

EXECUTIVE SUMMARY

ES-1 BACKGROUND

The Los Angeles Union Station Passenger Terminal was constructed in 1939 to serve as the Los Angeles terminus for transcontinental passenger trains before the establishment of interstate highways and international airports. Access to Los Angeles Union Station (LAUS) is not provided directly via main line tracks, but rather via a set of lead tracks. The current operation of the station requires trains to pull into the terminal and then reverse their direction of travel after unloading or loading passengers. Many passengers transfer to other trains or other local transportation modes, leaving the station to reach their final destinations. Since all trains, whether starting/ending their trips or continuing beyond the station, must enter and exit through the same set of lead tracks to connect to the main line, they are subject to delays either at the station platforms or on the connecting tracks while awaiting a slot at the platforms or access back onto the main lines (see Figure ES-1 and Figure ES-2).

As the focal point of passenger rail travel in Southern California, LAUS serves an average 159 revenue passenger trains each weekday. The Southern California Regional Rail Authority (SCRRA) operates an average of 126 intra-city commuter trains¹ (Metrolink), while Amtrak operates 25 *Pacific Surfliner* regional inter-city trains between San Luis Obispo and San Diego, and 8 long-haul inter-city trains. The long-haul trains (*Coast Starlight* from Seattle, *Southwest Chief* from Chicago, and *Sunset Limited* from Orlando) end their interstate trips in Los Angeles and begin their return trips from here. In addition to being the station for national, inter-regional, and intraregional train trips, LAUS functions as a regional intermodal rail hub and transfer point.

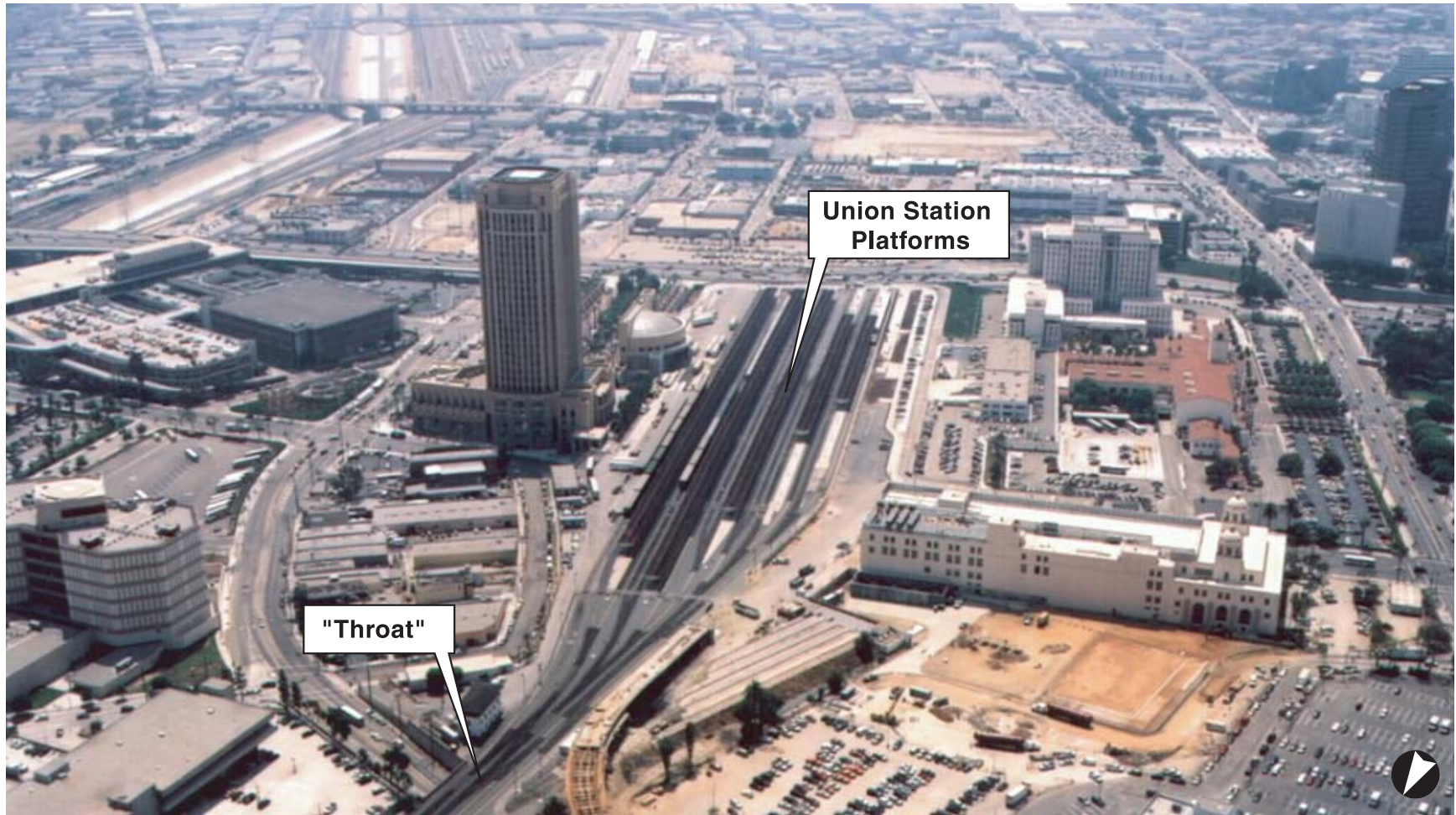
The demand for train travel to and from LAUS is expected to increase over the foreseeable future. The State Rail Plan² incorporates the results of Amtrak's 20-year improvement program³ for California. This plan calls for adding 14 additional *Pacific Surfliner* trips by 2010. SCRRA has begun a systemwide planning effort to address long-term commuter needs. That planning is still in progress; therefore, official forecasts for service in 2010 and 2025 are not available. Working estimates⁴ indicate that about 56 commuter trains would be added by 2010, and that about another 53 would be added between 2010 and 2025. Based on projected growth in regional passenger rail demand, this "stub-end" station configuration has been identified as a

¹ Source: SCRRA, Operating Assumptions for Weekday Service, 6/24/02. (This number excludes Inland Empire-Orange County trains, which do not pass through Union Station).

² California State Rail Plan, 2001-02 to 2010-11, January 2002, California Department of Transportation

³ California Passenger Rail System, 20-year Improvement Plan, March 2001, Amtrak

⁴ Source: SCRRA, Operating Assumptions for Weekday Service, 6/24/02.



Source: HDR, Inc., 2003.

Figure ES-1: Union Station Vicinity Aerial Overview



Figure ES-2: Mission Junction Aerial Overview

major constraint to providing increased service levels and reliability to meet the forecasted growth in inter-city and regional train traffic.

Railroad passengers arriving at LAUS can transfer to two transit modes: subway/light rail and buses. The Los Angeles County Metropolitan Transportation Authority (MTA) operates a subway system (heavy-rail train) approximately 40 feet (12 meters) below ground level at LAUS. Currently, about 280 scheduled MTA Red Line movements occur daily at LAUS. The subway runs through the downtown area and then westward to as far west as the mid-Wilshire area, with a branch to North Hollywood. The subway provides a connection to MTA's Blue Line light-rail transit (LRT) service, which begins in a subway in the southern part of downtown Los Angeles and then transitions to street-level service to Long Beach. The MTA opened the Pasadena Gold Line LRT project in Summer 2003. The Pasadena Gold Line terminates at the old LAUS tracks 1 and 2, just south of LAUS Platform No. 2. The Gold Line includes a new platform that matches the floor height of LRT vehicles. MTA is planning an extension of the LRT service to East Los Angeles that would begin at the new LRT platform, pass over U.S. 101, and then transition to an at-grade alignment on Alameda Street. It should be noted that the Eastside LRT bridge over U.S. 101 is not designed to accommodate the weight of Metrolink and Amtrak trains.

LAUS is connected to the Patsouras Transit Center bus facility at the adjoining MTA headquarters building. The Transit Center serves regional bus routes operated by:

- Antelope Valley Transit (1 route)
- City of Los Angeles Commuter Express (1 route)
- Foothill Transit (10 routes)
- Gardena Municipal Bus Line (1 route)
- Montebello Municipal Bus Lines (5 routes)
- MTA (12 routes)
- Santa Clarita Transit (1 route)
- Santa Monica Municipal Bus Lines (Big Blue Bus) (1 route)
- Torrance Transit (2 routes).

In addition, LAUS and the Patsouras Transit Center are served by two local shuttle routes (LA DASH) operated by the City of Los Angeles. Amtrak bus service, which provides linkage to the Amtrak line in California's Central Valley (Bakersfield), operates from LAUS. Rental car service and taxis are also available at LAUS.

ES-2 PURPOSE AND NEED

The ~~proposed~~ Los Angeles Union Station Run-Through Tracks Project proposed by Caltrans would address three basic needs identified through an evaluation of transportation conditions, problems, and issues:

- Improve near-term operational efficiencies and scheduling reliability for trains using LAUS by reducing the constraint on train movements that results from stub-end operation. Current design of the station requires that all trains must enter and exit through the same set of lead

tracks to connect to the main lines, and are thus subject to delays either at the station platforms or on the connecting lead tracks while awaiting a slot at the platforms or access onto the main lines.

- Improve pedestrian access and functionality of the passenger platforms, while also improving connectivity with other transit services at LAUS (LRT, subway, and busses.) Pedestrian movements through LAUS are forecasted by MTA to increase from the current 40,000 persons per weekday to about 60,000 persons daily over the next decade. Improvements to railroad platforms would bring those that have not been previously renovated into ADA compliance. Converting Platforms Nos. 7 and 8, which were previously de-commissioned, back to utilization for passengers would provide a long-term increase in platform capacity at the station. The increase in platform capacity would serve forecasted growth to 2025 and beyond.
- Increase the capacity of LAUS to accommodate planned growth of Amtrak and SCRRRA train services. The number of trains using the station is forecasted to grow from 159 today to 222 by 2010 and 278 by 2025. Initial analysis indicated that acceptable levels of service reliability could be provided by the current facilities only through about 2010. After that date, as more trains are added, scheduling reliability would begin to deteriorate, especially during peak hours. This deterioration would arise as more and more trains attempt to move into and out of LAUS within constrained time periods. If trains were delayed, their planned “slots” for arrival/unloading/loading/departure could be lost or interfere with the slots of other trains. Fewer opportunities for schedule recovery would become available when the overall capacity of LAUS is approached.

It should be noted that LAUS currently includes a mail handling facility on its eastern edge. Mail is transferred between trains and tractor-trailers that move mail to and from local postal facilities. This transfer operation uses the spaces formerly occupied by Platform Nos. 7 and 8, and is in operation around the clock, 7 days a week. The space now used on Platform Nos. 7 and 8 for mail operations is needed to meet the forecasted demands for passenger trains. Previous planning by Amtrak identified a suitable location for the transfers to occur within Amtrak’s Redondo Junction property.

ES-3 PROJECT DEVELOPMENT STATUS

ES-3.1 Development of Alternatives

The issue of improving operations at Union Station was the subject of a Project Study Report (PSR) prepared for the California Department of Transportation (the Department) in June 2000. The PSR is a basic feasibility study to determine the initial concepts for transportation improvements and order of magnitude costs. The PSR identified run-through tracks as the basic solution to resolving the constraints of stub-end operations at LAUS. The concept of the run-through tracks would be to extend two tracks southward from Union Station on an aerial structure and provide a new connection into the ~~BNSF~~-SCRRRA main line on the west side of the Los Angeles River. This would allow some of the trains that use the station to avoid the pull in/back out situation. The current operation of the station requires trains to pull into the terminal

and then reverse their direction of travel after unloading or loading passengers. Overall, the run-through tracks structure would form an S-curve, connecting at its north/west end to track platforms at Union Station and at its south/east end to some point along the BNSF main line in the vicinity of the 1st Street Bridge (see Figure ES-3).

In 2002, the Department and the Federal Railroad Administration initiated conceptual engineering and environmental analysis for run-through tracks in cooperation with Amtrak. An Alternatives Analysis (AA) process was begun to develop and screen a full range of potential alignments. The particular alignment and touchdown point on the main line are the focus of key decisions to be made in the AA. Three rounds of screening occurred. In the Initial Screening stage, 48 potential alignments were identified between U.S. 101 on the north and 4th Street on the south, and to the west of Alameda Street. Using engineering and environmental screening criteria, the 48 potential alignments were reduced to 7 conceptual alignments that appeared most reasonable. These seven alignments, all located north of 1st Street, were further screened using more refined engineering and environmental criteria. Since some of the conceptual alignments were very similar, they were collapsed through a combining process into four alternatives. A Second Screening was conducted for the four alternatives. Three of the alternative alignments were not desirable because they would entail numerous property acquisitions, including important public agency properties where relocation would be difficult, or a site with special manufacturing where relocation would be expensive. The initial result of the Second Screening was the identification of Alternative A as a good combination of high engineering values and low environmental impacts that should be assessed in detail in an environmental document. Upon reviewing the anticipated impacts for Alternative A at the end of the Second Screening, the question arose as to whether a variation(s) of that alignment could be developed that captured its benefits, while avoiding the conflicts with the planned Commercial Street widening and minimizing right-of-way impacts to businesses along the Alternative A alignment. To create an alignment that would be further north than Alternative A, it became clear that the concept of crossing the freeway with a single structure that accommodated two tracks (consolidated from four tracks adjacent to Platform Nos. 2 and 3) was constraining curvatures and grades in the vicinity of Commercial Street. A concept to carry four tracks across the freeway would allow the alignment to shift closer to U.S. 101. Four variations of this concept were developed and analyzed in a Supplemental Screening process, resulting in the identification of Alternative A-1 as the second alternative to be addressed in this environmental document. Additional information on the development and screening process is provided in Chapter 2.

A bridge type evaluation was performed to evaluate and identify the optimum type of structure for the various segments of the elevated run-through tracks structure. The bridge type recommended by the project engineering team for crossing over U.S. 101 is a steel deck-plate girder (DPG). The recommended bridge type for the trestle segment (from south of U.S. 101 to the BNSF mainline touchdown point) is a combination of precast/prestressed concrete box girder (PC/PS), steel deck-plate girder, steel through-plate girder (TPG), and mechanically stabilized earth (MSE) structures, depending on the alignment of the alternative.

The two identified alternatives, Alternative A and Alternative A-1, in conjunction with the No-Build Alternative, are the candidate alternatives for the proposed Run-Through Tracks Project and are the subject of this environmental document. The alignments of Alternative A and A-1 are shown on Figure ES-4 and Figure ES-5, respectively.

Subsequent to the issuance of the Draft EIR/EIS for review and comment, a large parcel within the Alternative A alignment that was vacant at the time the draft document was prepared was acquired and is the site of a new two-story warehouse and office building. This new construction renders Alternative A a much less feasible alternative, since it would require acquisition and displacement of a new business. ~~Due to this change, Alternative A-1 is the locally preferred alternative.~~

For the purposes of this Final EIR/EIS, text boxes have been added in the Executive Summary and in Chapter 2 and elsewhere to highlight this change in circumstances. ~~However, references to Alternative A have not been removed throughout the document.~~



Source: Myra L. Frank & Associates, Inc., 2003.

Figure ES-3: Aerial Alignment Alternatives Across U.S. 101



Source: Imagecat, Inc., 2003; Myra L. Frank & Associates, Inc., 2003.

Figure ES-4: Overall Alignment of Alternative A



Source: Imagecat, Inc., 2003; Myra L. Frank & Associates, Inc., 2003.

Figure ES-5: Overall Alignment of Alternative A-1

ES-3.2 No-Build Alternative

Under the No-Build Alternative, the existing “stub-end” rail configuration at the LAUS would remain. The No-Build Alternative includes the SCRRA’s recently completed 5th Lead Project that provides additional capacity for movement through the throat area of LAUS by extending the existing lead No. 1, but makes no changes to other parts or functions of the system. The No-Build Alternative also includes the following transportation projects in the vicinity:

- U.S. 101 freeway widening and ramp reconfiguration project (by the Department)
- Eastside Light-Rail Extension Project (by Los Angeles Metropolitan Transportation Authority), including both a revenue alignment and service leads
- Pasadena Gold Line Light-Rail Extension Project (by Los Angeles Metropolitan Transportation Authority)
- Widening of 1st Street Bridge Project (by City of Los Angeles)
- Commercial Street Widening Project, between Alameda and Center Streets (by Los Angeles Department of Transportation)
- Union Station traffic circulation improvements (by Catellus)
- High-Speed Rail conceptual terminal locations for Union Station (by California High-Speed Rail Authority)
- MAGLEV conceptual terminal location for Union Station (by Southern California Association of Governments)
- Existing city streets.

ES-3.3 Alternative A

Subsequent to the circulation of the Draft EIR/EIS, a large parcel within the Alternative A alignment that was vacant at the time the draft document was prepared was acquired and is the site of a new two-story warehouse and office building. This new construction renders Alternative A a much less feasible alternative, since it would require acquisition and displacement of a new business. Due to this change, Alternative A-1 is the locally preferred alternative has more significant impacts than Alternative A-1.

Alternative A would extend some bi-directional running tracks from the existing stub-end track configuration at LAUS to the south and east to provide “run-through” capabilities for four of the ten stub-end tracks at LAUS. Tracks 3 to 6 would extend south of Union Station on the bridge over the El Monte Busway and U.S. 101 and then transition to two tracks at the freeway median. The width of the structure at the edge of LAUS would be approximately 70 feet (21 meters) to accommodate the four run-through tracks, tapering to approximately 45 feet (14 meters) as the four tracks merge into two tracks on the south side of U.S. 101. The column-supported trestle structure would begin north of Commercial Street (near Hewitt Street), extend eastward between Commercial Street and Ducommun Street (to approximately Center Street). The trestle alignment

runs south of Commercial Street, and would pass above a commercial building. At Center Street, it would transition southward as it crosses over the Red Line Tunnel structure and Eastside LRT maintenance lead, and descend to connect with the SCRRA main tracks at the BNSF yard before 1st Street (north of the 1st Street Bridge) along the west bank of Los Angeles River. The trestle would provide 16.5 feet of clearance over city streets. Figure ES-4 shows the overall alignment of Alternative A.

ES-3.4 Alternative A-1

Alternative A-1 would include a bridge over U.S. 101 that uniformly accommodates four run-through tracks. In doing this, the bridge structure over U.S. 101 would be able to be designed with greater curvature, which in turn allows the east-west alignment to be shifted northward (compared to Alternative A).

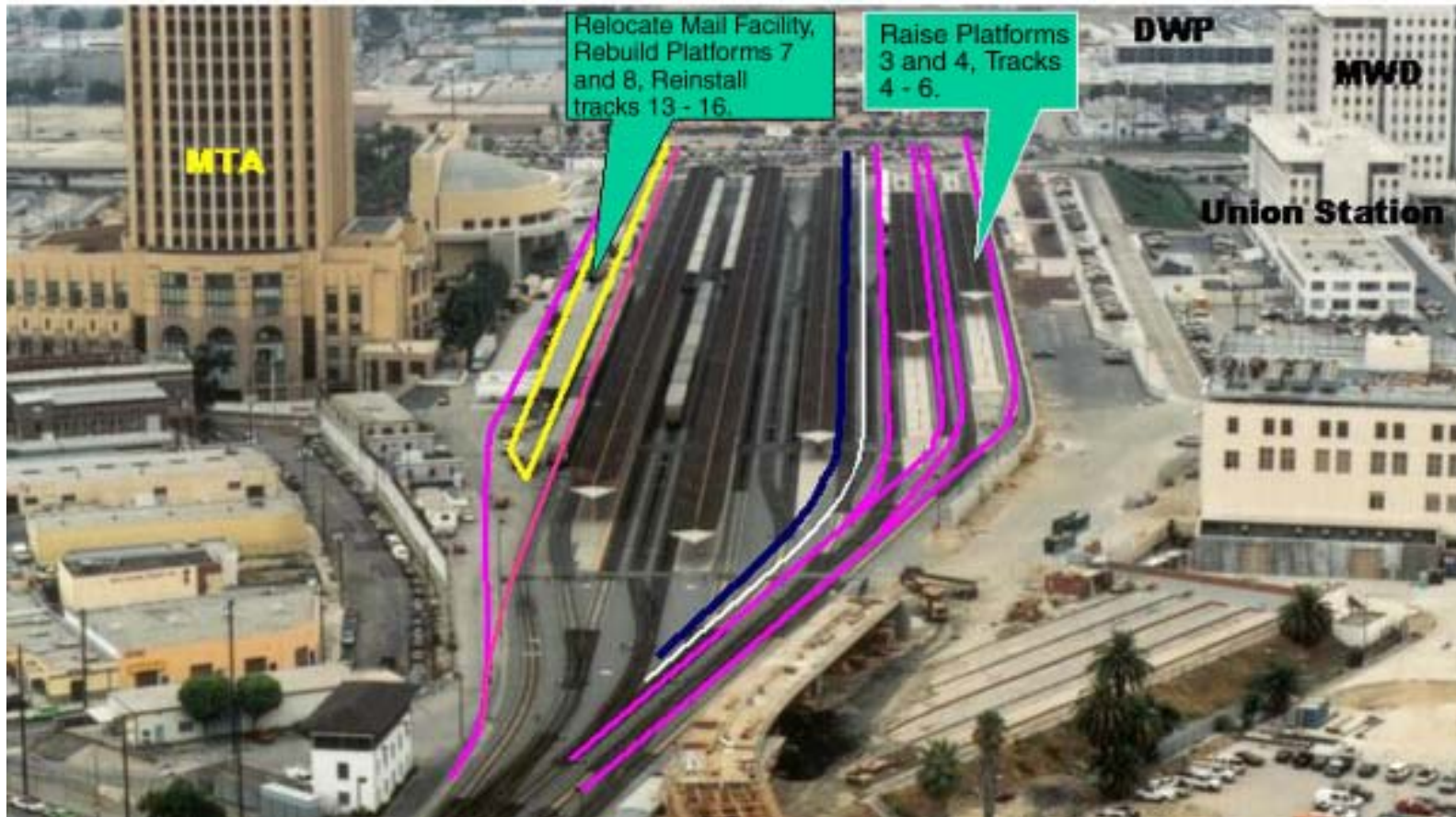
After crossing U.S. 101, the four tracks would transition to two, and the trestle would extend east along the north side of Commercial Street, then turn south such that the tracks would descend to grade and reconnect to the existing SCRRA mainline tracks (north of 1st Street) along the west bank of Los Angeles River. Figure ES-5 shows the overall alignment of Alternative A-1. Figure ES-3 shows the alignments of Alternative A and A-1. Alternative A-1 differs from Alternative A primarily in the curvature of the bridge crossing over U.S. 101 (the transition from four tracks to two tracks occurs at N. Vignes Street, rather than in the middle of U.S. 101 for Alternative A) and in the location of the east-west structure south of U.S. 101. Alternative A-1 would run north of Commercial Street until reaching Center Street, whereas Alternative A would be south of Commercial. Alternative A-1 would cross Center Street at a skew angle, requiring a realignment of Center Street and demolition of a building (or portion of a building) at the northeast corner of Center and Commercial.

Subsequent to the Draft EIR/EIS, Alternative A-1 was identified as the preferred alternative. Overall, Alternative A-1 has fewer environmental impacts than Alternative A, especially with regard to acquisitions and displacements. As noted above, the Alternative A alignment now includes a new two-story warehouse/office building that was not present when the Draft EIR/EIS was prepared. Due to this change, Alternative A has more significant impacts than Alternative A-1.

ES-3.4.1 Changes to LAUS

Both alternatives would include changes within the Union Station complex. See Figure ES-6 for an aerial view of the portions of Union Station where platforms and tracks would be changed. Improvements would consist of various track, platform, service road, and station improvements, including the following:

- As part of either build alternative, a new Amtrak Mail Transfer Facility would be built at Redondo Junction, an Amtrak property just north of Washington Boulevard and east of 16th Street to replace the current facility at LAUS. No other area of LAUS can accommodate the mail functions.



Source: HDR, Inc, 2003.

Figure ES-6: Platform and Track Changes at Union Station

- Modifications to switches and tracks in the “throat” area where trains enter/exit LAUS to provide linkages to new LAUS platforms
- Elimination of the existing Mail Facility along the northeastern side of the LAUS to accommodate the new platforms. The mail facility would be relocated to other Amtrak property at Redondo Junction.
- Construction of new platforms (Platform Nos. 7 and 8) and reintroduction of tracks (Tracks 13, 14, 15, and 16) at the east end of the station. The new platforms and tracks would provide replacement capacity for when Platform Nos. 2 and 3 and Tracks 3 through 6 are under modification.
- Raising the elevation of existing platforms (Platform Nos. 2 and 3) and the associated tracks (Tracks 3, 4, 5, and 6) to match the elevation of a new railroad bridge structure over the El Monte Busway and U.S. 101 for the run-through tracks. The platforms and tracks must be elevated by about 5 feet at their south ends in order to provide a minimum clearance for the railroad bridge over the El Monte Busway of 16.5 feet.
- Reconstruction of portions of the passenger tunnel and some ramps to accommodate the new and reconstructed platforms.
- Reconstruction of the service/baggage-handling road at the south end of the platforms. The service road would be depressed by up to 15 feet (4.6 meters) from the current grade to provide adequate clearance beneath the new run-through tracks bridge structure for baggage vehicles and operations. The new depressed service road would also include a baggage car access road. Once the baggage road returns to grade, it would provide access to the platforms.
- Construction and reconstruction of accessory facilities such as retaining walls, switches, turnout tracks, etc.

In September 2004, Amtrak announced that it intended to exit the mail and express business in order to concentrate on its core business of transporting passengers. As a result, the issue of whether Amtrak would need to build a new Amtrak Mail Transfer Facility at Redondo Junction as a result of the elimination of the existing Mail Facility along the northeastern side of the LAUS to accommodate new platforms is unclear at this time. In the interest of full disclosure, the Final EIR/EIS retains the discussions and analysis of the impacts of the construction of a new facility should a decision be made in the future that a new facility at Redondo Junction is necessary or appropriate.

ES-3.5 Environmental Process

FRA and the Department initiated the environmental process for the proposed Los Angeles Union Station Run-Through Tracks Project in June 2002. A joint CEQA/NEPA document, an Environmental Impact Report/Environmental Impact Statement (EIR/EIS), is being prepared for the proposed project. The FRA is the lead agency for the evaluation of environmental impacts under the National Environmental Policy Act of 1969, as amended (NEPA) (42 USC 4321, et seq.). FRA is overseeing the preparation of the Environmental Impact Statement (EIS) components of the joint EIR/EIS document. The Notice of Intent (NOI) to prepare this EIS was published in the *Federal Register* on Wednesday, June 18, 2002. (FR 41749, Vol. 67, No. 118.) The NEPA scoping period closed on July 29, 2002. The NOI announced the FRA’s intent to prepare an EIS in accordance with NEPA, and provided formal notice of the opportunity to

comment in writing and/or at the public scoping meetings. The NOI also included information on the project background, study area, potential alternatives, probable effects to be studied, FRA procedures, relevant scoping meeting information and contact information.

The Department is preparing an Environmental Impact Report (EIR) SCH No. 2002061071, for the proposed project to address the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000, et seq.). Environmental staff from The Department's District 7 (Los Angeles) office is overseeing the environmental process on behalf of the Department. The Department's Rail Program staff (in Sacramento) is overseeing the development and analysis of proposed physical and operational changes.

A Notice of Preparation (NOP) for an Environmental Impact Report (EIR) was mailed by District 7 on June 18, 2002, to the State Clearinghouse and to a project-specific mailing list. The NOP announced the Department's intent to prepare an EIR pursuant to CEQA. Like the NOI, it provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings and commenced the CEQA scoping period. The NOI also advised California agencies of their obligation to comment on the proposed project within 30 days. The CEQA scoping period closed on July 22, 2002, thirty days after the official posting date. The NOP also included information on the proposed project, alternatives, anticipated effects, scoping meeting information, and contact information. The NOP included a preview of anticipated project impacts via a CEQA Initial Study Checklist (IS).

In addition to the NOP mailings, a one-page Scoping notice was also prepared which summarized the proposed project and announced the time and location of the public Scoping meeting on June 24, 2002. The Scoping notice was mailed to 1508 businesses, churches, organizations, property owners, and residents within the study area on June 13, 2002.

Five newspaper notices were placed announcing the Scoping meetings. All notices included the information about the scoping meetings, a project map, and contact information. The newspapers were chosen for their circulation and audience. For example, the *Los Angeles Downtown News* is distributed throughout central and downtown Los Angeles. The *Rafu Shimpo* newspaper serves the cultural Japanese, and the community of Little Tokyo. The *Chinese Daily News* serves the cultural Chinese population and Chinatown. *La Opinion* newspaper is circulated to the Latino audience of Los Angeles.

Additionally, the notices were published in four different languages, (i.e., English, Japanese, Spanish and Mandarin Chinese.) An English language notice was placed in the *Los Angeles Downtown News*, on June 17, 2002. Two notices, one in English, the other in Japanese, were placed in the *Rafu Shimpo* newspaper in the June 15, 2002, edition. In the *Chinese Daily News*, a Mandarin Chinese language notice was placed and ran in the June 13, 2002, edition. On June 15, 2002, a Spanish language notice was run in *La Opinion*.

The two Scoping meetings were held in an open house format with information stations and illustrated display boards. Members representing District 7, the Federal Railroad Administration, and the project consultant team staffed the meetings. One meeting, held on June 24, 2002, from 5 p.m. to 7:30 p.m. at the Union Station room in the headquarters of the Los Angeles County Metropolitan Transportation Authority, was held for the general public. Twenty-one members of the public attended the meeting. At the public Scoping meeting, Chinese, Japanese and Spanish

interpreters were present for non-English speaking members of the public. Public comment forms, two board displays, and project fact sheets were also provided in four languages: English, Spanish, Japanese, and Chinese. The other meeting, held on June 25, 2002, from 9 a.m. to 11 a.m. at the offices of Myra L. Frank and Associates, Inc., 811 W. 7th Street, was held for public agencies. A total of nine members of public agencies attended the meeting. Both meetings opened with the same Powerpoint presentation and subsequent question and answer period.

Additionally, Scoping meetings were also held individually with several stakeholders. The stakeholders were the Los Angeles Conservancy, Friedman Bag Company, Los Angeles County Metropolitan Transportation Authority, Los Angeles County Supervisorial District 1, City of Los Angeles, Mayor Hahn's Office, City of Los Angeles Council Districts 9 and 14, City of Los Angeles Board of Public Works, City of Los Angeles Department of Water and Power, City of Los Angeles Department of Transportation, and City of Los Angeles Department of Planning. The various City departments are now involved in ongoing coordination with the project team.

The NEPA public review period began with the publication of the Notice of Availability in the Federal Register on Friday, September 10, 2004. The CEQA public review period began with the posting of the Notice of Availability at the Los Angeles County Clerk on September 3, 2004, and the receipt of the Notice of Completion at the State of California, Governor's Office of Planning and Research, State Clearinghouse, on Friday, September 9, 2004.

Newspaper advertisements noticing the public hearing and the availability of the Draft EIR/EIS were published on two separate occasions in the following five newspapers: *Downtown News*, *Rafu Shimpo*, *Chinese Daily News*, *La Opinion*, *Los Angeles Times*. The first printing occurred within all five of the above newspapers between the dates of September 6 and 10, 2004. It announced the proposed project and the beginning of the public review period. The second printing occurred between October 4 and 8, 2004. It reminded the public of the upcoming public hearing.

Copies of the document were mailed to responsible and trustee agencies and to those who had previously requested a copy of the document. An electronic copy of the document was placed on the project website, www.runthroughtracks.org, and physical copies of the document were placed in the following locations: Benjamin Franklin Library; Chinatown Branch Library; Los Angeles Public Library, Science Department; Little Tokyo Library; California Department of Transportation.

Any property owner who would be potentially affected by the proposed project was notified of this via posting of the Notice of Availability at the Los Angeles County Clerk, the newspaper advertising, and the mailing distribution of the Draft EIR/EIS. Personal delivery of the document (by the public outreach consultant) to any businesses that would directly be affected by the proposed project occurred on October 6, 2004. Specifically, four complete sets of documents were hand delivered to the Los Angeles Police Department, Property Division; Viertel's Automotive Service; Mrs. Friday's-Fishking Processors, Inc.; and B & Z Investments, Inc.

All persons on the project mailing list received Notice of Availability of the Draft EIR/EIS. The project mailing list was developed over the course of the project and includes persons notified of or responding to scoping, attendees at public information meetings, and those who asked to be added to the mailing list via the project website or other correspondence. (See Table 7-1, Draft EIR/EIS Distribution List, and Table 27-2, Draft EIR/EIS Notice of Availability Distribution List.)

Comments on the Draft EIR/EIS were accepted via the project website; in writing via fax, email or mail; by phone; and at the public hearing (oral and written). The FRA and the Department held a public hearing near the project location. It was on October 13, 2004, from 4 p.m. to 8 p.m. at the MTA Building, 1 Gateway Plaza, 3rd Floor Conference Room, Los Angeles, CA, 90012. The close of the comment periods was close of business on October 25, 2004.

Comments were submitted in the following manner: in writing, mailed to the persons named below; in writing at the public hearing; to a court reporter at the public hearing; via email at the project Internet website, www.runthroughtracks.org.

Comments were addressed to either (or both) of the following persons: David Valenstein, Federal Railroad Administration, Gary Iverson, California Department of Transportation District 7.

All comments received were considered, and responses to substantive comments were addressed in Chapter 12, Comments and Responses. Chapter 11, Clarifications and Modifications, indicates where corresponding edits or corrections to the Draft EIR/EIS were made in response to the comments received.

ES-3.6 Next Steps

The Final EIR/EIS will be distributed to those agencies, organizations, and persons who commented substantively on the Draft EIR/EIS, as well as to any persons requesting a copy. Please see Table 7-3 for a full distribution list. The Notice of Availability will be distributed to any responsible and trustee agencies and persons, businesses, and organizations that have an interest or have expressed an interest in the proposed project. Please see Table 7-4 for the Notice of Availability distribution list.

Prior to approving the proposed project, the Department must certify that it has reviewed and considered the information contained in the FEIR and that the FEIR and a Notice of Determination will be filed in accordance with CEQA, NEPA, and department requirements. Additionally, the information contained in the FEIR reflects the independent judgment of the agencies. When the FRA completes its approval process, a Record of Decision will be filed in accordance with NEPA procedures.

Pursuant to CEQA, a Mitigation Monitoring and Reporting program will be developed to ensure the implementation of the adopted mitigation measures; those measures shall be fully enforceable. The Department will adopt the mitigation monitoring program in conjunction with the findings required under CEQA at the time it considers certification of the FEIR and decides whether to approve the project.

Although construction funding is not currently available, construction could begin if significant funds are identified.

ES-4 OVERVIEW OF ENVIRONMENTAL IMPACTS

ES-4.1 Summary of Impacts

The majority of environmental areas analyzed were found to be Not Adverse or Less than Adverse under NEPA and to have No Impact or Less than Significant Impact under CEQA, when compliance with regulatory compliance is considered. Applicable regulatory compliance, which includes permits and other standard practices that would be legally necessary as part of any major construction project, is listed in Tables ES-1. These areas require no mitigation measures beyond regulatory compliance:

- Acquisitions and Displacements
- Biological Resources (including Wetlands)
- Energy
- Executive Orders
- Hazardous Materials
- Land Use/Planning
- Railroad Operations
- Safety/Security
- Population, Housing & Employment
- Utility Disruptions
- Water and Water Quality (including Floodplains).

The following environmental areas were found to be Potentially Adverse or Adverse under NEPA and/or to have Potentially Significant or Significant Impacts under CEQA, and to require mitigation measures to reduce impacts to less than adverse/less than significant level. Proposed mitigation measures are listed in Table ES-1.

- Air Quality
- Community Services
- Cultural Resources
- Geologic/Seismic
- Noise
- Traffic (construction-period only).

Under NEPA, there are no environmental areas for which there would be remainder adverse impacts after proposed mitigation measures are considered.

Under CEQA, there would be remainder significant air quality impacts. There would be no remainder impacts for any other environmental areas.

ES-4.2 Summary Table

Table ES-1 summarizes the environmental impacts associated with Alternatives A and A-1. The table shows the initial level of impact under NEPA and CEQA; followed by citations of impact reductions that would occur either through compliance with environmental regulations or other mitigation measures; and the resulting level of impact when compliance or mitigation is considered.

For impacts that are assessed under NEPA, the level of impact is expressed in terms of whether it is *not adverse*, *potentially adverse*, or *adverse*. NEPA assessments often do not have specific impact criteria and documents typically do not specify whether impacts are significant. CEQA, on the other hand, requires that determinations of significance be made. Accordingly for impacts assessed under CEQA the level of impact is expressed in terms of whether it is *not significant* (or no effect), *less than significant*, *potentially significant*, or *significant* when compared to specific criteria of significance.

Subsequent to the Draft EIR/EIS, Alternative A-1 was identified as the locally preferred alternative. Overall, Alternative A-1 has fewer environmental impacts than Alternative A, especially with regard to acquisitions and displacements. As noted above, the Alternative A alignment now includes a new two-story warehouse/office building that was not present when the Draft EIR/EIS was prepared. Due to this change, Alternative A has more significant impacts than Alternative A-1.

ES-5 AGENCY COORDINATION

Agency consultation and participation has been on-going throughout the life of the project. Monthly Project Development Team (PDT) meetings were held at Amtrak offices in Los Angeles at Union Station from the beginning of the screening process, and these meetings are scheduled to continue throughout the life of the proposed project. The PDT meetings were attended by Amtrak; Burlington Northern Santa Fe (BNSF); State of California, Department of Transportation; Southern California Regional Rail Authority (SCRRA); Los Angeles County Metropolitan Transportation Authority (MTA); City of Los Angeles, Department of Transportation and the project consultant team

The proposed project was presented to responsible federal agencies with jurisdiction over and or interest in the proposed project through the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) scoping process. In addition to issuance of the Notice of Intent by FRA in the *Federal Register* of June 18, 2002, a Notice of Preparation (NOP) was mailed to federal, state and local agencies by the Department on June 18. The NOP included an Initial Checklist that identified anticipated project impacts. Nine agencies attended a Scoping meeting on June 25, 2002. Additionally, Scoping meetings were also held individually with several stakeholders. The stakeholders were the Los Angeles Conservancy, Friedman Bag Company, Los Angeles County Metropolitan Transportation Authority, Los Angeles County Supervisorial District 1, City of Los Angeles, Mayor Hahn's Office, City of Los Angeles Council Districts 9 and 14, City of Los Angeles Board of Public Works, City of Los Angeles Department of Water and Power, City of Los Angeles Department of Transportation, and City of Los Angeles Department of Planning. The various City departments are now involved in ongoing coordination with the project team.

Simultaneously, the Section 106 process has been occurring/progressing. Please see the discussion in Chapter 3-5, Cultural Resources, and Chapter 5, Agency Coordination. In summary, the California SHPO sent a letter concurring with FRA's findings of National Register eligibility and effects on historic and architectural resources but had comments on the information provided on two archaeological resources. The letter was included in Appendix B of the Draft EIR/EIS. A reply letter was sent to the California SHPO on January 13, 2005, by Caltrans on behalf of FRA. It can be found in Chapter 11, Clarifications and Modifications.

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-1 – Acquisitions and Displacements				
<p>Alternative A: Full acquisition of 4 parcels; 3 aerial easements</p> <p>Note that subsequent to the Draft EIR/EIS, one of the parcels on the Alternative A alignment now includes a new two-story warehouse/office building</p>	<p>Potentially Adverse (NEPA)</p> <p>Potentially Significant (CEQA)</p>	<p>Purchases would be at fair market value. Relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, section 6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), and the provisions of the California Relocation Act (Government Code sections 7260-7277).</p>	<p>No additional mitigation measures required</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>
<p>Alternative A-1: Full acquisition of 3 parcels; 1 aerial easement</p>	<p>Potentially Adverse (NEPA)</p> <p>Potentially Significant (CEQA)</p>	<p>See regulatory requirement above.</p>	<p>No additional mitigation measures required</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-2 – Air Quality				
Construction-Period Impacts for Both Build Alternatives	Not Adverse (NEPA) Significant (CEQA)	No regulatory requirements for NEPA. Compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 for control of fugitive dust	To address nitrous oxide pollution, the following measures are proposed: AQ-1: Equipment shall not be allowed to idle for more 10 minutes, AQ-2: Contractors shall be encouraged to use newer equipment AQ-3: Contractors shall be encouraged to use bio-diesel. To address particulate pollution, the following measure is proposed: AQ-4: In addition to compliance with SCAQMD Rule 403, contractors shall be encouraged to use newer equipment AQ-5: Streets will be swept at the end of each day if visible soil is carried onto streets. AQ-6: Wheel washers will be installed where vehicles enter and exit construction sites, or truck wheels will be washed down by hoses for each trip off the site. AQ-7: Non-toxic soil stabilizers will be applied to inactive constructive areas.	Not Adverse (NEPA) Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
<p>Long-Term Impacts for Both Build Alternatives</p> <p>Under CEQA-Carbon Monoxide (CO) and Reactive Organic Gases (ROG) emissions exceed South Coast Air Quality Management District (SCAQMD) daily thresholds.</p>	<p>Not Adverse (NEPA)</p> <p>Significant (CEQA)</p>	<p>Project meets NEPA-required Transportation Conformity</p>	<p>None required under NEPA.</p> <p>None proposed under CEQA- All proposed EPA emission reductions for railroad engines have been incorporated. Project implementation would reduce overall CO and ROG levels compared to No Build.</p>	<p>Not Adverse (NEPA)</p> <p>Significant (CEQA)</p>
Section 3-3 – Biological Resources				
<p>Habitats and Wetlands</p> <p>Both Build Alternatives: No long term adverse (significant) impacts to native plant communities, candidate and sensitive plants and wildlife, wetlands or riparian habitats would result from construction or operation of the proposed project because none are present within the project area.</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>	<p>Although no impacts to biological resources were identified, the proposed project would comply with the requirements of Section 402 of the Clean Water Act and the Migratory Bird Treaty Act to ensure that biological species and habitats are protected.</p>	<p>No additional mitigation measures required. The project would voluntarily comply the City’s Street Tree Division policy to the extent possible, which would minimize any impacts resulting from removal or displacement of any non-native parkway trees during construction.</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>
<p>Nesting Birds</p> <p>Both Build Alternatives: Potential construction-period impacts to nesting birds if present in trees along streets that would need to be removed.</p>	<p>Potentially Adverse (NEPA)</p> <p>Potentially Significant (CEQA)</p>	<p>Compliance with Migratory Bird Treaty Act (if construction involves removal of migratory bird nests during the breeding season) to assure protection to biological species.</p>	<p>Although no impacts to biological resources were identified, if construction occurs during the breeding season, a qualified biologist will investigate any trees to be removed to ascertain whether birds’ nests are present. If nests are present, they will be relocated if possible, or work will need to be managed in the area to avoid disturbing nesting birds.</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-4 – Community Facilities and Services				
<p>Police Protection Services Both Build Alternatives: No long-term impacts. Potential impacts to police protection services during construction from traffic and access disruptions on emergency response time.</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	No regulatory requirements.	<p>Although no adverse (no significant) impacts to police protection services are anticipated, the following measure shall be implemented as part of an overall Traffic Management Program (TMP) to minimize potential construction impacts. PS-1 Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the Amtrak Police, LASD, and LAPD to ensure disruption is minimized and to identify alternative routes for emergency vehicles.</p>	<p>Not Adverse (NEPA) Not Significant (CEQA)</p>
<p>Fire Protection Services Both Build Alternatives: No long-term impacts. Potential impacts to fire protection services during construction from traffic and access disruptions on emergency response time.</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	No regulatory requirements.	<p>Although no adverse (no significant) impacts to fire protection services are anticipated, the following measure shall be implemented as part of an overall Traffic Management Program (TMP) to minimize potential construction impacts: FPS-1 Project engineers shall consult with the City Engineer and the City of Los Angeles Fire Department to ensure adequate access for Fire Department vehicles and equipment. FPS-2 The proposed project shall comply with all applicable codes and regulations administered by the State Architect and State Fire Marshall. FPS-3 Prior to initiation of any construction activities that may interfere with emergency service and access, the construction contractor shall consult and coordinate with the City of Los Angeles Fire Department to ensure disruption is minimized and to identify alternative routes for emergency vehicles.</p>	<p>Not Adverse (NEPA) Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
<p>Pedestrian/Vehicular Access Both Build Alternatives: No long-term impacts. Potential impacts during construction to pedestrian and vehicular access to community facilities during construction.</p>	<p>Not Adverse (NEPA)</p> <p>Potentially Significant (CEQA)</p>	<p>No regulatory requirements.</p>	<p>Please see Section 3-3, Air Quality, and Section 3-12, Noise, for measures to mitigate construction air quality and noise impacts.</p> <p>Temporary access changes are not adverse under NEPA.</p> <p>Although no significant impacts (CEQA) to pedestrian or vehicular access are anticipated, the following measure shall be implemented as part of an overall Traffic Management Program (TMP) to minimize potential construction period impacts.</p> <p>SPS-1 Contractors shall ensure that safe and convenient pedestrian routes to schools are maintained during construction.</p> <p>SPS-2 Entrances to the LAUSD maintenance facility would not be blocked during construction.</p>	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-5 – Cultural Resources				
<p>Archaeological Resources Both Build Alternatives: Potentially significant impacts to two known archeological resources. Potentially significant impacts during construction if unanticipated resources are encountered at Union Station, in U.S. 101 ROW, or other project locations.</p>	<p>Potentially Adverse (NEPA)</p> <p>Potentially Significant (CEQA)</p>	<p>The project will be implemented in accordance with the National Historic Preservation Act and the Native American Graves Protection Act; the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21084.1), including, Section 15064.5 of the CEQA guidelines; Section 7050.5 of the State Health Code.</p>	<p>The following mitigation measures shall apply at Site CA-LAN-1575/H and site AE-UPT-01 and to unanticipated discoveries of archeological resources. These mitigation measures will also be incorporated into a Memorandum of Agreement among the FRA, FHWA, Amtrak, SHPO and the California Department of Transportation.</p> <p>CR-1 Stipulations in the MOA for archaeological resources would address:</p> <ul style="list-style-type: none"> • How and when archaeological resources will be identified and evaluated; • How impacts to significant resources will be minimized; • How significant resources will be treated to mitigate unavoidable impacts; • Who will participate in consultation during the Project; and • How the consultation will be undertaken. <p>CR-2 Prior to construction, FRA and the California Department of Transportation will prepare an archeological testing and evaluation plan that will target areas within the archaeological APE most likely to contain buried cultural resources. A Native American Burial Agreement will be prepared as part of this plan (see CR-5 below). This Burial Agreement will apply to all discoveries of Native American remains made during the Project.</p> <p>In order to achieve Section 106 and CEQA compliance, a combined program of extended archival research and subsurface test excavation (if hazardous materials conditions allow) will be</p>	<p>Not Adverse (NEPA)</p> <p>Less than Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Archaeology, continued			<p>conducted to ensure that the Run-Through Tracks Project will identify and evaluate significant archaeological resources. This program will include site-specific archival research to aid in identifying target areas that may contain potentially important prehistoric, protohistoric, and historical archaeological resources. Archival research would result in a research design and work plan focused on the physical identification of intact subsurface archaeological remains. Prior to construction, Phase II archeological testing will be conducted in areas most likely to contain buried cultural resources.</p> <p>CR-3 If resources are discovered during Phase II testing prior to construction, they will be evaluated for significance with criteria set forth in the testing plan. Initial studies should be directed toward evaluation of site significance per criteria set forth in 36 CFR 60.4 to assess the site's eligibility for inclusion in the NRHP. To achieve this goal, an archaeological testing strategy (if hazardous materials conditions permit) that balances definition of data potentials and realization of those potentials would be used. These investigations would be designed to (1) define the extent, content, integrity, age, occupation units or components, and research potentials of each site, (2) define spatial, temporal and cultural relationships among sites within and near the study area; (3) advance knowledge of local and regional history and prehistory by addressing explicit research questions; (4) assess potential Projects effects if a cultural property proves eligible for the NRHP; and (5) define key parameters (e.g. extent, structure, age, contents, and integrity) of each site sufficiently to define a treatment program.</p>	

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Archaeology, continued			<p>CR-4 If significant archaeological deposits are found during test excavations prior to construction, a mitigation plan will be developed to ensure that important archaeological data are not lost. The mitigation plan will include methods by which prehistoric, protohistoric, and historical archaeological deposits will be avoided or recovered prior to construction. Specific provisions will also be made for the analysis of artifacts, report preparation and dissemination, and curation and disposition of artifacts consistent with the National Park Service Guidelines (36 CFR 49).</p> <p>Impacts to significant finds will be mitigated through a data-recovery program using appropriate archaeological field and laboratory methods (hazardous materials conditions permitting), pursuant to the Secretary of Interior’s Standards and Guidelines (48 FR 44716-44742). Since the Project would involve significant excavation, the Project timeline must accommodate a time prior to Project construction to allow for identification and evaluation of cultural resources, and for full recovery of the significant subsurface resources that would be affected by the Project.</p> <p>Subsequent monitoring following Phase 3 data-recovery may be necessary during construction. As demonstrated on the other urban Los Angeles project some resources may be buried beneath historic surfaces and defy discovery until actual Project construction. Because Native American concerns have been established, additional monitoring may be warranted. This monitoring will follow the procedures outlined in CR-6 below.</p>	

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Archaeology, continued			<p>CR-5 Prior to pre-construction testing, data-recovery and construction, a Native American Burial Agreement to recover and respectfully treat human remains will be developed in accordance with all legal requirements, and in consultation with Project agencies, the SHPO, and a Most Likely Descendant. If human remains are encountered during archaeological excavation or during construction, all excavation or disturbance of the site or any nearby area reasonably suspected to overlie human remains will stop.</p> <p>If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. Construction will halt in the area of the discovery of human remains, the area will be protected, and consultation and treatment will occur as prescribed by law.</p> <p>Cultural Resources Identification, Evaluation and Mitigation During Construction:</p> <p>CR-6 Because additional unrecorded and unanticipated archaeological deposits, and possibly Native American or other human remains, are likely to be encountered during construction, monitoring of construction will occur, unless the presence of hazardous materials precludes monitoring. Native American monitoring will also take place, as requested by interested Native American parties. Prior to construction, a Project Treatment Plan for Historic Properties Discovered During Project Implementation will be prepared as an addendum to</p>	

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Archaeology, continued			<p>the MOA, outlining the process by which the FRA will resolve any adverse effects upon newly discovered historic properties during the implementation of the Union Station Run-Through Tracks Project pursuant to 36 CFR 800.13(a)(2). The Treatment Plan will detail where monitoring will take place, monitoring procedures, and procedures to be followed if cultural resources are discovered.</p> <p>Types of resources likely to be found, the prehistoric and historical archaeological research domains relevant to site significance, research questions, and data requirements will be detailed. The treatment options for each historic property class and detailed procedures for implementing treatment will be spelled out. Procedures for curation of materials recovered during site treatment and report requirements will be addressed. Finally, a Native American Burial Agreement will be prepared as part of this Treatment Plan (see CR-5).</p>	
<p>Historic Properties Both Build Alternatives: No adverse/significant impacts would occur to known historic properties because project changes would not affect character-defining features.</p>	<p>Not Adverse (NEPA)</p> <p>Not significant (CEQA)</p>	National Historic Preservation Act, Section 106.	None required. However, a Memorandum of Agreement will be developed among FRA, California Department of Transportation, Amtrak, the SHPO and to provide mechanisms so that further design development minimizes harm to historic property (i.e. LAUS), primarily through treatment, design review, comment, and design revision.	<p>Not Adverse (NEPA)</p> <p>Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
<p>Paleontological Resources Both Build Alternatives: No long-term impacts. Potentially significant impact if unique paleontological artifacts are encountered during construction</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	<p>No regulatory requirements.</p>	<p>Although no known resources were identified in the area, the following measures shall be implemented during construction:</p> <p>P-1 A qualified paleontologist will monitor pile excavation spoils and surface excavations when the excavations reaching into older deposits (Pleistocene older alluvium or the Fernando Formation) are likely to yield such resources. The depths of sensitive deposits and/or areas of concern in the project area will be identified along the pile locations prior to development of the construction specifications. Monitoring may be reduced if the potentially fossiliferous units are determined upon exposure and examination by a qualified paleontologist to have a low potential to contain fossil resources.</p> <p>P-2 Paleontologic monitors shall be equipped to salvage fossils as they are brought to the surface. Monitors shall be empowered to temporarily halt construction or divert equipment to facilitate removal of larger specimens, if applicable.</p> <p>P-3 Recovered intact specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.</p> <p>P-4 Intact specimens shall be identified and curated into a museum repository with permanent retrievable storage.</p> <p>P-5 A finding report will be prepared with an appended itemized inventory of specimens. The report and inventory would signify completion of the program to mitigate impacts to paleontological resources.</p>	<p>Not Adverse (NEPA) Less than Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-6 – Energy (NEPA Only)				
Fuel Consumption Both Build Alternatives: Construction-period vehicle fuel consumption would not result in an adverse impact to energy resources.	Not Adverse (NEPA) (CEQA does not apply)	Requirements for implementation of regular equipment maintenance are typically contained in Storm Water Pollution Prevention Plans (SWPPPs) (required under Clean Water Act Section 402) Best Management Practices (BMPs).	No additional mitigation measures are required	Not Adverse (NEPA) (CEQA does not apply)
Vehicle Trips Both Build Alternatives: Long term, the project would result in a reduction in vehicle trips, saving 34,428 gallons per day of petroleum fuel.	Beneficial (NEPA) (CEQA does not apply)	No regulatory requirements.	No mitigation measures are required	Beneficial (NEPA) (CEQA does not apply)
Need for New Infrastructure Both Build Alternatives: Additional demand for operations would not require new infrastructure to produce or deliver electricity and gas to the region.	Not Adverse (NEPA) (CEQA does not apply)	The project will incorporate energy conservation features in the design of the station modifications and track control and signal systems that will comply with applicable codes and regulations.	No additional mitigation measures are required	Not Adverse (NEPA) (CEQA does not apply)
Section 3-7 – Executive Orders (NEPA Only)				
Executive Order Conflicts Both Build Alternatives: Construction and operation of the proposed project would not conflict with any Executive Orders.	Not Adverse (NEPA) (CEQA does not apply)	Executive Order 11988, Floodplain Management; Executive Order 11990, Protection of Wetlands; Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations; Executive Order 13112, Invasive Species.	No additional mitigation measures are required	Not Adverse (NEPA) (CEQA does not apply)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-8 – Geologic/Seismic				
Unstable Slopes Both Build Alternatives: Unstable temporary slopes during construction would be a potentially significant impact.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	All earthwork and grading must comply with State of California codes. All excavation and shoring systems would meet the minimum requirements of the Occupational Safety and Health Administration (OSHA) standards.	No additional mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Accelerated Erosion Both Build Alternatives: Accelerated erosion during construction would be a potentially significant impact.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	Erosion control during site construction is regulated and requires application of Best Management Practices. Construction industry standard storm water BMPs are provided in the State of California Storm Water Best Management Practice Handbook, Construction Activity.	No additional mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Contaminated Soil or Groundwater Both Build Alternatives: Excavations for foundation footings and piles may encounter contaminated soils or groundwater, which would result in a potentially adverse (significant) impact.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	If contaminated groundwater or soil were encountered at the site, it would be handled in accordance with applicable state and federal regulations.	No additional mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Subsurface Gas Both Build Alternatives: Excavations for foundation footings and piles may encounter shallow subsurface gas. If shallow subsurface gas is present within the proposed project site, a potentially significant or adverse impact would result.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	OSHA regulations cover potential worker exposure to subsurface gases during construction.	No additional mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
<p>Abandoned Oil Wells Both Build Alternatives: If undocumented abandoned oil wells or dry holes are encountered during excavation or grading activities, a significant or adverse impact would result.</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	<p>The City of Los Angeles and Division of Oil, Gas, and Geothermal Resources (DOGGR) regulate construction activities over or near abandoned wells and dry holes. Wells and dry holes under or in close proximity to construction must be plugged and abandoned in accordance with current DOGGR regulations. By conforming to existing state and city requirements, adverse (under NEPA)/significant (under CEQA) impacts associated with abandoned wells or dry holes are not anticipated.</p>	<p>No additional mitigation measures are required</p>	<p>Not Adverse (NEPA) Not Significant (CEQA)</p>
<p>Settlement or Subsidence Both Build Alternatives: The proposed project would increase loads placed on existing underlying earth materials. Settlement or subsidence caused by additional loads represents a potential adverse (significant) impact</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	<p>No regulatory requirements.</p>	<p>GE-1 During Final Design, project design will evaluate potential subsidence or settlement caused by additional loads from fill and retaining walls, especially when trains are present. Final project design will ensure that site subsidence or settlement does not result in impacts to adjacent structures. In order to evaluate these issues, a final geotechnical report shall be prepared before final design of proposed structures, and recommendations provided in this report shall be implemented, as appropriate.</p>	<p>Not Adverse (NEPA) Not Significant (CEQA)</p>
<p>Section 3-9 – Hazardous Materials</p>				
<p>Exposure to Hazardous Materials Both Build Alternatives: Potentially adverse (significant) impacts from the removal, handling, transport, or disposal of hazardous materials during construction and operation.</p>	<p>Potentially Adverse (NEPA) Potentially Significant (CEQA)</p>	<p>Consultations with the City of Los Angeles Fire Department, State Department of Toxic Substance Control, and Regional Water Quality Control Board, and compliance with stipulated local and state regulations and regulated and/or permitted construction requirements will minimize potential</p>	<p>No additional mitigation measures are required</p>	<p>Not Adverse (NEPA) Not Significant (CEQA)</p>

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Hazardous Materials, continued		<p>for hazardous materials impacts resulting from removal of hazardous materials during construction.</p> <p>A Health and Safety Plan will be developed to guide all construction activities. The health and safety plan will meet the requirements of 29 CFR 1910 and all other applicable federal, state, and local regulations and requirements.</p> <p>Removal of aboveground and underground storage tanks within the proposed project corridor, if present, may be required by the Los Angeles City Fire Department. All procedures for removing tanks, including sampling procedures, must be in accordance with all applicable federal, state, and local regulations.</p> <p>If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center must be notified and clean-up coordinated with environmental agencies.</p> <p>Potential exposure of construction workers to asbestos contaminated materials (ACM) shall be minimized through disclosure of the potential presence of ACM's for demolition and renovation of structures that were constructed prior to 1979. Asbestos sampling surveys shall be conducted on any building material prior to demolition or renovation.</p>		

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Hazardous Materials, continued		<p>Prior to demolition or renovation of buildings or structures that were constructed prior to 1979, the project contractor shall prepare an Operations and Maintenance Plan that meets all applicable federal, state, and local requirements.</p> <p>Potential exposure of construction workers to lead based paint (LBP) shall be minimized through disclosure of the potential presence of LBP for demolition and renovation of structures located within the proposed alignment that were constructed prior to 1979. Prior to any demolition or renovation to be conducted on any painted surfaces at the project site, a LBP survey shall be conducted by the contractor to determine the level of risk posed to construction personnel from exposure to the paints present at the site.</p> <p>Groundwater sampling surveys for contaminants in concentrations above accepted state and federal regulatory levels shall be conducted prior to the commencement of pylon, abutment, and other intrusive construction activities that will be expected to contact groundwater. If a temporary fuel tank is used during construction, it will be stored within a</p>		

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Hazardous Materials, continued		bermed and sealed secondary containment structure. A Spill Prevention Control and Counter Measure (SPCC) plan will be will be prepared and enforced to ensure that any spills are contained and properly disposed of.		
Section 3-10 – Land Use and Planning				
Land Use and Planning Both Build Alternatives: No long-term or short-term adverse (significant) impacts on land use and planning in the project area.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures required	Not Adverse (NEPA) Not Significant (CEQA)
Section 3-11 – Noise and Vibration				
Construction Noise Alternative A: Construction activities could result in potentially adverse (significant) noise impacts.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	Construction of the proposed project would be in voluntary compliance with the requirements of Sections 112.03 and 41.40 of the City of Los Angeles Municipal Code and any variances to the Code issued by the City, which will reduce impacts to not adverse/not significant.	No additional mitigation measures required	Not Adverse (NEPA) Not Significant (CEQA)
Operational Noise Alternative A: Operation of this alternative would result in potentially adverse (significant) noise impacts to a residential loft at 611 Ducommun. Alternative A-1: This alternative is located about 1 block farther north than Alternative A and would not create any noise impacts.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	All Amtrak and Metrolink trains are required to comply with EPA noise standards for locomotives and railroad cars as outlined in 40 CFR Part 201. Note that City of Los Angeles regulations do not apply.	If the Alternative A alignment is selected for implementation, during Final Design a combination of measures, such as noise barriers on the elevated rail structure, and/or sound insulation for the rear side of the building shall be developed.	Not Adverse (NEPA) Less than Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-12 – Railroad Operations (NEPA Only)				
Operations and Schedule Both Build Alternatives: Proposed alternatives would improve station operations and schedule reliability.	Beneficial (NEPA) (CEQA does not apply)	No regulatory requirements.	No mitigation measures are required	Beneficial (NEPA) (CEQA does not apply)
Section 3-13 – Safety and Security (NEPA Only)				
Construction Both Build Alternatives: No adverse (significant) safety and security impacts during construction	Not Adverse (NEPA) (CEQA does not apply)	The Contract Documents and the Contractor’s Site-Specific Safety Plan would be used to create a safe working environment for construction employees and to protect the public from harm.	No additional mitigation measures are required	Not Adverse (NEPA) (CEQA does not apply)
Operation Both Build Alternatives: No long-term adverse (significant) safety and security impacts resulting from operation	Not Adverse (NEPA) (CEQA does not apply)	Future operations would continue to implement FRA rules and regulations for active track transportation of passengers and rail car/engine safety outlined under CFR, Part 216 to 238. The project would also comply with safety regulations and prevention guidelines established under the Amtrak Emergency Action Plan. Both plans would be revised to meet the emergency needs associated with the addition of a run-through track segment, including a special circumstances section as defined by Title 49 CFR, Part 239.	No additional mitigation measures are required	Not Adverse (NEPA) (CEQA does not apply)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-14 – Population, Housing, and Employment				
Residential Displacements Both Build Alternatives: No residential displacements would be required. Thus, no adverse (significant) impact would result.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Business Acquisitions Alternative A: One warehouse, one surface pay parking lot, all or a portion of an automobile impound lot, and all or a portion of a vacant lot would be acquired. The business operations at these would be displaced.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	Purchases would be at fair market value. Relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, section 6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), and the provisions of the California Relocation Act (Government Code sections 7260-7277).	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Business Acquisitions Alternative A-1: Two occupied business locations: 801 Commercial Street and all or part the automobile impound lot at 500 Center Street would be acquired. The business operations at these would be displaced. A vacant lot with no businesses would also be acquired.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	Purchases would be at fair market value. Relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, section 6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), and the provisions of the California Relocation Act (Government Code sections 7260-7277).	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Other Impacts Both Build Alternatives: No long-term access disruptions, neighborhood barriers, unplanned growth, or environmental justice impacts would result.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-15 – Traffic and Transportation				
Vehicle Round Trips Both Build Alternatives: Future operation reduces over 11,000 vehicle round trips per day trip.	Beneficial (NEPA) Beneficial (CEQA)	No regulatory requirements.	No mitigation measures are required	Beneficial (NEPA) Beneficial (CEQA)
Study Intersections Both Build Alternatives: Construction and operation would have minimal effect on study intersections in the vicinity.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required. However, consultation with LADOT will occur to develop a Traffic Management Program, to include traffic detour plans for any street or sidewalk closures that would occur during construction	Not Adverse (NEPA) Not Significant (CEQA)
Bridge Over U.S. 101 Both Build Alternatives: Building the railroad bridge over U.S. 101 could have significant (CEQA) impacts during construction period. Temporary impacts would not be adverse under NEPA.	Not Adverse (NEPA) Potentially Significant (CEQA)	No regulatory requirements.	TR-1 A Traffic Management Program would be developed in consultation with the California Department of Transportation, to include a plan for limited lane closures and traffic detours for U.S. 101	Not Adverse (NEPA) Less than Significant (CEQA)
Relocation of Mail Operations Both Build Alternatives: Relocating Amtrak’s mail and express operations to Redondo Junction would not result in an adverse (significant) impact due to the limited number of trucks affected.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Transportation and Circulation Both Build Alternatives: Positive effect on transportation and circulation at Union Station, with little additional vehicle traffic in the vicinity.	Beneficial (NEPA) Beneficial (CEQA)	No regulatory requirements.	No mitigation measures are required	Beneficial (NEPA) Beneficial (CEQA)
On-Street Parking Alternative A: No loss of on-street parking. Alternative A-1: Loss of 3 on-street parking spaces on Commercial St.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Section 3-16 – Utility Disruptions and Relocations				
Utility Line Relocations Both Build Alternatives: Limited to relocation of lines intersected by the proposed alignments. Service interruptions during the relocations would be temporary and short-term.	Not Adverse (NEPA) Less than Significant (CEQA)	A Utility Relocation Plan would be developed in accordance with policies and practices established by the State, the City of Los Angeles, and the utility companies.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Section 3-17 – Visual Impacts				
Visual Resources Both Build Alternatives: No visual resources would be adversely (significantly) affected.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)

Table ES-1: Summary of Impacts and Mitigation Measures

Potential Environmental Impacts for Build Alternatives	Significance Determination	Actions to Reduce Impacts		Level of Significance after Mitigation
		Regulatory Requirements	Proposed Mitigation Measures	
Section 3-18 – Hydrology and Water				
Existing Drainage Patterns Both Build Alternatives: Would not substantially alter existing drainage patterns and would not increase flows.	Not Adverse (NEPA) Not Significant (CEQA)	No regulatory requirements.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
Erosion and Water Quality Both Build Alternatives: Potential temporary increases in erosion and degradation of water quality during construction.	Potentially Adverse (NEPA) Potentially Significant (CEQA)	Clean Water Act. A NPDES General Permit with construction BMPs would be obtained per Water Quality Order 99-08-DWQ. A Los Angeles County Municipal Storm Water permit with operational BMPs would also be obtained.	No mitigation measures are required	Not Adverse (NEPA) Not Significant (CEQA)
100-Year Floodplain Both Build Alternatives: Not within a 100-year floodplain.	Not Adverse (NEPA) Not Significant (CEQA)	Executive Order 11988, Floodplain Management	No mitigation measures are required.	Not Adverse (NEPA) Not Significant (CEQA)

ES-5.1 Agency Approvals and Permits

The following agencies may use the EIR/EIS in the event that permits or discretionary approvals from these agencies are required for the proposed project:

California Department of Fish & Game
California Department of Toxic Substances Control
California Department of Transportation
California Public Utilities Commission
California Transportation Commission
City of Los Angeles, all departments and authorities
County of Los Angeles, all departments and authorities
Los Angeles County Metropolitan Transportation Authority
Los Angeles Regional Water Quality Control Board
South Coast Air Quality Management District
Southern California Regional Rail Authority
U.S. Army Corps of Engineers.

ES-5.2 Intended Use of an EIR

Under CEQA, the EIR and the information contained herein will be used by the California Department of Transportation, as the Lead Agency, in deciding whether, or under what conditions, to approve the proposed project. The information in this EIR will also be used by other agencies that have a responsibility under CEQA, which may include issues related to this project.

CEQA Responsible Agencies:

California Department of Fish & Game
California Department of Toxic Substances Control
California Public Utilities Commission
California Transportation Commission
City of Los Angeles, all departments and boards
County of Los Angeles, all departments and boards
Los Angeles County Metropolitan Transportation Authority
Los Angeles Regional Water Quality Control Board
South Coast Air Quality Management District
Southern California Regional Rail Authority.

ES-6 PUBLIC INVOLVEMENT AND COMMENT

Please see Chapter 7, Public Outreach, for a complete discussion of public outreach efforts.

ES-6.1 Scoping Meeting Notifications

Notice of the two public Scoping workshops were provided by:

- posting the NOI in the Federal Register
- filing the NOP with the State Clearinghouse and Los Angeles County Clerk
- mailing the NOP to responsible and trustee public agencies
- publishing notices of the Scoping meeting in newspapers of general circulation
- publishing notices of the Scoping meeting in non-English newspapers (Japanese, Spanish and Mandarin Chinese.)
- mailing the NOP to organizations and individuals known or assumed to be interested in the proposed project
- mailing the NOP or Scoping Notice to residents, businesses and institutions in the study area

ES-6.2 Community Meetings

Community meetings have been held to apprise particular interest groups about the proposed project and to provide information on the development of alternatives. Prior to each community meeting, the project team placed newspaper advertisements in the abovementioned newspapers. Advertisements generally ran 2 to 3 weeks prior to the meeting date. Mailings were made to all addresses within the study area, as well as postcard notifications to individuals previously listed in the project database. At each meeting, attendees were added to the project database so that they would receive future notifications. The community meetings included:

- October 9, 2002 – Progress Briefing No. 1. This update meeting presented the project description, purpose and need; an introduction and explanation of the alternative analysis and screening process; information regarding proposed modifications to Los Angeles Union Station; a multimedia modeling presentation; the project schedule; the environmental process description; and information regarding the project’s next steps.
- January 28, 2003 – Little Tokyo Neighborhood Council. This meeting presented the same information as Progress Briefing No. 1.
- January 29, 2003 – Los Angeles River Arts and Business Association. This meeting presented the same information as Progress Briefing No. 1.
- March 5, 2003 – Progress Briefing No. 2. In addition to the newspaper notices, certified letters were sent to those who lived or own property within 5 miles of the project area. Three days prior to the meeting, reminders were sent via electronic mail to those listed in the project database. This meeting presented the results of the screening process; recommended Alignment A; proposed station modifications; preliminary cost estimates for the project; and an overall project timeline. The alignment evaluation matrix was presented, detailing how the screening criteria were applied to result in an alignment recommendation.

- April 9, 2003 – William Mead Homes. Residents of this public housing property were presented the same information as Progress Briefing No. 2.

Website: A project website www.runthroughtracks.org, became available for public access in May 2002. The website has been accessed by the community over 10,000 times.

ES-6.3 Draft EIR/EIS Public Meetings

~~The next round of public meetings will occur during the 45-day circulation period of the Draft EIR/EIS. Notification of the availability of the Draft EIR/EIS and public information workshops/public hearings will follow the same procedures previously used:~~

- ~~• newspaper advertisements in 4 local newspapers,~~
- ~~• mailings to all parties in the project database, and~~
- ~~• posting of the meeting notice on the project website.~~

~~In addition to placement in area libraries, the DEIS/DEIR will be available for downloading from the project website.~~

~~The public hearing will be held on October 13, 2004, from 4 p.m. to 8 p.m. at the MTA Building, 1 Gateway Plaza, 3rd Floor Conference Room, Los Angeles, CA, 90012.~~

The NEPA public review period began with the publication of the Notice of Availability in the Federal Register on Friday, September 10, 2004. The CEQA public review period began with the posting of the Notice of Availability at the Los Angeles County Clerk on September 3, 2004, and the receipt of the Notice of Completion at the State of California, Governor's Office of Planning and Research, State Clearinghouse, on Friday, September 9, 2004.

Newspaper advertisements noticing the public hearing and the availability of the Draft EIR/EIS were published on two separate occasions in the following five newspapers: *Downtown News*, *Rafu Shimpo*, *Chinese Daily News*, *La Opinion*, *Los Angeles Times*. The first printing occurred within all five of the above newspapers between the dates of September 6 and 10, 2004. It announced the proposed project and the beginning of the public review period. The second printing occurred between October 4 and 8, 2004. It reminded the public of the upcoming public hearing.

ES-6.3.1 Availability of the Draft EIR/EIS

Copies of the document were mailed to responsible and trustee agencies and to those who had previously requested a copy of the document. An electronic copy of the document was placed on the project website, www.runthroughtracks.org, and physical copies of the document were placed in the following locations:

- Benjamin Franklin Library, 2200 E. 1st Street, Los Angeles, CA, 90033
- Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA, 90012

- Los Angeles Public Library Science Department, 630 W. 5th Street, Los Angeles, CA, 90071
- Little Tokyo Library, 244 S. Alameda Street, Los Angeles, CA, 90012
- California Department of Transportation, 120 Spring Street, Los Angeles, CA 90012.

Any property owner who would be potentially affected by the proposed project was notified of this via posting of the Notice of Availability at the Los Angeles County Clerk, the newspaper advertising, and the mailing distribution of the Draft EIR/EIS. Personal delivery of the document (by the public outreach consultant) to any businesses that would directly be affected by the proposed project occurred on October 6, 2004. Specifically, four complete sets of documents were hand delivered to the Los Angeles Police Department, Property Division; Viertel's Automotive Service; Mrs. Friday's-Fishing Processors, Inc.; and B & Z Investments, Inc.

All persons on the project mailing list received Notice of Availability of the Draft EIR/EIS. The project mailing list was developed over the course of the project and includes persons notified of or responding to scoping, attendees at public information meetings, and those who asked to be added to the mailing list via the project website or other correspondence. (See Table 7-1, Draft EIR/EIS Distribution List, and Table 27-2, Draft EIR/EIS Notice of Availability Distribution List.)

ES-6.3.2 Commenting on the Draft EIR/EIS

Comments on the Draft EIR/EIS were accepted via the project website; in writing via fax, email or mail; by phone; and at the public hearing (oral and written). The FRA and the Department held a public hearing near the project location. It was on October 13, 2004, from 4 p.m. to 8 p.m. at the MTA Building, 1 Gateway Plaza, 3rd Floor Conference Room, Los Angeles, CA, 90012.

The close of the comment period was close of business on October 25, 2004.

Comments were submitted in the following manner:

- in writing, mailed to the persons named below;
- in writing at the public hearing;
- to a court reporter at the public hearing;
- via email at the project Internet website, www.runthroughtracks.org;

Comments were addressed to either (or both) of the following persons:

- David Valenstein, Federal Railroad Administration, 1120 Vermont St. NW, MS-20, Washington, D.C. 20590.
- Gary Iverson, California Department of Transportation District 7, 120 Spring Street, Los Angeles, CA 90012.

All comments received were considered, and responses to substantive comments were addressed in Chapter 12, Comments and Responses. Chapter 11, Clarifications and Modifications, indicates where corresponding edits or corrections to the Draft EIR/EIS were made in response to the comments received.

ES-7 MATTERS REQUIRED UNDER CEQA

ES-7.1 Areas of Controversy

Comments received during the course of scoping were focused on:

- How potential alignments would affect individual properties and business operations in the study area.
- How potential alignments would interface with, and avoid conflict with, the MTA Eastside LRT Extension project.

To address these concerns, numerous potential alignments were developed and assessed in an Alternatives Analysis process, as outlined in Section ES-3.1 above.

During the agency and public comment period for the Draft EIR/EIS, comments focused on the following issues:

- Determining the impact of the alignment of Alternative A on a site within that alignment that was approved for development subsequent to completion of the analysis reported in the Draft EIR/EIS. This concern was addressed by selection of Alternative A-1 as the Locally Preferred Alternative, since the Alternative A-1 alignment would avoid the property on which construction of the new business was approved by the City of Los Angeles.
- Ensuring the assimilation of proposed changes at Union Station with the operation of the station and the south end of the proposed new “S-curve” tracks into the mainline tracks, respectively. These issues were addressed by the conceptual designs presented in the Draft EIR/EIS. Responses to address specific comments are shown in Chapter 12.
- Clarifying air quality assumptions, impacts, and mitigation measures. These issues were largely addressed in the air quality impact analysis in the Draft EIR/EIS. Responses to address specific comments are shown in Chapter 12. Mitigation measures have been edited to include some of the suggested measures by the commenting agencies. The results of the edited measures do not change the analysis of the significance of impacts after mitigation that was stated in the Draft EIR/EIS: Under CEQA, there would still be significant air quality impacts during the construction period and long term.
- Avoiding impacts to local streets, especially a potential realignment of Commercial Street reported in the Draft EIR/EIS for Alternative A-1. The response to comment in Chapter 12 indicates that the initial design could be refined during subsequent design phases to perhaps avoid the need for realignment. Under the initial design, there was no reported

change in Level of Service (LOS) at nearby street intersections; a potential design revision would also not be expected to result in a change in LOS.

ES-7.2 Issues to Be Resolved

The California Department of Transportation will need to complete the following actions to complete the CEQA process:

1. Issuance of the Final EIR/EIS to all agencies and persons that provided comments on the Draft EIR/EIS.
2. Certification of the EIR
3. Approval of a project, to include (a) consideration of environmental impacts, (b) conditions under which the project is approved, (c) adoption of statements of finding and of overriding considerations, (d) adoption of a mitigation and monitoring reporting programs, and (e) filing Notices of Completion and Notice of Determination. The project to be approved is assumed to be Alternative A-1 or a variation of Alternative A-1.

Other matters to be resolved are:

- (a) identification of funds to refine/complete design for acquisition of property and displacement of businesses and for construction;
- (b) (b) ongoing consultation with Catellus Corporation (owner of Union Station), the Southern California Regional Rail Authority (operator of the commuter rail service within Union Station), Amtrak (operator of the intracity rail service within Union Station), Los Angeles Metropolitan Transportation Authority (owner of the SCRRA mainline tracks), and the BNSF Railway Company (operator of the freight service over the SCRRA mainline tracks and adjoining tracks) regarding the aforementioned design process; and
- (c) consultation with the State Historic Preservation Officer to develop a Memorandum of Agreement to include proposed mitigation measures for archeological resources and ensure that the design process does not have an adverse effect on Union Station .