

Finding of No Significant Impact

Grant Applicant: Los Angeles County Metropolitan Transportation Authority

Project: Inglewood Transit Connector Project

Location: City of Inglewood, County of Los Angeles, California

The Los Angeles County Metropolitan Transportation Authority (LACMTA) in cooperation with the Federal Transit Administration (FTA) prepared the October 2022 Environmental Assessment (EA) for the Inglewood Transit Connector Project (the “Project”) pursuant to requirements of the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321 et seq.), the Federal Public Transportation Law (49 USC Chapter 53), the Clean Air Act (42 USC 7401 et seq.), the Clean Water Act (33 USC 1250 et seq.), the National Historic Preservation Act (54 USC 306108 and 36 Code of Federal Regulations [CFR] 800), Section 4(f) requirements (49 USC 303 and 23 USC 138) and its implementing regulations in 23 Code of Federal Regulations [CFR] 774, the Endangered Species Act of 1973 (16 USC 1531–1544), Executive Order (EO) 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), EO 11988 (Floodplain Management), and EO 11990 (Protection of Wetlands). This Finding of No Significant Impact (FONSI) hereby incorporates the EA by reference.

Description of the Project

The LACMTA, in coordination with the City of Inglewood (City), proposes to construct the Inglewood Transit Connector Project (Project). This Finding of No Significant Impact (FONSI) hereby incorporates the EA by reference. The proposed Project would include an approximately 1.6-mile long, elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the public right-of-way on privately-owned land that would be acquired as part of the proposed Project.

Automated Transit System (ATS) System Configuration and Alignment

The proposed Project would consist of an elevated guideway with dual tracks for train travel in both directions. The tracks would be spaced as closely as possible with tracks diverging at approaches to/from stations and at stations. The ATS elevated dual-lane guideway structure will be supported by single or double column/bents. The guideway structure will have a minimum clearance height of approximately 16 feet and 6 inches above all roadways, and a maximum clearance height of approximately 53 feet measured from grade of the roadway to the bottom of the guideway structure. The elevated dual-lane guideway will include railroad switches for train crossover to the other track and positioning to begin return trips at the end-of-line stations. Additionally, the railroad switches will be provided to allow a train to be guided from one track to another in the event of an emergency, mechanical failure, and to enable sectional track bypass for failure management. A continuous walkway will be provided along the entire length of the guideway to provide emergency egress, safe access for operations, guideway access to maintenance personnel, and the wayside equipment. A dual-lane guideway width would vary from a minimum of approximately 30 feet to a maximum of approximately 75 feet.

Operational Characteristics

The transit technology would be a fully automated (i.e., driverless) system. The City considered four transit technologies for the proposed Project.

It is anticipated that the selection will occur in summer 2023 as part of the design build finance operate maintain (DBFOM) project delivery methodology. The potential transit technologies under consideration include:

- Self-Propelled Rubber-Tire ATS
- Monorail
- Automated Light Rail Transit
- Cable-Propelled ATS

The ATS trains would operate daily for commuters, activity center visitors and employees seven days per week for 18 hours per day, from 6:00 AM to 12:00 AM (midnight). From 12:00 AM to 6:00 AM on-guideway maintenance activity would occur, while ATS maintenance off the guideway would generally occur 24 hours per day seven days per week. As events at the venues along the proposed Project may occur past midnight, the ATS trains may occasionally operate for an extended period.

Total travel time from one end to the other of the proposed Project would be approximately six (6) minutes for a self-propelled system and 7.4 minutes for a cable-propelled system. These travel times include 40-second dwells (stops) at each station. Actual dwell time would be determined by the DBFOM contractor based on their specific vehicle design and operational parameters. The actual operational speed is dependent on the selected technology's capabilities and the contractor's operating plan.

Fleet Size

The proposed Project is designed to serve the largest typical event, which is a National Football League (NFL) game at SoFi Stadium. A fleet of six, 4-car trains operating at two-minute headways would be required to serve the demand. One of the six-train fleet would be used for "hot" standby or maintenance for the ATS system. The proposed Project can provide additional capacity with additional train storage at the maintenance storage facility (MSF). The stations are sized to accommodate the maximum length trains, approximately 200 feet.

Stations

The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station will provide connections to the LACMTA K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station will provide a connection to The Forum, existing and future local businesses and residences, SoFi Stadium and the surrounding mixed-use development at Hollywood Park/Los Angeles Stadium and Entertainment District (LASED). The Prairie Avenue/Hardy Street Station will provide connections to existing and future local businesses and residences; SoFi Stadium and the surrounding mixed-use development at Hollywood Park/LASED; and the Inglewood Basketball and Entertainment Center (IBEC), including the Intuit Dome. Each station will be up to approximately 80 feet in height measured from existing grade to top of station canopy.

Regardless of the transit technology, each station will have three levels including the ground, mezzanine, and platform levels. The mezzanine level will provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station will include an elevated pedestrian bridge connecting to the LACMTA K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station will include an elevated pedestrian bridge connecting to The Forum property, and the Prairie Avenue/Hardy Street Station will include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each pedestrian bridge will be up to approximately 55 feet in height measured from existing grade to top of the structure.

Each station will include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components will also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act (ADA).

Maintenance and Storage Facility (MSF)

The MSF will be used for regular and corrective maintenance of the ATS trains, operating equipment, and for storage of the vehicle fleet. The MSF use and design is not altered based on the transit technology.

The 75,000 square foot MSF is proposed on the western portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF will be elevated from ground level, approximately 75 feet in height measured from existing grade to top of the roof, with double-height clearance over the maintenance tracks, and a largely unenclosed ground level. The maintenance level for ATS train cars will be located on the second floor to match the guideway track elevation. Employee and visitor employee access to the MSF will be provided via controlled gates. Security measures include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting.

Parking for MSF employees, approximately 50 spaces, will be provided in a gated surface parking lot located within the site under the MSF or spur tracks. Parking for the nearby Vons store will also be provided parking under the MSF building. A power distribution system (PDS) substation will be constructed within this site, below the MSF.

The maintenance level on the second floor will accommodate up to six trains on three separate maintenance tracks and an automated train wash on a fourth track; this level will provide sufficient space for maintenance shop activities, inventory and storage. The mezzanine office space would be located above the inventory and storage area on the second floor. This area would house the operations control center and office space, conference room(s), employee locker and break room(s), restrooms, and a technician workspace.

Power Distribution System (PDS) Substations

Propulsion power, which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs, would be provided by two PDS substations located along the alignment. The two PDS substations will be located at the MSF and the second located at either the Prairie Avenue/Manchester Boulevard Station site or Prairie Avenue/Hardy Street Station site. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor. The primary power supply would come from Southern California Edison (SCE) via a redundant feed from their Inglewood substation located on the north side of Florence Avenue between Eucalyptus and Fir Avenues. SCE would provide a maximum power capacity of 10 million volt-amps to be supplied via a new underground duct bank from the SCE Inglewood substation to the MSF site where SCE transfer equipment is planned to be located.

In the event electrical supply is lost, backup generators at each PDS substation would be capable of supplying power to the ATS trains for a limited time to allow trains to complete their route so that riders can disembark at a station.

Pick-Up/Drop-Off Areas and Parking Lots

Three public parking lots are proposed to accommodate anticipated parking demands, especially on event days, for those desiring to access the event venues and mixed-use areas at The Forum, SoFi Stadium at Hollywood Park/LASED and Intuit Dome at the IBEC.

A surface parking lot with approximately 650 parking spaces would be provided at the Market Street/Florence Avenue Station site. A surface parking lot with approximately 50 parking spaces would be provided at the northeast corner of Market Street and Manchester Boulevard. A surface parking lot with approximately 50 parking spaces would also be provided at the Prairie Avenue/Hardy Street Station site. Pick-up/drop-off areas will be provided along a portion of the west side of Locust Street between Florence Avenue and Regent Street, and along the north side of Regent Street between Locust Street and Market Street.

Roadway and Infrastructure

The proposed Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the geometry of the curb-to-curb roadways. The existing Market Street roadway curb-to-curb width between just Regent Street and Queen Street is approximately 64 feet with one travel lane in each direction and a central turn lane providing a left turn lane at the terminal intersections. Under existing conditions, the lane widths for both northbound and southbound roadways are 15 feet, while under the Project conditions, southbound roadway would vary from 14 to 20 feet and northbound roadway would vary from 12 to 20 feet. Between Queen Street and Manchester Boulevard, the existing and proposed Market Street roadway curb-to-curb width is also 64 feet with one travel lane in both directions and raised median/turn lanes at the intersections. Under existing conditions, the lane widths for both northbound and southbound roadways are 14 feet, while under the Project conditions, southbound roadway would be about 19 feet and northbound roadway would be about 16 feet. The curb-to-curb width within this segment is anticipated to remain at 64 feet.

The existing Manchester Boulevard curb-to-curb width between Market Street and Hillcrest Boulevard is 76 feet with two travel lanes in each direction and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 10 and 21.5 feet for the through-travel lanes and the central turn lane width is 10 feet. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would remain at 76 feet at Market Street and Locust Street and would taper to between 62 and 76 feet between Locust Street and Hillcrest Boulevard. Lane widths would be between 10 and 12 feet.

The existing Manchester Boulevard curb-to-curb width between Hillcrest Boulevard and Prairie Avenue is between 75 and 87 feet with three travel lanes in the eastbound direction, two travel lanes in the westbound direction, and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 10 and 22 feet for the through-travel lanes and the central turn lane width is between 10 and 15 feet. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would be 66 feet with lane widths between 10 and 12 feet.

The existing Prairie Avenue curb-to-curb width is between 76 and 88 feet with three travel lanes in each direction, and a central turn lane providing a left turn lane at the terminal intersections. The lane widths are between 11 and 14 feet for the through-travel lanes and 10 feet for the central turn lane. The existing lane configuration would be maintained with the proposed Project. The curb-to-curb width would be between 76 and 92 feet with lane widths between 11 and 14.5 feet.

Sidewalks on both sides of the various street segments would require modification to provide space for ATS support facilities (i.e., support columns, stations, MSF) and realigned roadway segments. Reconstructed or modified sidewalks would be provided by the proposed Project consistent with the requirements of the ADA along Market Street between Florence Avenue and Manchester Boulevard; Manchester Boulevard between Market Street and Prairie Avenue; and Prairie Avenue between Manchester Boulevard and Hardy Street. Similar to existing conditions, crosswalks would be provided by the proposed Project at all intersections.

Alternatives Considered

The EA for the proposed Project evaluated two alternatives: the No Build Alternative, which described future transportation facilities and services in 2027 and 2045 if the Project were not built, and the Build Alternative. Under the No Build Alternative, the proposed Project would not be implemented.

The Build Alternative includes all of the components of the proposed Project described above including an approximately 1.6-mile long, elevated guideway, three stations, an MSF, two PDS substations, three public parking lots and associated pick up/drop off areas, and various roadway and infrastructure improvements (see above).

Agency Coordination and Public Review

The FTA released a formal Notice of Availability (NOA) on September 29, 2022, to provide opportunities for the public to review and provide input during a comment period beginning on October 14, 2022. An updated NOA was issued on October 19, 2022 to extend the close of the comment period from November 12, 2022 to November 14, 2022, in order to accommodate the Veterans Day holiday on November 11, 2022. Display advertisements were placed in the Los Angeles Sentinel and Spanish language newspaper, La Opinion, to disseminate the availability of the EA. In addition, all properties within 500 feet of the Project alignment as well as individuals and organizations known to have interest in the proposed Project received a copy of the NOA via direct mailing. In total, 1,450 individuals received a copy of the NOA via direct mailing and email. The EA was circulated for review and comment by the public and other interested parties, agencies, and organizations for 32 calendar days. In addition, the City created a virtual meeting room to describe the proposed Project and EA contents in lieu of a public meeting. The virtual meeting room can be viewed at <https://inglewoodtransitconnector.com/>. The website includes Spanish translations and the ability to submit comments on the EA.

Electronic versions of the EA and all documents referenced in the EA were made available at the following locations:

- <https://www.cityofinglewood.org/1016/Environmental-Documents>
- <https://envisioninglewood.org/transportation-solutions/itc/>

Hardcopy versions of the EA were available at the following locations:

- The Inglewood Public Works Department located in Inglewood City Hall at One West Manchester Boulevard.
- Inglewood Public Library located at 101 West Manchester Boulevard.
- Inglewood Senior Center located at 111 North Locust Street

The FTA and the City received 30 comment letters via post and email. Refer to Attachment A for a summary table of comments received and responses. Of the letters received, six were related to requests for information and other clarifications or provided no substantive comment, one comment asked for clarification related to the construction schedule and associated noise impacts, and the remaining 23 comments voiced general support for the proposed Project. Follow up coordination was conducted with commenting agencies and organizations as part of the City's outreach process including email replies to comments consisting of simple questions or requests for information as well as telephone calls to agencies and interested parties to provide clarifications. Agencies and interested parties contacted include LACMTA, South Coast Air Quality Management District and the Gabrielino Tongva Indians of California. Refer to Attachment C for comment letters as submitted to the City and any email correspondence between the City and commenting agencies, organizations and individuals.

Identification of the Preferred Alternative

The City Council initially approved the Market-Manchester Alignment as the Locally Preferred Alternative on December 14, 2021 as part of the California Environmental Quality Act (CEQA) process. Following preparation, approval, and adoption of the Final Environmental Impact Report (FEIR), the City approved the Project on April 14, 2022. The Build Alternative analyzed in the EA is identical to the Market-Manchester Alignment Alternative adopted as the LPA in December 2021 and approved by the City as the Project in April 2022.

Following circulation of the EA, all comments received were compiled and provided to the City Council for consideration. On November 22, 2022, during its weekly meeting, the City Council reaffirmed the Build Alternative as the Preferred Alternative in consideration of the analysis contained in the EA and public comments received on the EA.

Determinations and Findings

The City, in cooperation with the LACMTA and FTA, prepared an EA in October 2022 to evaluate the environmental impacts of the Project pursuant to requirements of NEPA, as codified in 23 CFR 771.119 and 23 USC 139. The FTA served as the federal lead agency under NEPA. The EA concluded that construction and operation of the project, with incorporated mitigation and avoidance measures, would not result in significant adverse effects to the environment. The resources with mitigated impacts include traffic and transportation, aesthetics and visual resources, air quality and greenhouse gases during construction, biological resources, cultural and paleontological resources during construction, economic and fiscal effects, hazardous waste/materials, hydrology/water quality/floodplains, noise/vibration, acquisition/displacements, safety/security, and Section 4(f) resources. Finally, the resources with no impacts include archaeological resources during operation, paleontological resources during operation, coastal zones, ecologically sensitive areas, floodplains, geology during operation, land use and planning during construction, air quality and greenhouse gases during operation, Section 6(f) resources, water quality and hydrology during operations, wetlands and navigable waterways, and wild and scenic rivers. The findings required by Federal environmental laws and Executive Orders are outlined below.

Traffic and Transportation

Construction of the proposed Project would result in periodic street and lane closures along the Project route, particularly along Market Street, Manchester Boulevard, and Prairie Avenue. Lane and/or street closures would temporarily and periodically increase congestion on the roadway network. Street parking restrictions and temporary closures would inhibit business access. Existing bus stops may need to be temporarily relocated during construction activities, which could result in service delays or require users to walk further to their bus stop or destination due to the relocation. Construction activities include removal of existing sidewalks as needed and replacement with new or temporary sidewalks. This could affect business and residential access by resulting in unsafe pedestrian and bicycle facilities. These potential adverse effects would be minimized by Mitigation Measures **TRANS-1**, **TRANS-2**, **TRANS-3**, and **TRANS-4**. Mitigation Measure **TRANS-1** would minimize potential adverse effects by requiring temporary relocation of bus stops to be coordinated with the LACMTA and other transit providers. Mitigation Measure **TRANS-1** also ensures that access to bus transit stops and bus circulation would be maintained, unless infeasible and closure is approved by the City, and coordination with the LACMTA and any other transit service providers. Mitigation Measure **TRANS-2** requires a Traffic Management Plan, which was designed to minimize traffic impacts from construction activities. Mitigation Measure **TRANS-3** would minimize potential adverse parking effects through a variety of requirements including replacing loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking.

Mitigation Measure **TRANS-4** would minimize the effects of sidewalk closures by ensuring closures are approved and permitted by the City with appropriate detour. Special attention would be given to periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues at LASED at Hollywood Park, The Forum, and the IBEC. Pedestrian access to adjacent buildings would be always maintained. If a crosswalk is removed from service, temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations would be provided, unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks would be identified and controlled by wayfinding signs approved by the City.

Regarding permanent transportation effects, the proposed Project would reduce regional VMT and provide a convenient transit connection from the LACMTA K Line to entertainment venues. There would be less congestion on a system-wide basis, particularly during the peak periods, with implementation of the proposed Project. These improvements would be a community benefit and the proposed Project would not result in an impact. The proposed Project would also include pedestrian access improvements, including mezzanine level at each station to provide connectivity to elevated passenger walkways over adjacent streets. These elevated passenger walkways would be designed to improve both passenger access and comfort between the stations and the street level, in addition to providing multimodal access to adjacent bus facilities, pick-up and drop-off areas, and other adjacent resources. The proposed Project would also upgrade the existing sidewalks to ensure consistent ADA compliance along the transit corridor. Elevated passenger walkways and upgrades to existing sidewalks would minimize passenger-vehicle interactions.

Noise and Vibration

A detailed construction noise analysis was completed based on anticipated equipment use and truck trips. Noise levels were adjusted for the anticipated construction intensity during the various construction shifts (daytime, evening, nighttime). Construction noise levels would not exceed the impact criteria established by the FTA. During daytime construction activities, noise levels at sensitive receptors would range from 50.1 to 79.6 dBA hourly equivalent noise level (L_{eq}). The highest daytime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the daytime L_{eq} of 90 dBA for residential land uses. During nighttime construction activities, noise levels at sensitive receptors would range from 47.1 to 76.5 dBA L_{eq} . The highest nighttime noise levels would be at the residential uses along Manchester Drive to the northeast of the MSF, although the highest noise level would be less than the nighttime L_{eq} of 80 dBA for residential land uses. Therefore, construction activities would not result in an adverse effect related to noise. Mitigation Measure **NV-3**, which is a Construction Noise Control Plan, would proactively minimize potential adverse effects by requiring a monitoring plan during demolition and construction activities to ensure noise levels are below the specified noise limits. A Community Affairs Liaison would be identified who would be responsible for responding within 24 hours to any local complaints about construction activities related to noise and vibration. Regarding construction-related vibration effects, a groundborne vibration analysis was completed for onsite (dozers, loaders, etc.) and on-road (water trucks, dump trucks, etc.) construction equipment. With respect to potential building damage, vibration levels were evaluated at the nearest off-site buildings to areas of disturbance, whereas the potential for human annoyance associated with construction-related vibration were evaluated at sensitive land uses. Vibration impacts are evaluated based on the maximum vibration levels generated by each type of construction equipment. The analysis shows that vibration levels associated with impact pile drivers would exceed the building damage criterion at multiple buildings located within 55 feet of activities. Implementation of Mitigation Measure **NV-4** would minimize potential adverse effects by requiring a Construction Vibration Reduction Plan to minimize construction vibration at nearby sensitive receptors from vibration created by construction activities.

Construction vibration minimization techniques include continuous monitoring and collection of vibration data to verify vibration levels are below the warning level PPV; halting construction activities when vibration levels exceed warning level PPV to visually inspect sensitive buildings for damage; locating certain construction equipment at minimum distances from vibration-sensitive receptors; and repairing building if damage is caused by vibration movement.

Regarding permanent noise and vibration effects, the detailed noise analysis prepared for each of the possible technologies did not identify moderate or severe impacts from transit movements along the alignment. Mitigation Measure **NV-1** would avoid potential adverse effects by providing a performance standard for maximum ATS train noise levels (e.g., 76 dBA for a train traveling along the guideway at normal speed). A moderate impact was identified at the residences adjacent to the MSF regardless of the transit technology. Mitigation Measure **NV-2** would minimize the predicted adverse effects from operation of the MSF. Because the final operational details, site plan, and equipment layout at the MSF are currently unknown, Mitigation Measure **NV-2** provides performance-based requirements to reduce combined noise levels from all onsite equipment and activities to a day-night noise level of 62 dB or less, at all surrounding residential uses. To achieve this performance standard, during the architectural and engineering design, and prior to the issuance of any building permits for the MSF, the City or their contractor would retain an acoustical consultant to evaluate the design and provide written recommendations, as necessary, to reduce noise from all onsite equipment and activities. Such recommendations may include, but are not limited to, changes in site layout or equipment locations; sound power limits or specifications; rooftop parapet walls; acoustical absorption, louvers, screens, or enclosures; intake and exhaust silencers; or administrative controls (such as restricting certain activities to daytime hours).

The estimated ground borne vibration levels at buildings nearest to the guideway would be approximately 67 velocity decibels (VdB) for monorail ATS and 64 VdB for the rubber-tired ATS. Both levels are well below the criteria for potential damage, which is 90 VdB for buildings extremely susceptible to vibration damage. Residential uses along the guideway would also be sensitive to potential annoyance from ATS operation. The maximum predicted vibration levels of approximately 67 VdB for monorail ATS and 64 VdB for the rubber-tired ATS at the closest residences, would be below the FTA criterion of 72 VdB for annoyance.

Economic and Fiscal Effects

During the construction period, it is estimated that approximately 1,090 to 1,365 new employees would be associated with construction of the proposed Project. The number of workers would not substantially change the overall composition of the working or residential population in the area as construction workers would likely commute from other parts of the region only on weekdays and on a temporary basis as each phase of construction would only require up to approximately 210 employees. Construction activities including sidewalk, lane, and roadway closures have the potential to affect access to businesses, community facilities, and other community resources such as churches. The City would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction. Therefore, construction activities would not result in an adverse effect related to land use or zoning. Construction activities would impact 31 owners that collectively own 46 parcels. Of these owners and parcels, 19 of the owners and 22 of the parcels overlap with those impacted by permanent property acquisitions.

Regarding permanent economic and fiscal effects, it is anticipated that acquisition and displacement of business uses posed by the proposed Project would result in a loss of approximately \$300,000 property tax revenue. The proposed Project would directly generate approximately 150 full-time jobs associated with the operation and maintenance of the ATS trains.

The proposed Project would indirectly contribute to the creation of 11,516 additional jobs. This would result in the proposed Project directly and indirectly creating approximately net 11,666 full-time-equivalent jobs. Furthermore, ongoing and planned development in the City would also benefit from the implementation of the proposed Project. The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. Each business displaced as a result of the proposed Project would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act.

Hazardous Waste and Materials

There are several hazardous materials sites within the proposed Project right-of-way and within 500 feet of the proposed Project footprint. Regarding soils, construction activities would include excavation and grading and therefore there is potential for contaminated soils to be disturbed during these activities, especially at the MSF site as it would be constructed within a site that includes a gas station. Additionally, many of the structures planned for demolition were constructed from the 1920s through the 1980s and based on their age, these structures could contain hazardous building materials. Implementation of a Hazardous Materials Contingency Plan and Health and Safety Plan, including Mitigation Measure **HAZ-1**, would minimize potential effects by providing guidance on the decommissioning and subsequent removal as well as a Building Demolition Plan to minimize potential hazardous materials exposure. Regarding the use of hazardous materials, construction activities would involve the use of solvents, paints, oils, fuels and grease, all materials that are typically used in construction projects. Adhering to applicable regulations would address potential hazardous materials-related issues such as proper personal protective equipment, transport, handling, and disposal, among others. Although solvents, paints, oils, grease, fuel, and other materials would be used during the construction phase, these materials would not represent the use of acutely hazardous materials. Compliance with Mitigation Measure **HAZ-1** would address potential adverse conditions to construction workers and the public and ensure that contaminated media removal is consistent with existing regulations. Therefore, construction activities would not result in an adverse effect related to hazardous materials.

Regarding permanent hazardous waste and materials effects, the proposed Project would require the storage and handling of various types of hazardous materials including fuel, solvents, oil, lubricants, transmission fluid, coolants, and absorbents, dielectric fluid, transformer oil, insulating oils, sulfuric acid, and sulfur hexafluoride (to insulate and cool electrical conductors) used for the PDS substations and backup power generator materials, janitorial cleaning supplies, paints and thinners, and pesticides for landscaping. A Hazardous Materials Business Plan would be prepared for the proposed Project for facilities using and storing hazardous materials above regulatory threshold quantities. Hazardous Materials Business Plans are intended to minimize hazards to human health and the environment from fires, explosions, or an unplanned release of hazardous substances into air, soil, or surface water. Therefore, operational activities would not result in an adverse effect related to hazardous materials.

Aesthetics and Visual Resources

Anticipated effects on visual resources during construction would be like those typical of rail projects, including the presence of heavy equipment and traffic control measures. Users in buildings or on streets and sidewalks would encounter views of the construction. Residents in adjacent homes and employees in local businesses would likely perceive construction activities as visually disruptive. Staff of businesses, and commuters would likely view construction activities as visually disruptive. Nighttime construction lighting would be temporary, and measures would be taken to limit nighttime light spillage and glare to adjacent uses. Any nighttime construction activities would require a permit from the Permits and License Committee of the City.

The proposed Project would comply with conditions identified by the City to reduce nighttime construction lighting. In addition, Mitigation Measure **VIS-6** would minimize potential adverse effects by specifying lighting requirements (e.g., light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties).

Regarding permanent aesthetic and visual resource effects, the proposed Project includes new vertical features such as proposed stations, ATS guideway, and the MSF which would be visible and noticeable to all viewers. The MSF would include decorative security walls and fences along the edges of the facility to shield view of the MSF from public view. Landscape elements, such as vines to create a green wall or screen, would be used in combination with walls and fences to ensure the proposed Project is visually compatible with adjacent uses. Residential viewers located along Manchester Boulevard have front-door views affected by the ATS guideway. The proposed ATS guideway and associated support columns would be visible from the windows and front-doors of residences that front Manchester Boulevard; however, the elevation of the proposed ATS guideway would be above the windows of these residences avoiding any substantial obstruction of views from these homes, though proposed support columns would block portions of the existing 180-degree view from these homes. Further, there are no scenic vistas or visual resources available to the homes facing Manchester Boulevard such that the guideway would obstruct views. The ATS guideway would cast shadows upon adjacent land uses including the residences situated on the north side of Manchester Boulevard. No areas would be shaded for long periods and the maximum shadow cast upon adjacent residences would occur during winter afternoons, generally from 3:00 PM to sundown. As the shadow of the guideway would not be extensive and no adjacent property would be shaded for a substantial portion of the day, the proposed Project's shadow effects on adjacent residences would not be adverse. Sources of new lighting that would affect adjacent land uses including residences along Manchester Boulevard would experience additional light trespass due to required security and safety lighting (particularly guideway lighting) to illuminate the street. Mitigation Measures **VIS-1** through **VIS-5** would minimize potential adverse effects related to aesthetic design treatments, streetscape improvements, lighting, and visual obstruction. Mitigation Measure **VIS-1** requires a Tree Removal and Replacement Plan. Mitigation Measure **VIS-2** specifies requirements for lighting design. Mitigation Measure **VIS-3** requires an arborist report related to the placement of new trees. Mitigation Measure **VIS-4** specifies requirements for signage. Mitigation Measure **VIS-5** requires that final design establish minimum distances for straddle bent columns from adjacent land uses to ensure adequate sight distances for safe vehicle and pedestrian movements. Consultation regarding potential indirect adverse visual effects to historic properties would be conducted with interested parties in accordance with Section 106 of the National Historic Preservation Act of 1966; therefore, visual impacts are not anticipated.

Other than street trees, the only visual resources are five existing historic buildings in the Market Street segment, one historic building in the Manchester Boulevard Segment, and two historic buildings in the Prairie Avenue Segment. The proposed Project would not destroy, damage, or otherwise alter any of these historic buildings. Although the proposed Project would introduce new vertical elements that can obscure views of historic buildings depending on the location and orientation of viewers, all historic resources would remain readily discernable to viewers despite some interruption of views. Mitigation Measure **CUL-1** would minimize potential visual effects to historic buildings by requiring that the Project be designed to minimize the degree of visual interruption to street-facing facades of all historic buildings in the Project Area.

Safety and Security

Construction activities would include temporary storage of equipment within the staging areas and segments of the alignment under construction. Such machinery would be fully separated from vehicular traffic by a barrier and from pedestrian traffic by a fence.

Placement of physical buffers between construction activities and users of the transportation network would increase construction safety, and nighttime security lighting would be implemented to deter potential criminal activities along the alignment. The Inglewood Police Department and the Los Angeles County Fire Department would continue to provide emergency services to residences and businesses throughout the construction period, with at least one access point open to traffic (if the residence or business has other access points that may be closed). The City would establish a Project Task Force that would provide input into the Construction Staging and Traffic Control Program, in consultation with police and fire personnel, to ensure that emergency access and response times are always maintained. Although traffic operations at intersections adjacent to construction activities may deteriorate because of the reduced capacity, the Construction Staging and Traffic Control Program identified in Mitigation Measure **TRANS-1** would minimize potential adverse effects by requiring early notification of construction activities to emergency service providers, allowing first responders to access properties via alternate routes. Regarding pedestrian safety, potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school would not be affected by the construction activities. Temporary sidewalks used during construction would meet all applicable safety standards including a minimum sidewalk width of five (5) feet. The contractor would coordinate with the Inglewood Unified School District and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with Inglewood Unified School District and the City. Accordingly, construction activities would not result in an adverse effect related to security and safety hazards.

Regarding permanent safety and security effects, the proposed Project would operate in conformance with established safety requirements including the American Society of Civil Engineers Standard 21, Automated People Mover Standards. Safety oversight of fixed guideway transit systems is required at the State government level under the Federal Transit Administration, Part 659, Rail Fixed Guideway Systems – State Safety Oversight requirements when there is a similar transit system operating within the State. The proposed Project’s safety and security programs would be subject to the requirements of the California Public Utilities Commission (CPUC) and State Safety Oversight of Fixed Guideway Transit Systems. In addition, the operation of the proposed Project would be required to adhere to all State and local safety requirements including those of the City’s fire and police departments.

The proposed Project is an elevated ATS and there is no potential for trains to conflict with vehicles or bicycles. Downtown Inglewood is a controlled street system with traffic signals and crosswalks at intersections; no bicycle lanes are located along the alignment. The proposed Project would be elevated above Market Street, Manchester Boulevard, and Prairie Avenue. Changes to lane configurations would occur at the intersections of Market Street/Regent Street, Market Street/Queen Street, and Manchester Boulevard/Prairie Avenue, however no changes to intersection traffic control are proposed at these intersections. Consequently, risks related to vehicle and bicycle safety are not anticipated to increase under the proposed Project.

Regarding pedestrian safety, the existing streetscape design, including pedestrian facilities, would be maintained to the extent feasible while providing necessary upgrades such as ADA-compliant ramps. Sidewalks on both sides of the street segments along the alignment would be provided by the proposed Project consistent with the requirements of the ADA. Each station would include an elevated pedestrian bridge connecting to land uses situated on the opposite side of the street to avoid pedestrian/motor vehicle conflicts. Similar to all above-grade facilities, the proposed Project would be designed to include barriers preventing people from accessing elevated areas that may be fall hazards. In addition, transit vehicles will be designed to prevent riders from opening doors during operations, except in emergency conditions and never while a train is in motion. Safety risks would be minimized to the greatest extent feasible similar to other elevated transit systems throughout the United States.

Emergency services would be provided by the Inglewood Police Department and the Los Angeles County Fire Department. The Project would reduce traffic volumes on streets throughout Inglewood and reduce roadway congestion thereby improving emergency access and would not impede emergency response. Regarding security, there would be few changes in the operational characteristics of the transportation right-of-way and adjacent areas because of the proposed Project. Personnel from the Inglewood Police Department would respond in the event of a security-related emergency. The MSF facilities and power distribution system substations would all be secured to prevent trespassing and tampering. In addition, security and safety lighting would also be provided as necessary in parking areas, service passages, and common areas. Therefore, operational activities would not result in an adverse effect related to security. The proposed Project would operate in highly urbanized area of downtown Inglewood and is not expected to contribute to any increase in crime.

Cumulative Impacts

There is potential for construction associated with related projects to occur during construction of the proposed Project. Depending on the nature of concurrent construction activities there is potential for temporary cumulative effects including traffic congestion, hazards, air pollutants, noise, and community disruption. Regarding air pollutants, as per the South Coast Air Quality Management District (SCAQMD) guidance, since construction of the proposed Project would not generate emissions exceeding regional mass daily thresholds, construction emissions would not result in a significant air quality impact either at the project level or under regionally cumulative considerations. Impacts during construction would be minimized through the implementation of the Construction Commitment Program adopted by the City, which includes measures that would minimize interruptions to existing facilities, such as maintaining automobile and pedestrian access, and provides for a Business Assistance Fund for local businesses during construction to address potential construction impacts associated with the Project while also minimizing potential cumulative community disruption. Construction of the proposed Project as well as any of the cumulative projects that include ground disturbance have the potential to unearth or destroy unknown buried cultural resources. The proposed Project includes mitigation measures that require archaeological and tribal cultural resource monitoring and sensitivity training to ensure that construction does not inadvertently affect unknown cultural resources. Cumulative projects would be required to comply with all applicable federal, state, and local regulations to protect such resources. Construction noise levels would not exceed the FTA and local noise standards and implementation of proposed Project Noise Control Plan per Mitigation Measure **NV-3** would ensure that no adverse noise effects from construction would occur. Similar to the proposed Project, construction of projected future projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Although it is not anticipated that any cumulative projects would be constructed simultaneously and within 500 feet of the proposed Project, citywide construction activities could result in a cumulative construction noise impact at sensitive receptors. Implementation of the proposed Project Noise Control Plan and similar measures for cumulative projects would minimize, if not eliminate, cumulative noise effects. Regarding construction-related traffic, the proposed Project would require a Traffic Management Plan, which is designed to minimize traffic impacts from construction activities with minimum lane requirements and coordination with other developments and special events.

Long term adverse cumulative impacts associated with operation of the Project are not anticipated as the proposed Project and potential future development in the City are planned and consistent with the City's General Plan. The proposed Project would provide a transit benefit and result in long term improvements to roadway congestion and associated air emissions. Accordingly, the proposed Project in combination with cumulative projects would not result in an adverse cumulative effect.

Air Quality Conformity

The Clean Air Act and its amendments require that federal agencies and Metropolitan Planning Organizations only approve a transportation project, program, or plan, if it conforms to the approved State Implementation Plan. The Federal Transportation Conformity Rule requires that FTA projects must be found to conform before they are adopted, accepted, approved or funded. The proposed Project is included in the Southern California Association of Governments (SCAG) 2021 Federal Transportation Improvement Program (FTIP), which was adopted by SCAG on March 4, 2021. The proposed Project was included in the FTIP Amendment 21-05, which was approved by the FTA/Federal Highway Administration on January 4, 2022. The FTIP Identification Number is LA99ITC101. The proposed Project is also included in the SCAG Regional Transportation Plan Amendment Number 1, which was also approved by the federal agencies on January 4, 2022 (Identification Number is 1200T100). The proposed Project is described as “Inglewood Transit Connector Project; construction of a new approximately 1.6-mile electrically powered, elevated, fixed-guideway transit system with three transit stations in the City located along Florence Avenue, Market Street, Manchester Boulevard and Prairie Avenue.” The design, concept, and scope are consistent with the description in the FTIP. The regional conformity determination requirement is satisfied.

Regarding project-level conformity, the proposed Project is located in the South Coast Air Quality Management District and is within a nonattainment area for the federal PM_{2.5} National Ambient Air Quality Standards (NAAQS) and maintenance area for the PM₁₀ NAAQS. Therefore, pursuant to 40 CFR Part 93, project-level PM_{2.5} and PM₁₀ Interagency Consultation and/or analyses was required for conformity purposes. A quantitative hot-spot analysis is required only for a project that has been identified as a Project of Air Quality Concern (POAQC), as defined in 40 CFR 93.123(b)(1). SCAG’s Transportation Conformity Working Group determined on December 7, 2021, that the proposed Project is not considered to be a POAQC. Under the proposed Project, there would be no adverse effect related to worsening existing or contributing to new localized PM hot spots. Thus, the PM hot-spot requirement is satisfied. The proposed Project would reduce vehicle volumes on all analyzed segments. In addition, the proposed Project has no potential to generate a new carbon monoxide (CO) hot-spot or worsen an existing CO hot-spot; the CO hot-spot requirement is satisfied.

The Project would not cause or contribute to any new violation of any air quality standard in any area; increase the frequency or severity of any existing violation of any standard in any area or delay timely attainment of any standard or any required interim emission reductions or other milestones in the area. The FTA finds that the Project would have no adverse effect on air quality.

Section 106 of the National Historic Preservation Act

In accordance with Section 106 of the National Historic Preservation Act (54 USC 306108 et seq.) and its implementing regulations at 36 CFR Part 800, the FTA, in coordination with LACMTA and the City defined an area of potential effect (APE). The California State Historic Preservation Office (SHPO) concurred with the delineation of the APE on May 27, 2022. Two National Register of Historic Places (NRHP) listed properties were identified in the APE: the Fox Theatre and The Forum. In addition, two NRHP-eligible properties were identified in the Historic Property Survey Report: Holy Faith Episcopal Church and Inglewood Park Cemetery. Potential effects to the identified historic properties in the APE were assessed using the standards for federal undertakings as described in Section 106 of the NHPA and its implementing regulations, 36 CFR, Section 800. As a result of this study, the Project was found to have no adverse effect on any historic properties in the APE. Therefore, a Finding of No Adverse Effect to Historic Properties has been made for the Project. The proposed Project would not result in an adverse effect related to archaeological and tribal cultural resources.

No property listed in or determined eligible for listing in the National Register of Historic Places (NRHP) would be removed from its historic location or be subject to alterations that are inconsistent with the Secretary's Standards for the Treatment of Historic Properties. No property listed in or determined eligible for listing in the NRHP would be transferred, leased, or sold out of federal ownership or control because of the proposed Project. Although no significant visual impacts are anticipated, mitigation measures for the proposed Project would ensure that final design of the proposed Project incorporates minimum heights and distances from facades of identified historic buildings to minimize visual disruption and avoid visual obstruction of historic buildings. While no archaeological and tribal cultural resources have been identified, there is moderate potential for unknown buried cultural materials to be unearthed during construction of the proposed Project. Mitigation measures identified in the EA would ensure that construction activities would be monitored by archaeological and tribal cultural monitors under the direction of a Cultural Resources Mitigation Monitoring Plan to avoid any potential adverse effects to unknown buried cultural resources. The Cultural Resources Mitigation Monitoring Plan was provided to the consulting tribes for additional consultation on November 18, 2022. On December 8, 2022, Chairman Salas of the Gabrieleno Indians -Kizh Nation responded that they had no comments on the Cultural Resources Mitigation Monitoring Plan and that consultation was closed.

On August 11, 2022, the FTA submitted a request seeking the SHPO's concurrence on the determination of eligibility of historic properties for the National Register of Historic Places (NRHP) and the finding of effects pursuant to Section 106 of the National Historic Preservation Act (NHPA) as amended (36 C.F.R. 800). On November 21, 2022, the SHPO responded with a request for additional information and the FTA provided a response on January 13, 2023. On February 10, 2023, the SHPO concurred with the FTA's identification of historic properties efforts and FTA's determination that the undertaking will not result in adverse effects to the built environment historic properties. However, the SHPO commented on the Cultural Resources Mitigation Discovery Plan (CRMDP) prepared for the Project and stated that concurrence with FTA's Finding of No Adverse Effect is contingent on FTA incorporation of SHPO comments into the CRMDP. FTA provided the revised CRMDP on March 1, 2023 and the SHPO provided final concurrence with FTA's Finding of No Adverse Effect on March 6, 2023.

Section 4(f) of the Department of Transportation Act

In accordance with Section 4(f) resources, codified in 49 USC 303 and its implementing regulations at 23 CFR Part 774, the Project would result in a direct use with a *de minimis* impact to the Forum, a NRHP listed historic site and Section 4(f) resource. A portion of the parking lot on The Forum property will be used and reconfigured to accommodate the proposed relocation of traffic lanes along Prairie Avenue, straddle bent support columns, and the proposed pedestrian bridge from the Manchester Boulevard/Prairie Avenue Station. Proposed encroachment into the parking lot associated with the relocated traffic lanes, straddle bent support columns, and pedestrian bridge would use a portion of no more than a 30-foot-wide of the existing property along the length of the property's western boundary, or approximately 0.7 acres of the approximately 29-acre property. No alterations or other effects to The Forum building would occur. Despite the direct use of approximately 0.7 acre of The Forum property and alterations to the parking lot, the Forum property would retain its essential character as a large circular building set at the center of a sprawling, generally open site with largely unobstructed views from all sides. Mitigation measures and the Design Guidelines include contextual design considerations for the placement of proposed straddle bent support columns near historic resources such as The Forum, massing considerations for proposed elevated walkways, and sidewalk/streetscape design requirements. Given that no adverse effect to The Forum property was identified, the relatively minor use of The Forum parking lot, and application of proposed Design Standards and Guidelines, the Build Alternative would involve a *de minimis* impact to The Forum.

The draft *De Minimis* Impact finding was transmitted to the SHPO, the official with jurisdiction over the Forum as a historic resource, through Section 106 consultation. Through Section 106 consultation, on March 6, 2023, the SHPO concurred with the FTA's Finding of No Adverse Effect with the condition to implement the CRMDP, including that no adverse effect to The Forum would result from the proposed Project and affirming the FTA's *De Minimis* Impact finding.

Executive Order 11988: Floodplain Management

Consistent with the National Flood Insurance Program, prior to commencing construction, the City must obtain a certification stating the proposed Project would not impact the pre-project base flood elevations, regulatory floodway elevations, regulatory floodway widths, or otherwise result in adverse impacts related to potential flood risks. Based on the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM 06037C1780G), the proposed Project would not be located within a delineated 100-year floodplain. Further, the proposed Project is outside of the floodplain of any nearby flood control channel (Centinela Creek and Dominguez Channel). Structures constructed as part of the proposed Project would not have the potential to redirect flows within a flood zone from a 100-year storm event. Based on this analysis, the FTA finds that the proposed Project would have no impacts to any 100-year floodplains or floodways.

Endangered Species Act

A United States Fish and Wildlife Service Information for Planning and Consultation database search was completed on February 25, 2022 and updated on July 27, 2022. A threatened and endangered species list was obtained from the United States Fish and Wildlife Service on March 23, 2022. Neither search identified critical habitat. Land cover within a 0.25-mile radius around the guideway, stations, and other support facility sites includes primarily concrete and asphalt paved streets and structures, with ornamental landscaping interspersed. The proposed Project is not located within a significant ecological area as defined in the County of Los Angeles General Plan, and the City General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present within the City. Furthermore, the proposed Project does not occur within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the FTA finds that the proposed Project would not result in an adverse effect related to endangered and/or threatened plant and animal species.

Executive Order 12898: Environmental Justice

The potential for disproportionately high and adverse human health or environmental effects on minority and low-income populations was evaluated in the EA in accordance with Executive Order 12898, U.S. Department of Transportation Order 5610.2(a) and FTA's Environmental Justice Circular 4703.1. Low-income and minority populations that are the subject of Executive Order No. 12898 on environmental justice are present in the proposed Project area. The proposed Project would result in operational effects related to aesthetics and visual quality and noise which would occur primarily within the Sports Village neighborhood of the City. These effects would be predominantly borne by the Environmental Justice (EJ) community that resides within the Sports Village neighborhood, which has the highest concentration of EJ populations in the EJ Affected Area. Effects to the other surrounding EJ communities would be reduced or minimal based on the distance from the alignment and nature of the proposed Project within the Sports Village neighborhood. Mitigation Measures **VIS-1** through **VIS-4**, and **NV-1** and **NV-2** would be implemented equally throughout the Project corridor as necessary and would minimize or avoid effects related to aesthetics and visual quality and noise. The potential adverse effects identified could be avoided or minimized through the implementation and incorporation of various mitigation measures identified in the EA.

While aesthetics and visual quality and noise effects would be predominantly borne by the EJ populations in the Sports Village neighborhood, these populations would also receive the greatest benefit from the proposed Project, namely convenient transit access to the LACMTA K Line and event and entertainment destinations in the City which would be served by the Project. With the implementation of mitigation measures, a disproportionately high and adverse effect related to aesthetics and visual quality and noise would not occur in EJ communities. The FTA finds that the Project would not have disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

Uniform Relocation Assistance and Real Property Acquisition Act

Based on the Federal regulations implementing the Uniform Act in 49 CFR part 24, the proposed Project would not result in an adverse effect related to property acquisitions. The Build Alternative will require full acquisitions, partial acquisitions, as well as, both permanent and temporary easement acquisitions. The properties are currently operating and employ an estimated 385 employees combined, with the largest employers being the Vons at 500 East Manchester Boulevard, and the CVS Pharmacy at 222 North Market Street.

A relocation analysis prepared for the proposed Project concluded that there is adequate space available for all displaced businesses to relocate within the City and employees of these businesses would not experience long-term loss of employment. None of the businesses to be displaced are unique in their property requirements such that relocation within the City would be difficult or require special considerations. The City in coordination with the Vons grocery store reconfigured the proposed MSF site to ensure that Vons can remain on its existing site with a similarly sized new grocery store building. The Vons ownership would be responsible for constructing the new grocery store. The City would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act. This includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Where acquisitions and relocation are unavoidable, the City would follow the provisions of both the Uniform Act and the California Relocation Act, as amended.

Environmental Finding:

In accordance with 23 CFR Part 771.121, the FTA finds, based on the analysis, reviews, and mitigation measures identified in the EA, that there are no significant or adverse impacts on the environment associated with implementation of the Project. The LACMTA and the City have incorporated mitigation measures into the project to reduce or eliminate potentially significant or adverse environmental impacts. The City shall implement the mitigation measures and measures to avoid and minimize environmental impacts located in Attachment B.

Approved:

March 16, 2023

Ray Tellis
Regional Administrator
Federal Transit Administration, Region IX

Date

Attachments:

- A. Public Comment Summary and Responses
- B. Environmental Commitments to Mitigate Effects
- C. Public Comment Letters
- D. Agency Correspondence and Interested Party Coordination
- E. Cultural Resources Mitigation and Discovery Plan