



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

MAR 10 2009

Mr. Richard Thorpe
Chief Executive Officer
Exposition Metro Line Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

Re: Addendum to the Record of Decision; Mid-City/Exposition Light Rail Transit Project


Dear Mr. Thorpe:

This is to advise you that the Federal Transit Administration has issued an Addendum to its Record of Decision (ROD) for the Los Angeles Mid-City Westside Transit Corridor - Mid-City/Exposition Light Rail Transit Project previously issued on February 24, 2006. The ROD was revised to redefine the Locally Preferred Alternative essentially to include; the addition of the new University of Southern California (USC)/Expo Park station near the USC campus and Expo Park museums, the addition of the new aerial Venice/Robertson Station and Structure at the eastern terminus in Culver City to replace the planned interim at-grade Washington/National Station, and the addition of a Storage and Inspection facility to supplement the planned Mid-day Layover facility while also replacing the Operations and Maintenance facility to have been located on property adjacent to the existing Metro Division 11 facility in Carson, California.

Please make the enclosed addendum to the ROD and any supporting documentation available to affected government agencies and the public. Availability of the ROD addendum should be published in local newspapers, should be provided directly to affected government agencies, including the State Inter-governmental Review contact established under Executive Order 12372, and should be available for review on the project website.

Please note that the terms and conditions of the grant contract will continue to require the Los Angeles County Metropolitan Transportation Authority and/or the Exposition Metro Line Construction Authority to undertake the additional mitigation measures identified in the addendum to the ROD, in addition to those previously identified in the ROD.

Thank you for your cooperation in meeting the National Environmental Policy Act requirements. If you have questions about our review, please call Mr. Ray Tellis of our Los Angeles Metropolitan Office at (213) 202-3956.

Sincerely,



Leslie I. Rogers
Regional Administrator

cc. Mr. Roger Snoble, CEO LACMTA

Enclosure

ADDENDUM TO THE RECORD OF DECISION

Los Angeles Mid-City Westside Transit Corridor Mid-City/Exposition Corridor Light Rail Transit Project Los Angeles, California

Federal Transit Administration

PRIOR DECISION

In issuing a Record of Decision on February 24, 2006, the U S Department of Transportation, Federal Transit Administration (FTA), has previously determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) have been satisfied for the Mid-City/Exposition Transit Corridor Light Rail Transit Project (Project) in Los Angeles, California. The Project consists of the design, construction, and future operation of a light rail transit line from Downtown Los Angeles to Culver City. The Project was adopted as the Revised Locally Preferred Alternative (LPA) by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board and was evaluated as the Light Rail Transit (LRT) Build Alternative in the Final Environmental Impact Statement/Final Environmental Impact Report (Final EIS/EIR) issued on October 14, 2005 by FTA and LACMTA. The LPA was also recommended for approval by the Exposition Metro Line Construction Authority (Authority), the agency that has the authority and responsibility under State law for the design and construction of the Project.

ADDENDUM

In subsequent actions, the LACMTA Board and the Authority approved increases to the Life-of Project (LOP) budget to include enhancements to the scope of the project and consequently approved revisions to the LPA to incorporate these enhancements. The resulting revision to the LPA is hereupon referred to as the Second Revised LPA.

The enhancements for incorporation include; the addition of the new University of Southern California (USC)/Expo Park station adjacent to the USC campus and Expo Park museums near downtown Los Angeles, the addition of the new aerial Venice/Robertson Station and Structure at the eastern terminus in Culver City to replace the planned interim at-grade Washington/National Station, and the addition of a Storage and Inspection facility to supplement the planned Mid-day Layover facility while also replacing the Operations and Maintenance facility to have been located on property adjacent to the existing Metro Division 11 facility in Carson, California

The newly added USC/Expo Park station and the newly added aerial Venice/Robertson Station were fully evaluated in the Final EIS/EIR referred to above. The Storage and Inspection Facility was evaluated pursuant to 23 CFR Part 771.130(c), and approved in subsequent action whereby FTA determined that no new or changed significant impacts from those evaluated in the Final EIS/EIR would occur. Accordingly FTA is issuing an addendum to the existing ROD for the Second Revised LPA as described below.

REVISED PROJECT OVERVIEW

Prior to this addendum action, the Mid-City/Exposition Transit Corridor Locally Preferred Alternative consisted of a light rail transit (LRT) project that would run from 7th Street/Metro Center Station in Downtown Los Angeles to the intersection of Washington and National Boulevards in Culver City, covering a distance of 8.6 miles.

The LRT fixed guideway would operate in a dual track configuration mainly at-grade in selected streets or in an exclusive LACMTA-owned Right-of-Way (ROW). The LPA includes ten stations. Eight of these stations will be new and two of the stations will utilize the existing Metro Blue Line Stations at 7th/Metro Center and Pico/Convention Center. The LPA includes three grade separations: one below grade segment at Flower and Figueroa Streets; one aerial segment at La Brea Avenue; and one aerial segment at La Cienega Boulevard, extending over Jefferson Boulevard and the Ballona Creek to Fay Avenue in Culver City. Stations are configured as either center or side platform, similar to stations in use on the Metro Gold and Blue Lines and on aerial grade separations similar to the Metro Green Line. Overhead power lines similar to Metro Blue, Gold and Green Lines electrically power LRT within the street rights-of-way and in the LACMTA-exclusive ROW, including all grade separations.

With the incorporation of the enhancements, the LRT project will now include eleven stations instead of ten stations with a new station at USC/Expo Park, and the terminus station will now be an aerial station at Venice/Robertson replacing an at-grade station at Washington and National Boulevards. A Storage and Inspection facility will supplement the planned Mid-day Layover facility while also replacing the Operations and Maintenance facility.

REVISED DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

The Second Revised Locally Preferred Alternative will operate through the following segments:

- Downtown Los Angeles LPA Segment – The LRT alignment begins at the existing 7th Street/Metro Center station and continues south on Flower Street to the existing Pico/Convention Center Station, using a shared existing trackway with Metro Blue Line. The alignment continues on the same shared trackway until Washington Boulevard, where it branches south from the existing Metro Blue Line route to follow a new trackway on Flower Street south of Washington Boulevard to a new 23rd Street station at Flower and 23rd Streets. The alignment will operate in street running mode in the downtown area and will continue south on Flower Street to a new Jefferson Station at Jefferson and Flower Streets. The 23rd Street Station features a center platform while the Jefferson Station will have side-opposing platforms. Just south of Jefferson Boulevard, the LRT alignment will enter a 2,290-foot undercrossing, of which 1,250 feet will be fully depressed. The alignment will continue in the undercrossing to a portal located west of Pardee Way in the median of the Exposition ROW.

Revision to LPA - Within this Downtown Los Angeles LPA Segment, the revision to the LPA will comprise of the alignment now transitioning from the portal at Pardee Way to grade just before the newly added University of Southern California (USC)/Expo Park station. The addition of the new USC/Expo station is the key revision to the LPA in this segment.

- Mid-Corridor LPA Segment -- Continuing west at-grade in the median of the Exposition ROW, the LRT alignment will continue in street running mode. The Vermont and Western stations will have side and split platforms located adjacent to the street intersections. The alignment will then continue to operate in the ROW median until Gramercy Place, where the LRT trackway will transition into a side running configuration west of Gramercy Place in the Exposition ROW, along Exposition Boulevard. From a point west of Gramercy Place, the LRT will transition from street running mode to utilize train signals and crossing gates to operate through at-grade crossings. The Crenshaw Station will utilize side and split platforms. Transit parking will be developed in the existing parking facility owned by the West Angeles Cathedral to include 500 spaces. Train operations across Crenshaw Boulevard will be at-grade using City traffic signal controls. Continuing west, the alignment will run with crossing gates for the remainder of the route to Culver City. The LRT will be configured in the median of the Exposition ROW until Farmdale Avenue, and then return to a side running configuration until Rimpau Avenue, where an aerial grade separation begins. The La Brea Station will be located on an aerial bridge structure over La Brea Avenue. The aerial bridge will span approximately 1,870 feet from Rimpau Avenue to Alsace Avenue west of La Brea Avenue (Exposition Boulevard terminates in the Mid-Corridor segment at La Brea Avenue.) The alignment will run at-grade between Alsace Avenue and Clyde Avenue, where another aerial grade separation will begin at Clyde Avenue to the La Cienega Station.

Also, within this segment Class II bike lanes would be installed on the north and south sides of Exposition Boulevard beginning west of Vermont Avenue; these lanes will transition from Exposition Boulevard to Jefferson Boulevard via Harcourt Avenue. Bike lanes will be located on-street on the north and south sides of Jefferson Boulevard from Harcourt Avenue to La Cienega Boulevard.

- West End LPA Segment -- The La Cienega Station will span over La Cienega Boulevard on the aerial structure in the Exposition ROW. This structure will be approximately 2,970 feet long running from Clyde Avenue in the City of Los Angeles, continuing above La Cienega Boulevard, Jefferson Boulevard, then over Ballona Creek and returning back to grade just east of Fay Avenue in Culver City. The proposed LRT bridge structure would pass above the existing, single track historic railroad bridge over Ballona Creek, which would be retained. A short segment of Jefferson Boulevard, west of La Cienega Boulevard, would be widened along the north side to accommodate additional turning and through traffic lanes on Jefferson Boulevard. A new parking facility and transit center will be constructed on the southeast corner of La Cienega and Jefferson to provide

530 spaces at the La Cienega station. The parking facility site is currently owned by the City of Los Angeles.

Continuing west after the alignment returns to grade west of Fay Avenue, the existing Hayden crossing will be removed. National Boulevard in Culver City will be widened to become a combined east-west boulevard.

Revision to LPA - Within this West End LPA Segment, the revision to the LPA will comprise of a newly added aerial Venice/Robertson Station and Structure that will replace the planned interim at-grade Washington/National Station, and serve as the eastern terminus for the project. The addition of the new aerial Venice Robertson station is the key revision to the LPA in this segment.

The project bike path will connect to the LRT station at Wesley Street. Cyclists will continue on a Class III bike route from Wesley Street to Washington Boulevard and then cross National Boulevard to a new bicycle and pedestrian promenade on the Exposition ROW between Washington Boulevard and Venice Boulevard. Cyclists will then connect to the Class I Exposition West Bike Path across Venice Boulevard (to be constructed as a separate project by the City of Los Angeles). Parking facilities will be provided along the Exposition ROW between Washington and National Boulevards, between Venice and Washington Boulevards, and on the Exposition ROW west of Venice Boulevard totaling 600 spaces.

Specific project facilities will include the following:

- Operations and Maintenance Facility

The rail storage and maintenance facility will be located on property located adjacent to the existing Division 11 facility in Carson, California. The facility is located approximately 16.5 miles from the project route. The Division 11 facility will be expanded by approximately 8.5 acres to accommodate facilities for a fleet of 16 vehicles. Space will be provided for the track needed for the build-out year fleet after year 2010, when 3-car train consists will be required for service. The facility will also provide administrative and functional uses including offices, materials, tools, parts storage, and communications equipment rooms.

- Mid-day Layover Facility

For the temporary storage of LRT vehicles, a mid-day layover site would be established in an industrial area south of Downtown Los Angeles. A short section of abandoned rail ROW from Union Pacific Railroad would be provided for midday storage. The proposed track purchase is approximately 10 miles closer to the Mid-City/Exposition LRT alignment than Division 11 in Carson. The Mid-day Layover Facility will consist of a 26-foot wide right-of-way parallel to the two existing Metro Blue Line tracks extending from Washington Blvd south to 24th or 25th St. This right-of-way will be wide enough for one or two mid-day storage tracks as required. It would allow for the mid-day storage of Exposition LRT vehicles up to the entire 16 car fleet.

Revision to the LPA - In terms of the specific project facilities, the revision to the LPA will comprise of a newly added Storage and Inspection facility that will supplement the planned Mid-day Layover facility while also replacing the Operations and Maintenance facility, both of which are discussed above.

- Storage and Inspection Facility - The current proposed site is the same Mid-Day Layover facility site included previously as part of the original LPA, near the intersection of Washington Boulevard and Long Beach Avenue in the City of Los Angeles. Except for some changes to the site, including extending the length of the site northward above Washington Boulevard and southward below 24th Street, the operational functions of car cleaning and vehicle inspection, which were proposed for the original Division 11 site, remain the same. The site would have the capacity to store a minimum of 16 vehicles and provide the necessary facilities to clean and inspect the operating subsystems of the trains prior to their off-peak storage. The storage area, north of Washington Boulevard would have an administrative and yard control facility above the tracks.
- Traction Power Substations - The project includes eight (8) traction power substations (TPSS's), spaced at approximate one-mile intervals. TPSS sites will include: (1) northeast corner of Flower and 18th Streets; (2) northeast corner of Flower and West 37th Streets; (3) northwest corner of Exposition Boulevard and Normandie Avenue; (4) southeast corner of Exposition Boulevard and 2nd Avenue; (5) south of Exposition Boulevard and east of 9th Avenue; (6) northwest corner of Exposition Boulevard and Farmdale Avenue; (7) south side of Metro right of way adjacent to La Cienega Grade Separation structure; and (8) south side of Metro right of way on the southeast side of the National and Washington Boulevard intersection
- Parking Lot at Washington/National Station- Parking facilities for the Washington/National Station (aka Interim Venice/Robertson Station) will be provided to include 600 spaces within the LACMTA ROW between Washington and National Boulevards, between Venice and Washington Boulevards and west of Venice Boulevard. The parking facility and pedestrian connections will be built on an interim basis, in coordination with the ROW Station Option. Parking will be developed to maximize parking closest to the interim station location
- Sound walls- The locations and heights of the sound walls will be as presented in Table 4.6-10 (page 4.6-19) of the FEIS/EIR. The locations and heights are also described under mitigation measure NV1 in Section 4.6.3.1 (page 4.6-32) of the FEIS/EIR. All of the sound walls will incorporate landscape screening or other public art features to enhance their appearance and reduce visual intrusion.
- La Cienega Station Parking Structure- The La Cienega Station parking structure will be located on the southeast corner of Jefferson and La Cienega Boulevards. Driveway access from Jefferson and La Cienega Boulevards will be provided. The driveway access from Jefferson will pass under the LRT structure, which is

elevated at this location, and access the northeast corner of the parking structure. The driveway access from La Cienega Boulevard will be via an existing private alleyway along the south side of the structure and will access the southeast corner of the structure. This alleyway will need to be converted into a public right-of-way. Vehicles will also be able to exit onto Jefferson and La Cienega Boulevards via these driveways (right-turn only)

The parking structure will comprise five above ground levels and two below ground levels. The total height of the structure will be 50' that will require a variance from the 45' height limit in this area. The parking structure will accommodate over 450 vehicles. Additional surface parking will be provided within the ROW to satisfy the 530 spaces required for this station. Street level retail will be provided on the first floor of the parking structure fronting La Cienega Boulevard. An On-Street Transit Center will be provided along La Cienega Boulevard facing the street level retail amenities. A drop-off and waiting area will be provided on the north side of the parking structure along the south side of Jefferson Boulevard.

The Project will use light rail vehicles with standard dimensions measuring 90 feet in length, 8.6 feet in width, and 15 feet in height. The system will use a catenary system (overhead wires) as a source of power. The LRT maximum speed will be 55 miles per hour, with lower speeds in certain segments of the alignment. It will take just approximately 26 minutes with the stops to run the length of the line. Initially, a fleet of 16 light rail vehicles will be required to operate the line in one to two car trains. Ultimately, a fleet of 31 vehicles will provide three-car trains to operate during peak periods. All LRT Stations will be designed to accommodate three-car trains. Selected bus routes will be modified to connect at LRT stations.

Ultimately, during peak periods, trains will eventually reach headways (time between train arrivals) as close as five minutes. During off-peak hours, trains will run approximately every 10 minutes. During peak periods, to further reduce travel times, LACMTA may also introduce express service where there would not be a stop at every station. Ridership forecasts indicate there will be approximately 43,000 average daily boardings by 2025.

DETERMINATIONS AND FINDINGS

Environmental Protection (49 USC Sections 5301(e) and 5324(b))

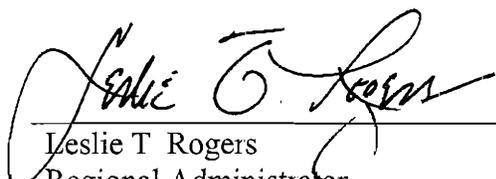
The environmental record for the Project now consists of the previously referenced Major Investment Study and the Draft EIS/EIR and FEIS/EIR, and the FTA's approval letter dated February 6, 2009, for the Storage and Inspection Facility, which incorporates the Authority's request for an environmental determination pursuant to 23 CFR Part 771.130(c).

Cumulatively, these documents represent the detailed statement required by both NEPA and the Federal Transit Laws, 49 U.S.C. Sections 5301(e) and 5324(b), regarding the environmental impacts of the proposed Project, any adverse environmental effects which cannot be avoided should the proposed project be implemented, alternatives to the proposed project, and any irreversible and irretrievable impacts on the environment which may be involved in the proposed Project should it be implemented.

On the basis of the evaluation of social, economic, and environmental impacts as presented in the Final EIS/EIR and the written and oral comments offered by the public and other agencies, FTA determined, in accordance with 49 U.S.C. 5324(b), that:

1. An adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the Project and fair consideration has been given to the preservation and enhancement of the environment and to the interest of the community in which the proposed Project is to be located; and
2. All reasonable steps have been taken to minimize the adverse environmental effects of the proposed Project and where adverse environmental effects remain, no feasible and prudent alternative to avoid or further mitigate such effect exists.

Furthermore, this finding is premised on LACMTA's and the Authority's obligations to carry out the mitigation measures identified in the environmental record described above, and provide as Attachment A to the Record of Decision issued on February 24, 2006. No additional mitigation measures are required to address the environmental impacts of the proposed Storage and Inspection Facility



Leslie T Rogers
Regional Administrator
Federal Transit Administration
Region IX

MAR 10 2009

Date

ATTACHMENT A1 – AUTHORITY'S LETTER TO FTA

REQUEST FOR ENVIRONMENTAL DETERMINATION FOR THE PROPOSED
EXPO STORAGE AND INSPECTION FACILITY AT THE METRO BLUE LINE
SATELLITE YARD

ATTACHMENT B1 – FTA APPROVAL LETTER

ENVIRONMENTAL DETERMINATION; EXPOSITION CORRIDOR LRT
STORAGE AND INSPECTION FACILITY