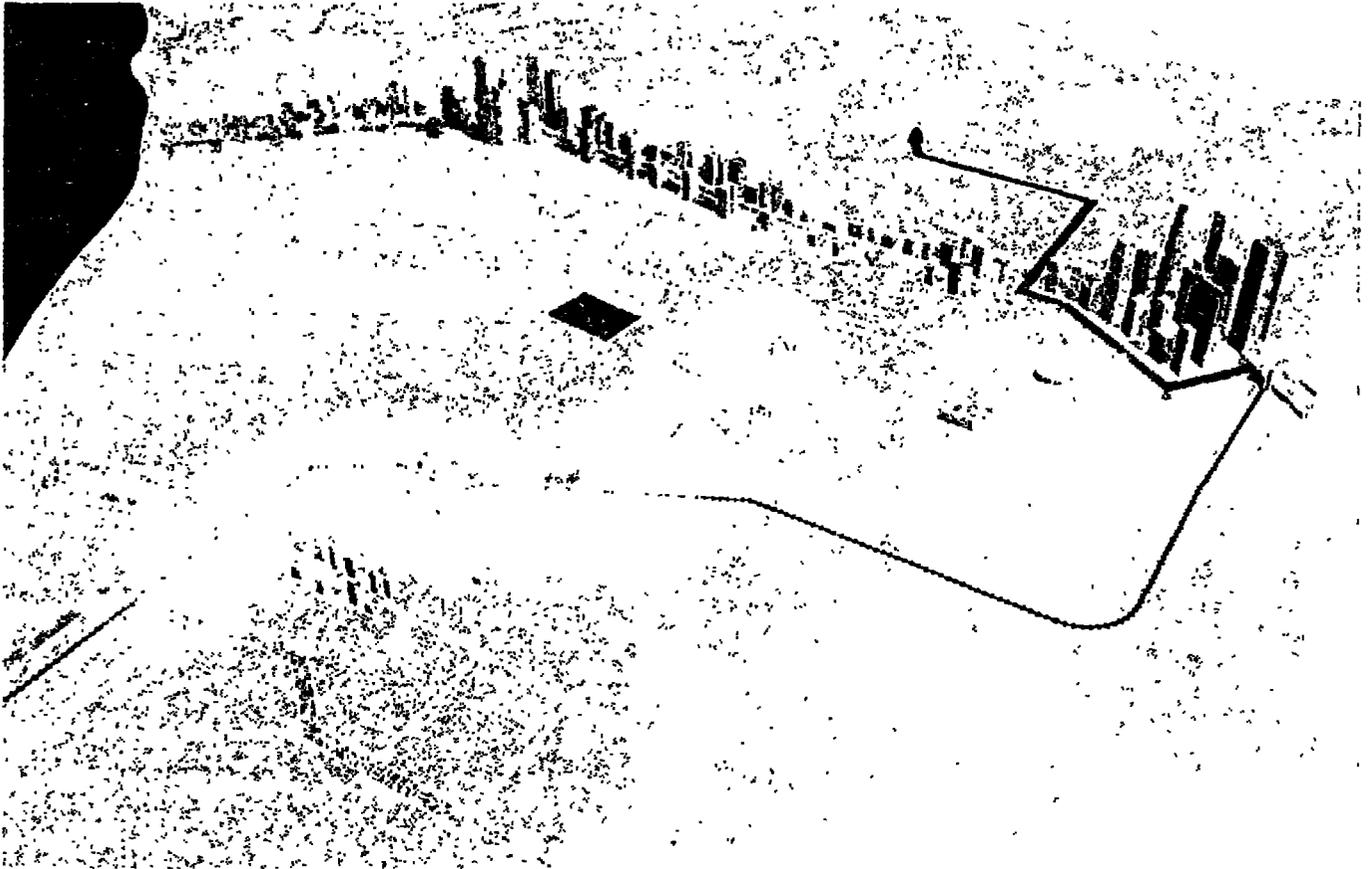
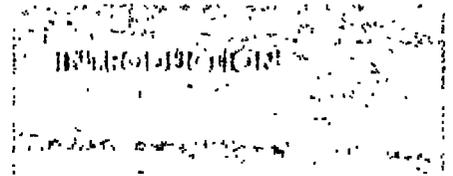
1	Introduction
2	Purpose and Need
3	Alternatives Considered
4	Traffic and Parking
5	Evaluation of Project Alignment and Stations
6	Evaluation of Maintenance Site Alternatives
7	Section 4(f) Evaluation
8	Community Outreach
9	Cost and Performance
10	Issues Resolved
11	Response to Comments



U.S. Department of Transportation
Federal Transit Administration

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Crenshaw/LAX Transit Corridor As Part of the Regional Transportation System

ES.1 Introduction

The Crenshaw/LAX Transit Corridor, a heavily traveled north-south oriented urban corridor in Los Angeles County, California, is being considered for transit improvements by the Los Angeles County Metropolitan Transportation Authority (Metro) in cooperation with the Federal Transit Administration (FTA). The Federal Aviation Administration (FAA) is also a cooperating agency for the project with expertise in aviation matters due to the project's proximity to LAX. These agencies have initiated an environmental review of proposed transit improvements in the

corridor and based on the comments received, the conceptual engineering activities, additional technical studies, and extensive community outreach program, the Metro Board of Directors adopted the Light Rail Transit (LRT) Alternative as the Locally Preferred Alternative (LPA). For purposes of the environmental review, Metro is serving as Lead Agency under the provisions of the California Environmental Quality Act (CEQA) and the FTA is Lead Agency as required by the National Environmental Policy Act (NEPA). The environmental review culminates in the preparation of this Final Environmental Impact Statement (FEIS) to satisfy Federal

requirements and a Final Environmental Impact Report (FEIR) to satisfy State requirements. This summary highlights the planning and review process and comparative evaluation of the LPA and design options for the Crenshaw/LAX Transit Corridor Project that will be considered for approval.

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require an environmental review of the potential impacts resulting from the implementation of a proposed action or project prior to approval of that action or project.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

Intended Use of this Environmental Document

This document describes the existing conditions and environmental setting in the Crenshaw/LAX Transit Corridor. The environmental review process has provided the public with an opportunity to review and comment on the alternatives and the environmental analysis presented in the Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report (DEIR). This FEIS/FEIR evaluates the Locally Preferred Alternative (LPA) against the existing conditions under CEQA and future conditions without the project under NEPA (No Build Alternative). Where appropriate, mitigation measures are identified to reduce potentially adverse environmental effects that may result from implementation of the proposed project.

The FEIS/FEIR does not make recommendations regarding the approval or denial of the Crenshaw/LAX Transit Corridor Project. This FEIS/FEIR is intended as a disclosure document, to inform public agency decision-makers and the public of the environmental effects of the LPA and design options that remain under consideration. Metro and the FTA shall consider the information included in this FEIS/FEIR, along with other information which may be presented to the agency, prior to the adoption of the project. Other agencies, such as the California Department of Transportation, and the Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and the County of Los Angeles, have also been involved in reviewing the project and participate on the Technical Advisory Committee (TAC). On the Federal level, agencies include the Advisory Council on



View of the Yellow Car Line 5, which operated in the medians Crenshaw Boulevard and Leimert Avenue in the 1950's, heading south on Leimert Avenue towards Crenshaw Boulevard.

Historic Preservation, Federal Aviation Administration, Federal Railroad Administration, the Occupational Safety and Health Administration, and the Environmental Protection Agency.

Location of the Crenshaw/LAX Transit Corridor

The Crenshaw /LAX Transit Corridor study area is generally a north-south corridor that extends approximately ten miles in length through much of Central Los Angeles. The study area includes approximately 33 square miles and portions of five jurisdictions: the Cities of Los Angeles, Inglewood, Hawthorne, El Segundo, and portions of unincorporated Los Angeles County. The study area is generally defined as the area extending north to Wilshire Boulevard and the Park Mile area of Los Angeles; east to Arlington Avenue; south to El Segundo Boulevard and the downtown Hawthorne area; and west to Sepulveda Boulevard, La Tijera Boulevard, and La Brea Avenue. Three major interstate highways traverse the study area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east-west and the



View of the Crenshaw Boulevard looking north from the Hyde Park area.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

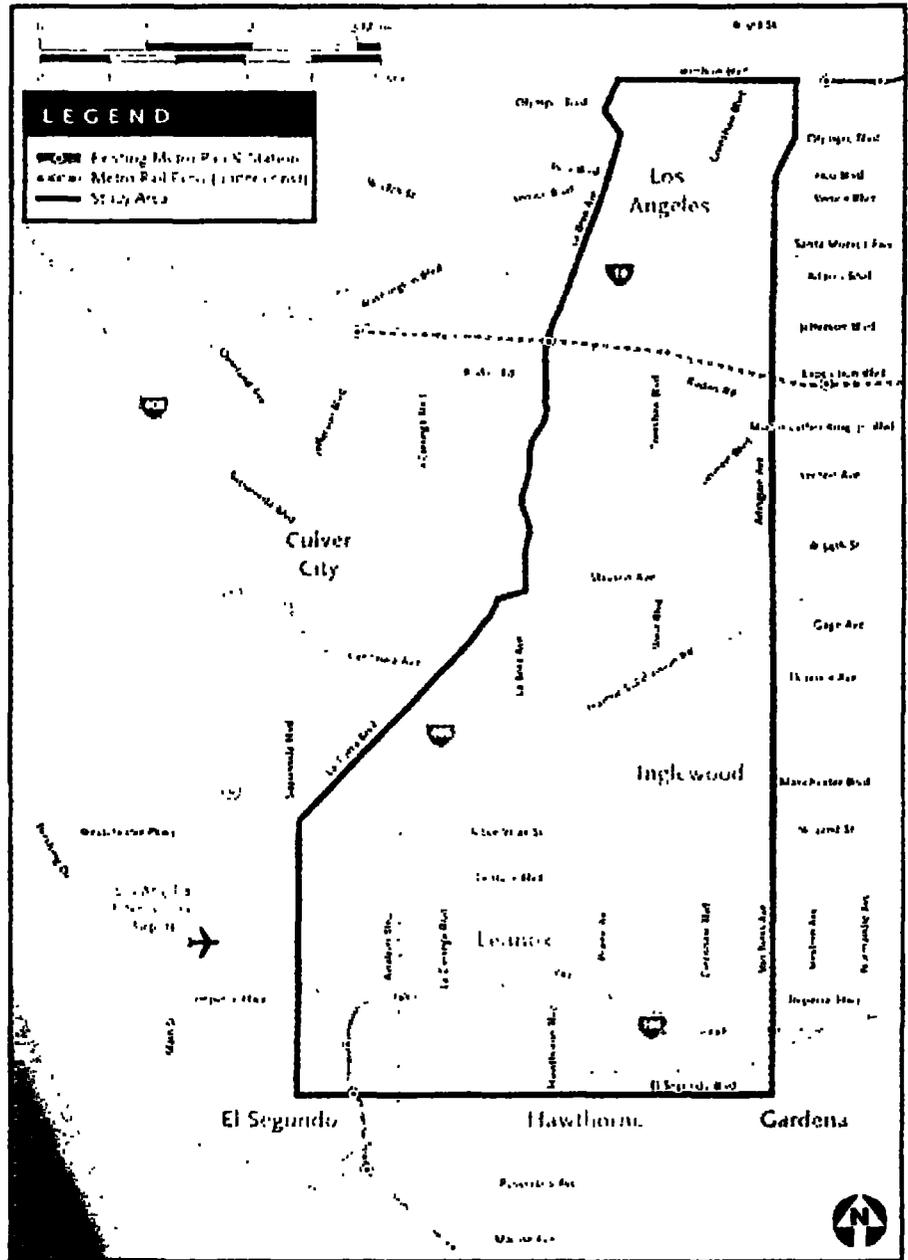
San Diego Freeway (I-405) which runs north-south. The Harbor Freeway (I-110) parallels the corridor, running north-south immediately to the east of the study area.

Project Elements Under Consideration and Analyzed in the FEIS/FEIR

LPA. Consideration of the project is based upon a Locally Preferred Alternative, which is described below.

Route. From a southern terminus at the Metro Green Line, the alignment would follow the Harbor Subdivision Railroad right-of-way, adjacent to Aviation Boulevard/Florence Avenue and continue northeast to Crenshaw Boulevard where it would travel north within the middle of the Crenshaw Boulevard right-of-way to the Exposition/Crenshaw Station, adjacent to the Metro Exposition Line currently under construction. The length of the route of the proposed project is 8.5 miles, and the length of the LRT service is 12 miles since the proposed service operates over both new infrastructure and existing infrastructure (the existing Metro Green Line).

Stations. Stations are located at: Aviation/Century (aerial), Florence/La Brea (at grade), Florence/West (at grade), Crenshaw/Slauson (at grade), Crenshaw/Martin Luther King Jr. (below grade), and Crenshaw/Exposition (below grade)
Grade Separations. Grade separations include the following:



The Crenshaw Corridor includes five jurisdictions and covers approximately 33 square miles.

- Adjacent to the LAX south runways (fully-covered below-grade trench, as approved by FAA as the ultimate build condition)
- Aerial across Century Boulevard
- Aerial across Manchester Avenue
- Aerial across La Cienega Boulevard/I-405
- Below grade across La Brea Avenue
- Below grade Between Victoria Avenue and 60th Street

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

- Below grade between 48th Street and Exposition Boulevard

With regard to the separation adjacent to the LAX south runways, the FAA requires and Metro concurs that ultimately a 1,600 foot segment covering the rail trench alignment crossing through the central portion of the LAX runway protection zones (RPZ) will be built by Metro in order to meet FAA airport design standards. The RPZ's function is to enhance the protection of people and property on the ground. The FAA has agreed to the transit alignment, but with conditions that the transit corridor must be below grade and covered. The FAA has also agreed to allow a Partially-Covered LAX Trench Option as a temporary initial development option in order to meet Metro budgetary constraints.

The environmental analysis in this environmental document evaluated the potential for environmental impacts for the LPA fully covered below-grade trench and also the partially-covered LAX Trench Option, and determined no environmental impacts resulting from either of the designs. Although the Metro Board may initially select the Partially-Covered LAX Trench Option in the Project Definition, Metro has agreed to completely cover a 1,600 foot portion of the trench as required by FAA to meet airport design standards, when future Metro funding becomes available.

Park and Ride Facilities. Park-and-ride facilities would be located at the Florence/La Brea, Florence/West, and Crenshaw/Exposition Stations.

Maintenance Facility. A maintenance facility would be located at Arbor Vitae/Bellanca (Site #14) - This 17.6-acre site is located in the City of Los Angeles.

In addition to the LPA, the following two shorter segment variations, called Minimum Operable Segments (MOSs) and five design options to the LPA are also evaluated in the FEIS/FEIR: MOSs. The following shorter segment variations of the LPA are evaluated:

- **MOS-King** - 8-mile segment extending from the Metro Green Line (as the southern terminus) in the south to the Crenshaw/King Station in the north.
- **MOS-Century** - 7.4-mile segment extending from the Aviation/Century Station in the south to the Crenshaw/Exposition Station in the north.

Design Options. The following design options are evaluated in addition to the LPA:

- **Partially-Covered LAX Trench Option** - an interim solution to the fully covered trench until additional Metro

funding can fully cover the segment adjacent to the LAX south runways

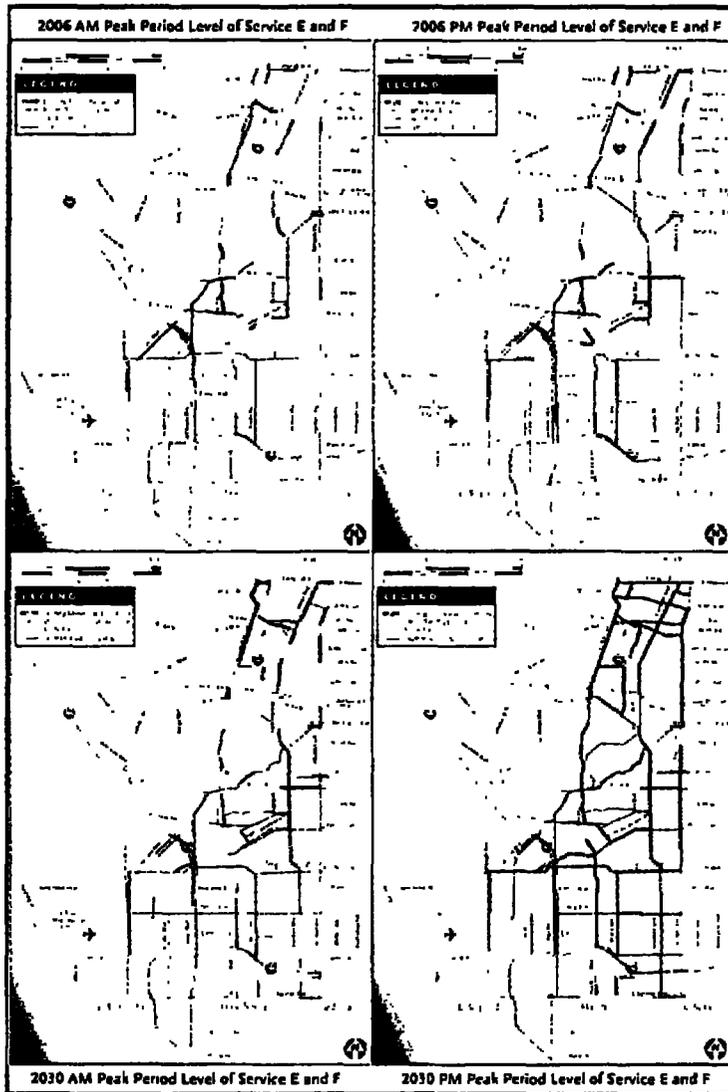
- **Optional Aviation/Manchester Station** - additional aerial or at-grade station
- **Cut-and-cover crossing at Centinela** - replaces at grade configuration
- **Optional Below Grade Crenshaw/Vernon Station** - additional station in Leimert Park
- **Alternate Southwest Portal at Crenshaw/King Station Option** - replaces portal on southeast corner of the Crenshaw/Boulevard/Martin Luther King Jr. Boulevard intersection

At the time of the publication of this FEIS/FEIR, the proposed project is based on the LPA and incorporates the Partially-Covered LAX Trench design option. Since several other design options and MOSs are analyzed, the Metro Board has the option to adopt a Project Definition that includes a combination of the revised LPA and any of the other elements (MOSs and design options). For example, the Metro Board has already directed that the Crenshaw/Vernon station option be continued as a design option for purposes of procuring construction bids. The Federal Record of Decision will be based upon the ultimately adopted Project Definition by the Metro Board.

Who is on the Metro Board? Metro is governed by a 13-member Board of Directors comprised of: five Los Angeles County Supervisors; the Mayor of Los Angeles; three Los Angeles mayor-appointed members; four city council members representing the other 87 cities in Los Angeles County; and the Governor of California appoints one non-voting member.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



The number of street segments in the corridor that will be overloaded and congested will double between today and the year 2030.

ES.2 Purpose and Need

Previous Planning Studies

In 1967, the Crenshaw/LAX Transit Corridor was initially included in the region's first modern rail system plan. Over the past 40 years, Metro and its predecessor agencies - the Southern California Rapid Transit District

(SCRTD) and the Los Angeles County Transportation Commission (LACTC) have undertaken numerous plans and studies that documented the lack of connectivity and mobility and the need for transportation improvements in the Crenshaw/LAX Transit Corridor. Studies concluded that transportation within and from the Crenshaw/LAX Transit Corridor was constrained, congested, and urgently

in need of system improvements.

Metro has completed three transportation studies of the Crenshaw/LAX Transit Corridor over the past 13 years alone. In 1994, the Crenshaw-Prairie Corridor Preliminary Planning Study clearly identified the need for high-capacity transit system improvements. These options were studied further in December 2000, with the Crenshaw-Prairie Corridor Route Refinement Study. This report identified the need for viable transportation alternatives for the Crenshaw/LAX Transit Corridor. In 2003, the Crenshaw-Prairie Corridor Major Investment Study (MIS) was completed to assist decision-makers in evaluating the most effective solution, or phasing of solutions, to the transportation challenges identified in the Crenshaw/LAX Transit Corridor while achieving local goals and objectives. The MIS provided the foundation for the inclusion of the Crenshaw/LAX Transit Corridor into the Metro Long Range Plan. A description of each of these three previous studies is presented in Section 1.0 Purpose and Need of the FEIS/FEIR.



View of Interstate 405 near Hughes Parkway. I-405 is the only north-south high capacity transportation facility within the corridor and it is congested for many hours of the day.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

Need for the Project

This section describes the need for the Crenshaw/LAX Transit Corridor. The following factors highlight the need for transit improvements such as the proposed project. Each of these factors is briefly explained and described in this section.

- Peak Period Congestion
- Limited Transportation Accessibility
- Poor Connections with Regional Transportation
- Limited Access to Services Outside of the Corridor
- The Corridor's Economic Future Is Dependent on Improved Accessibility
- High Transit Demand, Transit Dependency, and Transit Operation Challenges
- Benefit to the Environment and Improved Sustainability for Corridor Communities

Travel demand forecasts prepared by the Southern California Association of Governments (SCAG) and Metro over the past decade have identified the need for transit improvements throughout the Southern California Region, particularly in Los Angeles County, to meet the mandates of the federal Clean Air Act and address the increasing mobility needs of the region.

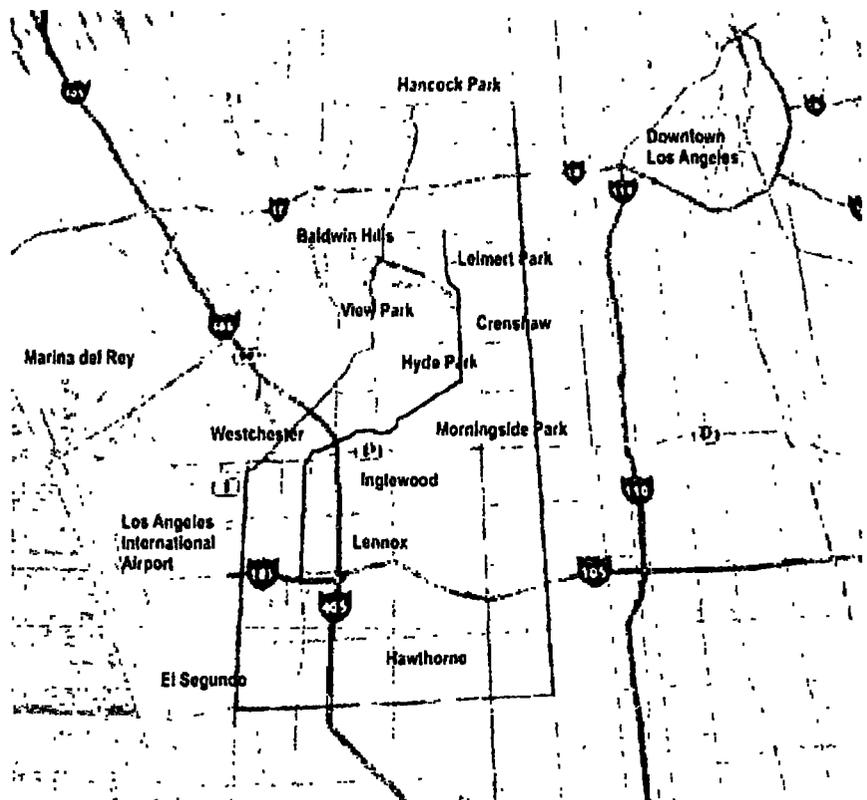
The population and employment densities of the study area are approximately four times that of Los Angeles County based on the Southern California Association of Governments (SCAG) 2006 and projected 2030 data.

The 2008 SCAG Regional Transportation Plan (RTP) determined that travel conditions in the Crenshaw/LAX Transit Corridor will worsen by 2030 and the area will not meet regional objectives for transportation mobility, accessibility, reliability, or safety without additional transportation improvements. Subsequent travel demand forecasting conducted for the current update of the Metro Long Range Transportation Plan has confirmed the continuing need for mobility improvements in the corridor. Existing Transportation facilities and services within the Crenshaw/LAX Transit Corridor include arterial streets, freeways, bus routes, and rail lines. The

topography and street grid of the corridor present unique challenges to existing transportation facilities and services. There are few north-south arterials in the corridor that cross the western portion of the Crenshaw/LAX Transit Corridor. As a result of this constrained network, pressure is placed on nearby north-south arterials such as La Cienega Boulevard and La Brea Avenue.

Peak Period Congestion

Los Angeles has the distinction of being the most congested urban area in the country, according to the most recent annual survey of traffic congestion levels



The Baldwin Hills are a significant topographic constraint in the Crenshaw Corridor. The feature limits the continuity of the transportation network in both north-south and east-west directions increasing the importance of efficient traffic flow along Crenshaw Boulevard.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

THE PUBLIC COMMENT



The Crenshaw Corridor is largely a residential community. Access to regional transportation linking to jobs, services and education is key. Pictured here is a morning rush hour view of Crenshaw Boulevard near the entrance to the I-10 which connects the corridor to Downtown and West Los Angeles.

conducted by the Texas Transportation Institute. Current freeway and surface arterial facilities cannot be sufficiently expanded to handle the forecasted travel demand. The number of roadway segments within the Crenshaw/LAX Transit Corridor that are congested, that is locations where traffic volumes consume more than 90 percent of the street capacity, is expected to more than double between 2006 and 2030 in both the AM peak travel period, 7:00 a.m. to 9:00 a.m. and the PM peak travel period, 3:00 p.m. to 7:00 p.m.

Local Roadways. By 2030, congestion is expected for Crenshaw Boulevard north of Manchester Boulevard to Wilshire Boulevard, the northern terminus of the



Existing Rapid Bus service along Crenshaw Boulevard (lines 710 and 740) has been well received.

study area. In addition, La Brea Avenue, Hawthorne Boulevard and Prairie Avenue, between Manchester Boulevard and the I-105 would continue to experience heavy traffic conditions and congestion during the morning peak period. The increased traffic congestion would result in lower peak period travel speeds along these corridors, generally below 30 miles-per-hour with speeds below 20 miles-per-hour along some sections of Crenshaw Boulevard.

Freeways. The I-10, I-105 and I-405 experience high levels of congestion, particularly during peak commute periods. The I-105 and I-405 also experience heavy traffic throughout the day as they provide regional access to West Los Angeles and Los Angeles International Airport (LAX). Based on the 2006 Caltrans traffic counts, the I-105 and I-405 carry an annual average daily traffic (AADT) volume of approximately 247,000 and 305,000 vehicles per day near LAX, respectively. The AADT for the I-10 within the study area is also high, at approximately 301,000 vehicles per day. The I-10 has peak period congestion levels rated at F3, meaning that the freeway operates at Level of Service (LOS) "F" conditions for more than three hours in each peak travel period (Caltrans, 1998). Between 2006 and 2030, peak period traffic volumes on the freeway segments within the corridor are expected to increase by 20 to 90 percent. Based on traffic forecasts for the AM peak period, traffic volumes on the I-10 near Crenshaw Boulevard are anticipated to increase by more than 50 percent, from approximately 31,000 vehicles to 48,000 vehicles. During

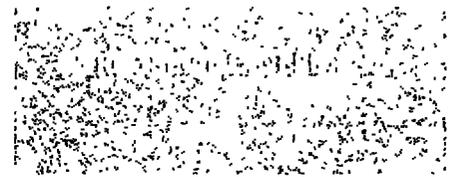
the same peak period, traffic volumes on the I-405 are forecasted to grow 40 to 50 percent, from approximately 30,000 vehicles to 43,000 vehicles. On the I-105, AM peak period traffic volumes are expected to increase by approximately 20 percent or more, with up to 90 percent increases in the westbound direction near LAX. This would result in AM peak period traffic volumes increasing from approximately 23,000 vehicles in 2006 to 30,000 vehicles in 2030.

Limited Accessibility

While the Crenshaw/LAX Transit Corridor is served by two east-west running interstates, the I-10 and I-105, the corridor is constrained by the lack of north-south mobility. Major sections of the arterial network in the corridor are at or near capacity, resulting in severe congestion and a bottlenecked corridor. The terrain of the corridor, generally characterized by a series of small hills, also precludes the provision of major east-west streets in the study area from Exposition Boulevard south to Manchester Boulevard, adding further limitations to north-south traffic flow. Implementation of an effective north-south transportation network within the Crenshaw/LAX Transit Corridor is vital to alleviate current and projected connectivity and mobility problems. Improving transportation in this corridor would affect corridor residents and businesses by providing essential linkages from residential areas to commercial, activity, employment, and institutional centers within and adjacent to the corridor.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Community Sustainability



Poor Connections to Regional Transportation

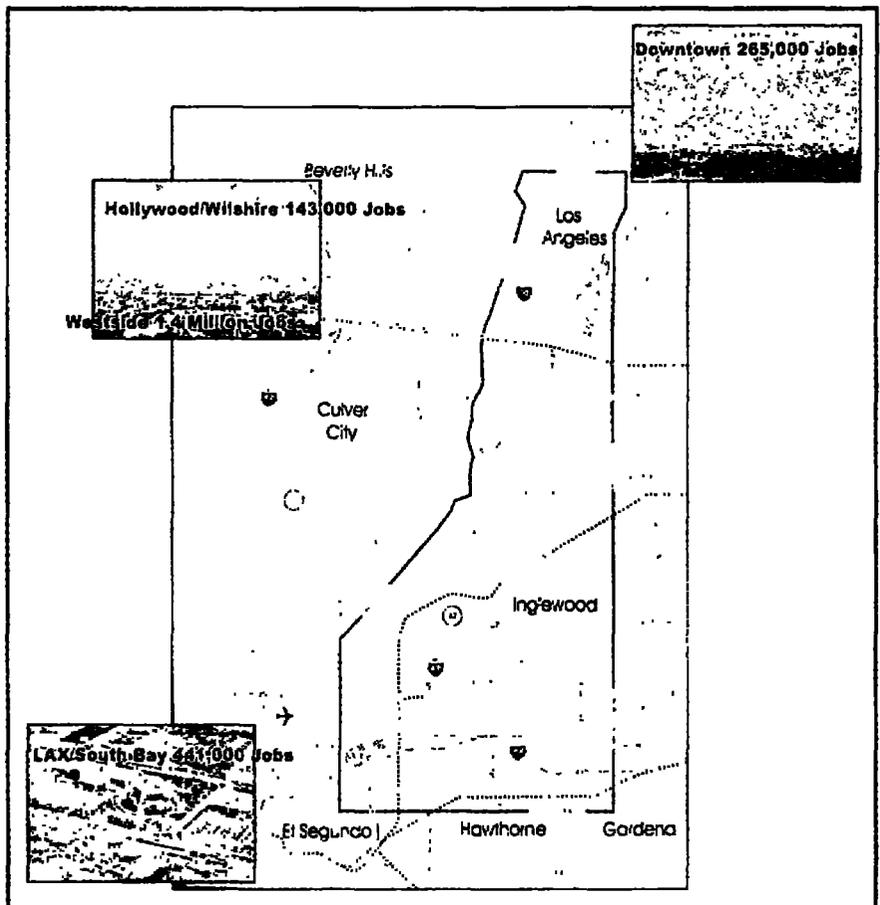
The corridor currently has poor connections to the regional transportation system, as there are no north-south high capacity transportation connections within the corridor. This lack limits mobility and transportation choices. Typically, the Crenshaw/LAX Transit Corridor residents must make several local bus and/or "Rapid Bus" transfers in order to access the existing regional transit system with an average travel time from 32 to 42 minutes. The corridor's primary transit service, bus transit, is constrained by vehicular congestion and increased demand for service, resulting in a lack of effectiveness and passenger convenience.

By 2030, the Crenshaw/LAX Transit Corridor transit demand is projected to increase by approximately 55 percent. Without significant improvements and capacity enhancement, the corridor's transit system will be substantially overburdened, and mobility to and from the corridor will be significantly constrained. There is an urgent need to improve transportation mobility and reliability in the corridor by improving both the level and quality of transit service. As population and employment continue to grow, the lack of regional transportation system connections will become more detrimental to future corridor travel and economic development.

Limited Access to Services Outside of the Corridor

One of the key components to socioeconomic mobility is access to jobs, services and education. The Crenshaw/LAX Transit Corridor is predominantly residential in character. While the corridor contains important regional destinations such as LAX, the Forum, and Hollywood Park as well as local destinations including the Baldwin Hills-Crenshaw Plaza, the AMC Magic Johnson 15 movie theatre complex, the

Nate Holden Performing Arts Center, the West Angeles Church of God in Christ, and other religious institutions, jobs, retail services and colleges are located outside of the corridor. With the implementation of transit improvements in the Crenshaw/LAX Transit Corridor, many of the transit-dependent residents would be able to easily access important destinations outside of the corridor, as well as take advantage of community civic centers located in the cities of Inglewood and Hawthorne, and a large number of shopping districts and centers located in



The vast majority of jobs are found outside of the Crenshaw/LAX Transit Corridor. Transit access to Downtown LA, Hollywood, Wilshire Corridor, Century City, South Bay and West Los Angeles is a critical element to the sustainability of communities within the Crenshaw/LAX Transit Corridor.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

Koreatown, the Crenshaw District, and downtown Inglewood.

Although the Crenshaw/LAX Transit Corridor contains several employment destinations, active retail centers, and stable residential neighborhoods, there are many more activity and employment centers located outside of the corridor toward downtown Los Angeles, the Westside and South Bay. Corridor travelers have limited options and accessibility. Future transportation improvements within the corridor will need to reflect a multi-modal strategy providing travelers with a more complete set of transportation alternatives.

The Corridor's Economic Future Is Dependent on Improved Accessibility

A majority of the Crenshaw/LAX Transit Corridor is encompassed by redevelopment areas within the Cities of Los Angeles, Inglewood, and Hawthorne. City redevelopment agencies function in attracting private investment into economically depressed communities, eliminating blight and abandoned or unsafe properties. There is a strong connection between redevelopment and revitalization of these areas and transportation system improvements. Increased accessibility, mobility, and links to transit provide opportunity for increased development densities. All or portions of 11 redevelopment plan areas are located within the corridor. A majority of the corridor's key activity and employment destinations are currently preparing expansion (e.g. Baldwin Hills/Crenshaw

Plaza), revitalization (e.g., downtown Inglewood), or redevelopment plans (e.g., Hollywood Park). The success of these projects and the corridor's economic future are strongly dependent on improved local and regional accessibility.

High Transit Demand, Transit Dependency, and Transit Operation Challenges

The existing population and employment density in the Crenshaw/LAX Transit Corridor is extremely high and very transit supportive. The corridor population and employment densities are four times higher than Los Angeles County as a whole. The corridor has a high concentration of low-income, minority, transit-dependent residents. More than 49 percent of all corridor households are designated as low income. In addition, 16 percent of all households in the corridor do not have access to an automobile, compared to 8 percent in the County's urbanized area. Forecasts show a growing transit-dependent population, with a projected 55 percent increase in corridor residents that rely on, or will rely on the area's transit system.

As a result of the higher than average transit ridership in the corridor, many of the buses serving the corridor are at or over capacity, resulting in

overcrowding, rider pass-bys and loading delays. These issues then contribute to uneven headways and related schedule problems. Overcrowding also reduces the life of buses and contributes to higher maintenance costs. Bus operating conditions are affected by traffic conditions under which the service operates, passenger loading time, and bus-stop spacing.

The corridor has substantial traffic congestion, high bus ridership and load factors, and closely spaced bus stops. Combined, these factors result in declining bus operating speeds, reducing competition with the private automobile. Currently, local bus service in the Crenshaw/LAX Transit Corridor operates at 10 to 13 miles-per-hour and the Metro Rapid buses operate at 13 to 15 miles-per-hour during AM and PM peak periods. Operating speeds are expected to decline further in the future as congestion increases.

Benefit to the Environment and Improved Sustainability for Corridor Communities

The corridor is contained within the South Coast Air Basin, which has the worst air quality in the nation. Mobile source emissions from vehicles are the single largest contributor to air quality problems in the basin. The Crenshaw/

What is an Alternatives Analysis? Transit projects typically proceed through the FTA's process, consisting of five formal steps: Alternatives Analysis Study, Environmental Impact Statement, Preliminary Engineering, Final Design, and Construction. The Alternatives Analysis Study is designed to examine all the potential transit options available and determine a locally preferred alternative.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

LAX Transit Corridor Project would provide transportation and transit improvements that would provide the area with an energy-efficient way of reducing the number of vehicles on roadways and freeways. This would contribute to the improvement of Southern California's regional and local air quality, and a reduction in greenhouse gas emissions. Moreover, both Federal and State government are placing increased emphasis on improving the sustainability of neighborhoods and communities. Improved accessibility utilizing transit improvements will greatly aid in achieving sustainability for neighborhoods and

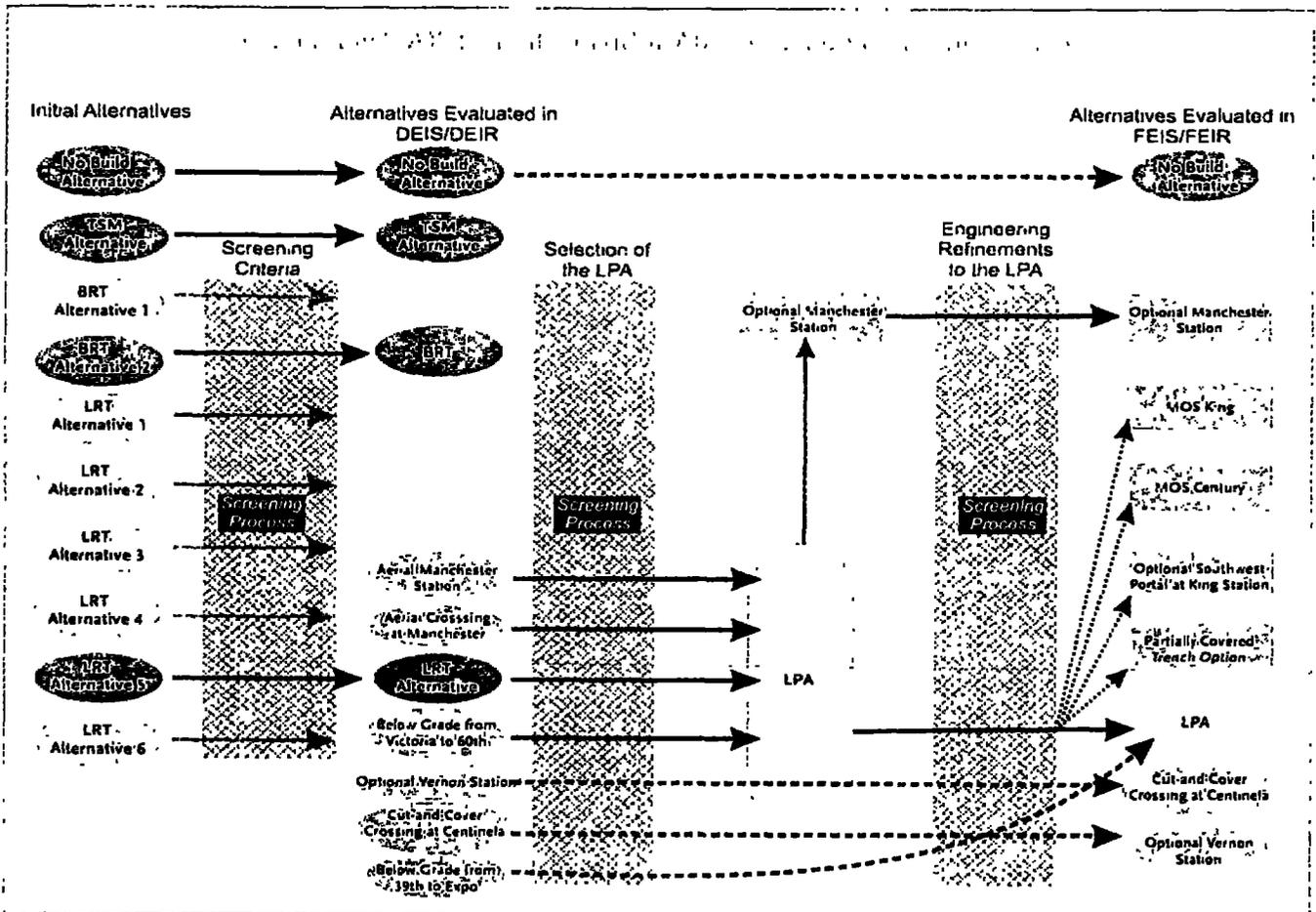
communities within the corridor that are highly dependent on access to employment, services and education resources outside of the boundaries of the corridor.

FS.3 Alternatives Considered

As part of the environmental review process, Metro followed an established protocol to identify the transit alternatives and issues to be analyzed, including seeking input from the public, corridor stakeholders, and other affected parties. The alternatives in the DEIS/DEIR provided a reasonable range of

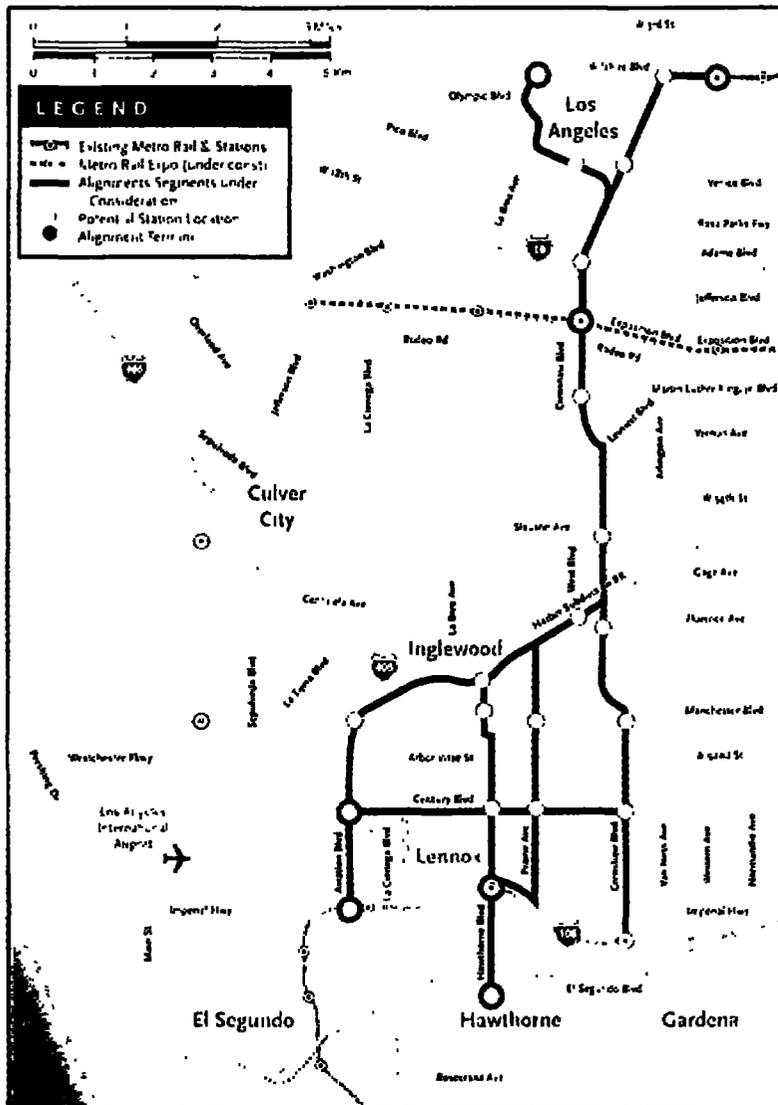
possible alternatives, which met the project goals and objectives. As part of this process, Metro considered all reasonable alternatives before selecting the preferred alternative.

The process typically results in the narrowing down of options and alternatives are eliminated based on their effectiveness, environmental impacts, efficiency, financial feasibility, and equity. The end result of the process is the selection of a locally preferred alternative, or LPA, by the Metro Board. The identification and screening of the alternatives is shown below.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Initial alignment alternatives were built up from a variety of alignments in the corridor.

Locally Preferred Alternative Selection Process

Prior to the selection of a Locally Preferred Alternative (LPA), the initial alternatives were presented at scoping meetings and reviewed with input from the public and various agencies. The alternatives were screened using engineering and environmental

constraints such as comparing transit design configurations and alignments to existing right-of-way widths and then

What is an LPA? The DEIS/DEIR process culminated in the Metro Board of Directors making a recommendation for the Locally Preferred Alternative (LPA). A LPA is the project alternative that the Lead Agency feels would best balance the needs of the population for which the project serves. This recommendation was based on the results of the environmental evaluation as well as public opinion conveyed throughout the public participation process. The selection of an LPA has allowed the project to move forward into more advanced design and engineering, with a more detailed environmental analysis as presented in this FEIS/FEIR.

to the surrounding community and environment. The alternatives included a No-Build Alternative, a Transportation System Management (TSM) Alternative, a Bus Rapid Transit (BRT) and Light Rail Transit (LRT) operating along different alignments.

Evaluation of Alternatives

A list of criteria was used in order to compare the performance of each alternative.

These criteria included:

- Regional Connectivity
- Key Environmental Effects
- Economic Development/Land Use Planning
- Ridership
- Travel Time and Reliability
- Cost-Effectiveness
- Financial Capability
- Regulatory Constraints

The results of the analysis showed that the LRT Alternative would:

- Generate the greatest benefits to travel time along the corridor;
- Generate more riders along the segment between the Exposition Line and the Metro Green Line;
- Improve accessibility for passengers in several corridors;

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

- Provide economic development in the corridor;
- Create more opportunities for linkages with adjacent development;
- Provide the largest degree of travel time savings, reliability and ridership for comparable segments;
- Provide the strongest support of community goals for economic development; and
- Provide connections with other elements of the Metro rail system, including the ability to facilitate a connection to LAX airport-service.

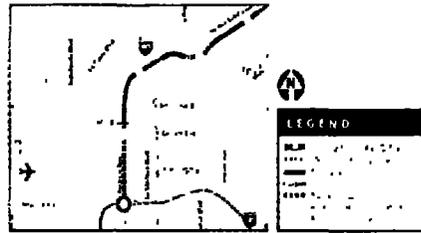
Selection of a Locally Preferred Alternative

Following circulation of the DEIS/DEIR, a LPA Recommendation Report was prepared which proposed the adoption of the Light Rail Transit Alternative, including several design options, as the locally preferred alternative. Based on the environmental review, conceptual engineering activities and technical studies, as well as feedback from an extensive community outreach program, the Metro Board of Directors adopted the Light Rail Transit Alternative as the Locally Preferred Alternative.

The Board Adopted LPA Included the Following Options:

Design Option 1

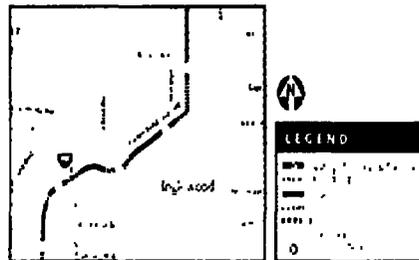
Design Option 1 involves an aerial station on the north side of Century Boulevard instead of an at-grade station located approximately 1,500 feet north of Century Boulevard near 96th Street.



Design Option 1 is an elevated station at Century Boulevard.

Design Option 2

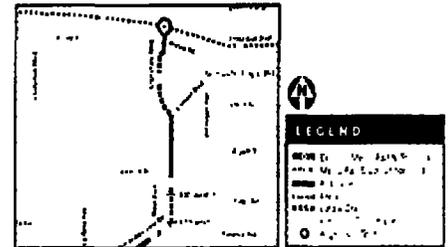
Design Option 2 involves an aerial crossing rather than an at-grade crossing at Manchester Avenue. An aerial crossing over Manchester Avenue would replace the at-grade LRT alignment and would extend an aerial alignment approximately 1,300 feet within the Harbor Subdivision. The over crossing would consist of an 800-foot bridge and 250-foot approaches on each side. The aerial alignment would return to grade on the north side of Manchester Avenue before the at-grade station proposed on the north side of Hindry Avenue.



Design Option 2 is an elevated crossing above Manchester Avenue

Design Option 4

Design Option 4 involves a cut-and-cover alignment between Victoria Avenue and 60th Street instead of an aerial alignment, starting on Crenshaw Boulevard and extending into the Harbor Subdivision. The below-grade alignment would be built as a cut-and-cover tunnel.



Design Option 4 is a below grade alignment from 60th street to Victoria Avenue.

Based on the evaluation, Design Options 1, 2 and 4 would address technical and environmental requirements and would best meet the goals and objectives established for the corridor while staying within the proposed budget for the project. Design Option 1 would facilitate a potential connection to LAX, providing the largest amount of regional connectivity which would lead to higher potential ridership once that connection is established. Design Option 2 would eliminate potential traffic impacts at the Manchester Avenue crossing. This key environmental effect would be achieved at a relatively low cost compared to the other design options. Design Option 4 would also eliminate key environmental effects, specifically related to the aerial structure impacts to the visual character of the Hyde Park neighborhood, which is a low income area that is subject to environmental justice consideration. Because these aesthetic and community division effects would be disproportionately placed on the low income Hyde Park community environmental justice impacts would also occur. Design Option 4 eliminates these potential environmental effects. For these reasons, Design Options 1, 2, and 4 were recommended to be incorporated into the LPA.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

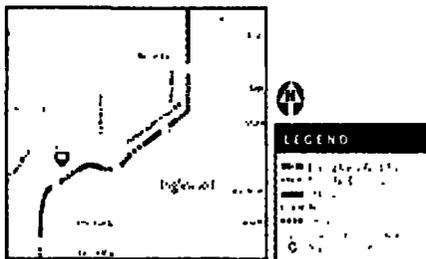
1.0001-0001-0001-0001

Design Options Carried Forward with the LPA

Three other design options were not recommended as part of the LPA but were authorized for continued environmental review and advanced conceptual engineering so that they could be implemented at a later time, should funding become available. The three design options to be carried forward included:

Design Option 3

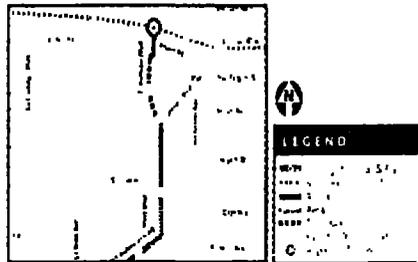
Design Option 3 involves a cut-and-cover crossing instead of an at-grade crossing at Centinela Avenue. An LRT under-crossing at Centinela Avenue would replace the at-grade LRT alignment proposed under the LPA and would extend approximately 2,000 feet within the Harbor Subdivision. The under-crossing would consist of a 200-foot long bridge with a 700-foot depressed LRT alignment section on the west and an 1,100-foot depressed section on the east side of Centinela Avenue.



Design Option 3 is a grade separation at the Harbor Subdivision and Centinela Avenue.

Design Option 5

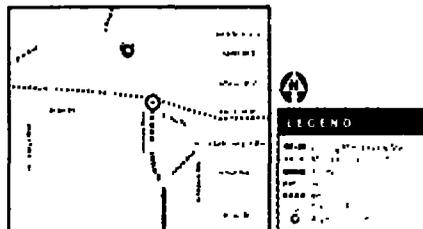
Design Option 5 involves a below-grade station at Vernon Avenue in Leimert Park. The Crenshaw/Vernon station is an optional below-grade station. This would be within a half mile of Crenshaw/King Station.



Design Option 5 considers the feasibility of two stations in close proximity at Crenshaw/King and at Crenshaw/Vernon. The Crenshaw/Vernon station is the optional station.

Design Option 6

Design Option 6 involves a below-grade alignment between 39th Street and Exposition with a below-grade station at Crenshaw Boulevard and Exposition Boulevard. A below-grade alignment between 39th Street and Exposition Boulevard would replace the at-grade LPA alignment and would extend the tunnel north of Martin Luther King Jr. Boulevard to Exposition Boulevard with a below-grade station.



Design Option 6 is a below grade alignment along Crenshaw Boulevard between Exposition and 39th Street.

Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report

Four initial maintenance and operations facility sites were evaluated in the DEIS/DEIR. These sites were compared using evaluation criteria such as size and

proximity; land use and zoning; land ownership; buffers; potential expansion; community disruption; and most valuable and best use. Based on the analysis, these four potential maintenance sites were ranked from most preferred to least preferred.

Based on public comments and concerns expressed during the comment period, the Metro Board, as part of its actions on the Project, removed from further consideration the two maintenance facility sites (Sites B and D) in the cities of Los Angeles (Westchester) and El Segundo that were evaluated in the DEIS/DEIR. A Supplemental Draft Environmental Impact Statement (SDEIS)/Recirculated Draft Environmental Impact Report (RDEIR) was prepared to provide environmental analysis of four new alternative maintenance facility sites for the proposed project. In addition, a Section 4(f) Evaluation of eligible historic resources and parklands within the updated APE for the project was completed.

Refinements to the Locally Preferred Alternative (LPA)

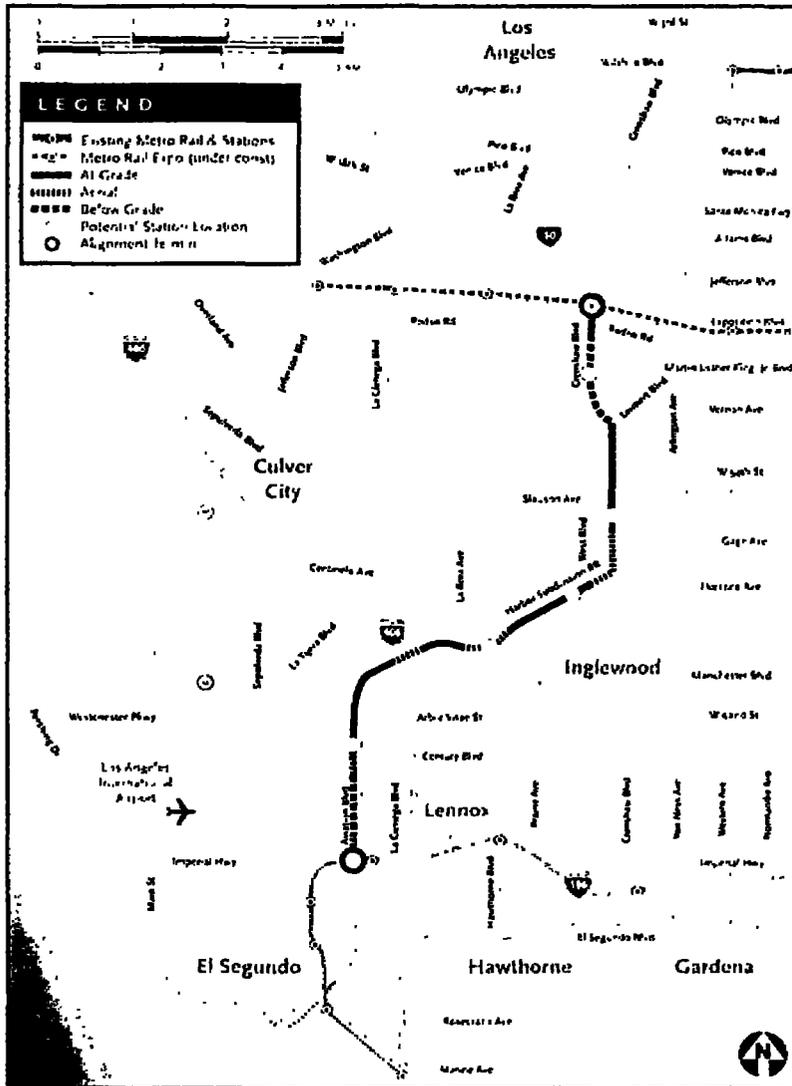
Following adoption of the LRT as the Locally Preferred Alternative, various refinements were required due to engineering constraints, environmental concerns, and budgetary considerations. The refinements to the LPA associated with this base project are described below.

La Brea Avenue Crossing.

An open trench configuration across La

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

1.0001-1.0001-000000



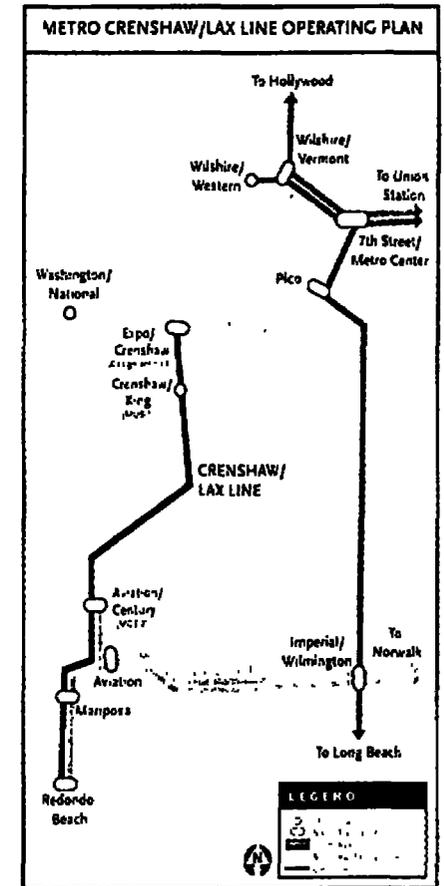
LPA Alignment. The LPA route is approximately 8.5 miles in length. It extends from the Exposition Light Rail line to the Green Line. This baseline option includes at grade, below grade and elevated sections, with six stations, as shown above.

Brea Avenue with an at-grade station east of the Market Street.

Segment from 39th Street to Exposition Boulevard.

The LPA's northern terminus at the Crenshaw/Exposition Station had an at-grade configuration with a design option

for a below-grade alignment (Design Option 6), which would extend a tunnel between 39th Street and a below-grade Crenshaw/Exposition Station. During the ACE phase, all analyzed at-grade configurations were determined infeasible due to physical constraints and significant traffic and land use impacts. Design

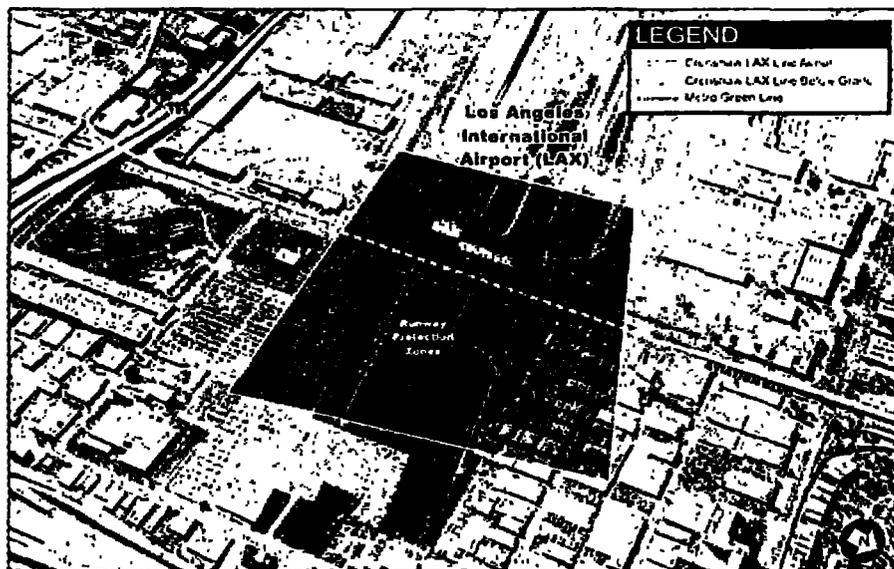


LPA operation will involve a single service from Exposition/Crenshaw to Aviation/Century, with a connection to the Redondo Beach Station along new infrastructure and the Metro Green Line.

Option 6 is determined to be a feasible alternative to an at-grade alignment and is recommended for inclusion into the project definition, contingent upon the section's financial feasibility. In the event that Design Option 6 cannot be incorporated into the project, the FEIS/FEIR also considers two Minimum Operable Segments (MOS) alternatives that would be consistent with the Metro financial plan for the project. MOS-King would extend from the Metro Green Line to the King Station, at a distance of 8

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Below-grade trench alignment along Aviation Boulevard adjacent to LAX south runways.

miles. MOS-Century would extend from the Metro Exposition Line to the Aviation/Century Station, at a distance of 7.4 miles, and would include Design Option 6. MOS-Century would also require a bus feeder connection to the Metro Green Line at the southern end. If constructed, either MOS would be consistent with the established financial plan for the Crenshaw/LAX Transit Corridor Project. As stated previously, the Partially-Covered LAX Trench Option has been incorporated into the project definition as an interim solution to the fully covered condition. The Partially-Covered Trench configuration would allow a concrete cap over 1,000 feet of the below grade track with two 500-foot covered sections. Two other design options that may be incorporated into the project definition (based on potential for cost savings and reduction in environmental impacts in one case, and based upon Board action in the other). These options will further be explored through the preliminary

engineering phase and during the procurement of design build contracts.

Alternate Southwest Portal at Crenshaw/King Station Option. This option involves an alternate portal at the southwest corner of the Crenshaw Boulevard/Martin Luther King Jr. Boulevard intersection. During the preliminary engineering phase of the project, Metro determined that a providing connection in front of the Broadway building (Walmart) could provide increased access to the regional mall. In addition, potential cost savings and fewer displacements could be achieved through less property acquisition (The portal would be located within the

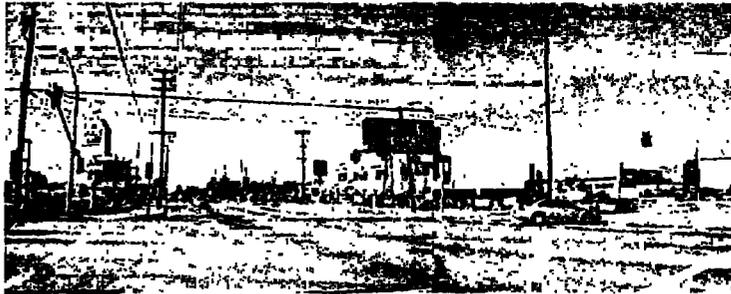
existing landscaped sidewalk adjacent to the Broadway building and would provide vertical circulation to the underground Crenshaw/King Station). The portal could also be located in the basement of the Broadway building to provide a direct connection to the Baldwin Hills Crenshaw Plaza. This alternate portal is not included within the current project financial plan and would only be implemented if the land were privately funded or if easements to privately-owned land are granted. This station is located at the most heavily developed area of the entire line with a major shopping center near the site. While this design option is not yet incorporated into the project definition, negotiations with the mall owners may yield savings which allow it to be adopted as part of the project definition.

Below-Grade Crenshaw/Vernon Optional Station. Since the adoption of the LPA, the Metro Board, at its May 2011 meeting, directed the below-grade Crenshaw/Vernon Station to be considered as an option within the procurement of design-build contracts. While this action did not incorporate the optional station into the project definition, it placed an emphasis on carrying the design forward for the design-build procurement process. It may be implemented if bids for the project

What is the Harbor Subdivision? The Harbor Subdivision is a freight rail corridor, approximately 26 miles in length, that traverses southwest Los Angeles County from Vernon to Wilmington. In the early 1990s, Metro purchased the portion of the corridor between Redondo Junction and Watson Yard, along with several other rail rights-of-way, to further the development of the region's rapid transit system. Metro has initiated an Alternatives Analysis Study (AA) for the Harbor Subdivision Transit Corridor. The study will examine potential transit service along the Metro-owned Harbor Subdivision.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Volume IV - Summary



Existing view of the Aviation Boulevard/Manchester Avenue intersection.



Aerial structure across Manchester Avenue.

including this design option fall within the project funding amount.

Project Alignment

The southern terminus of the alignment would begin at the existing Metro Green Line Aviation Station which is in an aerial configuration, and transition northerly to a below-grade trench configuration, south of 111th Street, as it passes adjacent to the LAX south runways. The baseline configuration of the project near LAX Runway 25L and 25R ends is a cut-and-cover trench that is covered with a reinforced concrete roof. This is based on comments received from the Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) on the DEIS/DEIR. There is also an interim option for a depressed partially-covered trench. After clearing the south runways

north of 104th Street, the alignment would transition to an aerial configuration across Century Boulevard.

At Century Boulevard, the LRT alignment would be located on a new bridge constructed west of, and adjacent to, the existing railroad bridge. The alignment would transition to an at-grade configuration north of the Wally Park structure and operate at-grade across Arbor Vitae Street and would transition to an aerial structure across Manchester Avenue. The alignment would transition back to grade level for at-grade crossings at Isis and Hindry Avenues. The LRT alignment would transition to an aerial configuration across La Cienega Boulevard and the I-405 and would return to grade before Oak Street.

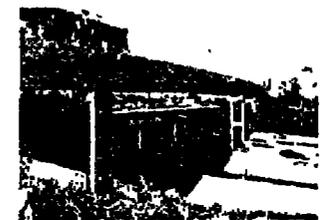
The alignment would continue at grade to the east with at-grade crossings at

Oak Street, Cedar Street, Ivy Street, and Eucalyptus Avenue. The alignment would descend to a below-grade trench configuration under La Brea Avenue with an open cut station to the east of La Brea Avenue. The alignment would transition back to grade east of La Brea Avenue until Victoria Avenue. At-grade crossings would occur at Centinela Avenue, West Boulevard and Brynhurst Avenue and an at-grade station would be located to the west of West Boulevard.

West of Victoria Avenue, the alignment would transition to a below-grade tunnel and continue along the Harbor Subdivision until Crenshaw Boulevard where it would continue north under Crenshaw Boulevard until north of 59th Place where it would transition to grade level in through a portal in the middle of the Crenshaw Boulevard median. The alignment is required to be below grade under this segment of Crenshaw Boulevard because the street right-of-way width is 100 feet, which would be insufficient to accommodate an at-grade



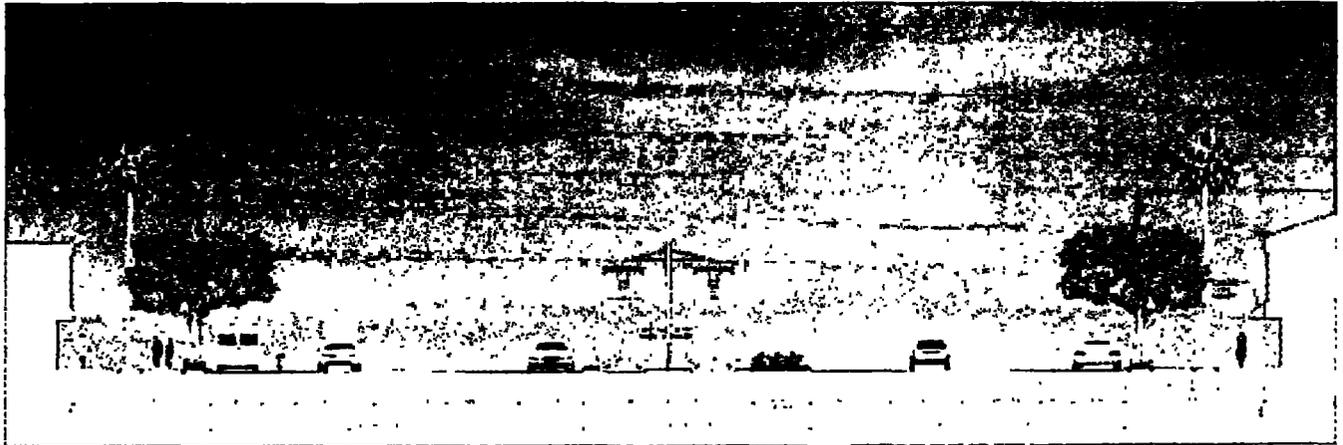
Existing view of Florence Avenue crossing at I-405.



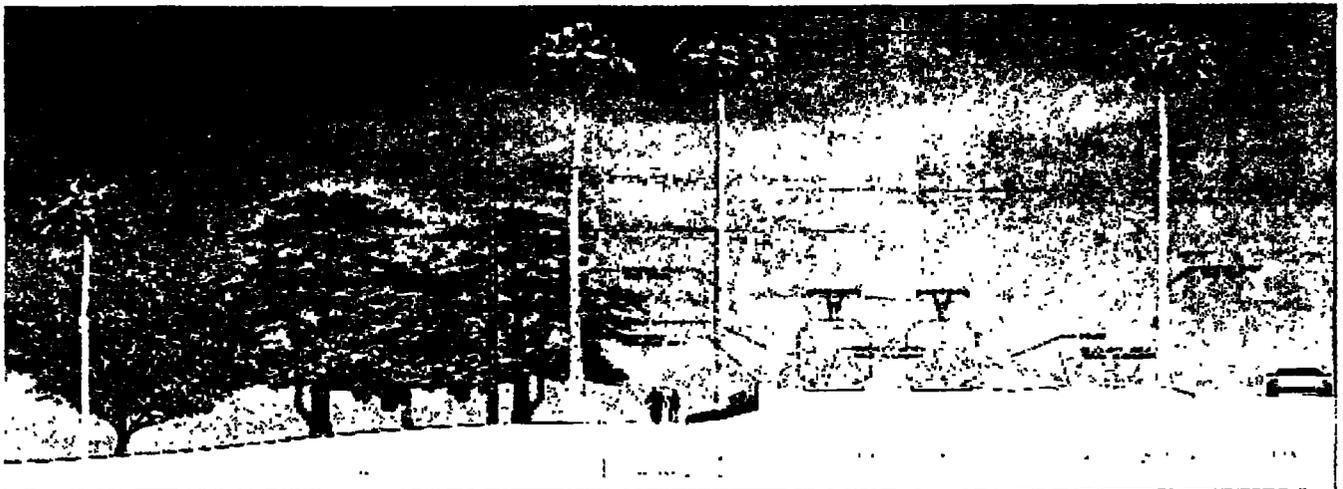
Rendering of aerial structure over I-405.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Cross-sectional view of Crenshaw Boulevard between 54th and 57th Streets



Cross-sectional view of the Harbor Subdivision near Edward Vincent Jr. Park.

LRT without reducing roadway lane capacity.

The alignment would travel at grade in a new median of Crenshaw Boulevard south of 59th Street to 48th Street. The frontage roads along Crenshaw Boulevard would be eliminated where the alignment is operating at grade. There would be an at-grade station in the median of Crenshaw Boulevard, south of Slauson Avenue. The alignment would transition to a below-grade configuration north of 48th Street: through a portal in the median

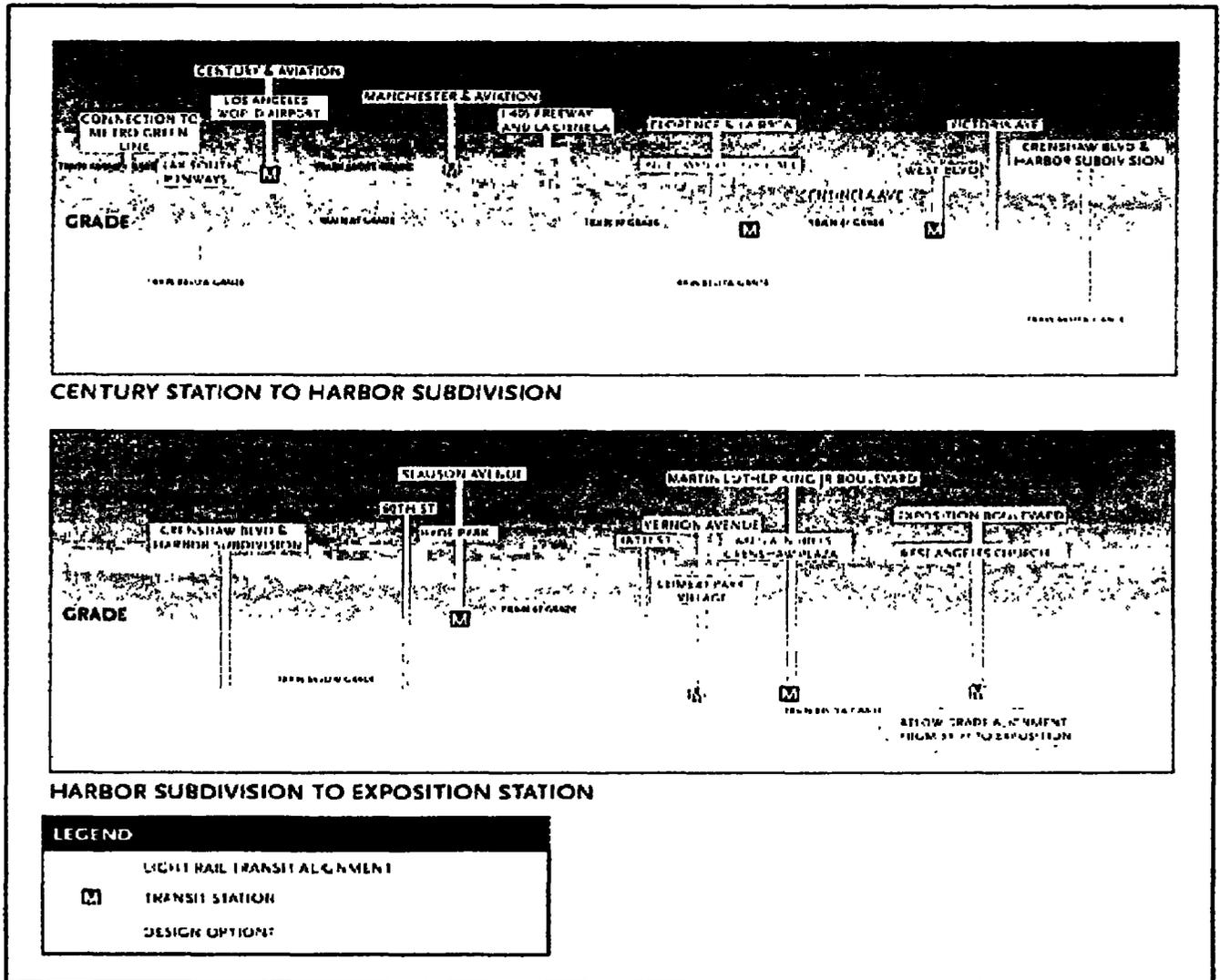
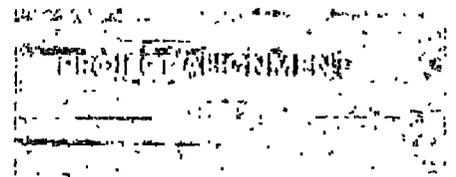
of Crenshaw Boulevard. The alignment would be below grade for the remainder of the alignment either to the terminus associated with an MOS at King or at Exposition Boulevard (the terminus for the LPA), with the incorporation of Design Option 6. The below-grade alignment could be built as either a bored or cut and cover tunnel. The choice of tunneling methodology will be based on an analysis of the length and depth of the tunnel section. Below-grade stations would be located in the median of Crenshaw

Boulevard at King and Exposition Boulevards with portal entrances on properties adjacent to Crenshaw Boulevard.

What is an Overhead Contact System? A distinctive feature of LRT is that the vehicles draw power from overhead wires, known as the overhead contact system (OCS). This allows LRT systems to be integrated with other at-grade transportation modes, such as automobiles and pedestrians.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Vertical Profile of the LPA Alignment.

MOS-Century would follow the same alignment described above, but beginning at the Crenshaw/Exposition Station with the incorporation of Design Option 6 and terminating at the Century Station.

Stations and Station Parking. The LPA would include six stations for passenger access and three park-and-ride facilities. The location and size of the park-and-ride

facilities was refined during the advanced conceptual engineering process. Together, these facilities would satisfy the transit corridor's parking demands.

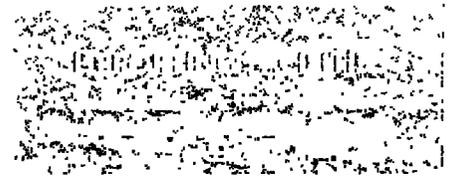
For transit passengers' convenience and to control capital, operating, and maintenance costs, the proposed stations, including signage, maps, fixtures, furnishings, lighting, and communication

equipment, would have a consistent design similar to the existing Metro LRT stations. LRT Station types would be either at-grade, aerial, or below grade, and

LRVs would be equivalent to those Metro operates on the existing Metro Blue, Green and Gold Lines. Each vehicle would be equipped for independent two-way operation, with a driver's cab at each end and would have equal performance in either direction.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



are comprised of 270 feet long platforms that accommodate LRT trains with up to three cars. The project includes two at-grade stations, one underground station, one trench station, and one above ground (aerial) station.

- Aviation/Century (aerial)
- Florence/La Brea (at grade)
- Florence/West (at grade)
- Crenshaw/Slauson (at grade)
- Crenshaw/King (underground)
- Crenshaw/Exposition (underground with Design Option 6)

All platforms would be fully accessible and comply with the Americans with Disabilities Act (ADA). Outdoor platforms would be well-lighted and include amenities, such as canopies that cover a minimum 30 percent of the platform area, seating, bike lockers, bike racks, trash receptacles, and artwork. The LRT stations would also include signage, safety, and security equipment which would provide real-time information.

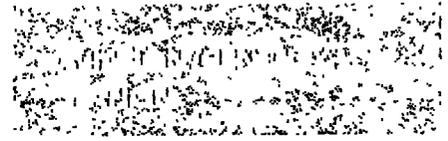
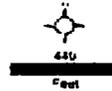
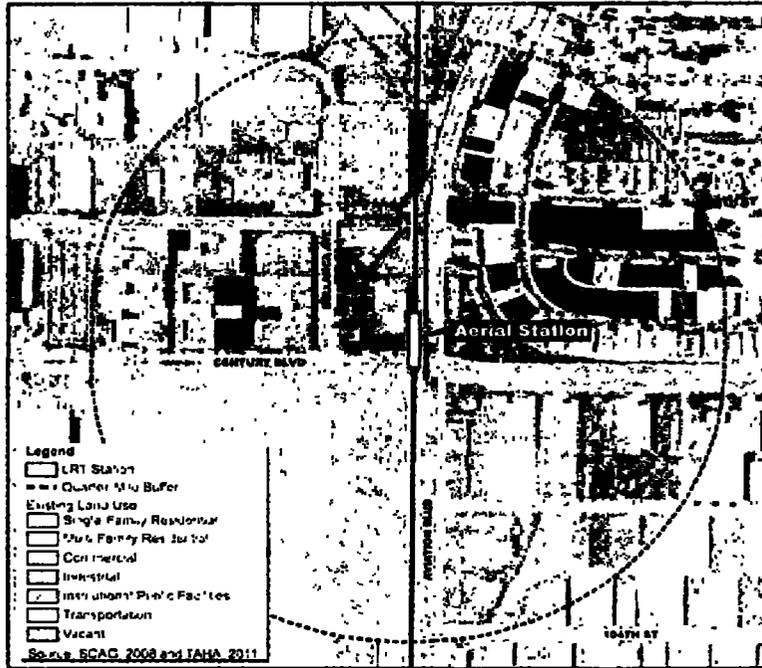
Supporting LRT Facilities. The LPA construction would include installing trackwork, an overhead contact system (OCS) distributing electricity to light rail vehicles (LRVs), traction power substations (TPSS) located about one mile apart, signaling and communication systems, and a vehicle maintenance and operations facility which would operate 24 hours a day, seven days a week.

Systems: The LRT fixed guideway would consist of continuously welded rails. The rails would be embedded in a concrete

slab or installed on crossties and ballasts. The LRT OCS would consist of steel poles installed along the operating right-of-way to support the electrical power line. The poles would be approximately 25-feet tall and would be installed at 90 to 170 feet intervals. The poles would generally be located in the center of the right-of-way, between the two tracks, wherever possible. In some locations, the poles would be located on both sides of the LRT tracks. The overhead electrical power lines are suspended above the LRT tracks. Electricity for LRT operations would be supplied to the OCS from traction power substations (TPSS), located along the proposed LRT alignment. These electrical substations would be enclosed structures located near the LRT alignment. Development of the substations, in some cases, would require an access roadway for maintenance vehicles. Electrical substations would be required for approximately each mile of single or double-track. Communications and signaling (C&S) buildings house train control and communications for LRT operations in a central facility at each station. Each facility is an enclosure located within the station site area, typically adjacent to a station platform. Positioning of a C&S building must be done to provide clearances for maintenance and servicing, and to maintain sight lines for LRT operations.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Aviation and Century, Looking East



Century Looking East, Gateway to LAX



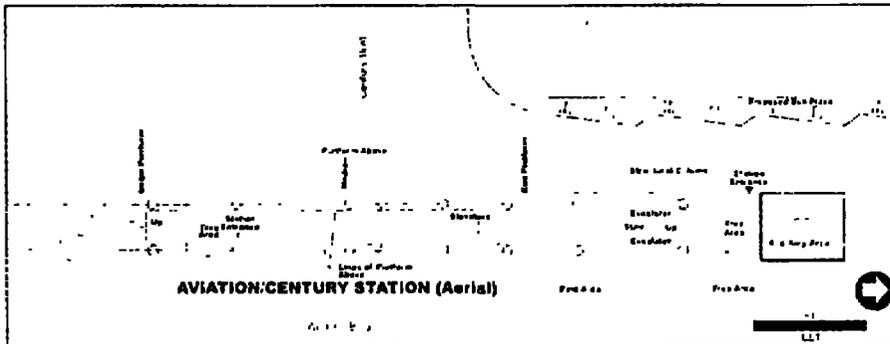
Existing view of Century Boulevard at Aviation Boulevard.



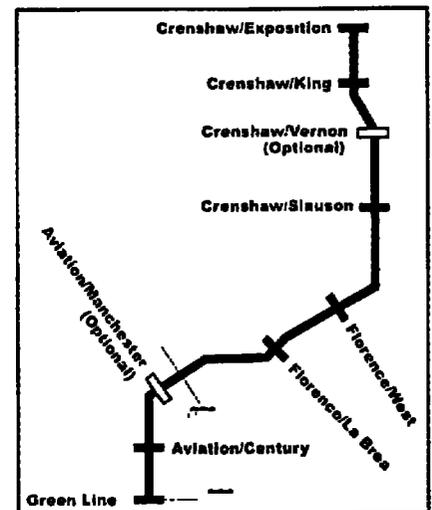
Rendering of the aerial station at Century/Aviation Boulevards

Aviation/Century Station

The Aviation/Century Station will serve as a new major gateway between Metro's regional transit system and LAX. The station will be aerial and designed to accommodate a future connection to the LAX People Mover. A bus transfer plaza will be provided on the west of the station to provide multimodal access to the system.

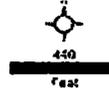
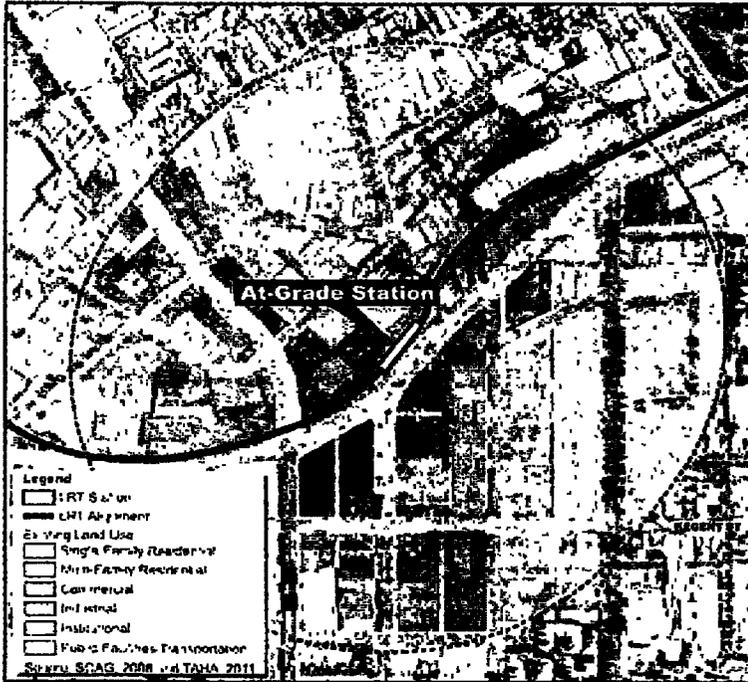
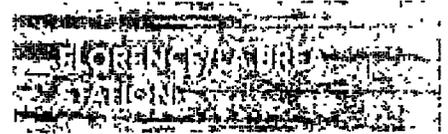


The above figure shows the location of the Aviation/Century Station located at the aerial crossing over Century Boulevard at Aviation Boulevard.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



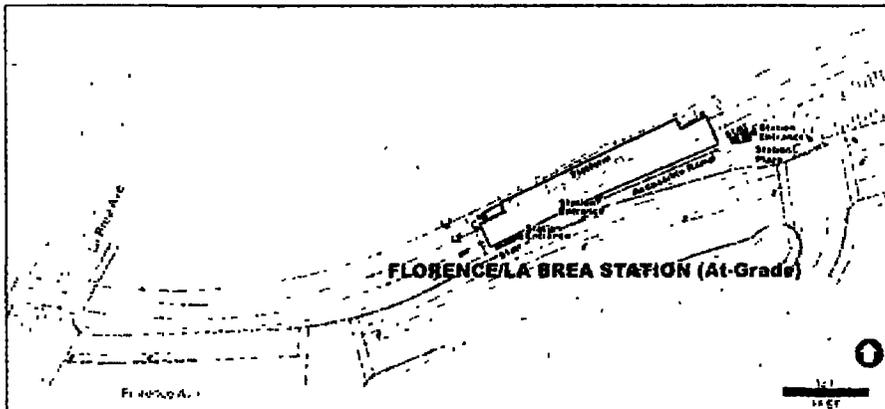
Existing view of the Florence/La Brea Station site.



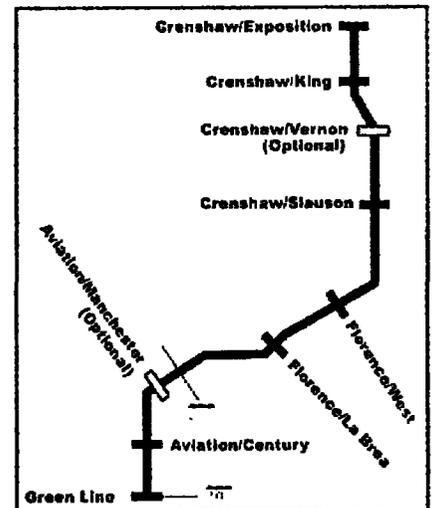
Rendering of the at-grade Florence/La Brea Station east of Market Street along Florence Avenue.

Florence/La Brea Station

The Florence/La Brea Station will provide access to Downtown Inglewood and the City of Inglewood Civic Center. The station would also serve commercial uses along Market Street to the south and residences to the north, east, and west. This station will also include a park-and-ride lot.

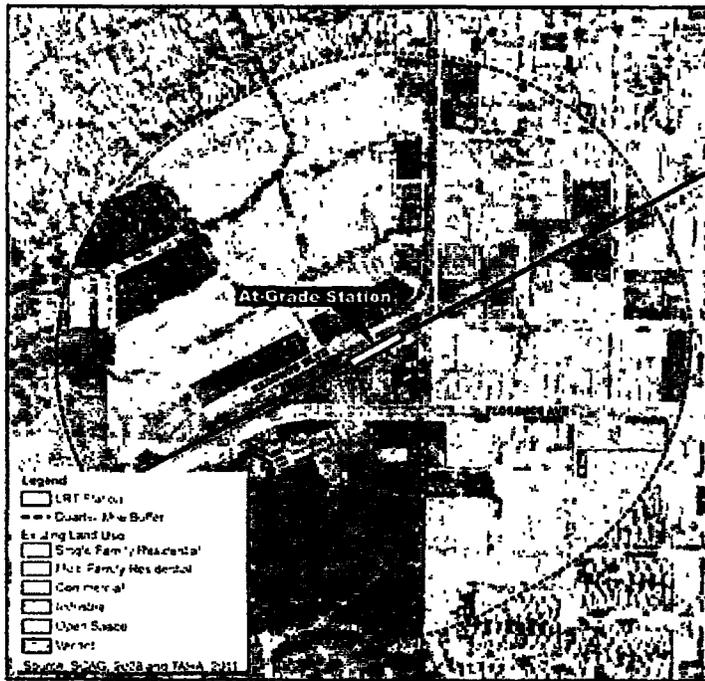


The above figure shows the location of the at-grade Florence/La Brea Station located east of Market Street along Florence Avenue.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Final Design Summary



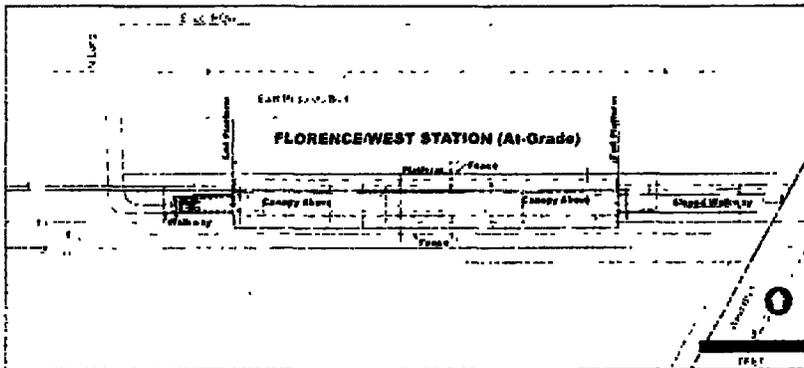
Redondo and West, Looking Southwest



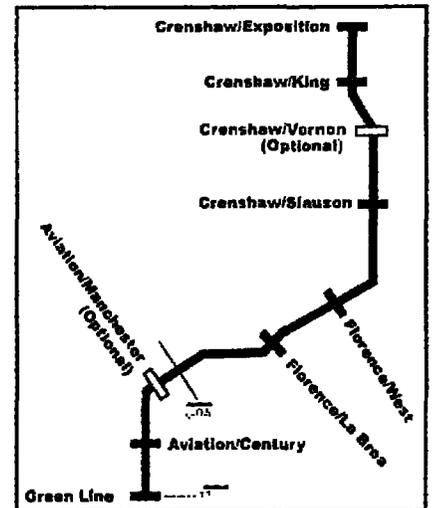
Redondo and West, Looking East

Florence/West Station

The Florence/West Station will provide access to West Boulevard and Florence Avenue, servicing the residential communities of Morningside Park and Hyde Park, as well as Edward Vincent Jr. Park to the west. This station will also include a park-and-ride lot.

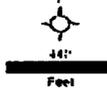
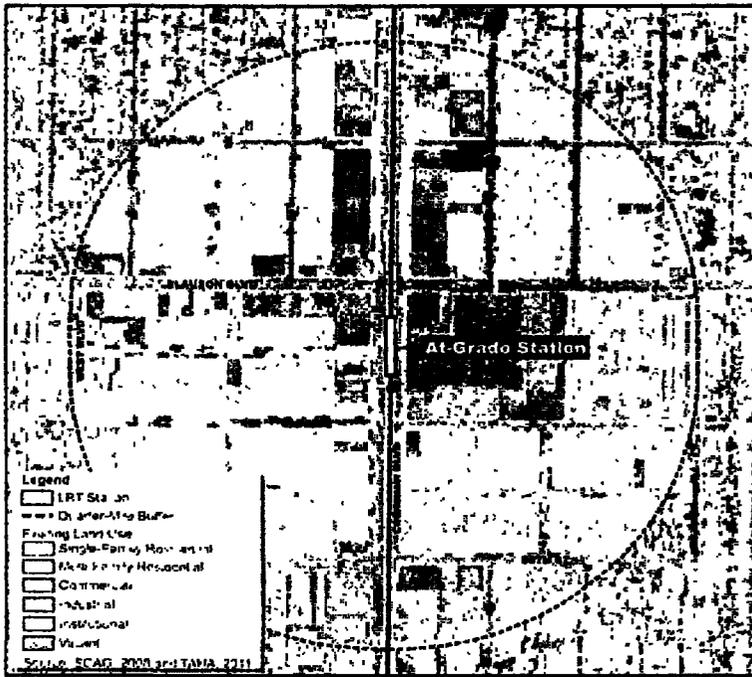


The above figure shows the location of the at-grade Florence/West Station, adjacent to the south of East Redondo Boulevard.



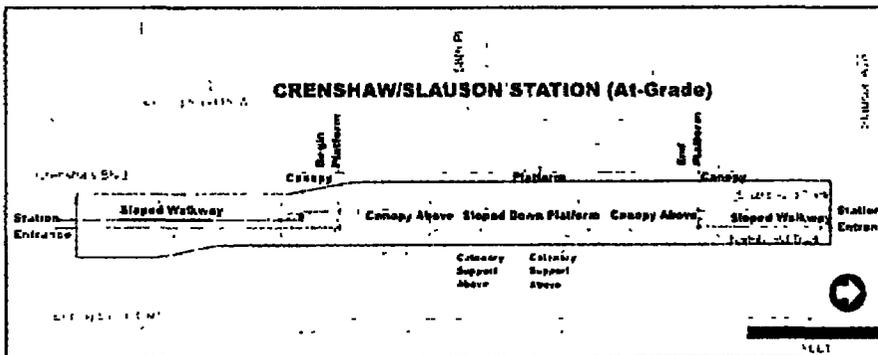
CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

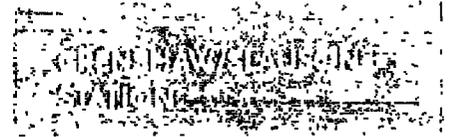


Crenshaw/Slauson Station

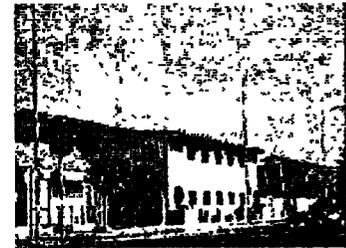
The Crenshaw/Slauson Station will service Crenshaw Boulevard, a major north-south gateway street. This station will be located in the median of Crenshaw Boulevard, south of Slauson Avenue and provide access to east-west bus routes that service Slauson Avenue and provide access to commercial neighborhoods, schools and government offices.



The above figure shows the location of the at grade Crenshaw/Slauson Station in the median of Crenshaw Boulevard



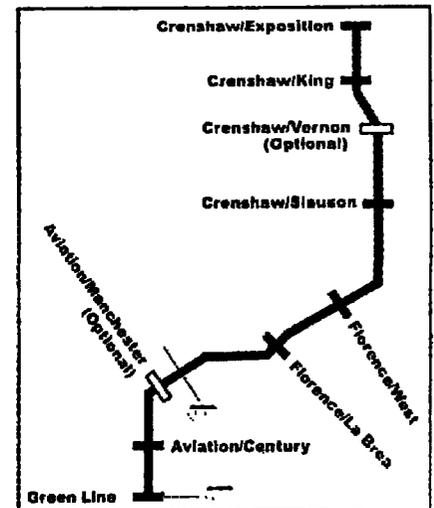
Crenshaw Plaza



View Park Prep High school

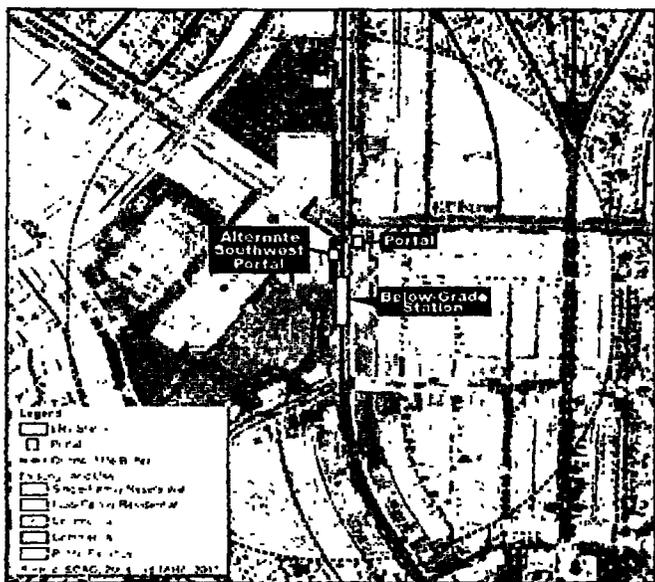


Rendering of Crenshaw/Slauson Station looking south on Crenshaw Boulevard



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

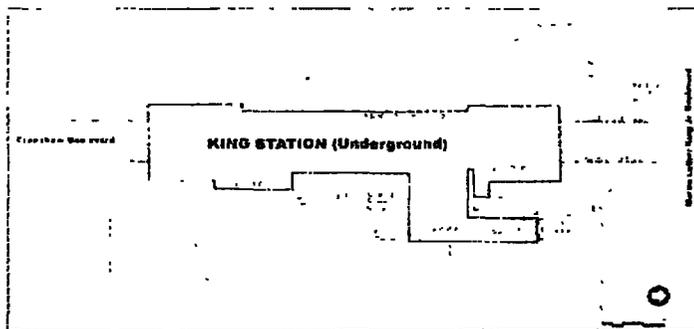
ALTERNATE SOUTH WEST PORTAL



Crenshaw and King, Looking Southwest



Crenshaw/King Station
 The Crenshaw/King Station will provide access to the Baldwin Hills Crenshaw Plaza shopping center, commercial uses along Crenshaw Boulevard and Martin Luther King Jr. Boulevard, a major east-west street which is well serviced by local buses. This station is in walking distance to Leimert Park Village, and surround residential uses.

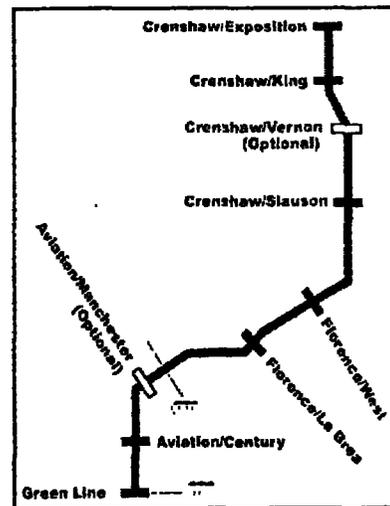


The figure to the left shows the location of the below-grade Crenshaw/King Station and station portal on the southeast corner of the Crenshaw/Martin Luther King Jr Boulevards intersection.

Rendering of Crenshaw/King Station portal on East side of Crenshaw Boulevard, looking south.

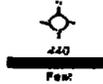
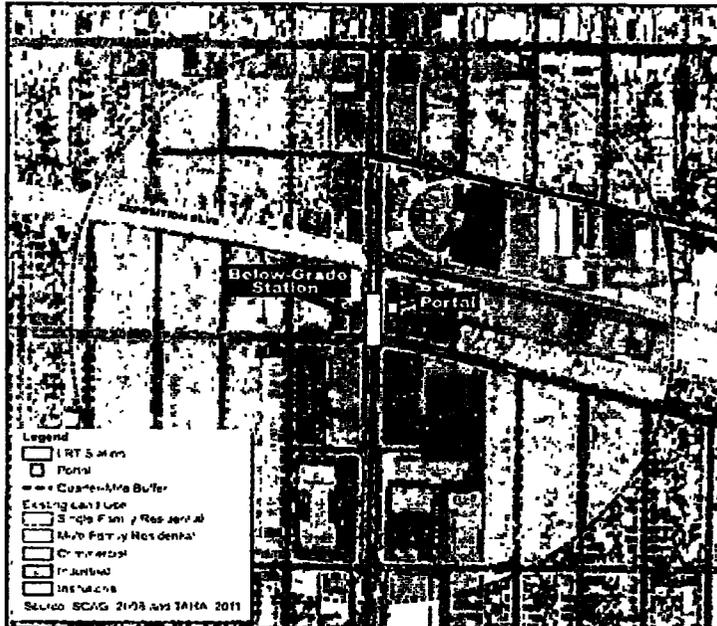


Rendering of Alternate Southwest Portal at Crenshaw/King Station, on the west side of Crenshaw Boulevard, looking north.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



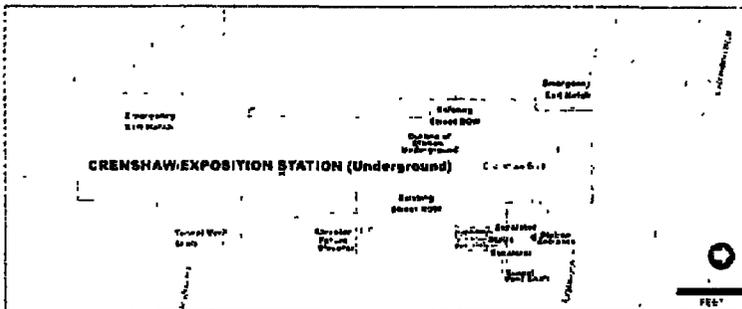
West Angeles Cathedral of God and Christ



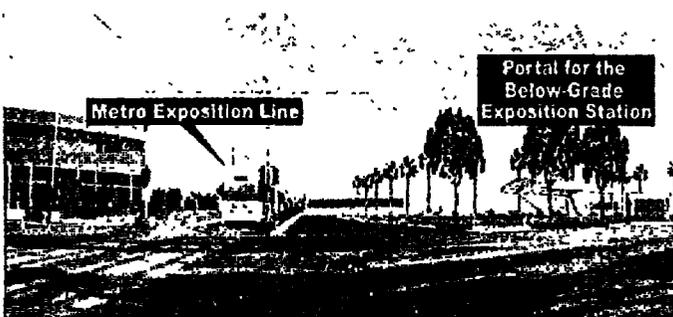
Chili Factory

Crenshaw/Exposition Station

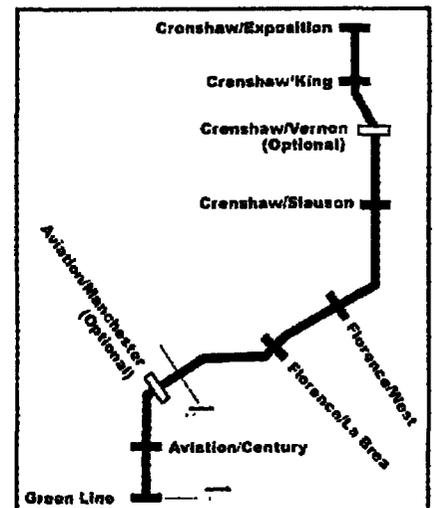
The Crenshaw/Exposition Station is the northern terminus of the Crenshaw/LAX line with the incorporation of Design Option 6. This station will have a park-and-ride lot and allow a pedestrian connection to the Exposition Line that has an adjacent station. This connection with the Exposition Line will provide a connection to Downtown Los Angeles and Exposition Park to the east and Santa Monica and Culver City to the west.



The above figure shows the location of the below-grade Crenshaw/Exposition Station and station portal at the southeast corner of the Crenshaw/Exposition Boulevards intersection.

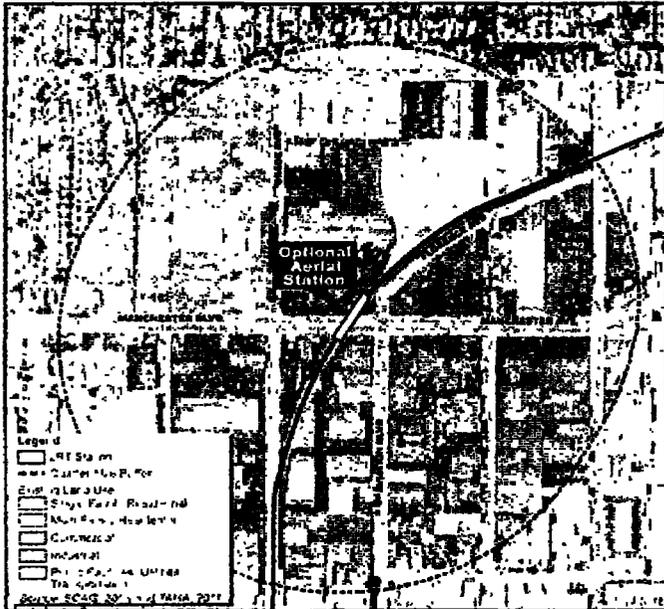


Rendering of portal for the below-grade Crenshaw/Exposition Station that is adjacent to the operation of the at-grade Exposition Line.

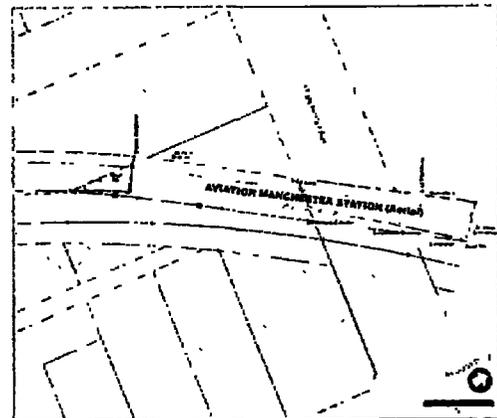


CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Aviation and Manchester, Looking East

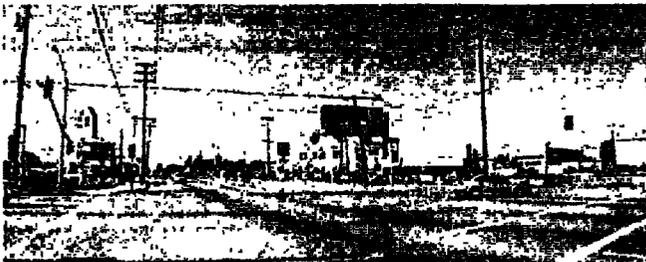


The above figure shows the location of the optional Aviation/Manchester Station at the aerial crossing at Manchester Avenue.

M Metro

Aviation/Manchester Station (Optional)

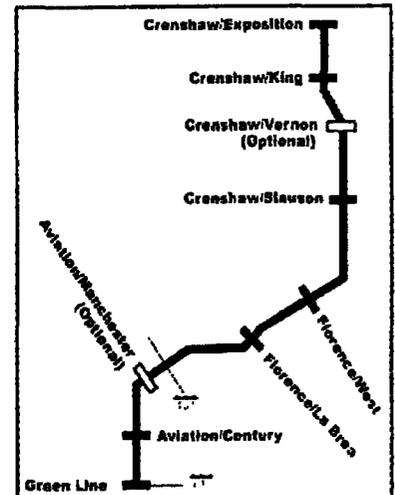
The Optional Aviation/Manchester Station would service the commercial uses along Manchester Avenue, the residential community of Westchester-Playa Del Rey to the north and west, and the industrial areas along Florence Avenue and Aviation Boulevard.



Existing view of the Aviation Boulevard/Manchester Avenue intersection.

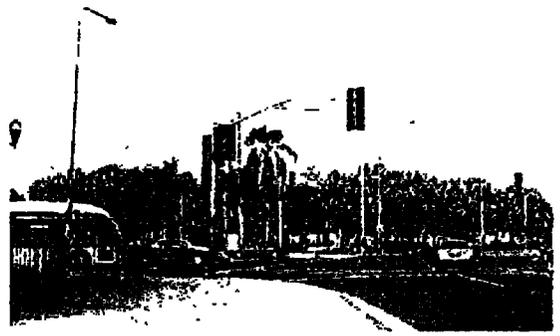
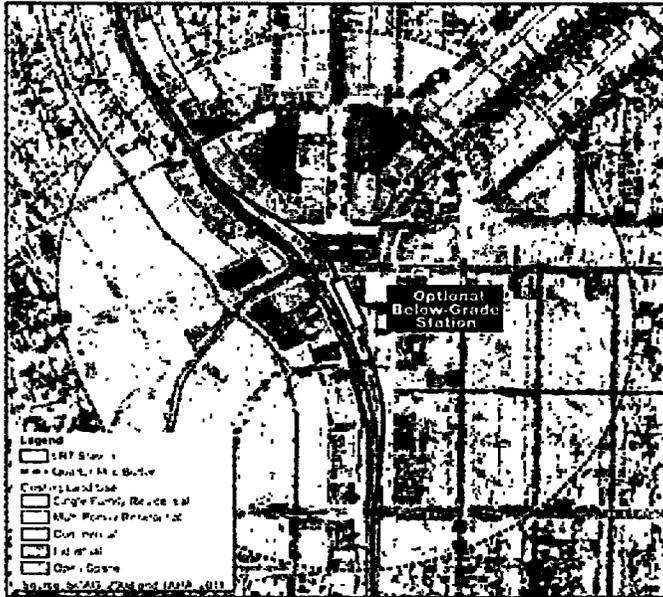


Aerial structure across Manchester Avenue



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Crenshaw and Vernon, Looking East



The above figure shows the location of the optional below-grade Crenshaw/Vernon Station near the intersection of Crenshaw Boulevard and Vernon Avenue.

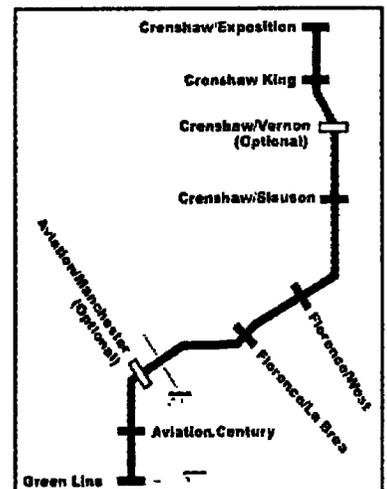
Crenshaw/Vernon Station (Optional)

The Optional Crenshaw/Vernon Station would service the residential neighborhoods of Leimert Park and View Park and the culturally oriented business in Leimert Park Village. The underground station would involve a realignment of the LPA beneath Leimert Park, and the station would be located in the Leimert Park triangle south of Vernon Avenue.



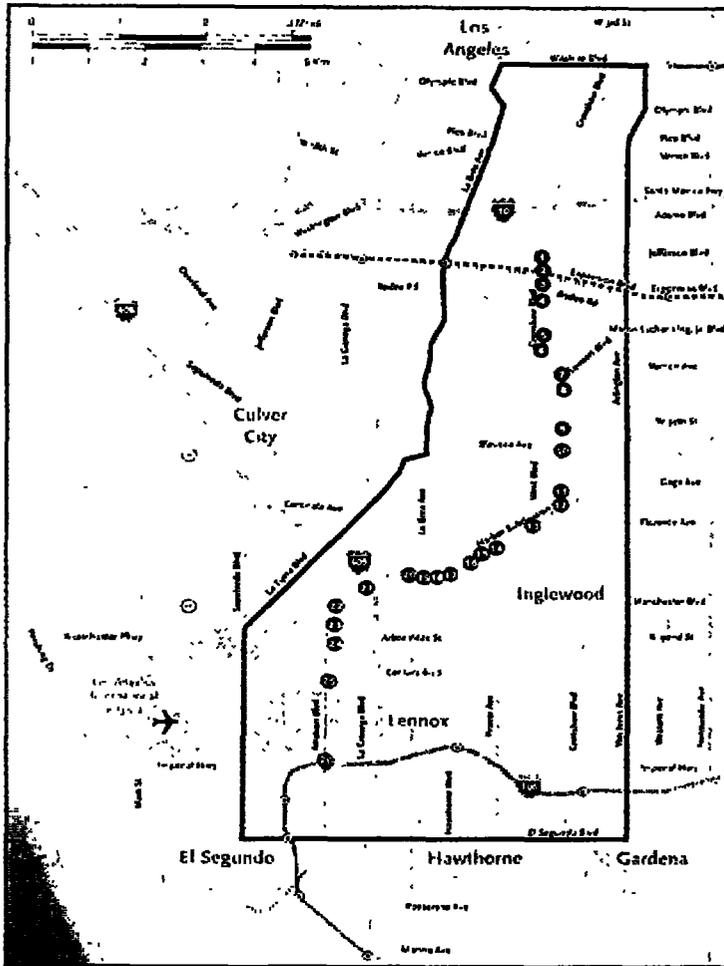
The above picture shows the existing view of the Crenshaw Boulevard/Vernon Avenue intersection.

The picture below shows the station portal located in the Leimert Park triangle south of the Crenshaw Boulevard/Vernon Avenue intersection.



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



The map above shows the 26 study intersections analysed for the Crenshaw/LAX Transit Corridor Project.

associated with an aerial structure would include temporary and/or long-term lane closure, temporary removal of parking, and secondary impacts, such as increased traffic, to adjacent streets.

Cut-and-cover construction would prohibit east-west crossings at several designated locations for approximately eight months. These construction period impacts would occur at the station portals, by severely reducing the northbound movements along Crenshaw Boulevard. The number of traffic lanes would be reduced and local circulation would be impacted for extended periods of time. Intermittent lane closures would occur during off-peak and nighttime periods, in order to perform short work adjacent to the longer term work area, such as installing utility laterals, delivering large items, pouring of concrete and similar activities. Occasional lane closures would be required for certain activities such as the placement and removal of overhead concrete form and falsework, installation of tracks across crossings, installation/removal of temporary traffic decking and similar activities. These closures will vary in length and will be planned at times to reduce impacts to traffic wherever possible. The median left-turn lanes would likely be closed during the construction period, prohibiting left

ES.4 Traffic and Parking

The potential construction and operation impacts for both traffic and parking impacts summarized below and further described in Chapter 3.0 Transportation Impacts of the FEIS/FEIR.

Construction Impacts. Construction of the LPA would result in traffic impacts at all Harbor Subdivision intersections. Construction of at-grade crossings

would require intermittent off-peak lane reductions and closures of these crossings for up to six months. It is anticipated that these lane reductions and closures would cause traffic to divert to other locations. Most significantly would be the disruption of normal business operations as a result of intermittent site access.

Impacts to local traffic and circulation are expected with construction of the LPA aerial structures. Typical impacts

The LPA would result in a savings of approximately 22 minutes saved traveling from the Exposition Line to the Metro GreenLine in 2030.



Table ES.1. Park-and-Ride Stations

Station Locations	Approximate Park-and-Ride Spaces
La Brea	100
West	120
Exposition (Design Option 6)	110

turns for up to six months. Metro would implement a construction period traffic management plan to deal with anticipated impacts related to congestion and parking. This plan would focus on maintaining traffic flow, providing alternate parking locations, maintaining access to local businesses, and minimizing disruptions to general circulation.

Operational Impacts. According to the criteria of the Los Angeles Department of Transportation, the LPA would result in traffic impacts at the Crenshaw Boulevard/54th Street intersection, where the LPA operates at grade. This impact would occur under the 140-, 130-, and 120-second signal timing for the LPA as a result of an at-grade rail crossing that would reduce the operational efficiency of the intersection. There are no feasible mitigation measures to reduce the impacts at this intersection for the 140-, 130-, and 120-second signal cycle lengths. In the locations of the alignment where the LRT will move from below-grade to at-grade, and locations where the intersecting roadways are minor and have existing partial turn restrictions, three intersections are planned for closure. These intersections on Crenshaw Boulevard are 59th Place, Coliseum Place and Rodeo

Place. In addition, the CPUC requested the existing crossing at Brynhurst Avenue be considered for closure. This issue is currently being discussed with CPUC and additional analysis is expected before the final decision is reached.

The LPA would result in the loss of on-street parking. With the removal of the frontage road that parallels Crenshaw Boulevard, the existing bus stops would be relocated. Relocating the existing bus stops would result in the removal of additional on-street parking spaces on Crenshaw Boulevard. Based on advanced conceptual engineering designs, there would be a permanent loss of 142 northbound and 166 southbound on-street parking spaces between 48th Street and 60th Street.

The project is expected to result in only a minor loss of off-street parking under the LPA. This loss would occur in the Harbor Subdivision portion of the transit corridor and be limited to private off-street lots where the land would be used for station development. These private off-street parking lots would be acquired by Metro prior to construction. While the final number of parking spaces provided at any proposed park and ride

lots lot will be determined at a later time, it is assumed that the proposed station parking would provide sufficient capacity to accommodate the anticipated parking demand for the LPA, which is expected to be approximately 100 spaces per station. At other stations along the corridor where off-street parking would not be provided, spillover parking to the adjacent streets may occur, but is likely to be minimal based on projected parking demand at stations with park-and-ride facilities.

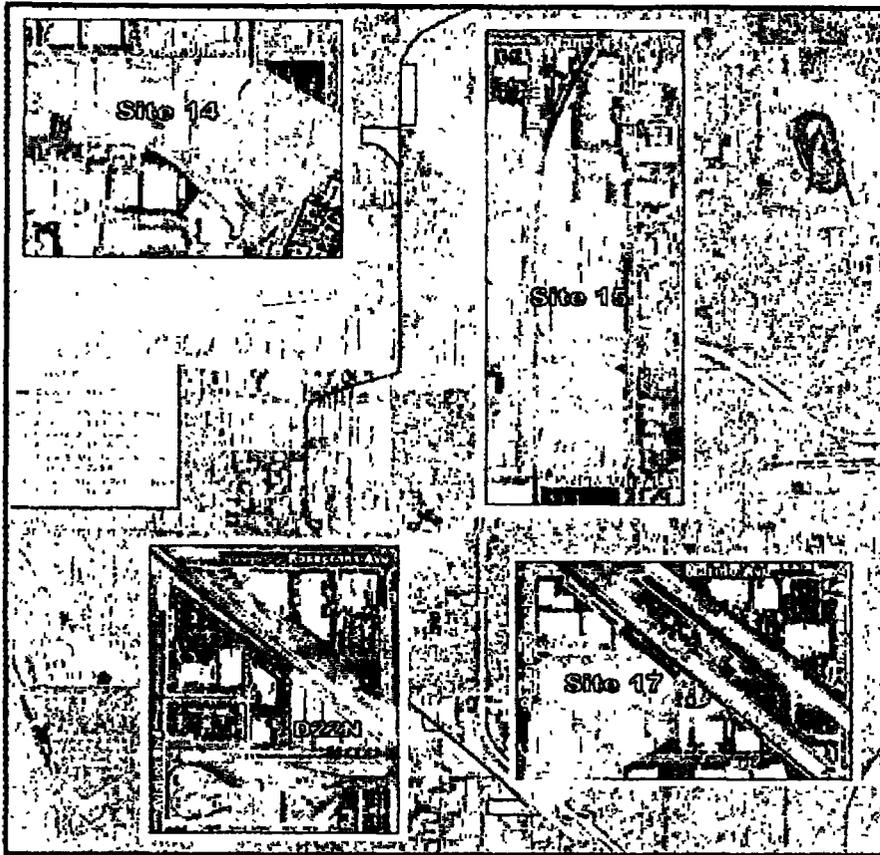
ES.5 Evaluation of Project Alignment and Stations

The FEIS/FEIR analyzes the environmental impacts and consequences associated with the implementation of the project alignment and stations. The environmental impacts and consequences associated with the maintenance facility for the project are discussed in Chapter 5.0 of this FEIS/FEIR, where detailed technical information and regulatory requirements used to evaluate the impacts of the proposed project are included in the appendices of this document. Discussion of each environmental topic is generally organized by the following structural headings:

Affected Environment/Existing Conditions describes the existing physical environment and baseline setting wherein the proposed project would occur.

Environmental Impacts/Environmental Consequences describes the anticipated changes that would result from implementation of the proposed project

EVALUATION OF MAINTENANCE SITE ALTERNATIVES



Sites of approximately 15 acres or more are desirable. A variety of sites adjacent to corridor routes were reviewed. Four sites were considered for evaluation in the Final EIS/EIR.

and a federal determination of significance is made based on the relative change from the baseline conditions (No-Build Alternative).

Mitigation Measures provides measures that would reduce or eliminate the significant or adverse impacts.

CEQA Determination evaluates the anticipated changes that would result from implementation of the proposed project against CEQA thresholds and a State determination of significance is made based on the relative change from the existing conditions.

Significant Impacts Remaining After Mitigation states the effectiveness of mitigation measures in reducing the impacts identified. A final determination is made to whether an identified impact can be reduced to a less-than-significant level, or remains significant and unavoidable after mitigation. While CEQA requires that only effects that

A Maintenance and Operations Facility is necessary to ensure that the project can continue to function on a daily basis without service interruptions or delay. These activities include the maintenance needed to keep the transit vehicles in peak operating condition, as well as emergency repairs necessary if a vehicle becomes inoperable. Storage is necessary for the vehicles when they are not in operation and are being repaired, or for replacement vehicles that become temporarily inoperable.

have a "significant impact" be identified in an Environmental Impact Report, the National Environmental Policy Act (NEPA) requires that all adverse impacts of a proposed project be analyzed. Accordingly, in this joint federal and state environmental document, reference to "significant impacts" is made to fulfill this requirement under CEQA, pursuant to standards of California law. However, regardless of level of significance, all potentially adverse environmental impacts have been analyzed and mitigation proposed where feasible to reduce identified adverse effects.

ES.6 Evaluation of Maintenance Site Alternatives

In the analysis of the additional Maintenance Facility Site Alternatives, a total of 17 sites were identified for consideration. This consideration resulted in the selection of the four maintenance facility sites that were evaluated in the SDEIS/RDEIR. The impacts and consequences of the four maintenance facility site alternatives was analyzed in the same format as the project alignment and stations with the same headings and environmental topic areas. Metro has selected Site 14 as the preferred maintenance site for the Crenshaw/LAX Transit Corridor Project

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



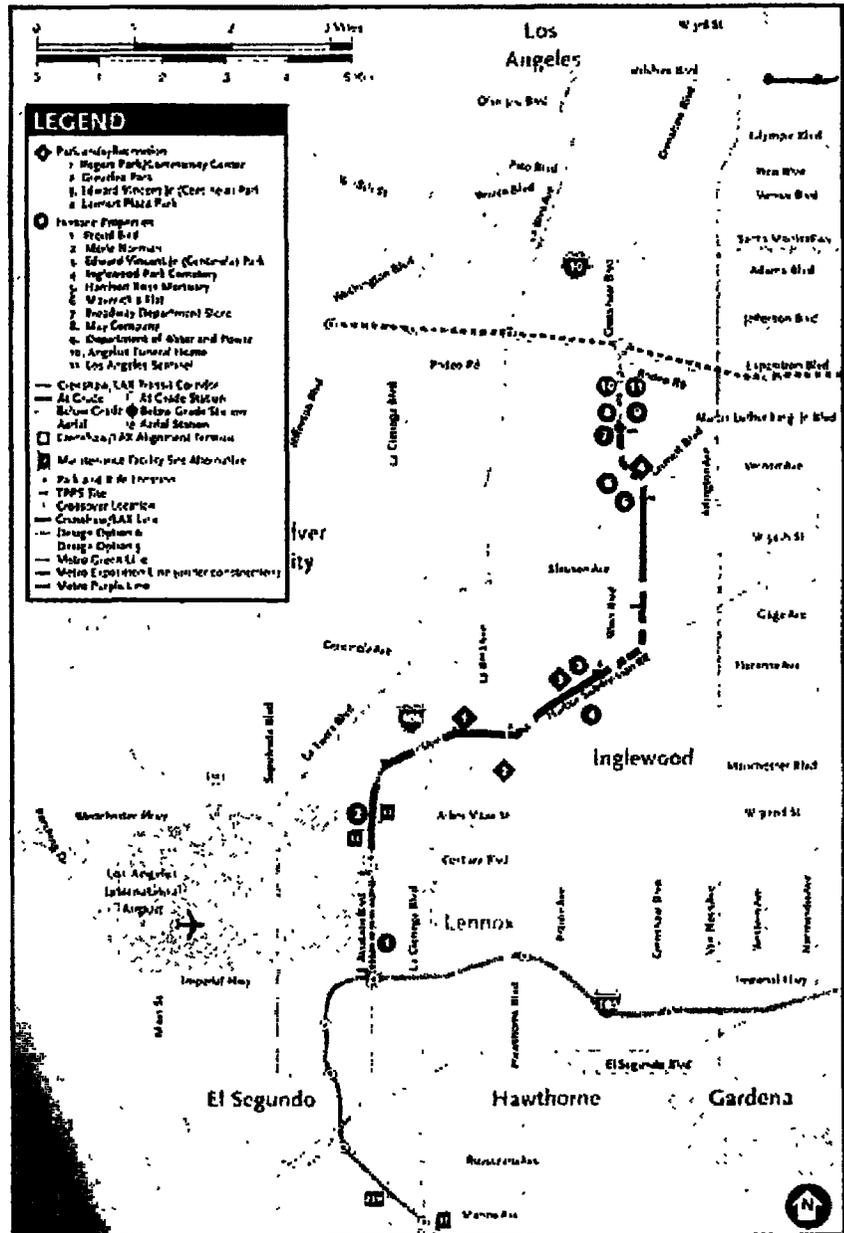
at the April 2011 Board of Directors meeting.

ES.7 Section 4(f) Evaluation

Section 4(f) protects publicly-owned land of parks, recreational areas, and wildlife refuges. Section 4(f) also protects historic sites of National, State, or Local significance located on public or private land. The Section 4(f) evaluation includes a description of the proposed action, a list of eligible properties for the National Register of Historic places, and an evaluation of individual parklands or historical resources potentially impacted by the Project. The evaluation of each resource includes information on the location and of the property impacted, impacts of the project on the property, measures to minimize harm, and coordination with the agency having jurisdiction over the resource.

The project would not result in the direct use of any parklands or recreational areas. Three of the four parklands are evaluated for potential constructive use based on the nature of the use and their proximity to the alignment. The Project would not result in the direct use of any Nationally-Eligible property. There are no wildlife or waterfowl refuges in the Project area.

The Alternate Southwest Portal at the Crenshaw/King Station would result in a de minimis use to one Section 4(f) resource, the Broadway building (Walmart) at the Baldwin Hills Crenshaw Plaza. Pursuant to 23 CFR Part 774.3, the FTA has preliminary determined that



Section 4(f) resources within proximity to the Crenshaw/LAX Transit Corridor alignment.

the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

ES.8 Community Outreach

This FEIS/FEIR has been prepared to meet the requirements of NEPA and CEQA. As required by these laws, the environmental review process must be

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Public Involvement

completed before the proposed project can be approved by Metro and the FTA. The goal of both legislative acts is to ensure that local and federal decision-makers are aware of the environmental consequences of a project before making a decision whether to proceed.

One of the first steps in the environmental review process is to publish a Notice of Intent (NOI) to prepare an EIS in the Federal Register. This notice was published on October 2, 2007 (Vol 72, No 190) and provided a brief description of the proposed project and invited comment on issues that would be addressed in the environmental document. A Notice of Preparation (NOP) of an EIR, the CEQA equivalent of the NOI, was also prepared and circulated by the State of California on September 28, 2007. In addition to these notices, various other means were used to invite public comment on the project. Three public scoping workshops were held and letters of invitation were mailed to addresses within a 1/4-mile radius of the Crenshaw/LAX Transit Corridor alignment. Articles and advertisements were published in a number of local newspapers including several non-English announcements and electronic mailings (e-mail blasts) were sent to various stakeholders. Metro also distributed bus pamphlets and placed postings in community and council district newsletters. The 30-day public scoping comment period was extended until November 20, 2007, and all 365 comments that were received on the project were documented and reviewed in the preparation of this document.

Metro initiated a second round of public comments with the release of the DEIS/DEIR. During the 45-day public review period for the DEIS/DEIR, the document was placed in local public libraries and other repository sites, and made available on the Metro website (www.metro.net/crenshaw). Information about public hearings and other ongoing project activities was available via the project hotline at (213) 922-2736. For a detailed description of the environmental review process, and related public involvement opportunities, please refer to Chapters 2.0 Alternatives Considered and 7.0 Community Participation of this FEIS/FEIR.

Public hearing testimony and written comments on the DEIS/DEIR were compiled during the public review period. In the Fall of 2009, the Metro Board considered public comments as part of its selection process for the LPA for the Crenshaw/LAX Transit Corridor. In addition to the foregoing outreach, Metro initiated additional public outreach for a Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) that was required for the evaluation of new maintenance facility sites. This process is further described in ES. 11 Locally Preferred Alternative Selection Process. Metro also conducted community briefings and presentations with more than 40 different groups in the Crenshaw/LAX Transit Corridor. Introductory briefings were conducted with each of the jurisdictions located within the project corridor. City, county,

state and congressional representatives and their staff were invited to participate in working groups during the development of the project. Legislative briefings were conducted with the Cities of Inglewood and Los Angeles. Monthly technical advisory committee meetings were held, in which key stakeholders from the cities' planning, utilities and transportation departments were presented with project updates and input was solicited on advanced design concepts. Metro maintained a contact list of stakeholders located throughout the project area and those located adjacent to the potential maintenance facility sites or who could be directly affected by implementation of the project. Stakeholders were notified of public station planning workshops, focused on urban and streetscape design concepts and station area planning for the proposed stations along the project corridor. Workshop participants were involved in group discussions and were given the opportunity to provide feedback to the project team. In addition to the station planning workshops, stakeholders were invited to participate in a public workshop which initiated the additional analysis for new alternative maintenance



Numerous community meetings have been held as part of the Alternatives evaluation and project formulation process.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



facility sites. Responses to public comments received during the circulation period have been incorporated into the FEIS/FEIR. Metro and the FTA cannot initiate the proposed project until the FEIS/FEIR is certified with all necessary mitigation measures and a Mitigation Monitoring Program is adopted. Following certification of the FEIR by the Metro Board, the FTA will consider the FEIS and issue a public Record of Decision (ROD) to complete the final step in the environmental review of the project.

ES.9 Cost and Performance

The cost of a transportation investment falls into two categories: capital costs, and operating and maintenance (O&M) costs. Capital costs are the start-up costs for the project, including the costs of guideway construction, vehicles, and any system facilities necessary before the project can begin to operate. O&M costs are the costs associated with the day-to-day running of the new transportation system. Costs, such as labor, vehicle maintenance, and overall facility maintenance fall into this category. This section summarizes both types of costs and presents the proposed capital financing plan, and evaluates Metro's ability to afford the alternatives under

Table ES.2. Estimated Cost for Project Elements

Project Design Variations	Estimated Cost
LPA	\$1,589,154,000
Optional Partially-Covered LAX Trench	\$(40,964,000)
Optional Vernon Station (Design Option 5)	\$106,306,000
Optional Manchester Station (Aerial)	\$66,500,000
Optional Cut-and-Cover Crossing at Centinela Ave (Design Option 3)	\$20,599,000
Minimum Operable Segment-Metro Green Line to King Station (MOS-King)	\$1,331,634,000
Minimum Operable Segment-Exposition Station to Century Station (MOS-Century)	\$1,466,304,000
Maintenance Facility (cost for Crenshaw/LAX Project)	\$138,413,730
Project Definition (includes Partially-Covered LAX Trench Design Option	\$1,548,140,000

consideration. The estimated cost in 2010 dollars for the LPA (which includes a Fully-Covered LAX Trench) is \$1,589,154,000, compared to \$1,331,634,000 for the MOS from the Metro Green Line to King Station and \$1,466,304,000 for the MOS from Exposition Boulevard to Century Station. The estimated cost in 2010 dollars for the Project Definition, which includes the Partially-Covered LAX Trench Option, is \$1,548,190,000. The additional costs for the LPA design options range from \$20,594,000 to \$106,306,000.

Ridership

Project ridership in year 2030 for the LPA is 12,625 daily boardings, as shown in Table ES-3. The incorporation

of the Crenshaw/Vernon Station into the LPA would increase ridership by adding an additional station at Vernon Avenue which would expand the service along the alignment and provide direct access to Leimert Park Village. Neither the cut-and-cover Grade Separation at Centinela Avenue Design Option nor the Exposition Below-Grade Alignment Design Option would have an effect on overall ridership.

ES.10 Issues Resolved

Based on the outcome of the alternatives analysis and screening process and technical transit planning considerations, in addition to input received during the comment period, a series of issues (listed below) at the time

Table ES.3. Projected Ridership and Vehicle Miles Traveled (VMT) - 2030

Alternative	Daily Boardings	Study Area VMT	Regional VMT
LPA	12,625	5,126,000	454,402,000
No Build	0	5,128,000	454,428,000
DIFFERENCE	+ 12,625	(2,000)	(26,000)

The selection of the Locally Preferred Alternative (LPA) by the Metro Board considered a wide variety of variables including the performance, ridership, costs, benefits, environmental impacts, and public input.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

1700 1/27/2010 10:01 AM

of the circulation of the DEIS/DEIR were identified. These issues have since been addressed and resolved as the project moved forward through the environmental review process.

Community Acceptance of the TSM and BRT Alternatives as a Credible Mobility Improvement Over Existing Metro Rapid Bus Service as the Long Term Investment

Crenshaw Boulevard currently features Metro Rapid Bus service that supplements local bus service along the corridor. The TSM and BRT Alternatives described in the DEIS/DEIR distinguish small incremental travel time improvements over the existing service. Existing bus service and future options are subject to traffic delays as a portion of these services will have to operate in mixed traffic. The Metro Board has determined that these options are not viable long-term solutions to mobility needs in the Crenshaw/LAX Transit Corridor. The Metro Board of Directors considered engineering and environmental documentation, as well as public comments and concerns to determine that the LRT Alternative is the LPA.



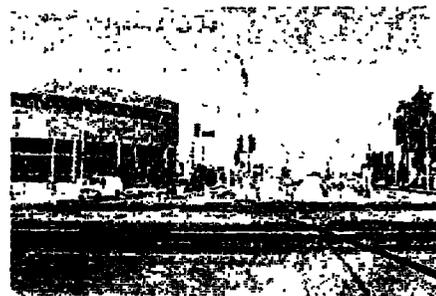
Community Meeting.

Crenshaw/LAX Transit Corridor Connection to the Metro Purple Line/ Metro Purple Line Extension

The Alternatives Analysis process conducted for the Crenshaw/LAX Transit Corridor screened out a LRT connection to the Metro Purple Line due to cost effectiveness considerations. The connection would have to be entirely underground due to the narrow right-of-way on Crenshaw Boulevard, making the option cost prohibitive. If a connection is to be achieved between a Crenshaw/LAX Transit Corridor LRT Alternative and the Metro Purple Line, a Metro feasibility study has found that an LRT connection towards the west, such as the Wilshire Boulevard/La Brea Avenue intersection rather than Crenshaw/Wilshire Boulevards intersection would be the most attractive option. The Metro Board determined that the LPA would be designed in order to facilitate a future connection to the Metro Purple Line, which would include a below-grade connection to Exposition Boulevard. The connection of the LPA to the Metro Purple Line is a separate project and is outside the scope of this FEIS/FEIR.

Crenshaw/LAX Transit Corridor Light Rail Alternative Connection to the Exposition Light Rail

Due to unmitigable traffic impacts, physical constraints, and required right-of-way acquisition, the LPA's at-grade configuration from 39th Street to Exposition Station was determined to be infeasible. The below-grade connection



Exposition Line Connection at the Crenshaw/Exposition Boulevards intersection.

to the Exposition/Crenshaw Station is incorporated into the LPA subject to its financial feasibility.

As defined in the LPA, the ultimate northern terminus (Exposition Station), had an at-grade configuration as the base condition as well as a below-grade design option (Design Option 6) which both underwent further analysis during the ACE phase. All analyzed at-grade configurations were deemed to be infeasible due to a combination of physical constraints, significant environmental impacts, and costs. Consultations with staff from the CPUC (which oversees approval to operate over at-grade crossings), the Community Redevelopment Agency of Los Angeles (which oversees approved development projects in the area), and the Los Angeles Department of Transportation indicate that an at-grade approach would not be acceptable to these agencies. The extent of the impacts for at-grade approach to the Exposition Line also resulted in a higher cost estimate than previous estimates. In addition, there was a substantial amount of support for a below-grade alignment along this segment. It may be necessary to consider either a temporary interim

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Potential changes to Leimert Park Village that may be induced by a nearby light rail station have emerged as a local concern.

northern terminus of the Crenshaw/LAX line at the King Station (MOS-King) or a temporary southern terminus at the Century Station (MOS-Century). MOS-King would connect with the Metro Green Line at the southern end but would have potentially degraded service to the Exposition Line at the northern end. MOS-Century would connect with the Metro Exposition Line at the northern end but would have potentially degraded service at the southern end.

Light Rail Station Area Development Potential Consistent with Community Goals and Objectives

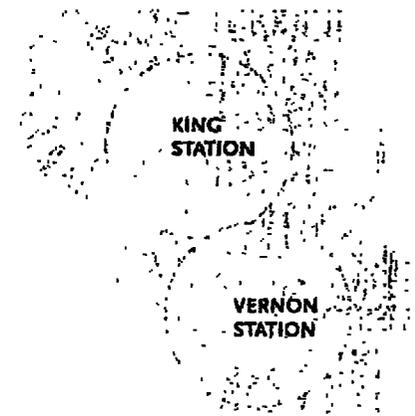
One key aspect in obtaining federal funding for transit improvements is whether local communities encourage transit-supporting or transit-oriented land uses. Similarly, California, with impetus from Senate Bill 375, has also focused on transit-supporting land uses as a means to reduce greenhouse gas emissions. Transit-supporting land uses often result in an increase in development density and intensity. The Metro Board must

weigh Federal and State mandates against community concerns regarding over-development or changes in the character of corridor communities. Although all proposed station areas are subject to this concern, Leimert Park Village residents in particular have expressed concern about increased development. Station area planning workshops were held to identify the types of development that would be supported by the local community, as well as those that would be consistent with land use policies of the applicable jurisdictions. The results of these workshops have been considered and incorporated into the design of the LPA.

Light Rail Station Location(s) Between Martin Luther King Jr. Boulevard and Vernon Avenue

Related to the issue of transit-supporting land use and induced growth is the pending location of the LRT station between Martin Luther King Jr. Boulevard and Vernon Avenue. The LPA indicates two below-grade LRT stations; a station at Martin Luther King Jr. Boulevard and an optional station at Vernon Avenue, adjacent to Leimert Park. These prospective station locations are approximately 1/2-mile apart. An additional station would increase LRT travel times. As proposed with the Design

What is a grade separation? A crossing of a roadway and a railroad at different elevations, such as a bridge structure carrying the highway over the railroad or vice versa. A grade separation can also be created by placing railroad or transit line in an undercrossing or tunnel to separate it from a roadway or another rail line. Grade separations reduce pedestrian safety related impacts and eliminate impacts to traffic that may be caused by an intersection between the railroad and a roadway.



Station Proximity:

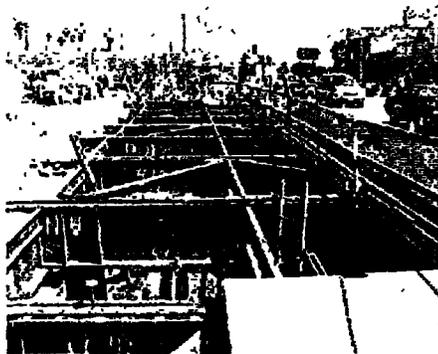
Option, one station would serve the Baldwin Hills Crenshaw Plaza shopping center and the other would serve Leimert Park Village. Community comment indicated support for only stations at the main intersections at Martin Luther King Jr. Boulevard and/or Vernon Avenue and no station in between. The Metro Board has considered whether two stations are necessary and whether the added expense of a Leimert Park Station (near Vernon Avenue) is warranted. Since the alignment is underground at this location, the cost of an additional station is significant and exceeded the project budget. As a result the station was carried forward as an optional station, should funding become available at a later date.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Los Angeles County

Light Rail Underground Construction Method Between 39th Street and 48th Street

Two methods of underground construction may be used: cut-and-cover and tunnel boring machines. The cut-and-cover method requires excavation of the underground trench, and then temporarily covering the trench with wooden planks or concrete or metal panels while the subway is constructed beneath. In the section of Crenshaw Boulevard between 39th Street and 48th Street, this construction technique would likely have adverse effects on traffic flow and to the accessibility for local businesses. The tunnel-boring technique would be less disruptive to the community, but requires stations to be located deeper than with the cut-and-cover method. This technique involves an underground machine that creates the subway structure without disrupting the surface. The construction method is envisioned to be determined by the design-build contractor. It is important to note that even if tunnel boring is selected, the segment from Victoria to 60th Street, the Crenshaw/Martin Luther King Station



Cut and Cover Construction Goldline Eastside Extension

and the optional Crenshaw/Vernon Station would continue to be constructed with the cut-and-cover technique. The segments of the alignment between Exposition Boulevard and 39th Street and 39th Street to 48th Street were analyzed as cut-and-cover construction as a worst case scenario.

Light Rail Northern Portal Location and Baldwin Hills Crenshaw Plaza Access

Because the at-grade alignment between Exposition Boulevard and 39th Street was determined to be infeasible, there is no longer a transition portal at 39th Street between the at-grade and below-grade alignments. King Station would be located at the southeast corner of Crenshaw and Martin Luther King Jr. Boulevard, however, an additional portal located at the southwest corner of Crenshaw and Martin Luther King Jr. Boulevard is being carried forward for consideration.

Treatment of Frontage Roads and Parking From Coliseum to Martin Luther King Jr. Boulevard and from 48th Street to Slauson Avenue

In a number of segments along Crenshaw Boulevard, north of Slauson Avenue, the street features one-way frontage roads that are separated from the main traffic lanes of Crenshaw Boulevard by a raised median. To maintain the current number of traffic lanes and to accommodate LRT in semi-exclusive rights-of-way, the frontage roads would be reconfigured or eliminated. The at-grade segment between 48th Street and 60th Street would



Mature Trees in Crenshaw Median. The LRT would remove this landscaping and provide additional landscaping along a widened sidewalk

require the removal of these frontage roads, however, the sidewalks would be widened and a bikepath would be created. This change has implications for the loss of curb parking along Crenshaw Boulevard and alteration in street landscaping. Access to curb parking would remain, however, parking adjacent to the divider median between Crenshaw Boulevard and the adjacent frontage roads would be removed.

Streetscape and Urban Design Treatments to Mitigate the Loss of Mature Median Trees Between 48th Street and 54th Street.

Since the 1960s (after the termination of the streetcar service on Crenshaw Boulevard), the median of Crenshaw Boulevard has been landscaped from 48th Street to 54th Street. Along this section of the Crenshaw Boulevard median are intervals of mature trees that provide visual relief from the wide Crenshaw Boulevard right-of-way and contribute to aesthetic features of Crenshaw Boulevard as a scenic highway designated by the City of Los Angeles for the section north of Slauson Avenue. LRT improvements

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



mitigation measures are provided in Section 4.14, Safety and Security of this FEIS/FEIR to ensure pedestrian safety is achieved.

West Boulevard Station Location

Under the LPA, a station is located west of West Boulevard in the City of Inglewood. Community input received from residents in the Hyde Park community favor moving the station eastward toward Crenshaw Boulevard to provide a better connection with transit services on Crenshaw Boulevard and on Florence Avenue potentially providing improved access from communities to the south along Crenshaw Boulevard, such as Morningside Park. Such a location may provide for revitalization along a corridor between Crenshaw Boulevard and West Boulevard. Some community residents in the City of Inglewood favor the continued location of the station west of West Boulevard, where there may also be transit-oriented development opportunities on vacant parking lots and other under-utilized parcels. Design coordination meetings were held to evaluate the two station options and it was



Potential Florence/West Station locations.

determined that the location of a station adjacent to West Boulevard would be most appropriate and could be perceived as a catalyst to change along West Boulevard that has remained dormant for many years.

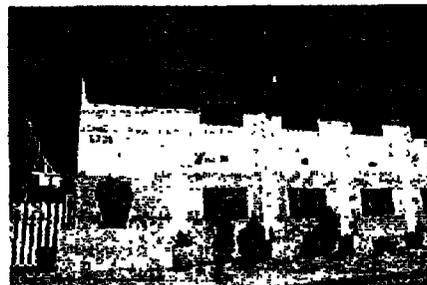
Connection to Hollywood Park Redevelopment

As discussed above, Metro received comments during meetings in the City of Inglewood that the alignment should be re-directed to serve the City of Inglewood's focus and investment in the Hollywood Park area. Metro reviewed ridership and cost data and concluded that the proposed LPA alignment along the Harbor Subdivision that does not directly connect to the Hollywood Park Redevelopment area remains the most viable and cost-effective option. The LPA alignment serves downtown Inglewood employment with a proposed station near La Brea Avenue. It was determined that the connection from Hollywood Park to the LPA would be achieved through the enhancement of local transit connections and coordination with local developers regarding the provision of shuttle service.

in this section of Crenshaw Boulevard would require the removal of these trees. Mitigation has been incorporated into the design of the LPA to replace the median trees. A landscape maintenance program will be developed in order to determine appropriate treatments.

Pedestrian Safety Improvements at Nearby Schools

A number of private and public schools are either adjacent to or near Crenshaw Boulevard. There is also a private school near the Harbor Subdivision and Centinela Avenue crossing. Based on comments siting community concern for pedestrian safety, numerous pedestrian safety measures have been incorporated into the design of the at-grade crossings along Crenshaw Boulevard. These include, but are not limited to, fencing, warning signs, raised median, and adequate pedestrian queuing areas. Metro also has an on-going safety program that is given to local area schools. Additional



Schools adjacent to the LRT raise the awareness regarding pedestrian safety and measures that must be in place to ensure safe LRT operations and pedestrian paths.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Hollywood Park Redevelopment. Within the City of Inglewood, the Hollywood Park area is undergoing a major change with housing and retail developments expected to replace the race track. Transit connections to this emerging area is a major local concern.

Burlington Northern Santa Fe Use of the Harbor Subdivision Railroad

One of the most significant constraints to transit use of the Harbor Subdivision is the issue of whether Burlington Northern Santa Fe (BNSF) will maintain railroad operations within the right-of-way. Maintaining BNSF operations in the Harbor Subdivision would require the relocation of the railroad tracks to allow for LRT operations. The continued use by BNSF also adds to construction cost, as well as a new element to grade crossings, where crossing signals would need to serve both LRT vehicles and railroad operations. Metro has had discussions with BNSF to determine whether the



Harbor Subdivision. Continued freight use of the Harbor Subdivision poses many constraints to the development of LRT transit service within the railroad right-of-way.

abandonment (during construction and/or permanently) of the Crenshaw/LAX Transit Corridor portion of the Harbor Subdivision (Crenshaw Boulevard to Imperial Highway) is possible. These discussions are ongoing and the issue is yet-to-be resolved. It is currently assumed in the FEIS/FEIR that the "third track" is preserved.

Grade Separation at Centinela Avenue

The application of Metro's Grade Crossing Policy is presented in the conclusions of the FEIS/FEIR. At this stage in the analysis, the assessment concludes that no grade separation is needed at Centinela Avenue and the Harbor Subdivision adjacent to Florence Boulevard. Comments received through the community outreach process indicated community concerns regarding access to Edward Vincent Jr. Park (Centinela Park), a nearby private school and church that may be addressed through a grade separation. The grade of Centinela Avenue affects the operation of vehicles through the intersection. The FEIS/FEIR contains a design option for a grade separation at Centinela Avenue to address these concerns. Such grade separation may require more extensive construction in the short term and may create some impacts to the palm trees adjacent to the additional railroad right-of-way. It was determined that there were no significant traffic impacts associated with an at-grade crossing at Centinela Avenue, and a grade separation is not warranted. The incorporation of a grade separation at Centinela Avenue will be subject to the



View of Centinela Avenue at Florence Ave/ Harbor Subdivision. Traffic movements along with pedestrian flows to a nearby Vincent Park, church and school are major local concerns. The crossing is at the top of a slight incline.

final determination of the California Public Utilities Commission (CPUC).

Specific Effects on Landmark Palm Trees Near Centinela Avenue and Mitigation Options

One of the most noticeable visual elements along the Harbor Subdivision in the City of Inglewood is the dual row of palm trees. The inner row of palms mark the southern boundary of Edward Vincent Park. The guideway requirements were thought to require the removal of some portion of the northern most row of palm trees. Metro held focused community urban design and station area meetings in Inglewood to address this issue and design measures to mitigate the visual impact. The design of the LPA will be

The BNSF Railway is an American freight railroad company headquartered in Fort Worth, Texas, and is one of the largest transcontinental freight networks in North America.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



Landmark Palms along Florence Avenue, near Edward Vincent Jr. Park.

constructed to maintain the majority of these landmark trees.

La Brea Avenue Crossing

The LPA defined an elevated aerial structure and station on the west side of La Brea for the Florence/La Brea Station. During advanced conceptual engineering, preliminary geotechnical investigations indicated an earthquake fault crossing at this location. To address this seismic condition, a below grade crossing was proposed. This refinement provide for greater safety and an easier recovery in case of an earthquake. Additional "fault finding" work was undertaken to confirm the location of the fault so that the station can be placed in a safer location. The



The La Brea Station would be an at-grade station located east of Market Street.

station was ultimately placed to the east and north of the intersection of Market Street and Florence Avenue in an at-grade configuration which is located in a depression at a lower elevation than Florence Avenue. In addition, the change from elevated to below grade crossing at La Brea Avenue results in at-grade crossings at Ivy and Eucalyptus Streets. The LPA had grade-separated crossings at Ivy and Eucalyptus Streets only to provide a transition from the high elevated alignment at La Brea Avenue. These crossings did not require grade separation on their own. These two at-grade crossings have been discussed with CPUC staff. This new trench alignment is less expensive than the base design.

Grade Separation at Manchester

The application of Metro's Grade Crossing Policy to the Crenshaw/LAX Transit Corridor Project indicates that a grade separation was necessary for the Manchester Boulevard intersection with the Harbor Subdivision.

Role of the Aviation / Manchester Station

Located at the edge of the Westchester district rather than its center, the proposed Aviation / Manchester has one of the lower potentials for ridership growth among the stations along the proposed transit investment. The immediate area lacks a cohesion as it includes a mix of commercial and industrial uses at the border between the Cities of Los Angeles and Inglewood. Curves of the alignment and the potential for an



Grade Crossing at Manchester.

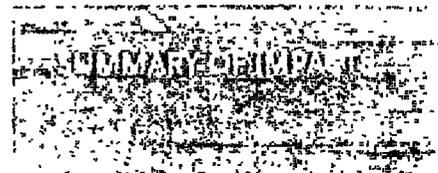
elevated crossing make the location of this station at Manchester difficult. Nonetheless, this location would be the most convenient location for residents of Westchester to access the Crenshaw/LAX Transit Corridor. If there is a station at this location, its siting and configuration would need to balance competing modes of access, including pedestrian access from the residential neighborhood immediately to the north, transit access along Manchester and Florence, and automobile / park-and-ride access from arterials such as Manchester Avenue/Boulevard, Aviation Boulevard, and La Cienega Boulevard. Designs explored station configurations that straddled Manchester Avenue/Boulevard. Costs were developed for this design option. Also, it was determined that the aerial



Century and Aviation. This location is the gateway to LAX. Metro anticipates that an Automated People Mover system to be constructed operated by the airport will ultimately provide a convenient connection to the airport terminals.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary



LAWA to ensure a seamless connection between the LPA and the automated people mover. An aerial station at Century Boulevard and Aviation Boulevard has been incorporated into the LPA to facilitate this connection.

Provision of a Maintenance Facility

The LPA requires a new maintenance facility to service the expanded rail vehicle fleets. Adequate size sites are difficult to find. Two candidate sites were initially identified in the DEIS/DEIR. The Metro Board eliminated these sites during the selection of the LPA.

A new maintenance facility site search was conducted and four potential sites were selected adjacent to the Harbor Subdivision. The four potential sites are located in industrial areas; two of which are adjacent to southern end of the LPA alignment between Manchester Avenue and Century Boulevard, and two of which are located further down the Harbor Subdivision, in the City of Redondo Beach. The preferred maintenance facility site is Site 14, located in an industrial area in the City of Los Angeles. The site is south of Arbor Vitae Street and west of Aviation Boulevard.

Summary of Impacts

Table ES.4 on the following page summarizes the potential impacts of the No-Build, the LPA, MOS 1 and 2, the Design Options, and the maintenance facility. Table ES.5 summarizes the impacts and

the mitigation measures for the LPA, MOSs and Design Options. Table ES.6 summarizes the impacts and the mitigation measures for the maintenance facility.

The information presented in these tables is a summary of the analysis contained in this FEIS/FEIR in Chapter 3.0 through 6.0.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

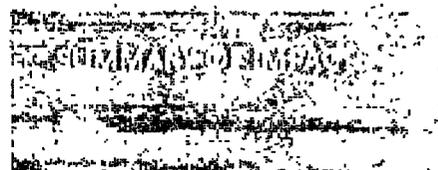


Table ES.4. Summary of Impacts

Project Goal/Criteria/Measure	No-Build Alternative	LPA	Maintenance Site #14 - Arbor Vitae/Bellanca	MOS King - Metro Green Line to King Station	MOS Century - Exposition Station to Century Station	Cut-and-Cover Crossing at Centinela	Optional Below-Grade Station at Vernon	Optional Manchester Station	Alternate Southwest Portal at King Station	Partially-Covered LAX Trench Option
Environmental Effects										
Traffic	○	○*	○	○*	○*	○	○	○	○	○*
Regional Land Use	○	○	○	○	○	○	○	○	○	○
Local Land Use and Development	●	○	○	○	○	○	○	○	○	○
Division of Established Community	○	○	○	○	○	○	○	○	○	○
Consistency with Local Plans/Policies	●	○	○	○	○	○	○	○	○	○
Displacements and Relocation	○	⊙	●	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Community Cohesion	○	○	○	○	○	○	○	○	○	○
Visual	○	⊙	○	⊙	⊙	⊙	○	○	⊙	⊙
Air Quality (Operational)	○	○	○	○	○	○	○	○	○	○
Noise and Vibration	○	⊙	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Ecosystems and Biological Resources	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Geotechnical	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Water	○	○	○	○	○	○	○	○	○	○
Energy	○	○	○	○	○	○	○	○	○	○
Historic, Archaeological, Paleontological	○	⊙	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Parklands and Community Facilities	○	⊙	○	○	○	○	○	○	○	⊙
Economic	○	○	●	○	○	○	○	○	○	○
Safety and Security	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Construction (without Air Quality)	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Construction (with Air Quality)	○	⊙	●	⊙	⊙	⊙	⊙	⊙	⊙	⊙
Growth Inducing	○	○	○	○	○	○	○	○	○	○
Cumulative	○	○	○	○	○	○	○	○	○	○
Environmental Justice	●	⊙	○	⊙	⊙	⊙	⊙	⊙	⊙	⊙

- Less Than Adverse Effect, or No Adverse Effect
- ⊙ Less Than Adverse Effect with Implementation of Mitigation Measure
- Potentially Adverse Effect or an Adverse Effect
- ▴ Significant Impact Under CEQA

* Potentially Significant Impacts per criteria of the Los Angeles Department of Transportation at one intersection, depending upon the ultimately selected signal timing.

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Executive Summary

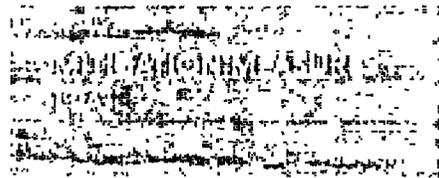


Table ES.5. Mitigation Measures for the LPA

Environmental Criteria	
Traffic	<p>Impact: There is one location (Crenshaw Boulevard and 54th Street) that is impacted at signal cycle lengths at or less than 140 seconds. There are no changes in street geometry that would reduce impacts. The parking analysis presented above indicates that the LPA would not result in inadequate parking. Impacts associated with spillover parking to the adjacent streets would be minimal. However, parking restrictions and pricing strategies along the adjacent streets are recommended to discourage long-term parking by transit patrons. With implementation of mitigation, no adverse effects are anticipated.</p>
	<p>T1 Metro shall coordinate with the local jurisdictions to designate and identify haul routes for trucks and to establish hours of operation. The selected routes should minimize noise, vibration, and other impacts.</p>
	<p>T2 Metro shall prepare a traffic management plan to facilitate the flow of traffic in and around the construction zone. This traffic management plan shall identify a community liaison and shall include the following measures:</p> <ul style="list-style-type: none"> • Schedule as much of construction-related travel as possible (i.e., deliveries, hauling, and worker trips) during the off-peak hours; • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas; • Where feasible, temporarily re-stripe roadway to maximize the vehicular capacity at those locations affected by construction closures; • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures; • Where feasible, traffic control officers should be at major intersections during peak hours to minimize delays related to construction activities; • Develop and implement an outreach program to inform the general public about the construction process and planned roadway closures; • Develop and implement a program with business owners to minimize impacts to businesses during construction activity, including but not limited, to signage programs.
	<p>T3 Metro shall include in the traffic management plan measures that minimize any potential adverse effects to pedestrian movement in the corridor and to maximize pedestrian safety to the extent feasible.</p>
	<p>T4 Metro shall coordinate with local school districts to disclose potential impacts to school bus routes</p>
	<p>T5 Project contractors shall provide alternate off-street parking for their employees during the construction period, in order to minimize the loss of parking to adjacent commercial districts.</p>
	<p>T6 Project contractors shall prohibit parking for their employees in adjacent residential neighborhoods, in order to minimize the impacts to nearby residents.</p>

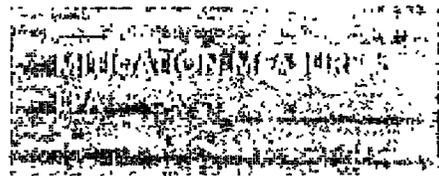


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Land Use and Development	No impact, no mitigation required.
Displacement and Relocation	Impact: The LPA would require the acquisition of up to 97 total parcels, including 59 parcels that would be acquired in full, 31 parcels would be acquired in part, four parcels that would require permanent underground easements, and three parcels that would be used as temporary construction laydown areas (for staging equipment and materials). Two single-family residential properties would be acquired in full to accommodate the at-grade LRT guideway. With implementation of mitigation, no adverse effects are anticipated.
	DR1 Metro shall provide relocation assistance and compensation, pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of the Crenshaw/LAX Transit Corridor Project.
Community Cohesion	No impact, no mitigation required.
Visual Quality	Impact: The loss of landscaping and vegetation would result in an adverse effect to visual quality to residences along La Colina Drive and the along Crenshaw Boulevard from 60th to 48th Street. With implementation of mitigation, no adverse effects are
	V1 To minimize visual clutter, integrate system components, and reduce the potential for conflicts between the transit system and adjacent communities, design of the system stations and components shall follow the recommendations and principles developed in the project urban design explorations. These principles include, but are not limited to: 1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; and 2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art, and/or street furniture. Prior to final design, community input shall also be used to help achieve these guidelines.
	V2 At locations where existing land uses or vegetation is removed and neighboring uses are exposed to new views of the transit system, additional landscaping shall be provided within the right-of-way or in remnant acquisition parcels to create a buffer between the uses, but not necessarily to completely screen uses. Community input from adjacent residences or sensitive land uses shall be incorporated to the greatest extent feasible on the landscaping design elements to be incorporated.
	V3 Mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement should occur in consultation with the Los Angeles Bureau of Street Services Street Tree Division and with the City of Inglewood Department of Public Works.

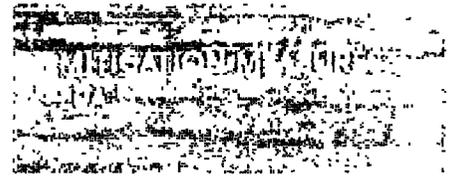


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Visual Quality	<p>V4 Where practical and appropriate, additional landscaping and enhanced design features will be used to minimize the visual image of the TPSS sites and other ancillary facilities.</p> <p>V5 For the Centinela Avenue cut and cover crossing design option, screening that is consistent with the existing area and Edward Vincent Jr. Park shall be installed on the north side of the trench to the extent feasible to reduce the adverse effects on the south-facing view of the trench.</p> <p>V6 Should the alternate southwest portal at the King Station be selected, the structure for the portal will be designed to compliment the Streamline Moderne style of the Broadway Department Store consistent with the Secretary of Interior standards.</p>
	<p>No impact, no mitigation required.</p>
	<p>Impact: The LPA would exceed the vibration criteria at 16 locations (Table 4-20). With implementation of mitigation, no adverse effects are anticipated. Warning signal noise would exceed the significance criteria at 57th Street and West Boulevard grade crossing. With implementation of mitigation, no adverse effects are anticipated. Moderate passby noise impacts along La Colina Drive. No feasible mitigation.</p> <p>N1 Warning device noise levels shall not exceed 103 dBA at 50 feet, subject to approval by the California Public Utilities Commission.</p> <p>N2 Further site-specific testing shall be performed during the Final Design where potential for adverse vibration and ground-borne effects has been identified. Where adverse vibration and ground-borne effects are still predicted, the vibration and ground-borne energy transmitted into the ground shall be decreased using design features such as, but not limited to high-resilience fasteners, ballast mats, or floating slab trackbed. Vibration and ground-borne reducing design specifications for the track sections shall be determined in consultation with a qualified vibration scientist or engineer during the design phase. The features shall reduce the vibration levels below the FTA thresholds identified in Table 4-21 and Table 4-22.</p>
Noise and Vibration	<p>Impact: The LPA would require the removal or disturbance of mature trees along Crenshaw Boulevard. Removal or disturbance of vegetation during the nesting season could affect the habitat and bird species that are present. With implementation of mitigation, no adverse effects are anticipated.</p> <p>EB1 Two biological surveys shall be conducted, one 15 days prior and a second 72 hours prior to construction that would remove or disturb suitable nesting habitat. The surveys shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare survey reports documenting the presence or absence of protected native bird in the habitat to be removed and other such habitat within 300 feet of the construction work area (within 500 feet for raptors). If a protected native bird is found, surveys will be continued in order to locate nests. If an active nest is located, construction within 300 feet of the nest (500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.</p> <p>EB2 If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. If construction of the project requires the removal of a native tree</p>
	<p>No impact, no mitigation required.</p>
	<p>Impact: The LPA would require the removal or disturbance of mature trees along Crenshaw Boulevard. Removal or disturbance of vegetation during the nesting season could affect the habitat and bird species that are present. With implementation of mitigation, no adverse effects are anticipated.</p> <p>EB1 Two biological surveys shall be conducted, one 15 days prior and a second 72 hours prior to construction that would remove or disturb suitable nesting habitat. The surveys shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare survey reports documenting the presence or absence of protected native bird in the habitat to be removed and other such habitat within 300 feet of the construction work area (within 500 feet for raptors). If a protected native bird is found, surveys will be continued in order to locate nests. If an active nest is located, construction within 300 feet of the nest (500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.</p> <p>EB2 If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. If construction of the project requires the removal of a native tree</p>
Ecosystems/Biological Resources	<p>Impact: The LPA would require the removal or disturbance of mature trees along Crenshaw Boulevard. Removal or disturbance of vegetation during the nesting season could affect the habitat and bird species that are present. With implementation of mitigation, no adverse effects are anticipated.</p> <p>EB1 Two biological surveys shall be conducted, one 15 days prior and a second 72 hours prior to construction that would remove or disturb suitable nesting habitat. The surveys shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare survey reports documenting the presence or absence of protected native bird in the habitat to be removed and other such habitat within 300 feet of the construction work area (within 500 feet for raptors). If a protected native bird is found, surveys will be continued in order to locate nests. If an active nest is located, construction within 300 feet of the nest (500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.</p> <p>EB2 If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. If construction of the project requires the removal of a native tree</p>

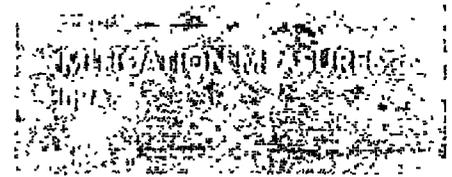


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Ecosystems/Biological Resources	species, the affected tree species shall be relocated or replaced in consultation with appropriate jurisdiction.
Geotechnical/Subsurface/Seismic/Hazardous Materials	<p>Impact: Potential for ground deformation to have an adverse effect for the LPA. With implementation of mitigation, no adverse effects are anticipated. The LPA is susceptible to liquefaction in two areas. The first area mapped as being susceptible to liquefaction is south of the I-10 Freeway, along the eastern slopes of the Baldwin Hills. The second area is the portion of the LPA along the Harbor Subdivision. Therefore, there would be a potential for liquefaction in these areas. With implementation of mitigation, no adverse effects are anticipated.</p>
	<p>GEO1 A soil mitigation plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction. The soil mitigation plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. The soil mitigation plan shall include a provision that during grading or excavation activities, soil shall be screened for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Soil samples that are suspected of contamination based on field observations and PID readings shall be analyzed for suspected chemicals by a California certified laboratory. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed of according to guidance identified in proven technologies and remedies of site cleanup prescribed by the Department of Toxic Substances Control.</p>
	<p>GEO2 All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines set forth by the Department of Toxic Substances Control in Title 22 Division 4.5 of the California Code of Regulations.</p>
	<p>GEO3 A health and safety plan shall be developed for persons with potential exposure to the constituents of concern identified in the preliminary Geotechnical Report contained in Appendix H.</p>
	<p>GEO4 Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used USTs, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining or odorous soils. Further investigation and analysis may be necessary, should such materials be encountered.</p>
<p>GEO5 Best Management Practices (BMPs), identified in Appendix F, required as part of the NPDES permit and application of SCAQMD Rule 403, shall be implemented for the proposed project to not only reduce potential soil erosion, but also to maintain soil stability and integrity during grading, excavation, below grade construction, and installation of foundations for aerial structures, and maintenance and operations facilities. BMPs would comply with applicable Uniform Building Codes and</p>	

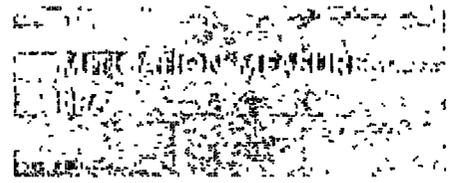


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
<p>Geotechnical/Subsurface/Seismic/ Hazardous Materials</p>	<p>include, but are not limited to, scheduling excavation and grading activities during dry weather, covering stockpiles of excavated soils with tarps or plastic sheeting, and debris traps on drains.</p> <p>GEO6 The design of the project shall adhere to the design specifications of the geotechnical study for maintaining structural integrity under static and seismic loading and operational demands.</p>
<p>Water Resources</p>	<p>Impact: The below-grade segment for the LPA, which is approximately 50 feet below the ground surface, is located within a liquefaction zone that spans along Crenshaw Boulevard from the I-10 Freeway in the north to Vernon Avenue in the south. Areas of liquefaction are known to have high water tables which add to the instability of the soil. Groundwater levels at Exposition Boulevard are as high as 16 feet below ground surface and gradually decline to more than 75 feet at Vernon Avenue. Dewatering activity would likely be required along this segment. With implementation of mitigation, no adverse effects are anticipated.</p> <p>WQ1 During project construction and operation, remediation should be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes, may be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES permit program</p> <p>WQ2 The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a way that causes ponding or flooding during storm events. A drainage control plan shall be developed during project design to ensure that drainage is properly conveyed from the study area and does not induce ponding on adjacent properties.</p> <p>WQ3 A dewatering permit shall be required if groundwater is encountered during construction. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles Regional Water Quality Control Board or RWQCB) responsible for hazardous materials or waste incidents. Coordination with the Los Angeles RWQCB shall be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations).</p> <p>WQ4 The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (MS4). Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the control of pollutants to the maximum extent practicable. The systems shall be</p>

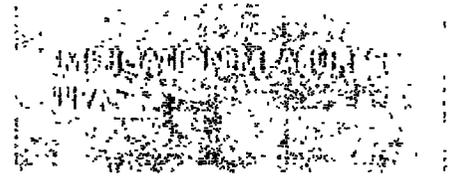


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Water Resources	<p>designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A Standard Urban Stormwater Mitigation Plan (SUSMP) and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p> <p>WQ5 During construction of the project, on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants shall be used. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.</p>
Energy	No impact, no mitigation required.
Historic, Archaeological, and Paleontological Resources	<p>Impact: Discovery of unknown archaeological or paleontological resources is possible during excavation activities. With implementation of mitigation, no adverse effects are anticipated.</p>
	<p>CR1 Treatment of Undiscovered Archaeological Resources</p> <p>Construction personnel shall be informed of the potential for encountering significant archaeological and paleontological resources along Crenshaw Boulevard in the vicinity of the Crenshaw/King Station, and instructed in the identification of fossils and other potential resources. All construction personnel shall be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Monitors with Native American qualifications shall be used at a minimum for construction within a ½ mile of the Crenshaw/King Station. If human remains are encountered during construction, all work shall cease in the area of potential affect and the Los Angeles County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary.</p> <p>A detailed would be prepared prior to implementation of this project, similar in scope to the CRMMP that was prepared for Metro's Eastside Gold Line Transit Corridor (Glenn and Gust 2004). Implementation of a CRMMP during ground disturbance in highly sensitive archaeological areas would ensure that cultural resources are identified and adequately protected. If cultural resources are discovered or if previously identified resources are affected in an unanticipated manner, the Monitoring Plan would also ensure that such resources receive mitigation to reduce the impact to less-than-significant levels. This plan would include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> • Worker training • Archaeological monitoring • The scientific evaluation and mitigation of archaeological discoveries • Native American participation, as needed

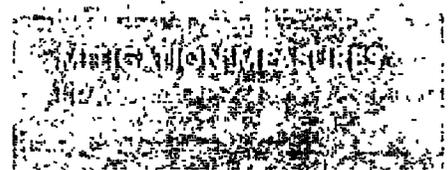


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
<p>Historic, Archaeological, and Paleontological Resources</p>	<ul style="list-style-type: none"> • Appropriate treatment of human remains, if applicable • Reporting of monitoring and mitigation results <p>CR2 Paleontological Monitoring A qualified paleontologist shall produce a Paleontological Monitoring and Mitigation Plan (PMMP) for the proposed project and supervise monitoring of construction excavations. Paleontological resource monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made.</p> <p>All project-related ground disturbances that could potentially affect previously undisturbed Quaternary older alluvial deposits shall be monitored by a qualified paleontological monitor under the supervision of a qualified paleontologist on a full-time basis because these geologic units are determined to have a high paleontological sensitivity. Very shallow surficial excavations (less than 5 feet) within areas of previous disturbance or areas mapped as Quaternary younger alluvial deposits or Artificial fill shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e. older alluvium) are not adversely affected. The location of subsurface sensitive sediments shall be determined by the qualified paleontologist upon review of project grading plans.</p> <p>Paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data to prevent construction delays. This equipment shall include handheld global positioning system (GPS) receivers, digital cameras and cell phones, as well as a tool kit containing specimen containers and matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.) and plaster kits. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.</p> <p>Any collected fossils shall be transported to a paleontological laboratory for processing where they will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis and repositied in a designated paleontological curation facility (such as the Natural History Museum of Los Angeles County).</p> <p>The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed, at a minimum with Metro and the repository. The final report shall include, but not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age and geologic context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, an appendix of curation agreements and other appropriate communications, and a copy of the project-specific paleontological monitoring and mitigation plan.</p>

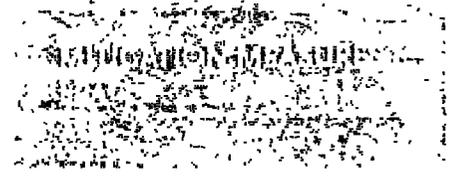


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Parklands and Community Facilities	Impact: Potential effect to flow of pedestrians near Faithful Central Bible Church and La Brea Station. With implementation of mitigation, no adverse effect would occur.
	PCF-1 The project shall incorporate Metro Design Criteria standards for sidewalks to ensure the safe flow of pedestrians. Metro shall coordinate with the City of Inglewood Public
Economic and Fiscal Impacts	No impact, no mitigation required.
Safety and Security	No impact, mitigation included to ensure impacts remain less than adverse..
	SS1 All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.
	SS2 Metro shall implement a security plan for LRT operations that shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel and establish well lit pedestrian station and parking areas that minimize shadows and provide visibility for security personnel to monitor activity.
	SS3 All stations shall be lit to a standard of no less than two footcandles to minimize shadows and ensure that all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.
	SS4 Metro shall coordinate and consult with the LAPD, the LA County Sheriff's Department, the Inglewood Police Department, and the LAX Police to develop safety and security plans for the alignment, parking facilities, and station areas which satisfy the requirements necessary for the appropriate policing jurisdiction to effectively patrol the area.
	SS5 The station design shall be undertaken to avoid obstructions to visibility or observation and discrete locations favorable to crime; pedestrian access to at-grade, below-grade, and above-grade station entrances/exits shall be accessible at ground-level with clear sight lines.
	SS6 Metro shall implement appropriate measures to ensure pedestrian crossing safety at all locations with adjacent schools, churches, and high pedestrian areas as determined by the CPUC.
	SS7 Metro shall conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis shall determine a design basis for warning devices as required by the California Public Utilities Commission.
	SS8 Vehicular and pedestrian warning measures, such as signage, shall be provided along the length of the platforms of the LRT Stations. Gates shall be provided at pedestrian crossings of the LRT and/or BNSF tracks within the Harbor Subdivision. These markings will be provided to alert motorists and pedestrians to potential conflict in the area.
	SS9 To discourage crossing the alignment and enhance safety, such as near the Faithful Central Bible Church, Metro shall provide fencing along either side of the alignment, between the parking lot and church buildings and ensure adequate pedestrian safety devices at designated crossings.



Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Construction Impacts	<p>Impact: Temporary construction lighting may potentially affect residential areas by exposing residents to glare from unshielded light sources or by increasing ambient nighttime light levels. With implementation of mitigation, no adverse effects would occur.</p> <p>Visual quality may be altered from the stockpiling of materials at construction staging areas. With implementation of mitigation, no adverse effects would occur.</p> <p>The LPA would generate fugitive dust and equipment emissions from excavation activity and NOX emissions associated with the transport of excavated material. With implementation of mitigation, no adverse effects would occur. Under NEPA, Significant under CEQA.</p> <p>Construction noise levels would exceed existing ambient noise levels by at least 5 dBA at nearby land uses. With implementation of mitigation, no adverse effects would occur.</p> <p>Potential for encountering hazardous materials during grading and excavation within the Harbor Subdivision. It is possible that contaminated soil and/or groundwater may be encountered in the areas of the proposed at-grade, below-grade, and aerial alignments along the entire section. With implementation of mitigation, no adverse effects would occur.</p> <p>Disruption from cut-and-cover construction activities would be more extensive, the duration of reduced number of roadway travel lanes, road closures, traffic diversion, and modified access to business properties, and loss of on-street parking would be greater. These effects would further decrease business visibility and access to businesses by suppliers and customers, and would result in an adverse effect on corridor businesses and commercial property owners. With implementation of mitigation, no adverse effects would occur.</p> <p>CON1 Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.</p> <p>CON2 Stockpile areas should be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.</p> <p>CON3 During nighttime construction activities, lighting shall be aimed at the downward and away from residential and other sensitive uses adjacent to the alignment and stations.</p> <p>CON4 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.</p> <p>CON5 Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.</p> <p>CON6 Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.</p>

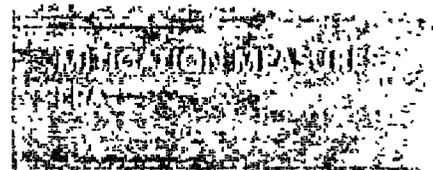


Table ES.5. Mitigation Measures for the LPA (cotinued)

Environmental Criteria	
Construction Impacts	<p>CON7 All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.</p> <p>CON8 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>CON9 Traffic speeds on unpaved roads shall be limited to 15 mph.</p> <p>CON10 Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.</p> <p>CON11 Heavy equipment operations shall be suspended during first and second stage smog alerts.</p> <p>CON12 On-site stockpiles of debris or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be or watered at least two times per day or covered at all times when not being used.</p> <p>CON13 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>CON14 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.</p> <p>CON15 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.</p> <p>CON16 Construction parking shall be configured to minimize traffic interference.</p> <p>CON17 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.</p> <p>CON18 Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.</p> <p>CON19 The construction process shall utilize an on-site rock crushing facility with water control to suppress dust, when feasible.</p> <p>CON20 Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.</p> <p>CON21 Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.</p> <p>CON22 The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).</p> <p>CON23 Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.</p>

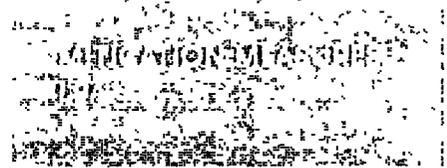


Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Construction Impacts	<p>CON24 Metro shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.</p> <p>CON25 The construction contractor shall develop a Noise and Vibration Control Plan demonstrating how to achieve the more restrictive of the Metro Design Criteria noise limits and the noise limits of the city noise control ordinance. The Plan should also show how to achieve FTA vibration limits. The Plan shall include measurements of existing conditions, a list of the major pieces of construction equipment that will be used, and predictions of the noise and vibration levels at the closest noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). The Noise and Vibration Control Plan will need to be approved by Metro prior to initiating construction. Where the construction cannot be performed in accordance with the requirements of Metro, the contractor shall investigate alternative construction measures that would result in lower noise and vibration levels. The contractor shall conduct monitoring to demonstrate compliance with contract noise limits. In addition, the contractor shall coordinate with the View Park Preparatory Accelerated and St. John the Evangelist School administrators to avoid disruptive activities during school hours.</p> <p>CON26 The construction contractor shall utilize a combination of the following options of best management practices for noise abatement to comply with the Metro Design Criteria:</p> <ul style="list-style-type: none"> • The contractor shall utilize specialty equipment equipped with enclosed engines and/or high-performance mufflers as commercially available. • The contractor shall locate equipment and staging areas as far from noise-sensitive receptors as possible. • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers as determined by the Noise Control Plan. • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers as determined by the Noise Control Plan. • The contractor shall reroute construction-related truck traffic away from residential streets to the extent permitted by the relevant municipality. • The contractor shall avoid impact pile driving near noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities) where possible. Where geological conditions permit their use, drilled piles or a vibratory pile driver is generally quieter. <p>CON27 Soil Mitigation Plan – A soil mitigation plan should be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction. The soil mitigation plan should establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. The soil mitigation plan should include a provision that during grading or excavation activities, soil should be screened for contamination by visual observations and field screening for volatile organic compounds with a PID. Soil samples that are suspected of contamination based on field observations and PID readings shall be analyzed for suspected chemicals by a California certified laboratory. If hazardous soil is found, it shall be removed, transported to an</p>



Table ES.5. Mitigation Measures for the LPA (continued)

Environmental Criteria	
Construction Impacts	<p>approved disposal location, and remediated or disposed according to state and federal laws. Other contaminated but nonhazardous soil may be reused on site applications such as bridge embankments or underneath paved areas provided the public is protected from coming into contact with the contaminated soils and the specific use is agreed to by the California Department of Toxic Substances Control (DTSC).</p> <p>CON28 Nearby business owners and commercial property owners shall be notified of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.</p> <p>CON29 General notices shall be provided to local government, transit agencies, major institutions, and other organizations of the schedule for planned construction activities.</p> <p>CON30 Methods shall be developed by which business owners can convey their concerns about construction activities and the effectiveness of mitigation measures during the construction period so activities can be modified to reduce adverse effects.</p> <p>CON31 Advance notice shall be provided to affected property owners if utilities would be disrupted for short periods of time and scheduled major utility shut-offs during low-use periods of the day.</p> <p>CON32 Construction activities shall be planned to minimize effects on community gatherings, special celebrations, or other similar events.</p> <p>CON33 Public information campaigns shall be conducted to encourage patronage of corridor businesses during the construction period</p> <p>CON34 Metro shall ensure that all businesses and service providers are provided with adequate access during construction. Where there is a significant LEP population, signage shall be provided in various languages (as appropriate).</p>
Growth-Inducing Impacts	No impact, no mitigation required.
Cumulative Impact	No impact, no mitigation required.
Environmental Justice	No impact, no mitigation required.

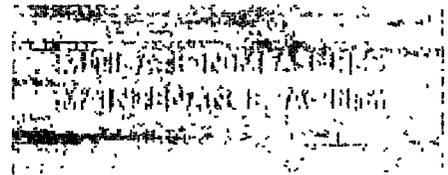


Table ES.6. Mitigation Measures for the Maintenance Facility

Environmental Criteria	
Traffic	None Required
Land Use and Development	None Required
Displacements and Relocation of Existing Uses	<p>S-DR1 Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Light Transit Corridor Project.</p> <p>S-DR2 Metro shall set up a business relocation process to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.</p> <p>S-DR3 Metro shall work with Los Angeles World Airports (LAWA) to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.</p>
Community and Neighborhood Impacts	None Required
Visual Quality	None Required
Air Quality	None Required
Noise and Vibration	None Required
Ecosystems/Biological Resources	None Required
Geotechnical/Subsurface/Seismic/Hazardous Materials	<p>S-GEO1 All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines.</p> <p>S-GEO2 A health and safety plan shall be developed for persons with potential exposure to the constituents of concern, prior to construction of the Project.</p> <p>S-GEO3 Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used underground storage tanks, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during any future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining, or odorous soils. Phase II assessments shall be conducted for the properties within the selected alternative site and any contaminated sites shall be remediated to a level suitable for industrial development.</p>

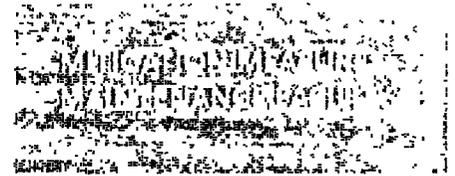


Table ES.6. Mitigation Measures for the Maintenance Facility (continued)

Environmental Criteria	
Environmental Criteria	<p>S-GEO4 There is a potential for lead based paint and asbestos containing building materials to be present at the maintenance facility sites. An asbestos survey and lead based paint survey shall be conducted on all sites where on-site structures would be demolished or significantly renovated.</p> <p>S-GEO5 Best Management Practices (BMPs), required as part of the National Pollutant Discharge Elimination System (NPDES) permit program and application of the South Coast Air Quality Management District (SCAQMD) Rule 403, shall be implemented for any of the selected site alternatives to not only reduce potential soil erosion, but also to maintain soil stability and integrity during grading, excavation, below-grade construction, and the installation of foundations for aerial structures, and maintenance and operations facilities. BMPs would comply with applicable Uniform Building Codes and would include, but not be limited to, scheduling excavation and grading activities during dry weather, covering stockpiles of excavated soils with tarps or plastic sheeting, and debris traps on drains.</p>
Water Resources	<p>S-WQ1 During project construction and operation, remediation should be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes, may be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES permit program for any of the site alternatives.</p> <p>S-WQ2 The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a way that causes ponding or flooding during storm events. A drainage control plan shall be developed during project design to ensure that drainage is properly conveyed from the study area and does not induce ponding on adjacent properties.</p> <p>S-WQ3 A dewatering permit shall be required if groundwater is encountered during construction. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles Regional Water Quality Control Board or RWQCB) responsible for hazardous materials or waste incidents. Coordination with the Los Angeles RWQCB shall be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations).</p> <p>S-WQ4 The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (MS4). Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complementary system to increase the control of pollutants to the maximum extent practicable. The systems shall be</p>



Table ES.6. Mitigation Measures for the Maintenance Facility (continued)

Environmental Criteria	
	<p>designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A Standard Urban Stormwater Mitigation Plan (SUSMP) and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p> <p>S-WQ5 During construction of the project, on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants shall be used. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.</p>
Energy	None Required
Historic, Archaeological, and Paleontological Resources	None Required
Parklands and Community Facilities	None Required
Economic and Fiscal Impacts	<p>S-DR1 Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project.</p> <p>S-DR2 Metro shall set up a business relocation process to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor Project, or the D22N Expansion site. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.</p> <p>S-DR3 Metro shall work with LAWA to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.</p>
Safety and Security	<p>S-SS1 All stations shall be lit to a standard of no less than two footcandles to minimize shadows and ensure that all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.</p> <p>S-SS2 Metro shall coordinate and consult with the LAPD, the Hawthorne Police Department, the Inglewood Police Department, or the Redondo Beach Police Department to develop safety and security plans for the alignment, parking facilities, and station areas, where such facilities fall within the specific jurisdiction.</p>
Construction Impacts	<p>S-CON1 Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales shall be removed as soon as the area is stabilized.</p> <p>S-CON2 Stockpile areas shall be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.</p> <p>S-CON3 For security lighting during construction, lighting shall be aimed at the downward and away from residential and other sensitive uses adjacent the maintenance site alternatives, to the extent feasible.</p>

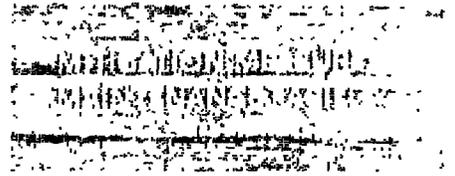


Table ES.6. Mitigation Measures for the Maintenance Facility (continued)

Environmental Criteria	
	S-CON4 Contractor shall maintain a clean and neat work environment at all times.
	S-CON5 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
	S-CON6 Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
	S-CON7 Contractors shall be required to utilize at least one of the measures set forth in SCAQMD Rule 403 Section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
	S-CON8 All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.
	S-CON9 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
	S-CON10 Traffic speeds on unpaved roads shall be limited to 15 mph.
	S-CON11 Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
	S-CON12 Heavy equipment operations shall be suspended during first and second stage smog alerts.
	S-CON13 On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.
	S-CON14 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
	S-CON15 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
	S-CON16 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on and off-site.
	S-CON17 Construction parking shall be configured to minimize traffic interference.
	S-CON18 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.
	S-CON19 During project construction, remediation shall be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes shall be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES program.

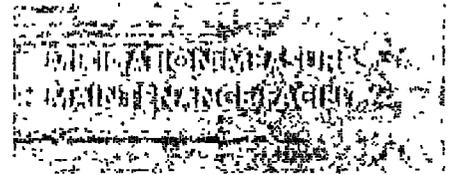
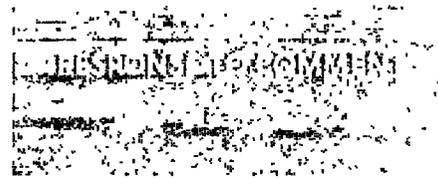


Table ES.6. Mitigation Measures for the Maintenance Facility (continued)

Environmental Criteria	
	<p>S-CON20 The maintenance site alternatives currently drain indirectly to Ballona Creek and Dominguez Channel through the MS4. Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the control of pollutants to the maximum extent practicable. The systems shall be designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A SUSMP and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.</p> <p>S-CON21 Nearby business owners and commercial property owners shall be notified of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.</p> <p>S-CON22 Architectural coatings shall be purchased from a compliant architectural coating manufacturer as identified by the SCAQMD.</p> <p>S-CON23 Contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, Asbestos-containing materials (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.</p> <p>S-CON24 Noise barriers (e.g., sound attenuation blankets or solid walls) shall be placed such that the line-of-sight is blocked between sensitive receptors (e.g., residential and institutional land uses) and the project site, as feasible.</p> <p>S-CON25 During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings, shall be considered for use as shielding against construction noise.</p> <p>S-CON26 The contractor shall comply with Standard Specification 1565, FTA noise criteria and all local sound control and noise level rules, regulations, and ordinances that apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler.</p> <p>S-CON27 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment) as much as possible.</p> <p>S-CON28 The contractor shall submit a noise plan for construction activity. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at impacted sensitive receptors, and noise reduction measures for sensitive receptor locations where the predicted noise levels exceed the ambient noise level by 5 dBA.</p>
Growth-Inducing Impacts	None Required

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT FEIS/FEIR

Final Draft



15.11 Response to Comments

Metro held a series of four public hearings in September/October of 2009 to provide the public with an opportunity to comment on the DEIS/DEIR which was circulated to the public for a 45-day period beginning on September 11, 2009. Approximately 1,500 CDs containing the DEIS/DEIR were mailed to stakeholders and 177 CDs containing the DEIS/DEIR were mailed to public agencies, elected officials, and community groups. Hardcopies of the DEIS/DEIR was also made available at libraries within and adjacent to the corridor. The four public hearings were located in four different areas of the alignment to provide all residents and businesses an opportunity to attend.

There were 1,234 comments received from 533 commenters during the circulation period for the DEIS/DEIR. Comments were received from federal, state, and local agencies, elected officials, community organizations, transit advocates, and from members of the general public. Additional comments were received and recorded after the circulation period closed. Comments were received via fax, mail, e-mail, phone, and at each scoping meeting. Comments were recorded in a database with the source, date, method of receipt, and issue area identified.

The majority of public comments received as a result of the community outreach program expressed support for the LRT Alternative. A significant number of comments requested a below-grade

alignment along Crenshaw Boulevard between the Exposition Line and the Harbor Subdivision, especially the segment of the alignment between 48th Street and 59th Street. These comments sited traffic related impacts and pedestrian safety concerns, as well as street reconfiguration and landscaping. Public input regarding this specific segment of Crenshaw Boulevard prompted a study of a below-grade alignment through Park Mesa Heights between 48th and 60th Streets. Based on the findings of this study, it was determined that the environmental effects of an at-grade alignment through this segment were not significant enough to justify the additional expense involved with constructing and operating a below-grade alignment.

There were 198 written comments from 42 commenters and oral comments made by 53 speakers received during the circulation period for the SDEIS/RDEIR. Comments were received via mail, e-mail, phone, and the public hearings from federal, state, and local agencies, elected officials, community organizations, transit advocates, and from members of the general public. They were recorded in a database with the source, date, method of receipt, and issue area identified. One hundred ninety-seven of the total 198 comments received on the SDEIS/RDEIR were related to the Maintenance Facilities, primarily related to noise, economics, displacement, construction, traffic and air quality. Primarily these comments were related to Site #17 - Marine/Redondo Beach and Division 22

Northern Expansion Alternatives.

One comment was received related to parklands and historic and cultural resources concerning Edward Vincent J. Park.

THIS PAGE INTENTIONALLY BLANK

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**BNSF RAILWAY COMPANY)
ABANDONMENT EXEMPTION)
IN LOS ANGELES COUNTY,)
CALIFORNIA**

**DOCKET NO. AB 6
(SUB-NO. 483X)**

ENVIRONMENTAL AND HISTORIC REPORTS

VOLUME II



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2600 Lou Menk Drive - AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2378
fax 817-352-2397
Email - john.sims@bnsf.com

May 11, 2012

City of Los Angeles
Planning Commission
200 North Spring St.
Los Angeles, CA 90012

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curbline) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the environmental report, BNSF is required to contact you to determine if the proposed abandonment is consistent with existing land use plans. If applicable, please describe any inconsistencies.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by the City of Los Angeles, dated October 26, 2009, regarding this project. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link: http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net



Metro

COMMENT: 10-16. City of Los Angeles, Department of Planning.

10-16

DEPARTMENT OF
CITY PLANNING
100 N. Spring Street, Room 523
Los Angeles, CA 90012-4861
AND
5252 Van Nuys Blvd., Suite 351
Van Nuys, CA 91411
CITY PLANNING COMMISSION
WILLIAM REISCHEN
CHAIRMAN
MICHAEL FRIED
VICE-CHAIRMAN
SEAN C. BUNICK
DIEGO CARDOSO
FR. SPINER Y. BEZOS
YOLANDA ORDOZGO
BARBARA ROMERO
MICHAEL K. WICKO
VACANT
SARA S. WILLIAMS
COMMUNICATIONS ASSISTANT
213 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES
3 CAL GOLDEN, AICP
OFFICE
213 978-1371
WINIFRED BERTON, AICP
DEPUTY DIRECTOR
213 978-1374
JANE BLUMENTHAL
ASSISTANT DIRECTOR
213 978-1372
THERESA MCDONNELL
DEPUTY DIRECTOR
213 978-1373
FAX: 213 978-1375
INFORMATION
213 978-1370
www.planning.lacounty.gov

October 26, 2009

Mr. Roderick Diaz
Project Manager, Crenshaw Transit Corridor Project
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**SUBJECT: DEPARTMENT OF CITY PLANNING COMMENTS REGARDING
THE CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR**

The Los Angeles Department of City Planning (DCP) appreciates the opportunity to provide comments relative to the Draft Environmental Impact Statement (DEIS) and Draft Environmental Impact Report (DEIR) for consideration by the Los Angeles County Metropolitan Transportation Authority (Metro) Board in selecting a Locally Preferred Alternative (LPA) for the Crenshaw Transit Corridor Project.

The Crenshaw Transit Corridor Project, which is designed to traverse three of the City's 35 Community Plan Areas (CPA)s will be predominately located within the boundaries of the West Adams - Baldwin Hills - Leimert Community Plan area. This particular CPA, which is currently being updated consistent with the City's General Plan as part of the DCP's New Community Plan Program, identifies specific goals, policies and programs that seek to foster community health and sustainability through the regeneration of complete neighborhoods where commerce and industry are revitalized, and historic and cultural identity are enhanced, all through the creation of a network of safe, multi-modal linkages throughout the area. For this reason, the DCP strongly recommends that the Project strive to be consistent with these goals; both adopted and emerging.

Based on review of the document and recognizing the Project's potential to facilitate attainment of these goals, the DCP comments are as follows:

1. **Alignment** - The DCP strongly supports the implementation of this strategic north-south transportation facility providing the critical link toward further fulfilling effective connectivity within the regional transportation system as well as enabling future opportunities for strategic economic and aesthetic enhancement of the Crenshaw Corridor.

A



Los Angeles Department of City Planning
Crenshaw Transit Corridor DEIS/DEIR Comments
October 26, 2009
Page 2

2. **Mode** – Of the four options considered, the DCP believes that a Light Rail Transit (LRT) alternative over the No-Build, Transportation Systems Management (TSM) or Bus Rapid Transit (BRT) alternatives should be viewed as the optimal mode toward achieving meaningful mass transit along Crenshaw Boulevard. In this regard, LRT can provide the public with a high quality system offering speed, safety, access and convenient linkages to existing LRT lines, and effectively connecting surrounding neighborhoods to destinations throughout greater Los Angeles including the International Airport and downtown Los Angeles.

B

3. **Grade Separations** - The DCP further recommends that, if economically feasible, Metro construct the LRT mode below-grade within the boundaries of the West Adams - Baldwin Hills - Leimert Community Plan area, and especially through the historic neighborhoods of Leimert Park and Hyde Park, as delineated through design options 4 and 6, as well as Lafayette Square, Wellington Square, Victoria Park and others, should a northern alignment along Venice Boulevard to a station at Wilshire/ La Brea be selected as a future phase.

C

Furthermore, the DCP generally opposes an aerial alignment as delineated through the base LRT (and BRT) alternatives as the visual, noise, lighting and land use impacts to adjacent low-scale neighborhoods would be significant. If aerial segments are to be included in the LPA, their implementation within the boundaries of the CPA should be limited only to those light industrial and manufacturing areas located along the Harbor Subdivision Railroad right-of-way where the elevated facility has the best potential to be adequately buffered from nearby residential neighborhoods.

D

To this end, DCP strongly recommends that Metro move to secure full abandonment of the existing Burlington Northern Santa Fe (BNSF) tracks within the Harbor Subdivision Railroad right-of-way in order to accommodate an at-grade and preferably below-grade design option in combination with the creation of a greenway corridor, which would provide much needed recreational open space for residents and employees in the area.

E

Should at-grade LRT (or BRT) segments be included as part of the LPA, the highest consideration for safety relative to pedestrian crossings, as well as streetscape beautification that is consistent with the Crenshaw Corridor Specific Plan and Mid-City Crenshaw Vision & Implementation Plan should be realized throughout the design and construction of the project. In particular, implementation of "green street" principles that coordinate landscaping, hardscaping, street lighting, street furniture and art in public places, as well as the inclusion of bike lanes/routes that support the City's adopted and emerging Bicycle Plan should all be addressed.

F

4. **Station Area Planning** – The DCP further favors the inclusion of below-grade stations at Crenshaw/ Vernon as well as Crenshaw/ Martin Luther King Jr. (Design Option 5) to connect the Baldwin Hills Crenshaw Plaza shopping center and Leimert Park Village to the line effectively in a context sensitive manner. In

G



Los Angeles Department of City Planning
Crenshaw Transit Corridor DEIS/DEIR Comments
October 26, 2009
Page 3

this regard, stations should incorporate the highest degree of excellence in architectural and environmental design and safety as well as adhere to a high level of quality in construction and material methods toward reinforcing the distinctive character of established neighborhood districts.

G

Similarly, a below-grade station at the Crenshaw Exposition Blvd. terminus is also recommended due to the severe traffic delays, safety concerns and aesthetic challenges associated with an at-grade alignment as well as the potential negative impacts to future development due to the encroachment of the required turning radius onto parcels directly adjacent to the south across from the Expo LRT station portals.

H

In conclusion, the DCP strongly supports the implementation of this important transit project in that it will better enable Crenshaw Boulevard to function effectively as the multi-modal, commercial spine of South Los Angeles and effectively link nearby neighborhoods to numerous activity, recreation and employment destinations throughout greater Los Angeles thereby ensuring equity in access toward future economic and environmental sustainability for the region.

Sincerely,

S. GAIL GOLDBERG, AICP
Director of Planning

Cc: Councilmember Bernard Parks, Council District 8
Councilmember Herb Wesson, Council District 10
Cecilia V. Estolano, Chief Executive Officer, Community Redevelopment Agency
Rita Robinson, General Manager, Department of Transportation
Detrick B. Allen, General Manager, Environmental Affairs Department

FAR/RNC:ct



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2600 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

May 11, 2012

Richard J. Bruckner, Director
Department of Regional Planning
County of Los Angeles
1390 Hall of Records
320 West Temple Street
Los Angeles, CA 90012

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the environmental report, BNSF is required to contact you to determine if the proposed abandonment is consistent with existing land use plans. If applicable, please describe any inconsistencies.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by you, dated April 4, 2011, regarding this project. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:
http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net



COMMENT: S.10-10. Richard J. Bruckner, Los Angeles County Department of Regional Planning.



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

April 4, 2011

S10 - 10

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012-2952

RE: LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING COMMENT
ON CRENSHAW/LAX TRANSIT CORRIDOR PROJECT SDEIS/RDEIR

Dear Mr. Diaz:

Your agency requested the Department of Regional Planning to review and comment on the Crenshaw/LAX Transit Corridor Project Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR). Regional Planning has reviewed the SDEIS/RDEIR evaluation of four proposed maintenance facility sites and their potential impact on parklands and cultural resources listed or eligible for listing in the National Register of Historic Places (NRHP) along the proposed north-south light rail transit (LRT) corridor.

A

Regional Planning concurs with the SDEIS/RDEIR analysis that the LRT corridor is suitable as the Locally Preferred Alternative (LPA) and that any potential environmental impacts from the four proposed maintenance facility sites on parklands or cultural resources will not be adverse. None of the four proposed maintenance facility sites are located in the unincorporated County of Los Angeles, however, the Arbor Vitae/Bellanca and Manchester/Aviation sites are within a mile of the unincorporated community of Lennox and the Marine/Redondo Beach and Division 22 Northern Expansion sites are within a mile of the unincorporated community of Del Aire. While the communities are not physically connected to the proposed maintenance facility sites, the SDEIS/RDEIR demonstrates that these sites are sufficiently distant from the unincorporated communities of Lennox and Del Aire to have less-than-significant impacts on their existing land uses.

B

Sincerely,

Richard J. Bruckner
Director

RJB:JS:MSH:msh

320 West Temple Street • Los Angeles, CA 90012 • 213-974-6411 • Fax: 213-626-0434 • TDD: 213-617-2292

D



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2628
tel 817-352-2376
fax 817-352-2397
Email john.sims@bnsf.com

May 11, 2012

Lincoln E. Burton, State Conservationist
California NRCS State Office
430 G Street #4164
Davis, CA 95616-4164

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the requisite environmental report, BNSF needs to know whether or not the proposed abandonment will have any effect on prime agricultural lands. Your assessment and comments are respectfully requested.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by the State of California, Department of Conservation, dated October 30, 2009, regarding this project in the hopes that it may have addressed your concerns. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link: http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjlp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net



COMMENT: 10-07. Department of Conservation, Division of Oil, Gas and Geothermal Resources.

ID-7

NATURAL RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, GOVERNOR



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 700 • Cypress, California, 92630-4701
PHONE 714/616-2647 • FAX 714/616-6853 • WEBSITE conservation.ca.gov

October 30, 2009

Mr. Roderick Diaz
Los Angeles County Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

Subject: Draft Environmental Impact Report for the Crenshaw Transit Corridor
Project, SCH# 2007091148

Dear Mr. Diaz:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Draft Environmental Impact Report for the Crenshaw Transit Corridor Project. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

A

B

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

C

The proposed project is located within the administrative boundaries of the El Segundo, Potrero, Inglewood, and La Cienegas oil fields. There are numerous active, idle, plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

D

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources

Mr. Roderick Diaz, Los Angeles County Transportation Authority
October 30, 2009
Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well. D

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations. E

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction. F

Thank you for the opportunity to comment on the Draft Environmental Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento

Sims, John A

From: Jonathan_D_Snyder@fws.gov
Sent: Tuesday, May 22, 2012 4:17 PM
To: Sims, John A
Subject: Species list request

Mr. Sims,

This is in response to your letter requesting a list of threatened and endangered species that may occur within the footprint of a rail line abandonment project in Los Angeles County, California. We now have an automated species list generator available for use by the public. Please use the following link to access this tool:

<http://ecos.fws.gov/ipac/>

Please click on "Initial Project Scoping" and follow the instructions to generate a species list for your project. The species list that is generated will include all threatened and endangered species with a reasonable potential to occur in the USGS quadrangle(s) where the project occurs, so the list will include some species that are unlikely to occur in your project due to a lack of suitable habitat. Because we do not have site-specific information for the proposed project, we recommend that you seek assistance from a biologist familiar with the habitat conditions and associated species in and around the project site to assess the actual potential for direct, indirect, and cumulative impacts likely to result from the proposed activity.

Please contact me by email or phone if you have any questions.

Sincerely,
Jonathan

Jonathan Snyder, Division Chief
U.S. Fish and Wildlife Service
6010 Hidden Valley Road, Suite 101
Carlsbad, CA 92011
(760) 431-9440 x307
jonathan_d_snyder@fws.gov

Sims, John A

From: Rick_Farris@fws.gov
Sent: Wednesday, May 23, 2012 11:23 AM
To: Sims, John A
Subject: Fw: Official Species-list request
Attachments: pic16413.gif

Mr. Sims,

I wanted to let you know that you will not be receiving a species list from the Ventura Fish and Wildlife Office, despite the notification from our IPaC system. The project area you have drawn is entirely within the jurisdiction of our Carlsbad office, so any official species list will come from them. Unfortunately, IPaC only looks at counties and because we share part of LA County with Carlsbad, both offices get these notifications. I apologize for any confusion this may have caused. If you have any questions, please feel free to contact me or one of the folks in Carlsbad.

Rick Farris
Section 7 Coordinator
Ventura Fish and Wildlife Office
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, California 93003
(805) 644-1766 ext. 316
fax (805) 644-3958

----- Forwarded by Rick Farris/VFWO/R1/FWS/DOI on 05/23/2012 09:17 AM -----

ecos-
support@fws.gov Torick_farris@fws.gov

05/23/2012 06:47
AM cc

Subject: Official Species-list request

To: IPaC point(s) of contact for VENTURA FISH AND WILDLIFE OFFICE -- 81440

This is an IPaC-generated official species list request. The person indicated below has requested a Section 7 official species list for a project that lies either partially or wholly within your office's Section 7 jurisdiction.

John Sims
-- OTHER NON-FEDERAL AGENCY --
BNSF Railway Company
2500 Lou Menk Dr, 3rd Fl
Fort Worth, Texas 76131-2828
john.sims@bnsf.com
Phone: 817-352-2376

This individual has received contact information for your office and has been informed that they will receive an official species list within 30 days.



U.S. Fish and Wildlife Service

Natural Resources of Concern

This resource list is to be used for planning purposes only — it is not an official species-list.

Endangered Species Act species-list information for your project is available online and listed below for the following FWS Field Offices:

CARLSBAD FISH AND WILDLIFE OFFICE
6010 HIDDEN VALLEY ROAD, SUITE 101
CARLSBAD, CA 92011
(760) 431-9440

VENTURA FISH AND WILDLIFE OFFICE
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Project Name:

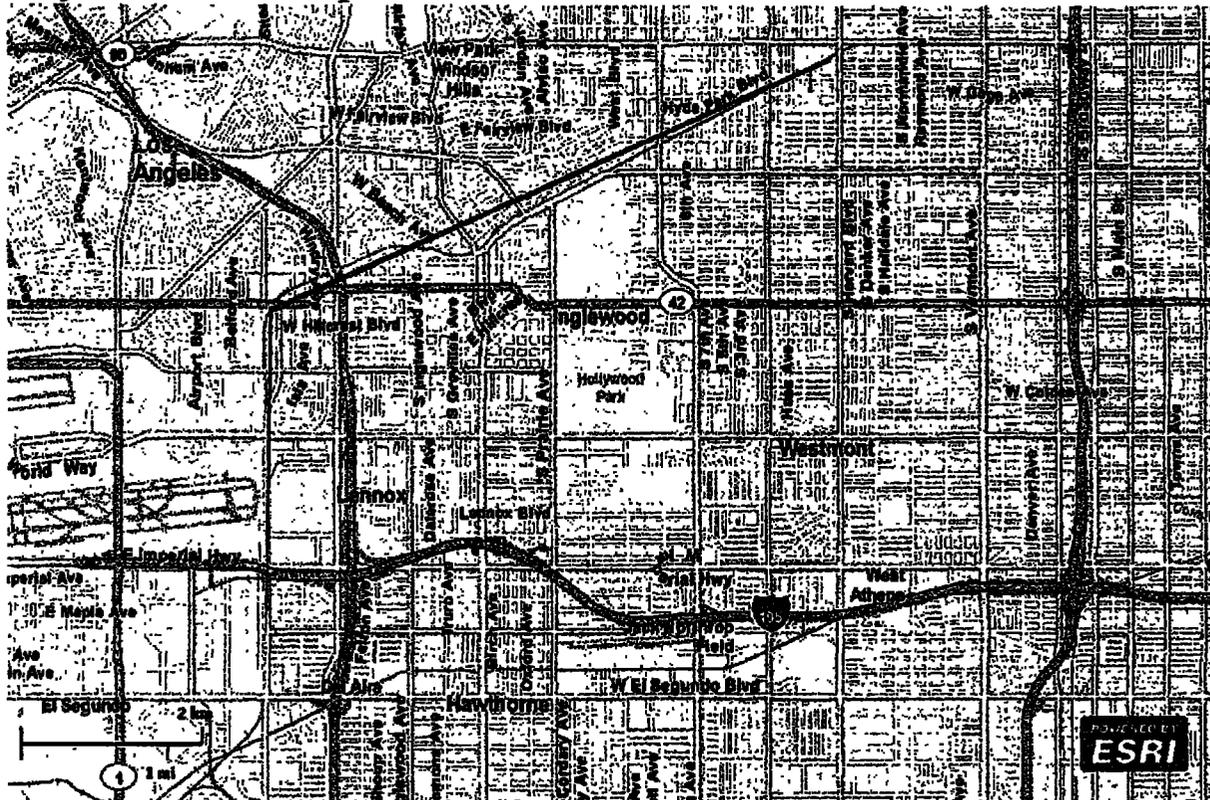
BNSF abandonment



U.S. Fish and Wildlife Service

Natural Resources of Concern

Project Location Map:



Project Counties:

Los Angeles, CA

Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):

MULTIPOLYGON (((-118.37773579 33.95901061, -118.3784152 33.9258871, -118.3779002 33.9588461, -118.37773579 33.95901061)), ((-118.37773579 33.95901061, -118.3777286 33.9593611, -118.3104373 33.9869986, -118.3099223 33.9869986, -118.3777286 33.9590178, -118.37773579 33.95901061)))

Project Type:

Transportation



Natural Resources of Concern

Endangered Species Act Species-list

There are a total of 13 species in your species-list

Species that may be affected by your project:

Amphibians			
California red-legged frog (<i>Rana draytonii</i>) Population: Entire	Threatened	species info	Ventura Fish And Wildlife Office
Birds			
California Least tern (<i>Sterna antillarum browni</i>)	Endangered	species info	Carlsbad Fish And Wildlife Office
Coastal California gnatcatcher (<i>Polioptila californica californica</i>)	Threatened	species info	Carlsbad Fish And Wildlife Office
Least Bell's vireo (<i>Vireo bellii pusillus</i>)	Endangered	species info	Ventura Fish And Wildlife Office
Light-Footed Clapper rail (<i>Rallus longirostris levipes</i>) Population: U.S.A. only	Endangered	species info	Carlsbad Fish And Wildlife Office
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>)	Endangered	species info	Ventura Fish And Wildlife Office
Western Snowy plover (<i>Charadrius alexandrinus nivosus</i>) Population: Pacific coastal pop.	Threatened	species info	Carlsbad Fish And Wildlife Office
Crustaceans			
Riverside fairy shrimp (<i>Streptocephalus wooltoni</i>)	Endangered	species info	Ventura Fish And Wildlife Office, Carlsbad Fish And Wildlife Office
Vernal Pool fairy shrimp (<i>Branchinecta lynchi</i>)	Threatened	species info	Ventura Fish And Wildlife Office
Flowering Plants			
Brand's phacelia (<i>Phacelia stellaris</i>)	Candidate	species info	Carlsbad Fish And Wildlife Office



U.S. Fish and Wildlife Service

Natural Resources of Concern

California Orcutt grass (<i>Orcuttia californica</i>)	Endangered	species info	Ventura Fish And Wildlife Office
Spreading navarretia (<i>Navarretia fossalis</i>)	Threatened	species info	Ventura Fish And Wildlife Office
Insects			
El Segundo Blue butterfly (<i>Euphilotes battoides allyni</i>)	Endangered	species info	Carlsbad Fish And Wildlife Office

FWS National Wildlife Refuges

There are no refuges found within the vicinity of your project.

FWS Migratory Birds

Not yet available through IPaC.

FWS Delineated Wetlands

Not yet available through IPaC.



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

Official Species-list: *BNSF abandonment*

Carlsbad Fish And Wildlife Office

Following is an official U.S. Fish and Wildlife Service species-list from the Carlsbad Fish And Wildlife Office. The species-list identifies listed and proposed species and designated and proposed critical habitat that may be affected by the project "BNSF abandonment". You may use this list to meet the requirements of section 7(c) of the Endangered Species Act of 1973, as amended (ESA).

NOTE: THIS IS ONLY A PORTION OF YOUR COMPLETE SPECIES-LIST. Your project location spans multiple Fish and Wildlife Service office jurisdictions. You will be receiving additional official species-list documents from the offices listed later in this document.

This species-list has been generated by the Service's on-line Information, Planning, and Conservation (IPaC) decision support system based on project type and location information you provided on May 23, 2012, 7:46 AM. This information is summarized below.

Please reference our tracking number, 08ECAR00-2012-SLI-0378, in future reference to this project to assist in expediting the process.

Newer information based on updated surveys, changes in the abundance and distribution of listed species, changed habitat conditions, or other factors could change this list. Please feel free to contact the office(s) identified below if you need more current information or assistance regarding the potential presence of federally proposed, listed, or candidate species, or proposed or designated critical habitat. Please note that under the ESA, a species-list is valid for 90 days. Therefore, the Service recommends that you visit the IPaC site at regular intervals during project planning and implementation for updates to species-lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive this list. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

This list below only addresses federally proposed, listed, or candidate species and federally designated critical habitat. Please contact the appropriate State agencies for information regarding State species of special designation. Also, please feel free to contact the office(s) identified below if you would like information on other important trust resources (such as migratory birds) in your project area.



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

This Species-list document is provided by:

CARLSBAD FISH AND WILDLIFE OFFICE
6010 HIDDEN VALLEY ROAD, SUITE 101
CARLSBAD, CA 92011
(760) 431-9440

Expect additional Species-list documents from the following office(s):

VENTURA FISH AND WILDLIFE OFFICE
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

TAILS consultation code: 08ECAR00-2012-SLI-0378

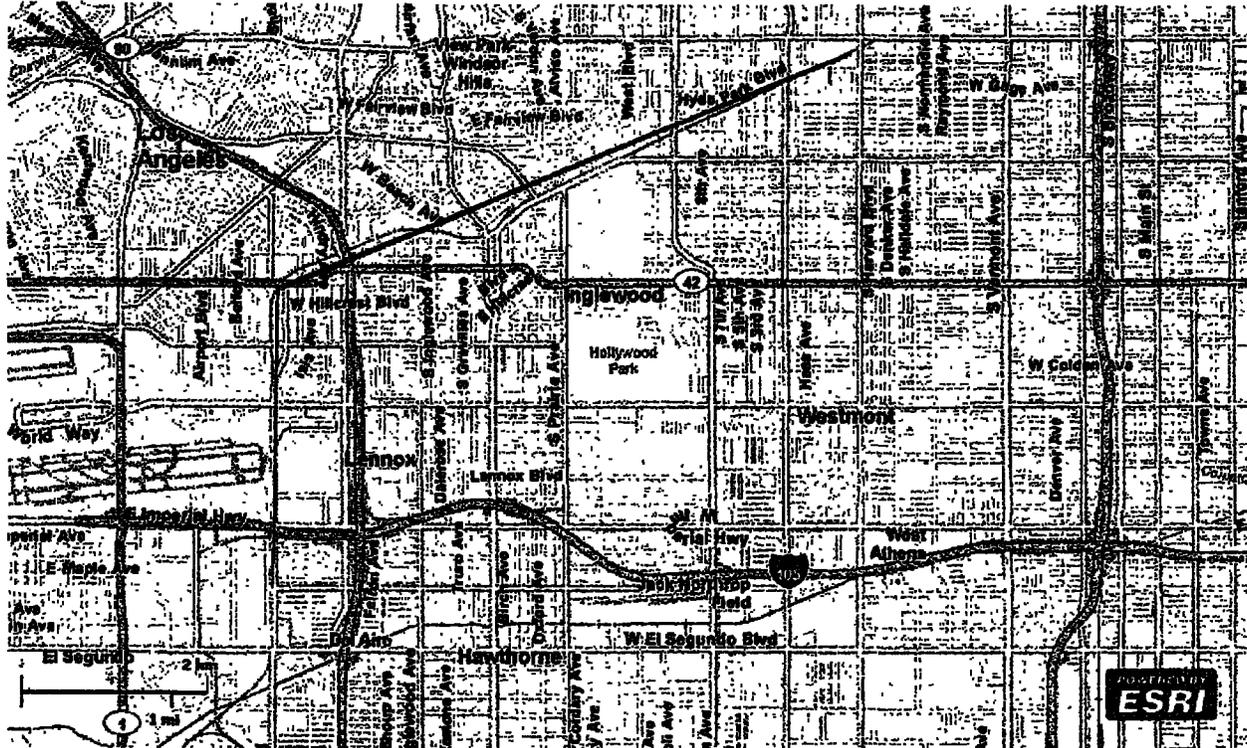
Project type: Transportation



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

Project location map:



Project coordinates: MULTIPOLYGON (((-118.37773579 33.95901061, -118.3784152 33.9258871, -118.3779002 33.9588461, -118.37773579 33.95901061)), ((-118.37773579 33.95901061, -118.3777286 33.9593611, -118.3104373 33.9869986, -118.3099223 33.9869986, -118.3777286 33.9590178, -118.37773579 33.95901061)))

Project counties: Los Angeles, CA



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

Endangered Species Act Species-list

Brand's phacelia (*Phacelia stellaris*)

Listing Status: Candidate

California Least tern (*Sterna antillarum browni*)

Listing Status: Endangered

Coastal California gnatcatcher (*Polioptila californica californica*)

Listing Status: Threatened

El Segundo Blue butterfly (*Euphilotes battoides allyni*)

Listing Status: Endangered

Light-Footed Clapper rail (*Rallus longirostris levipes*)

Population: U.S.A. only

Listing Status: Endangered

Riverside fairy shrimp (*Streptocephalus woottoni*)

Listing Status: Endangered

Western Snowy plover (*Charadrius alexandrinus nivosus*)

Population: Pacific coastal pop.

Listing Status: Threatened



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

Preliminary Species-list: *BNSF abandonment*

Ventura Fish And Wildlife Office

Following is a preliminary U.S. Fish and Wildlife Service species-list from the Ventura Fish And Wildlife Office. The species-list identifies listed and proposed species and designated and proposed critical habitat that may be affected by the project "BNSF abandonment".

NOTE: THIS IS ONLY A PORTION OF YOUR COMPLETE SPECIES-LIST. Your project location spans multiple Fish and Wildlife Service office jurisdictions. You will be receiving additional official species-list documents from the offices listed later in this document.

This species-list has been generated by the Service's on-line Information, Planning, and Conservation (IPaC) decision support system based on project type and location information you provided on May 23, 2012, 7:46 AM. This information is summarized below.

Please reference our tracking number, 08EVEN00-2012-SLI-0354, in future reference to this project to assist in expediting the process.

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

This list below only addresses federally proposed, listed, or candidate species and federally designated critical habitat. Please contact the appropriate State agencies for information regarding State species of special designation. Also, please feel free to contact the office(s) identified below if you would like information on other important trust resources (such as migratory birds) in your project area.



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

This Species-list document is provided by:

VENTURA FISH AND WILDLIFE OFFICE
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Expect additional Species-list documents from the following office(s):

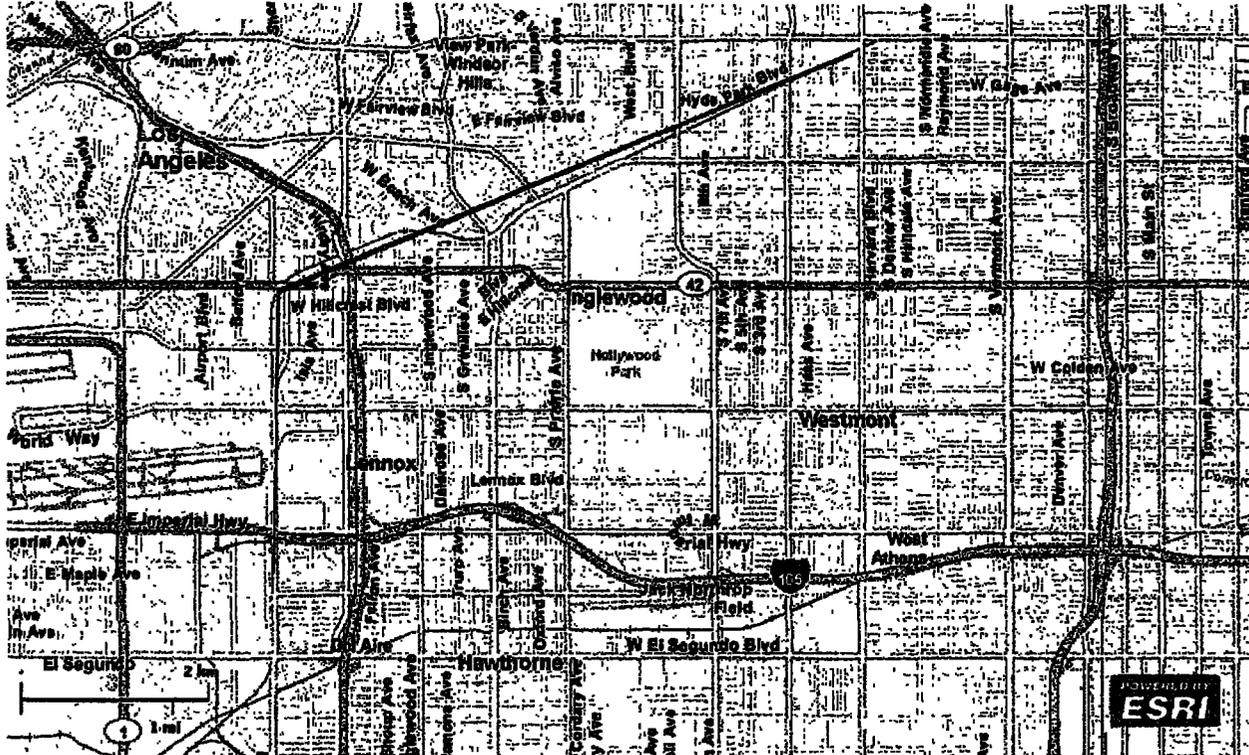
CARLSBAD FISH AND WILDLIFE OFFICE
6010 HIDDEN VALLEY ROAD, SUITE 101
CARLSBAD, CA 92011
(760) 431-9440

TAILS consultation code: 08EVEN00-2012-SLI-0354

Project type: Transportation



Project location map:



Project coordinates: MULTIPOLYGON (((-118.37773579 33.95901061, -118.3784152 33.9258871, -118.3779002 33.9588461, -118.37773579 33.95901061)), ((-118.37773579 33.95901061, -118.3777286 33.9593611, -118.3104373 33.9869986, -118.3099223 33.9869986, -118.3777286 33.9590178, -118.37773579 33.95901061)))

Project counties: Los Angeles, CA



United States Department of Interior
Fish and Wildlife Service

Project name: BNSF abandonment

Endangered Species Act Species-list

California Orcutt grass (*Orcuttia californica*)

Listing Status: Endangered

California red-legged frog (*Rana draytonii*)

Population: Entire

Listing Status: Threatened

Least Bell's vireo (*Vireo bellii pusillus*)

Listing Status: Endangered

Riverside fairy shrimp (*Streptocephalus wooltoni*)

Listing Status: Endangered

Southwestern Willow flycatcher (*Empidonax traillii extimus*)

Listing Status: Endangered

Spreading navarretia (*Navarretia fossalis*)

Listing Status: Threatened

Vernal Pool fairy shrimp (*Branchinecta lynchi*)

Listing Status: Threatened



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2606 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email – john.sims@bnsf.com

May 11, 2012

U.S. Department of the Interior
Bureau of Land Management
California State Office
2800 Cottage Way, Suite W-1623
Sacramento, CA 95825-1886

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges, or areas designated as critical habitat adjacent to or near the line, and 2) if so, what effects the proposed action may have on same.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by the U.S. Department of the Interior, dated February 18, 2010, regarding this project. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

**cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjlp.com
Farah Ali – BNSF farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net**



COMMENT: 10-06.1. United States Department of Interior.

10-6



United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, DC 20240



9043.1
PEP/NRM

FEB 18 2010

ER 09/961

Mr. Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, M/S 99-22-3
Los Angeles, California 90012-2952

Dear Mr. Diaz:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for Improvements to the Crenshaw Transit Corridor Project in Los Angeles County, California. We appreciate your consideration of our late comments.

Section 4(f) Comments

General Comments

The Department defers to the State Historic Preservation Officer for historic properties listed or eligible for listing on the National Register of Historic Places. Therefore, our Section 4(f) comments concern recreational resources only. No wildlife or wildfowl refuges have been identified within the project area.

A

Although the DEIS Section 4(f) analysis seemed to begin well by identifying and describing parks and their attributes, the analysis unfortunately did not progress into a thorough discussion regarding impacts to parks.

B

We regret that there are no pictures of the parks discussed in Section 4.12 of the DEIS. This section also does not contain any visual simulations showing the parks after project construction. If other parts of the DEIS contain such pictures or visual simulations, these should be cited in Section 4.12. Without pictures or visual simulations, it is very difficult to visualize impacts, if any, to parks. Moreover, as discussed below, visual impacts do not appear to have been considered at all.

C

Under Section 4.12.3.1 Methodology on page 4-356, direct impacts are narrowly defined as "physical acquisition, displacement or relocation of parkland..." and "indirect impacts" are similarly defined as those "involv[ing] changes to pedestrian or vehicular access." Visual impacts should be added to the list under both definitions, because such impacts can be significant.

Bus Rapid Transit Alternative and Leimert Park, Edward Vincent Jr. Park, and Grovilee Park



The Bus Rapid Transit (BRT) exclusive busway would be located on the southern edge of Edward Vincent Jr. Park. The DEIS states that acquisition of a strip of parkland adjacent to the existing railroad would be required and result in the removal of two rows of palm trees. However, the DEIS does not state the actual acreage needed for acquisition, which would have been helpful in quantifying the percentage of land needed compared with the overall park size.

The DEIS also states, "The area within the park to be acquired consists of a heavily landscaped edge that is not suitable for recreational uses." This appears to be a conclusory statement that is not supported by further discussion of the significance and purpose of the park, and how the landscaping may or may not contribute to a visitor's recreational experience. Although there may have been additional discussion between the project proponent and park owner/manager, which is not indicated in the DEIS, more thoughtful analysis is needed in the DEIS so that the public can weigh in on the potential impacts. Characterizing the trees as "not suitable for recreational uses" disregards potential visual impacts to the park. In addition to visual impacts, the proposed action should be analyzed in terms of the potential impacts to public recreational use beyond the footprint of the acreage to be acquired.

Edward Vincent Jr. Park has received Federal funding assistance from the Land and Water Conservation Fund (LWCF) Program and therefore may not be converted to any use other than public outdoor recreation without approval of the Department of the Interior and the State Department of Parks and Recreation. Conversion requirements for LWCF-assisted parks are found in 36 C.F.R. Section 59 and in the LWCF State Assistance Program Manual. These requirements include the replacement of parkland that is of at least equal fair market value and that is of reasonably equivalent usefulness and location. As mentioned above, the analysis of park impacts is inadequate to determine the acceptability of the conversion and the total conversion acreage. Although this EIS process should provide the NEPA-compliant basis for a Federal decision on a conversion proposal, no discussion of this requirement has been provided in the DEIS.

On page 4-358, the DEIS states, "The Vernon Station would be located in close proximity to Leimert Park, which could potentially provide a benefit by increasing the park's accessibility." First, it would be helpful if the DEIS stated the specific distances of the stations to all of the parks within the 0.25-mile analysis corridor. Based on Figure 4-45, Vernon Station appears to be extremely close to Leimert Park. Second, the quoted language represents another conclusory statement that is not supported by specific evidence. Without more information, one could just as easily conclude that the park will be inundated with riders in a concentrated area, impacting the recreational experience of the typical park visitor if no further planning and mitigation occurs. We encourage the project proponent to take into account the number of additional people boarding at or exiting Vernon Station and the impacts this may have on Leimert Park, especially because it appears to be a predominantly natural park, with picnic tables, benches, and a decorative fountain, and is only 1.9 acres in size.

We have similar concerns for Grevillea Park, which appears to be very close to La Brea Station; Edward Vincent Jr. Park, which is close to West Station; and Rogers Park



Recreation/Community Center, which appears to be approximately the same distance from La Brea Station as Grevillea Park, based on Figure 4-45. Notably, Rogers Park Recreation/Community Center is not identified along with Grevillea Park as having potential impacts from La Brea Station. See Page 4-358, fourth full paragraph. Grevillea Park is a smaller 1.5-acre park, and appears to be a predominantly natural park; therefore, close proximity to La Brea Station could have potentially negative effects.

F

Finally, there is very little discussion of Harold A. Henry Park, Washington Irving Pocket Park, and Rogers Park Recreation/Community Center. They are indirectly mentioned in the statement: "The remaining four parks within 0.25-mile of the BRT alignment would not be adversely affected." See page 4-358. Washington Irving Pocket Park, a 0.1-acre natural park, is located approximately 400 feet from the BRT alignment. Similarly, Harold A. Henry Park, a 3-acre park with children's play area and picnic tables is located approximately 1,000 feet from the BRT alignment.

G

Potential impacts could result, depending on a variety of factors, including the distance of the station from the park, additional stops near the park that are along the alignment, the size of the park, and the park's recreational attributes. These impacts should be covered in the DEIS.

H

In short, the DEIS does not provide enough clear information to verify potential impacts. As noted above, without any pictures, more detailed maps, visual simulations of the park, and additional discussion, it is difficult to fully understand the potential impacts.

Base LRT Alternative and Edward Vincent Jr. Park and Grevillea Park

For this alternative, we have concerns similar to those stated above for the BRT Alternative. For example, the DEIS states that the proximity of West Station to Edward Vincent Jr. Park will "potentially increase the park's accessibility." However, the DEIS does not further expound on this. The DEIS makes a similar statement about La Brea Station with regard to Grevillea Park.

I

Design Options

For the LRT Alternative Design Option 3, the DEIS states that existing palm trees that might be removed are located in a "heavily landscaped edge that is not suitable for recreational uses." Page 4-360. As we indicate above for the BRT Alternative, this statement does not reflect any consideration of potential visual impacts.

J

Mitigation Measures

The DEIS concludes that there are no adverse impacts; "therefore, no mitigation measures are required." In our opinion, the Section 4(f) analysis is inadequate and lacks enough information and thoughtful analysis. We are unable to agree that no mitigation measures are required. We are also unable to agree to the application of *de minimis* without demonstrating any consideration of mitigation measures to minimize impacts (e.g., suggesting removal of the palm trees within Edward Vincent Jr. Park without at least replanting or revegetating the area). Proposing no mitigation measures at all seems to miss the point of using *de minimis* appropriately to bypass the need for a full

K

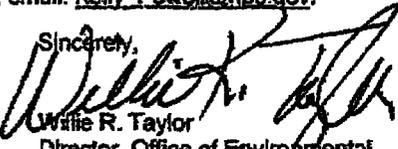


Section 4(f) alternatives analysis, while responsibly and adequately addressing impacts to parks.

Section 6(f) of the Land and Water Conservation Fund Act (LWCF)

As noted above, Edward Vincent Jr. Park has received LWCF funding assistance. Therefore, no conversion of property to a non-recreational use may occur without the approval of the Department and the California Department of Parks and Recreation. Also, replacement property of at least equal fair market value and reasonably equivalent usefulness and location is required. To resolve this issue, please contact the California Department of Parks and Recreation, Office of Grants and Local Services, PO Box 942896, Sacramento, CA 94296-0001; phone (916) 653-7423. You may also contact Mr. David Siegenthaler, National Park Service, Pacific West Regional Office, 1111 Jackson Street, Suite 700, Oakland, CA 94607; phone: (510) 817-1324, Fax: (510) 817-1505; email: David_Siegenthaler@nps.gov.

Thank you for the opportunity to provide these comments. For questions concerning these comments, please contact Ms. Kelly Powell, National Park Service, Pacific West Regional Office-Seattle, 168 S. Jackson St., 2nd Floor, Seattle, WA 98104-2853; phone (206) 220-4106, fax: (206) 447-4246; email: Kelly_Powell@nps.gov.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Ray Telfs
Federal Transit Administration, Region IX
Los Angeles Metropolitan Office
888 S. Figueroa St., Suite 1850
Los Angeles, CA 90017

Mr. John Kirk Mukri
General Manager
City of Los Angeles Department of
Recreation and Parks
221 N. Figueroa St., Suite 700
Los Angeles, CA 90012

Mr. Kevin L. Hawkins, Director
City of Inglewood
Department of Parks, Recreation and
Community Services
One Manchester Blvd.
Inglewood, CA 90301.



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 78131-2828
tel 817-352-2376
fax 817-352-2397
Email - john.sims@bnsf.com

May 11, 2012

Ms. Christine Lehnertz, Regional Director
National Park Service
Pacific West Region
333 Bush Street, Suite 500
San Francisco, CA 94104-2828

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not there are any wildlife sanctuaries or National or State parks or forests adjacent to or near the line, and 2) if so, what effects the proposed action may have on same.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by the County of Los Angeles, Department of Parks and Recreation, dated October 21, 2009, regarding this project in the hopes that it may have already addressed your concerns. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjlp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net



Metro

COMMENT: 10-19. County of Los Angeles Department of Parks and Recreation.



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

10-19

October 21, 2009

Sent via email: diazroderick@metro.net

Mr. Roderick Diaz
Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Diaz:

**DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIS/DEIR)
FOR THE CRENSHAW TRANSIT CORRIDOR**

The Department of Parks and Recreation has reviewed the above project for potential impact on the facilities under the jurisdiction of the Department. We have determined that the proposed project will not affect any Departmental facilities.

A

Thank you for including this Department in the environmental review process. If we may be of further assistance, please contact me at (213) 351-5127 or yorn@parks.lacounty.gov.

Sincerely,

Julie Yorn
Park Planner

JY:tlr/response metro

c: Parks and Recreation (N. E. Garcia, L. Hensley, J. Rupert)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 151-5198



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2376
fax 817-352-2397
Email john.sims@bnsf.com

May 11, 2012

U.S. EPA Region 9
75 Hawthorne Street
San Francisco, CA 94105

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not this action will be consistent with Federal, State or local water quality standards, and 2) whether or not Section 402 and/or National Pollutant Discharge Elimination System ("NPDES") permits are required for performance of the salvage activity described below.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by the U.S. EPA Region 9, dated October 26, 2009, regarding this project. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link: http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net



COMMENT: 10-02. United States Environmental Protection Agency.

OCT-26-2009 MON 03:12 PM U.S. E. P. A.

FAX NO. 4159478026

P. 02/07



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

10-2

October 26, 2009

Mr. Ray Tellis
Federal Transit Administration
Los Angeles Metropolitan Office
888 S. Figueroa Street, Suite 1850
Los Angeles, California 90017

Subject: Draft Environmental Impact Statement for the Crenshaw Transit Corridor Project,
Los Angeles, California (CEQ #20090315)

Dear Mr. Tellis:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

We commend the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for seeking to improve public transportation service, especially in an area of high transit dependence, high traffic congestion, and impacted air quality.

We also appreciate that the Draft Environmental Impact Statement (DEIS) uses plain language and illustrative graphics to make the technical information more easily understood by the public. In particular, the discussion of previous and ongoing alternatives analysis and screening provides the public and decisionmakers with a good summary of the benefits and impacts of the various alternatives. In the ongoing alternatives analysis process, EPA encourages FTA and LACMTA to consider the long-term needs of, and potential benefits to, the community in determining the locally preferred alternative for the project.

EPA has some concerns about the air quality analysis for the project and has additional suggestions for water quality impact analysis and mitigation. Therefore, we have rated this document EC-2, *Environmental Concerns, Insufficient Information*. Please see the attached *Rating Factors* for a description of our rating system.

Printed on Recycled Paper



Metro

**Final Environmental Impact Statement/Final Environment Impact Report
Appendix K – Responses to Comments Received**

OCT-26-2009 MON 03:12 PM U. S. E. P. A.

FAX NO. 4159478028

P. 03/07

We appreciate the opportunity to review this DEIS. When the Final EIS is released for public review, please send two copies to the address above (mail code: CED-2). If you have any questions, please contact Carolyn Mulvihill, the lead reviewer for this project, at 415-947-3554 or mulvihill.carolyn@epa.gov.

Sincerely,

KMG

Kathleen M. Goforth, Manager
Environmental Review Office (CED-2)

Enclosures:

Summary of EPA Rating Definitions
EPA's Detailed Comments

cc: Roderick Diaz, Los Angeles County Metropolitan Transportation Authority
Ray Sukys, Federal Transit Administration
Steve Smith, South Coast Air Quality Management District



OCT-26-2009 MON 03:12 PM U.S.E.P.A.

FAH NO. 4159478028

P. 04/07

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE CRENSHAW TRANSIT CORRIDOR PROJECT, OCTOBER 26, 2009

Air Quality

Air Quality Monitoring Data and Hot Spot Analysis

The Draft Environmental Impact Statement (DEIS) includes air quality monitoring data for the years 2005 to 2007. Data for 2006 to 2008 is now available and 2007 to 2009 may be available in time for publication of the Final Environmental Impact Statement (FEIS). This updated data will impact the determination of background concentrations of carbon monoxide (CO) and subsequent hot spot analysis. More information is available at <http://www.epa.gov/airtrends/values.html>.

In addition, while Table 4-26 indicates that the No Build, Transportation Systems Management (TSM), and Bus Rapid Transit (BRT) alternatives would result in the same CO hot spot concentrations, the table doesn't appear to include data for the Light Rail Transit (LRT) alternative. Please verify in the FEIS what the 2030 CO concentrations would be for the LRT alternative.

Recommendations:

- Include up-to-date monitoring data in the FEIS. Update calculations of background CO concentrations and potential CO hot spots and include this data, and any measures to mitigate potential impacts, in the FEIS.
- Include CO hot spot concentrations resulting from the LRT alternative in the FEIS.

The DEIS does not include a particulate matter (PM) hot spot analysis and states that FHWA guidance says that "a project may be screened out of the project-level analysis if the 'build' vehicle miles traveled (VMT) is less than or equal to the 'no build' VMT." This statement refers to a method that is no longer current practice. A qualitative PM hot spot analysis must be performed if a project is determined to be a "project of air quality concern." See 40 CFR 93.123 for more information.

Recommendation:

- If the project has been determined to be a "project of air quality concern" then include in the FEIS a PM hot spot analysis and mitigation measures proposed for any adverse impacts.

Air Quality Conformity

The DEIS contains both general conformity and transportation conformity analyses. However, because the project is proposed to be funded in part by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds, EPA believes that transportation conformity requirements apply to the project, rather than



OCT-26-2009 MON 03:12 PM U.S. E. P. A.

FAX NO. 4159478026

P. 05/07

general conformity. We note that both the thresholds listed in Table 4-24 and the determination of an adverse impact from LRT alternative NO_x emissions, refer to a general conformity analysis. The DEIS does not clearly identify what actions associated with the proposed project would require a general conformity discussion and analysis, so it appears that the information regarding regional operating emissions is provided for purposes of disclosure. While EPA appreciates the additional information provided for disclosure, we note that it is not a necessary component of the conformity process for this project. However, if additional funding, approval, or actions by another federal agency (besides FTA or FHWA) are anticipated, the general conformity analysis should be included.

B

If FTA determines that a general conformity analysis is in fact required, then the general conformity analysis on pages 4-152 and 4-153 should be clarified to discuss the source of the increased NO_x emissions from the proposed light rail transit (LRT) line. FTA should also provide potential mitigation measures for these impacts.

Recommendations:

- If federal funding or action from a federal agency other than FTA and FHWA is anticipated, provide that information in the FEIS and include a general conformity analysis. Clarify the source of increased NO_x emissions from LRT and identify measures to reduce those impacts.
- If FTA and FHWA are the only federal agencies providing funding, approval or associated actions for this project, a general conformity analysis is not necessary for the project.

Greenhouse Gases and Climate Change

The section on global climate change should be updated to reflect recent actions by the Environmental Protection Agency (EPA). EPA recommends that the FEIS include the most current information at the time of release of the FEIS. See <http://www.epa.gov/climatechange/initiatives/index.html> for current information. In particular, the following information should be included:

- On June 30, 2009, EPA granted a waiver of Clean Air Act preemption to California for the state's greenhouse gas (GHG) emission standards for motor vehicles beginning with the 2009 model year.
- In response to the FY 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), EPA has issued the Final Mandatory Reporting of Greenhouse Gases Rule. Signed by the EPA Administrator on September 22, 2009, the rule requires that suppliers of fossil fuels and industrial GHGs, manufacturers of vehicles and engines outside of the light duty sector, and facilities that emit 25,000 metric tons or more of GHGs per year submit annual reports to EPA. The rule is intended to collect accurate and timely emissions data to guide future policy decisions on climate change.
- On September 15, 2009, EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed a new

C



OCT-26-2009 MON 03:13 PM U.S. E. P. A.

FAX NO. 4159478026

P. 06/07

national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States. EPA proposed the first national GHG emissions standards under the Clean Air Act, and NHTSA proposed Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. This proposed national program would allow automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both Federal programs and the standards of California and other states.

- On April 17, 2009, the EPA Administrator proposed two related Findings under the Clean Air Act: an Endangerment Finding that six key GHGs constitute a threat to human health and welfare, and a Cause and Contribute Finding that four of these GHGs are emitted from motor vehicles and contribute to atmospheric concentrations. The comment period for this proposal closed on June 23, 2009.

Recommendation:

- include an updated discussion of the regulatory environment for GHGs and climate change in the FEIS to reflect recent actions by EPA.

The DEIS also states that the LRT alternative would result in an increase in GHG emissions compared to the No Build alternative. A phone conversation with the Los Angeles County Metropolitan Transportation Authority (LACMTA) clarified that this increase would result from increased service from "feeder buses" serving the LRT line. This explanation should be included in the FEIS along with supporting data and analyses. EPA also understands that LACMTA has discussed the GHG modeling results with the South Coast Air Quality Management District (SCAQMD) and that the modeling results may be updated for the FEIS. Please include any updated modeling results in the FEIS.

The discussion also states that new LRT stations would potentially lead to transit oriented development (TOD) along the alignment, encouraging increased use of the light rail system. The FEIS should discuss the implications that TOD and increased transit ridership could have on VMT and GHGs.

Recommendation:

- include information about sources of GHGs associated with the LRT alternative, any updated modeling results, and implications of TOD on GHG emissions in the FEIS.

Mobile Source Air Toxics

While the project may decrease concentrations of mobile source air toxics (MSATs) in the area as a result of increased transit ridership and lower automobile use, localized MSAT impacts may result from increased congestion at intersections whose level of service would decline as a result of the project. EPA encourages FTA and



OCT-26-2009 MON 03:13 PM U. S. E. P. A.

FAX NO. 4159478028

P. 07/07

LACMTA to consider whether sensitive receptors such as schools, hospitals, or residential facilities for the elderly, are located near those intersections, and if so, implement mitigation measures to protect the impacted populations.

Recommendations:

- Determine whether increased congestion at identified intersections would result in MSAT impacts on any sensitive receptors in the vicinity of those intersections.
- If adverse impacts would occur, propose mitigation for those impacts and include this information and mitigation measures in the FEIS.

Water Quality

The DEIS states that the study area drains indirectly to Ballona Creek and Dominguez Creek. It also states that Ballona Creek is a Clean Water Act (CWA) 303(d) listed impaired water body, but the DEIS contains an incomplete list of pollutants. Ballona Creek is currently CWA 303(d) listed as an impaired waterbody for coliform bacteria, dissolved copper, cyanide, lead, selenium, toxicity, trash, viruses (enteric), and zinc. Ballona Creek is no longer impaired by cadmium. Dominguez Creek (lined portion above Vermont Avenue) is CWA 303(d) listed for ammonia, copper, diazinon, indicator bacteria, lead, toxicity, and zinc. This updated information should be included in the FEIS.

Considering the existing impairment of these local water bodies, EPA encourages aggressive efforts to manage stormwater runoff to minimize additional introduction of pollutants. EPA also encourages implementation of "green infrastructure" in onsite stormwater management. "Green infrastructure" mimics natural systems by absorbing stormwater into the ground (infiltration), using trees and other natural vegetation to convert it to water vapor (evapotranspiration), and using rain barrels or cisterns to capture and reuse stormwater. These natural processes manage stormwater runoff in a way that maintains or restores the site's natural hydrology. Features such as bioretention areas, vegetated swales, porous pavement, and filter strips can serve as both stormwater treatment and visual enhancements in station areas. More detailed information on these forms of "green infrastructure" can be found at http://cfpub.epa.gov/indas/home.cfm?program_id=298.

Recommendations:

- Include current CWA 303(d) impairment information in the FEIS.
- Implement aggressive stormwater management, including green infrastructure where possible and identify commitments to specific stormwater management techniques in the FEIS.

4



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2378
fax 817-352-2397
Email – john.sims@bnsf.com

May 11, 2012

California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the environmental report, BNSF is required to contact your agency to determine if the proposed abandonment:

1. will affect land or water uses within a designated coastal zone;
2. is consistent with applicable Federal, State or local water quality standards (with a description of any inconsistencies identified); and
3. will require permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342).

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

**cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF- farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net**



John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2629
tel 817-352-2376
fax 817-352-2397
Email – john.sims@bnsf.com

May 11, 2012

U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd., Suite 1101
Los Angeles, CA 90017

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the requisite environmental report, BNSF needs to know: 1) whether or not Section 404 permits will be required for the performance of salvage activity, and 2) if the proposed abandonment will affect any 100-year floodplains or any designated wetlands. Your assessment and comments are respectfully requested. In addition, if it is your determination that floodplains will be affected please furnish, if available, 8½" x 11" black and white maps of each designated floodplain area. Please note: **BNSF does not anticipate any potential impacts to waters of the U.S. as a result of the proposed abandonment.**

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:

http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by-email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changji@metro.net



Bridge #10.59, Harbor Sub. line Seg. #7604

This bridge goes over the 405 Fwy.



Br. #10.59

Railroad East looking West

South side picture #1





Picture #2

Bridge #11.9, Harbor Sub. Line Seg. #7604

This is a roadway that turns off of Aviation Blvd.



Hilton

WALTON ROAD - WALTON ROAD - WALTON ROAD

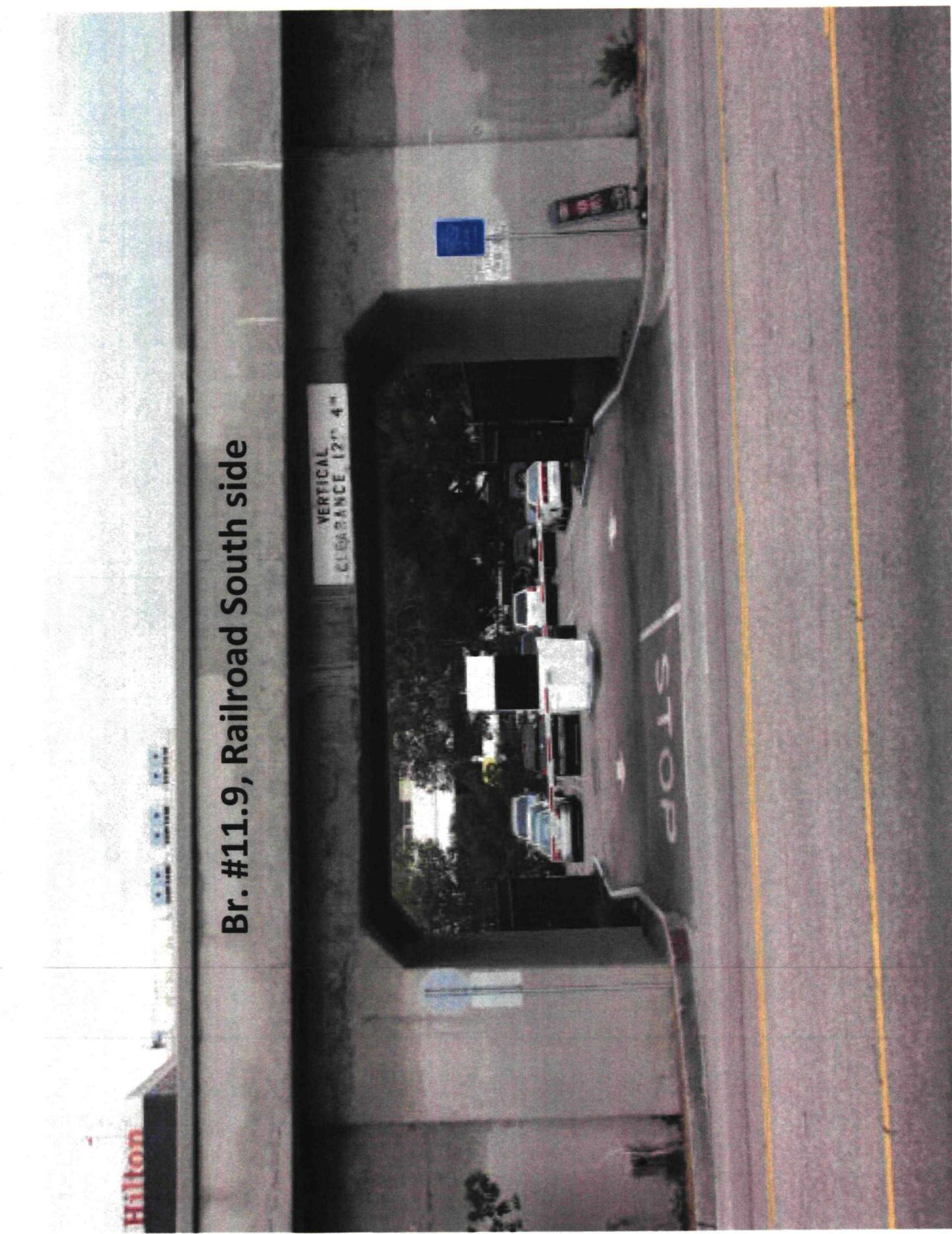
Br. #11.9, Railroad South side

VERTICAL CLEARANCE 12' 4"

Blue sign

STOP

STOP



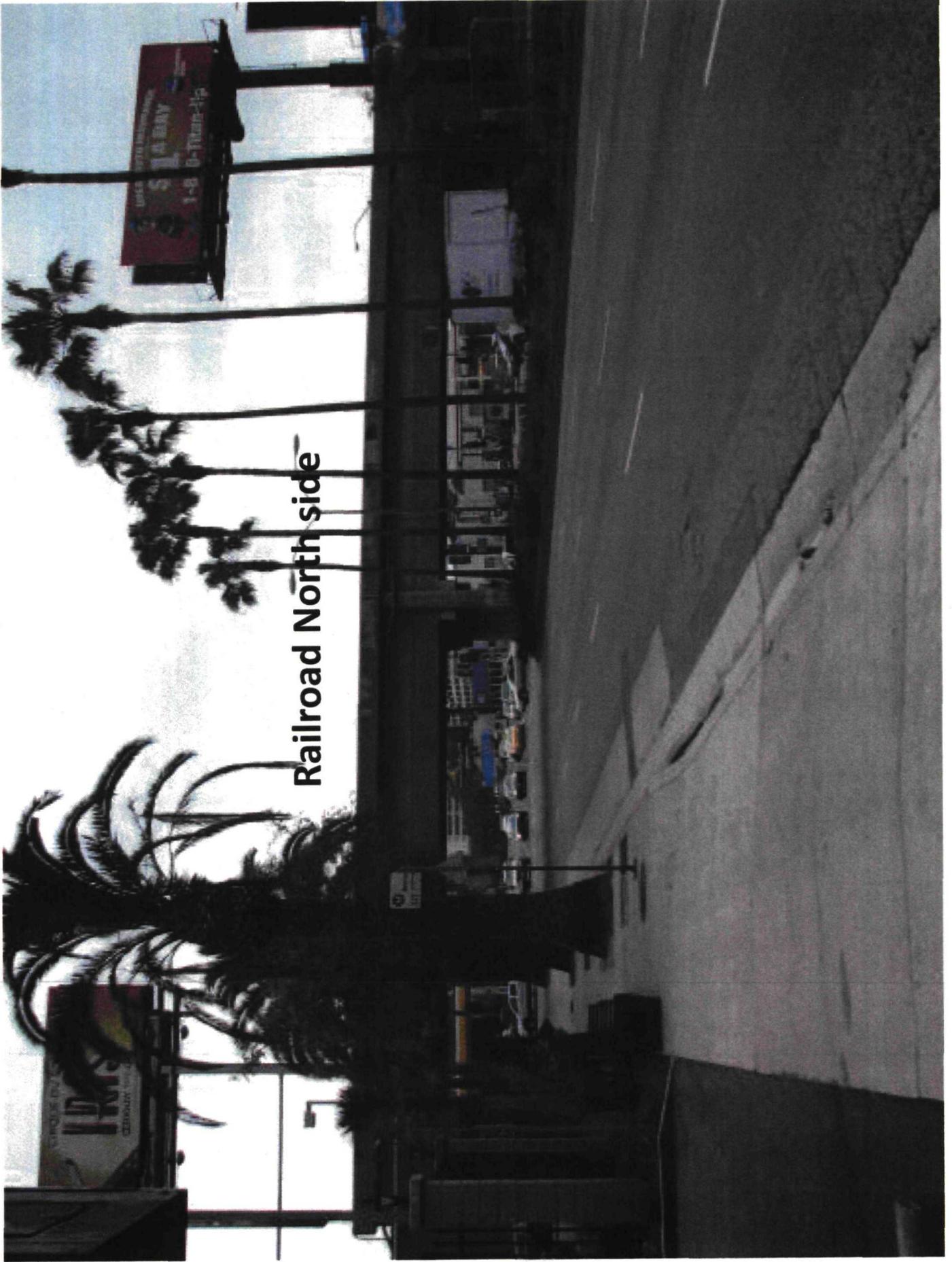
Bridge #12.24, Harbor Sub. Line Seg. #12.24

This bridge runs over Century Blvd.





**Br. #12.24, Railroad
East looking West**



Railroad North side





John A. Sims, CP
Paralegal
Law Department

BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, Texas 76131-2828
tel 817-352-2378
fax 817-352-2397
Email – john.sims@bnsf.com

May 11, 2012

Milford Wayne Donaldson, FAIA, State Historic Preservation Officer
California State Parks
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

**Re: STB Docket No. AB 6 (Sub-No. 483X); BNSF Railway Company –
Abandonment Exemption – in Los Angeles County, California**

BNSF Railway Company ("BNSF") anticipates filing in the near future an exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 5.3 miles of rail line in Los Angeles County, California, beginning at Milepost 7.95 (just north of West 67th Street curblin) to Milepost 13.25 (just south of the existing Metro Green Line structure), in the City of Los Angeles.

As part of the historic report required by the STB, BNSF needs to know if there are any structures eligible for listing on the National Register of Historic Places and also if there are archaeological resources in the project area.

The removal of the track associated with this abandonment has already been addressed by the Crenshaw/LAX Transit Corridor Project in a Final Environmental Impact Report / Final Environmental Impact Statement. I'm enclosing a copy of a letter submitted by you, dated May 23, 2011, regarding this project. In addition, I'm enclosing a map of the subject railroad line and a list of agencies that were contacted in preparation of the report. The entire report can be viewed at the following web link:
http://www.metro.net/projects/crenshaw_corridor/crenshaw-feis-feir/

Please provide your assessment and comments to me at the address above, if at all possible, by June 11, 2012. You may contact me by email or phone with any questions or concerns.

Thank you in advance for your time and contribution.

Sincerely,

John A. Sims, CP
Paralegal

Enclosures as stated

**cc via email: David Rankin – BNSF – david.rankin@bnsf.com
Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Farah Ali – BNSF – farah.ali@bnsf.com
Mark Norton – BNSF – mark.norton@bnsf.com
Joyce Chang – LACMTA – changj@metro.net**

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
caishpo@parks.ca.gov
www.ohp.parks.ca.gov



23 May 2011

Reply To: FTA110222A

Roderick Diaz
Crenshaw/LAX Corridor Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Section 106 Consultation for the Crenshaw/LAX Transit Corridor Project, Los Angeles County, CA

Dear Mr. Diaz:

Thank you for your letter of 18 February 2011 initiating consultation for the Federal Transit Authority (FTA) for the above referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation at 36 CFR Part 800. FTA has delegated authority to consult directly with the Los Angeles County Metropolitan Transportation Authority (LAMCTA) although FTA remains responsible for all findings. You are requesting at this time that I concur with the APE for the undertaking.

The proposed undertaking will improve public transit service and mobility in Los Angeles County by extending 8.5 miles from the Metro Crenshaw/LAX Station to the Exposition Light Rail Transit (LRT) line (under construction) at the Exposition/Crenshaw Boulevards intersection. The alignment would be double-tracked and would be comprised of at-grade street, at-grade railroad, aerial, and below-grade sections. The Crenshaw/LAX Line would join the Metro Green line at the Aviation Station and extend to the Exposition Line Crenshaw Station in the north. Metro Green Line service can also be extended north to serve the new Century Station for transfers to the Los Angeles International Airport (LAX). Four additional alternatives are being considered in the Final EIS/EIR. Each alternative is described in further detail in your letter.

FTA has defined the APE for the Light Rail Alternative as shown in the maps attached to your letter. A written description is also provided in your letter and includes a methodology for survey. I agree the APE is sufficient pursuant to 36 CFR 800.4(1)(a).

Within the APE, 210 resources were of sufficient age to be considered for inclusion in the National Register of Historic Places (NRHP). Of these resources, one was previously determined eligible for inclusion in the NRHP:

1. May Company, 4001 Crenshaw Boulevard, Criterion A and C

40 were determined eligible for inclusion in the NRHP as part of this survey either individually or as a contributor to a historic district. They are as follows:

2. Angelus Funeral Home, 3874-3887 Crenshaw Boulevard, Criteria A and C, period of significance 1951;
3. Broadway Department Store, 4101 Crenshaw Boulevard, Criteria A and C, period of significance 1947;

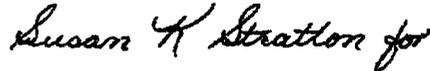
4. Department of Water and Power, 4030 Crenshaw Boulevard, Criteria C, period of significance 1959-1961. This building is also a contributor to the Leimert Park Historic District;
5. Harrison Ross Mortuary, 4601 Crenshaw Boulevard, Criterion C, period of significance 1930;
6. Merle Norman Cosmetics Company, 9030-9130 Bellanca Avenue, Criterion C; period of significance 1952-1961;
7. Leimert Park Historic District, Criteria A and C, period of significance 1927-1959. The following properties are contributors to the historic district and fall within the APE:
 - 1) 3514-3520 West 39th Street
 - 2) 3904 Crenshaw Boulevard
 - 3) 3908 Crenshaw Boulevard
 - 4) 3916-3934 ½ Crenshaw Boulevard
 - 5) 3936-3954 ½ Crenshaw Boulevard
 - 6) 3964-3970 ½ Crenshaw Boulevard
 - 7) 4030 Crenshaw Boulevard
 - 8) 4067 McClung Drive
 - 9) 4071 McClung Drive
 - 10) 4075 McClung Drive
 - 11) 4109 McClung Drive
 - 12) 4115 McClung Drive
 - 13) 4119 McClung Drive
 - 14) 4123 McClung Drive
 - 15) 4127 McClung Drive
 - 16) 4131 McClung Drive
 - 17) 4137 McClung Drive
 - 18) 4147 McClung Drive
 - 19) 4121-4223 McClung Drive
 - 20) 4125-4227 McClung Drive
 - 21) 4129-4231 McClung Drive
 - 22) 4235-4237 McClung Drive
 - 23) 4239 McClung Drive
 - 24) 4243-4245 McClung Drive
 - 25) 4247-4249 McClung Drive
 - 26) 4251-4253 McClung Drive
 - 27) 4261-4263 McClung Drive
 - 28) 4265-4267 McClung Drive
 - 29) 4269-4271 McClung Drive
 - 30) 4273-4275 McClung Drive
 - 31) 4279-4281 McClung Drive
 - 32) 4283 McClung Drive
 - 33) 3413-3415 W. 43rd Place
 - 34) Leimert Plaza Park, 4395 Leimert Park
8. Leimert Park Cemetery, 720 E. Florence Avenue, with the following contributors which fall in the APE: the Mausoleum of the West, the former Los Angeles Railroad Inglewood Station and the Chapel of the Chimes. The district is eligible under Criterion C and meets the Criterion Consideration D. The period of significance is 1905-1961.

I concur with the above determinations. The remainder of the resources were either determined not eligible or were exempted for survey either due to age, significant alterations (as agreement in the original meeting between SHPO staff and Metro), or they were vacant parcels.

FTA has determined the proposed undertaking will not have an adverse effect on historic properties. As described in your revised report, dated May 2011, all construction activities which could potentially affect historic properties (pile driving) was restricted to areas where there are no historic properties or potential for subsurface archaeological deposits. I concur with the determination.

Thank you for considering historic properties in your planning process and I look forward to consultation on future projects. If you have any questions, please contact Amanda Blosser of my staff at (916) 445-7048 or e-mail at ablosser@parks.ca.gov.

Sincerely,

Handwritten signature of Susan K Stratton in cursive script.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:ab

CC: Ray Tellis, Federal Transit Authority