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**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 20, 2010  
MEASURE R PROJECT DELIVERY COMMITTEE  
JANUARY 21, 2010**

**SUBJECT: CRENSHAW TRANSIT CORRIDOR PROJECT - IMPLEMENTATION PLAN**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file the Implementation Plan (Attachment A) to obtain a Record of Decision (ROD) from the Federal Transit Administration (FTA) for the Crenshaw Transit Corridor project in Spring 2011.

**ISSUE**

At its December 10, 2009 meeting, the Board adopted the Light Rail Transit (LRT) Alternative as the Locally Preferred Alternative (LPA) for the Crenshaw Transit Corridor project. The LPA follows Crenshaw Boulevard south from Exposition/Crenshaw to the Harbor Subdivision and then to the Harbor Subdivision for a connection at the Metro Green Line Aviation/LAX station near Aviation Boulevard and Imperial Highway. The LPA includes seven stations, extends for 8.5 miles and includes at-grade, aerial, and below-grade sections (Attachment B).

Over the next year, we will complete the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) and Advanced Conceptual Engineering (ACE)/Preliminary Engineering (PE) on the LPA and the following three Design Options not included in the LPA:

- Design Option 3: Centinela grade separation
- Design Option 5: Additional Crenshaw/Vernon Station
- Design Option 6: Exposition/Crenshaw grade separation

We will also identify and environmentally clear maintenance facility locations as well as perform a feasibility study to examine a below-grade alignment along Crenshaw Boulevard between 48<sup>th</sup> and 59<sup>th</sup> Street as directed by the Board.

This Board report outlines the sequence of steps, timeframe and schedule for the project to obtain a ROD; discusses factors that could affect the schedule; and highlights milestones for planned community and stakeholder participation/coordination to complete the Final EIS/EIR and ACE/PE in anticipation of returning to the Board in 2011 to certify the Final EIS/EIR.

## **DISCUSSION**

The project schedule will cover a 10-14 month period. The environmental contractor team currently working on the project will continue to prepare the Final EIS/EIR in coordination with the design contractor team. During this process, the project team consisting of representatives from our Construction and Rail Operations Departments, as well as support departments such as Real Estate, will continue to meet to address issues to complete the environmental process and engineering to advance the project into the next phase. There are a number of tasks and activities that need to be performed to complete the Final EIS/EIR and engineering. These activities include: refinements to the LPA, responding to comments received from stakeholders during the public comment period for the DEIS/DEIR, identifying and performing the environmental analysis on maintenance facility locations and performing more detailed engineering (ACE/PE) and refinement on the LPA and design options, as well as continued coordination with outside agencies and public outreach.

### **Activities During FEIS/FEIR Phase**

#### ***Refinement of the LPA***

The refinement of the LPA involves two general activities: (1) coordination with stakeholders and partner agencies; and (2) ACE/PE design.

#### ***Stakeholder Coordination***

During the next several months, we will coordinate with stakeholders and partner agencies (such as the redevelopment, planning and transportation/public works departments of the Cities of Los Angeles, Inglewood, and El Segundo, and agencies such as Los Angeles World Airports) to gather information necessary for more detailed design, to explore strategies to resolve issues and concerns, and to advance consensus on project elements. We will also coordinate with the California Public Utilities Commission (CPUC) on regulatory approval of grade crossings and rulings related to two grade separations options.

#### ***Advanced Conceptual Engineering/Preliminary Engineering***

ACE/PE designs will be developed for the LPA in order to respond to comments raised during the circulation of the Draft EIS/EIR, to refine the scope of environmental impacts, and to develop more detailed cost estimates. Elements requiring further design detail include the location of stations, the scope and size of station facilities and amenities,

horizontal alignment and right-of-way requirements, vertical alignment and grade, treatments at grade crossings/grade separations, provisions for linkage to adjacent communities, and the project's maintenance facility.

Three specific activities to support the refinement of the LPA are highlighted:

#### *Maintenance Facility*

Part of the refinement of the LPA involves a supplementary review of additional maintenance facility sites. With the Board adoption of the LPA, the two previously identified locations for the project's maintenance facility were eliminated from further consideration. We will now need to identify alternate locations and analyze characteristics such as traffic impacts, displacements, noise, and air quality impacts, as well as capital costs (including construction and real estate). This analysis may also require re-circulation of the portion of the DEIR related to maintenance facilities to satisfy requirements of California Environmental Quality Act (CEQA).

We will create a project Technical Advisory Committee (TAC) composed of corridor local agency representatives and conduct targeted community meetings on the various alternate potential sites.

#### *Negotiations with BNSF*

We will continue discussions with the BNSF Railway to determine the long-term requirements for freight operations within the corridor and the physical requirements for design of LRT tracks along the Harbor Subdivision. We will also be exploring the possibility of suspending rail traffic during the construction period in order to reduce construction costs and the possibility of abandonment of operating rights. Negotiations and discussions will take place early in order to be incorporated into the project's design.

#### *Regulatory Consultation*

Additional design efforts as well as approval from relevant regulatory agencies such as CPUC are required in order to determine if the additional design options (Centinela and Exposition/Crenshaw grade separations) being considered in the FEIS/FEIR should be included in the definition of the project and to determine additional detail on design features and construction methods.

#### ***Preparation of FEIS/FEIR Document***

The Contractor team will revise the DEIS/DEIR to reflect any changes in project definition and elements as a result of ACE, and responses to comments from the public and agencies received during the circulation of the DEIS/DEIR and comments received. This includes updates to all DEIS/DEIR chapters as needed for the FEIS/FEIR.

### ***Community Participation***

Throughout this phase of the project, especially during the refinement of the LPA, we will continue to conduct community outreach that includes a series of Working Group meetings and stakeholder briefings as it relates to decisions on key project features, potential maintenance facility sites, and responses to DEIS/DEIR comments.

### ***Feasibility Study of Below Grade Alignment Between 48<sup>th</sup> and 59<sup>th</sup> Streets***

With the adoption of the LPA, the Board directed that we complete a feasibility study of constructing this project segment below grade and to return in six months with the results of the study. The study will include examining physical feasibility and construction requirements, estimated costs and schedule impacts, and a general summary of environmental impacts.

### **Schedule**

Work on the FEIS/FEIR and ACE will be initiated and completed in 2011. Attachment A contains the Implementation Plan to meet these dates.

### ***Factors Affecting the Schedule***

There are several factors that could potentially affect the project schedule. The completion of the Final EIS/EIR may be altered at any time by new information, coordination issues with partner agencies, further design refinements based on public comments or more technical analysis, including any specific mitigations required to be incorporated into the FEIS/FEIR. Other areas of risks may include delays in identifying and analyzing potential maintenance facility sites and continued negotiations with BNSF related to the Harbor Subdivision right-of-way. The at-grade sections of Crenshaw Boulevard may require additional coordination or certain work elements be performed as required by regulatory agencies and the local jurisdictions. We will work to minimize these risks to assure schedule adherence.

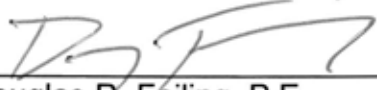
### **NEXT STEPS**

Work has commenced on the preparation of the FEIS/FEIR and ACE/PE. Maintenance sites have been potentially identified and the environmental analysis will be initiated on these locations. We also will execute amendments to Contract PS-4330-1968 (Planning, Environmental Analysis), Contract PS-4330-1969 (Community Outreach), and Contract E0117 (ACE/PE) to complete the feasibility study which we anticipate will be brought to the Board in June 2010 for further direction. We anticipate returning to the Board in early 2011 to certify the Final EIS/EIR and to file a Record of Decision with FTA and a Notice of Determination with the State of California. As the FEIS/FEIR and the ACE/PE tasks progress, we will provide periodic updates to the Board.

**ATTACHMENT**

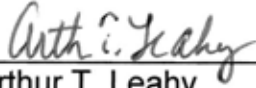
- A. Crenshaw Transit Corridor Project Implementation Schedule
- B. Locally Preferred Alternative Map

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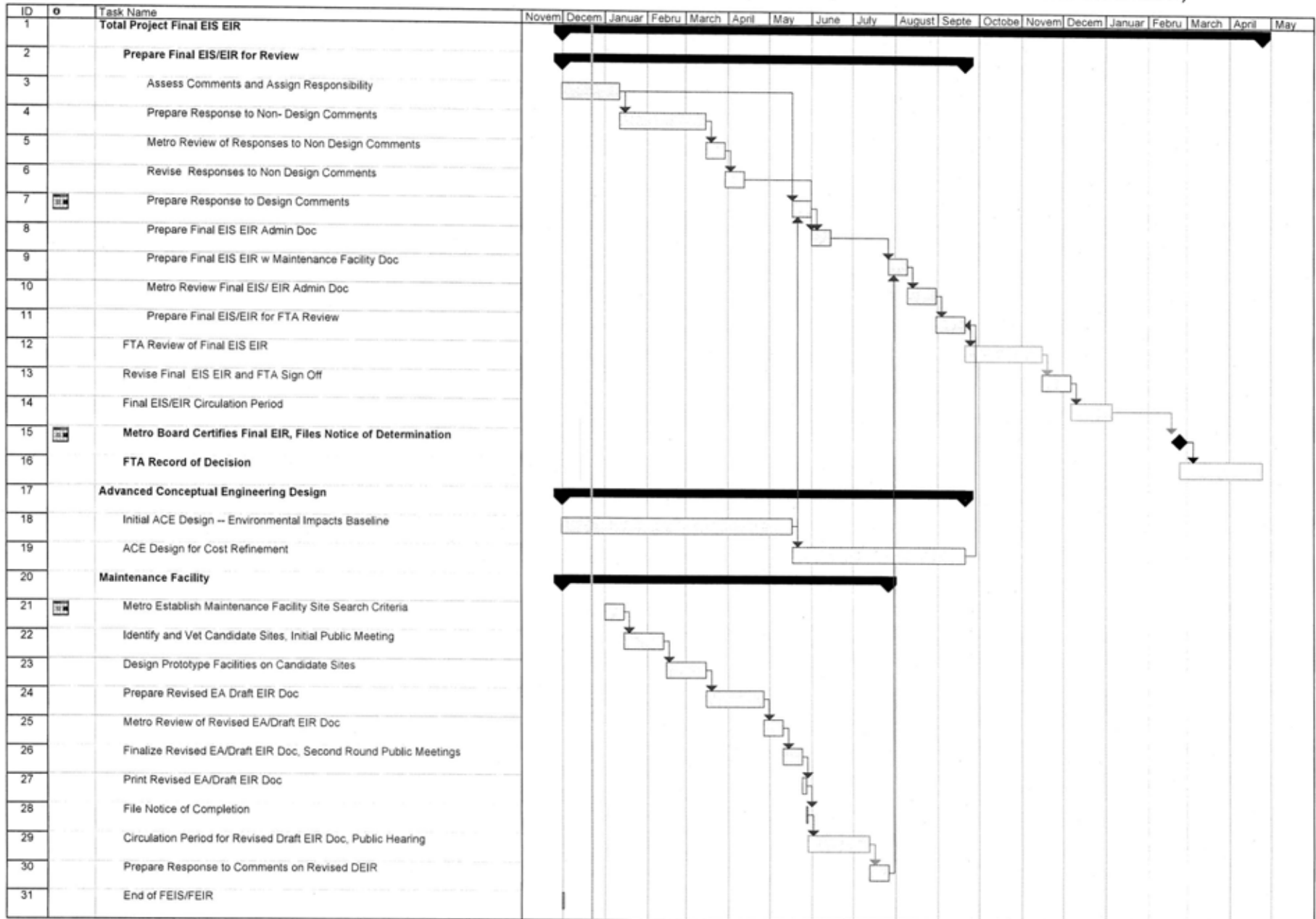
Douglas R. Failing, P.E.  
Acting Chief Planning Officer



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Arthur T. Leahy  
Chief Executive Officer

## Attachment A Crenshaw Transit Corridor Project Implementation Schedule (for Completion of Environmental Clearance)



Crenshaw Transit Corridor Project Locally Preferred Alternative Map

