



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

REGION IX
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JUN 7 2011

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

Re: Second Addendum to the ROD; Mid-City/
Exposition Corridor Light Rail Transit Project

Dear Mr. ~~Thorpe~~ ^{Rick}:

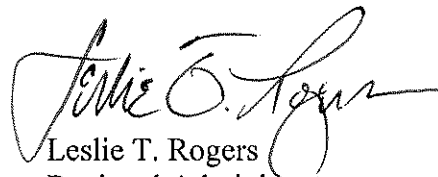
This is to advise you that the Federal Transit Administration has issued a Second Addendum to its Record of Decision (ROD), previously issued on February 24, 2006 for the Mid-City/Exposition Corridor Light Rail Transit Project. Issued on March 10, 2009, the First Addendum to the ROD added the University of Southern California (USC)/Expo Park Station, the Venice/Robertson Station and parking structure, and the Storage and Inspection Facility to the Locally Preferred Alternative (LPA). This Second Addendum to the ROD redefines the LPA to include the Farmdale Station with the new Dorsey High School parking lot and the modification of the Storage and Inspection Facility.

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

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

Thank for your cooperation in meeting the National Environmental Policy Act requirements. Please contact Ms. Mary Nguyen of our Los Angeles Metropolitan Office at (213) 202-3960 if you have any questions.

Sincerely,


Leslie T. Rogers
Regional Administrator

cc. Arthur T. Leahy, CEO LACMTA

Enclosure

SECOND 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 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.

FIRST ADDENDUM

In subsequent actions, the LACMTA Board and the Authority approved increases to the Life-of-Project 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 was referred to as the Second Revised LPA. Two stations were analyzed as part of the Final EIS/EIR and were included as a part of the Second Revised LPA: the University of Southern California (USC)/Expo Park Station adjacent to the USC campus and Expo Park museums near downtown Los Angeles and the aerial Venice/Robertson Station and parking structure at the eastern terminus in Culver City to replace the planned interim at-grade Washington/National Station. Furthermore, the Second Revised LPA included 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 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. The First Addendum to the Record of Decision that reflected these changes to the LPA was issued on March 10, 2009.

SECOND ADDENDUM

The Second Addendum incorporates the changes since the Second Revised LPA. In 2009, the Authority filed an application with the California Public Utilities Commission

with options for the crossing at Farmdale Avenue, including a new passenger station at Farmdale Avenue and Exposition Boulevard (Farmdale Station). Farmdale Avenue would remain open to crossing vehicular and pedestrian traffic at Exposition Boulevard, with crossing gates and signals, similar to what was proposed for the at-grade crossing at Farmdale Avenue as part of the original Project. Acquisition of approximately 5,000 square feet of property on the northeastern edge of Dorsey High School would be required for the construction of the platforms. A new 26-space paved parking lot would be constructed at on the northeast corner of the intersection of Exposition Boulevard and Farmdale Avenue to replace the lost parking spaces from the existing Dorsey High School staff parking lot.

In October 2010, a Supplemental Environmental Assessment (EA) for construction of the Farmdale Station and Dorsey High School staff parking lot was prepared. The Supplemental EA found that implementation of these improvements would cause no significant adverse environmental effects that could not be mitigated. During the interim phase, operating the at-grade crossing with the stop-and-proceed variation would not result in any physical modifications to the Farmdale Avenue crossing beyond those already evaluated in the certified Final EIS/EIR and thus would not result in any environmental changes or new potentially significant environmental impacts beyond those evaluated in the Final EIS/EIR.

On April 12, 2011, the Authority requested an environmental determination for a modification in scope for the Storage and Inspection Facility at Long Beach Avenue. The Storage and Inspection Facility site is the same Mid-Day Layover facility site included previously as part of the original LPA in the Final EIR/EIS, near the intersection of Washington Boulevard and Long Beach Avenue in the City of Los Angeles. 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 serve as a parking lot for operations staff. An administrative and security facility would be located immediately north of the tracks and south of Washington Boulevard. The rack crossing at 20th Street would include four quadrant roadway gates, pedestrian gates and pedestrian swing gates. The concept for the Storage and Inspection Facility is similar to the Mid-day layover Facility that was originally proposed in the Final EIS/EIR and thus would not result in any environmental changes or new potentially significant environmental impacts beyond those evaluated in the Final EIS/EIR.

Accordingly, FTA is issuing this Second Addendum to the ROD to reflect changes since the Second Revised LPA. The addition of the Farmdale Station with the new Dorsey High School staff parking lot and the modified Storage and Inspection Facility now constitute the Third Revised LPA.

REVISED DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

The Mid-City/Exposition Corridor Light Rail Transit Third Revised LPA consists of a LRT 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).

With the incorporation of the new Farmdale Station at Farmdale Avenue and Exposition Boulevard, the Third Revised LPA includes twelve stations. Ten 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. 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. The Third Revised 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 addition, the Third Revised LPA includes the following facilities:

- Mid-day Layover and Storage and Inspection Facility near the intersection of Washington Boulevard and Long Beach Avenue in the City of Los Angeles.
- Eight traction power substations: (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) southeast side of the National and Washington Boulevard intersection.
- Parking facilities with approximately 600 spaces for the Washington/National Station within the LACMTA ROW between Washington and National Boulevards, between Venice and Washington Boulevards and west of Venice Boulevard.
- Sound walls as presented in Table 4.6-10 (page 4.6-19) of the Final EIS/EIR.
- La Cienega Station Parking Structure at the corner of Jefferson and La Cienega Boulevard to accommodate over 450 vehicles for the La Cienega Station.

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 hours, with lower speeds in certain segments of the alignment. It will take 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.

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))

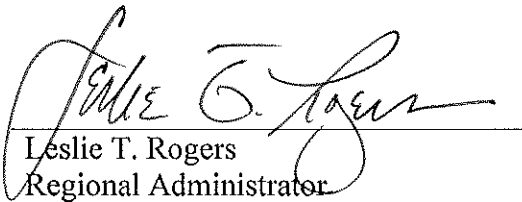
The environmental record for the Project consists of the Major Investment Study, Draft EIS/EIR (April 2001), Final EIS/EIR (October 2005), Addendum to the ROD (March 2009) for the Second Revised LPA, and the Supplemental Environmental Assessment (October 2010) and Finding of No Significant Impact (November 2010) for the Farmdale Station and the associated replacement parking. The record also includes the FTA's approval letter in February 2009, regarding the Authority's request for an environmental determination for the Storage and Inspection Facility at Long Beach Avenue on December 17, 2008 pursuant to 23 CFR Part 771.130(c). The Authority updated this request on April 15, 2011 for modifications to the Storage and Inspection Facility, as discussed in this Second Addendum.

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. 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 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. No additional mitigation measures are required to address the environmental impacts of the proposed Farmdale Station with the new Dorsey High School staff parking lot, and the modifications to the Storage and Inspection Facility.



Leslie T. Rogers
Regional Administrator
Federal Transit Administration
Region IX

JUN 7 2011

Date