

Attachment B

Correspondence, Oral Testimony, and Public Hearing Transcripts

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



July 6, 2012

Robert Ball, Project Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-13-1
Los Angeles, California 90012-2952

Dear Mr. Ball:

This is in response to your request for comments on Notice of Availability, Availability of the Supplemental Environmental Assessment (EA) for Crenshaw/LAX Transit Corridor Project.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043), Maps revised September 26, 2008. Please note that the County of Los Angeles, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Robert Ball, Project Manager

Page 2

July 6, 2012

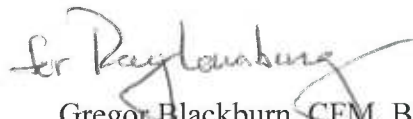
- All buildings constructed within a coastal high hazard area, (any of the “V” Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA’s Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community’s floodplain manager for more information on local floodplain management building requirements. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

George De La O, Senior Civil Engineer, Los Angeles County

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office

Michael Hornick, NFIP Planner, CFM, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE conservation.ca.gov

October 30, 2009

Mr. Roderick Diaz
Los Angeles County Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

Subject: Draft Environmental Impact Report for the Crenshaw Transit Corridor
Project, SCH# 2007091148

Dear Mr. Diaz:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Draft Environmental Impact Report for the Crenshaw Transit Corridor Project. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project is located within the administrative boundaries of the El Segundo, Potrero, Inglewood, and La Cienegas oil fields. There are numerous active, idle, plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Mr. Roderick Diaz, Los Angeles County Transportation Authority

October 30, 2009

Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Draft Environmental Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

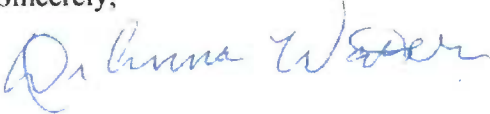
cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento

Mr. Robert Ball
July 31, 2012
Page 2 of 2

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 120730AL.

Sincerely,

A handwritten signature in blue ink that reads "Dianna Watson". The signature is written in a cursive style with a large initial "D".

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: de_nahc@pacbell.net



July 26 2012

Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office

Federal Transit Administration

888 S. Figueroa, Suite 1850
Los Angeles, CA 90017



Re: SCH#2007091148; NEPA Notice; draft Environmental Assessment (EA), pursuant to 36 CFR Part 800, Protection of Historic Properties (NHPA Section 106; 16 U.S.C. 470 et seq) for the "Crenshaw/LAX Transit Corridor Project;" located in Los Angeles County, California.

Dear Mr. Tellis:

The Native American Heritage Commission (NAHC) is the California State 'Trustee Agency' pursuant to Public Resources Code §21070 for the protection of California's Native American Cultural Resources. The NAHC is also a 'reviewing agency' for environmental documents prepared under the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 *et seq*), 36 CFR Part 800.3, .5 and are subject to the Tribal and interested Native American consultation as required by the National Historic Preservation Act, as amended (Section 106) (16 U.S.C. 470; Section 106, [4f], 110 [f] [k], 304). The provisions of the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001-3013) and its implementation (43 CFR Part 10.2), and California Government Code §27491 may apply to this project if Native American human remains are inadvertently discovered.

The NAHC is of the opinion that the federal standards, pursuant to the above-referenced Acts and the Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) are similar to and in many cases more stringent with regard to the 'significance' of historic, including Native American items, and archaeological, including Native American items at least equal to the California Environmental Quality Act (CEQA.). In most cases, federal environmental policy require that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Statement (EIS).

The NAHC did conduct a Sacred Lands File (SLF) search of its Inventory and Native American cultural resources were not identified in the area you specified. Early and quality consultation with the Native American representatives on the attached list may provide detailed information of sites with which they are aware. Also note that the absence of archaeological resources does not preclude their existence, particularly at the subsurface level.

The NAHC Sacred Lands File Inventory of the Native American Heritage Commission is established by the California Legislature pursuant to California Public Resources Code §§5097.94(a) and 5097.96. The NAHC Sacred Lands Inventory is populated by submission to the data by Native American tribes and Native American elders. In this way it differs from the California and National Register of Historic Places under the jurisdiction of the U.S. Secretary of the Interior.

The NAHC, pursuant to Appendix B of the Guidelines to the California Environmental

Quality Act (CEQA) is designated as the agency with expertise in the areas of issues of cultural significance to California Native American communities. Also, in the 1985 California Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites.

Culturally affiliated tribes are to be consulted to determine possible project impacts pursuant to the National Historic Preservation Act, as amended. Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. The NAHC recommends as part of 'due diligence', that you also contact the nearest Information Center of the California Historical Resources Information System (CHRIS) of the State Historic Preservation Office (SHPO) for other possible recorded sites in or near the APE (contact the Office of Historic Preservation at 916-445-7000).

Attached is a list of Native American contacts is attached to assist you pursuant to Section 800.2(c)(1)(i) and Section 800.2(c)(2); they may have knowledge of cultural resources in the project area. It is advisable to contact the persons listed and seek to establish a 'trust' relationship with them; if they cannot supply you with specific information about the impact on cultural resources, they may be able to refer you to another tribe or person knowledgeable of the cultural resources in or near the affected project area.

Lead agencies should consider avoidance, in the case of cultural resources that are discovered. A tribe or Native American individual may be the only source of information about a cultural resource; this is consistent with the NHPA (16 U.S.C. 470 *et seq* Sections. 106, 110, and 304) Section 106 Guidelines amended in 2009. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful

NEPA regulations provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Even though a discovery may be in federal property, California Government Code §27460 should be followed in the event of an accidental discovery of human remains during any groundbreaking activity; in such cases California Government Code §27491 and California Health & Safety Code §7050.5 will apply and construction cease in the affected area.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton

Attach: Native American Contacts list

Native American Contact
Los Angeles County
July 26, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007091148; NEPA Notice; draft Environmental Assessment (EA) for the Crenshaw/LAX Corridor Project; located in Los Angeles County, California.

Native American Contact
Los Angeles County
July 26, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007091148; NEPA Notice; draft Environmental Assessment (EA) for the Crenshaw/LAX Corridor Project; located in Los Angeles County, California.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



July 31, 2012

Ray Tellis
Federal Transit Administration
888 S. Figueroa Street, Suite 1850
Los Angeles, CA 90017

Dear Mr. Tellis:

Re: SCH 2007091148; Crenshaw/LAX Transit Corridor Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal (NOC) - Environmental Assessment (EA)* for the Crenshaw/LAX Transit Corridor from the State Clearinghouse.

According to the NOC, the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) propose design refinements to the project previously described in the 2009 Final Environmental Impact Report (FEIR), including:

- Revised design and relocation of the optional below-grade light-rail transit (LRT) station at Crenshaw Boulevard/Vernon Avenue from the southeast corner to the northwest corner;
- Relocation of the optional at-grade Aviation /Manchester Station to Florence and Hindry (renamed as the Florence/Hindry Station);
- Shift of portions of the LRT alignment into the former Burlington Northern Santa Fe (BNSF) railroad right-of-way (ROW) to reduce the ROW acquisitions required for the project; and
- Street, driveway, and sidewalk modifications and pedestrian crossing improvements, including a midblock pedestrian crossing of the LRT tracks between Eucalyptus and Inglewood Avenues.

RCES has been in discussion and agreement with the LACMTA on these modifications, with the exception of the proposed midblock pedestrian crossing of the LTR tracks between Eucalyptus and Inglewood. Please continue to keep RCES informed of the project's development and the LACMTA should work out the final decision on the midblock pedestrian crossing with the RCES.

If you have any questions, please contact Jose Pereyra at 213-576-7083 or email at jfp@cpuc.ca.gov, or myself at 213-576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rosa Muñoz'.

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

CC: State Clearinghouse
Roderick Diaz, Los Angeles County Metropolitan Transportation Authority



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 3, 2012



Ray Tellis
Federal Transit Administration
888 S. Figueroa, Suite 1850
Los Angeles, CA 90017

Subject: Crenshaw/LAX Transit Corridor Project
SCH#: 2007091148

Dear Ray Tellis:

The State Clearinghouse submitted the above named Environmental Assessment to selected state agencies for review. The review period closed on August 2, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse



EDMUND G. BROWN JR.
GOVERNOR

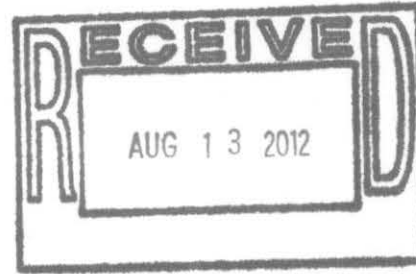
STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 3, 2012

Ray Tellis
Federal Transit Administration
888 S. Figueroa, Suite 1850
Los Angeles, CA 90017



Subject: Crenshaw/LAX Transit Corridor Project
SCH#: 2007091148

Dear Ray Tellis:

The enclosed comment (s) on your Environmental Assessment was (were) received by the State Clearinghouse after the end of the state review period, which closed on August 2, 2012. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007091148) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



8/2/12
 [Handwritten initials]

July 26 2012

Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office

Federal Transit Administration

888 S. Figueroa, Suite 1850
 Los Angeles, CA 90017

RECEIVED

AUG 03 2012

STATE CLEARING HOUSE

Re: SCH#2007091148; NEPA Notice; draft Environmental Assessment (EA), pursuant to 36 CFR Part 800, Protection of Historic Properties (NHPA Section 106; 16 U.S.C. 470 et seq) for the "Crenshaw/LAX Transit Corridor Project;" located in Los Angeles County, California.

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The NAHC is of the opinion that the federal standards, pursuant to the above-referenced Acts and the Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) are similar to and in many cases more stringent with regard to the 'significance' of historic, including Native American items, and archaeological, including Native American items at least equal to the California Environmental Quality Act (CEQA.). In most cases, federal environmental policy require that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Statement (EIS).

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The NAHC, pursuant to Appendix B of the Guidelines to the California Environmental

Quality Act (CEQA) is designated as the agency with expertise in the areas of issues of cultural significance to California Native American communities. Also, in the 1985 California Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites.

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Lead agencies should consider avoidance, in the case of cultural resources that are discovered. A tribe or Native American individual may be the only source of information about a cultural resource; this is consistent with the NHPA (16 U.S.C. 470 *et seq* Sections. 106, 110, and 304) Section 106 Guidelines amended in 2009. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful

NEPA regulations provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Even though a discovery may be in federal property, California Government Code §27460 should be followed in the event of an accidental discovery of human remains during any groundbreaking activity; in such cases California Government Code §27491 and California Health & Safety Code §7050.5 will apply and construction cease in the affected area.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton

Attach: Native American Contacts list

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-9140

FAX: (213) 897-1337

*Flex your power!
Be energy efficient!*

July 31, 2012

8/2/12
late
c

Mr. Robert Ball, Project Director
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, Mail Stop 99-13-1
Los Angeles, CA 90012-2952

IGR/CEQA No. 120730AL-EA
Ref. IGR/CEQA No. 090916AL, DEIR
Crenshaw/LAX Transit Corridor Project
Vic. LA-10, LA-405, LA-105
SCH #: 2007091148

Dear Mr. Ball:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes modifications and refinements to the design of the Crenshaw/LAX Transit Corridor Project in the Count of Los Angeles, California.

A supplemental traffic study may be necessary if relocation of the stations will have traffic impact to the freeway off-ramps. A brief discussion about trip distribution to/from the off-ramps and traffic impacts should be disclosed.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods. In addition, a truck/traffic construction management plan is needed for this project.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 120730AL.

Sincerely,

A handwritten signature in cursive script that reads "Dianna Watson". The signature is written in dark ink and is positioned above the printed name.

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



County of Los Angeles

Regional Planning Commission

Airport Land Use Commission

Commissioners

Curt Pedersen, *Chair*
David W. Louie, *Vice Chair*
Esther L. Valadez
Harold V. Helsley
Pat Modugno

July 30, 2012

Robert Ball, Project Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-13-1
Los Angeles, CA 90012-2952

Dear Mr. Ball,

SUBJECT: AVAILABILITY OF THE SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (EA) FOR THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the Crenshaw/LAX Transit Corridor Project. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the documents and has the following comments.

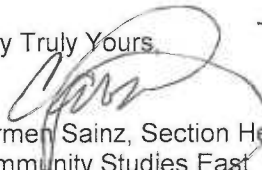
In accordance with the Public Utilities Code (PUC), Section 21676, the Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (ALUP) for certain land use actions within the established airport influence area for each public-use airport in the county. The type of project requiring ALUC review includes any off airport, nonaviation use of land within an airport's runway protection zone.

The Supplemental Environmental Assessment evaluates the shift in alignment of the transit line to the Burlington Santa Fe Railroad former right of way. This project involves the removal and replacement of the current bridge over the intersection of Century Boulevard and Aviation Boulevard. The intersection is 1,140 north of the Runway Protection Zone boundary for the southern runway at LAX. Potential construction impacts include dust and smoke from trucks and construction equipment and possible flashes of light from construction operations that could interfere with safe air navigation. The implementation of mitigation measures CON 4 through CON 15 address the potential dust and other air pollutants to a level that is not adverse to the environment and should be adhered to at all times during construction phase of the project.

Pursuant to the above PUC provision, the Los Angeles County Metropolitan Transportation Authority, as lead agency for the project, is not required to submit this project to the ALUC for review.

If you have any questions in this regard, please call David McDonald at (213) 974-6425, Monday through Thursday between 7:30 a.m. and 5:30 p.m. We are closed on Fridays.

Very Truly Yours


Carmen Sainz, Section Head
Community Studies East

CS: DM

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie Ruiz
Secretary to the Commission



Lenny D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

4700 Ramona Boulevard
Monterey Park, California 91754-2169



July 27, 2012

Robert Ball, Project Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-13-1
Los Angeles, California 90012-2952

Dear Mr. Ball:

**REVIEW COMMENTS
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
CRENSHAW/LAX TRANSIT CORRIDOR PROJECT (SCH NO. 2007091148)**

This letter is transmitted in response to your Notice of Availability of the Supplemental Environmental Assessment (EA), dated July 2012, for the Crenshaw/LAX Transit Corridor Project (Project). The Supplemental EA analyzes proposed modifications to the Project previously described in the 2011 Final Environmental Impact Statement/Final Environmental Impact Report. The proposed modifications include realigning certain rail segments, various improvements to certain streets, driveways, sidewalks, and pedestrian crossings, and the potential incorporation of two (2) optional transit stations.

The Los Angeles County Sheriff's Department's (LASD) Transit Services Bureau (TSB) has reviewed the Supplemental EA for the proposed Project (see attached correspondence, dated July 10, 2012, from Commander Patrick J. Jordan).

In summary, the addition of transit stations is expected to impact the Department's resources because these facilities require law enforcement services provided by TSB. The exact nature of the impact is undetermined at this time and will be defined at an appropriate time before the stations become operational. Other modifications to the proposed Project are not expected to impact the Department.

Thank you for including the Department in the environmental review process for the proposed Project.

A Tradition of Service Since 1850

Mr. Ball

-2-

July 27, 2012

Should you have any questions of the Department regarding this matter, please contact Mr. Lester Miyoshi, of my staff, at (626) 300-3012 and refer to FPB Tracking No. 12-045. Mr. Miyoshi may also be contacted, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in black ink, appearing to read "Gary T.K. Tse". The signature is written in a cursive style with some loops and flourishes.

Gary T.K. Tse, Director
Facilities Planning Bureau

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT*A Tradition of Service Since 1850*

DATE: July 10, 2012

OFFICE CORRESPONDENCE

FILE:



FROM: PATRICK J. JORDAN, COMMANDER
HOMELAND SECURITY DIVISION
TRANSIT SERVICES

TO: GARY TSE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: RESPONSE TO SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR
CRENSHAW LIGHT RAIL PROJECT

The Los Angeles County Metropolitan Transportation Authority (Metro) recently released a Supplemental Environmental Assessment for its Crenshaw Light Rail Project. This document makes minor changes to its initial Environmental Impact Report (EIR). Most importantly, this includes the potential addition of two transit stations: one in the City of Inglewood and one in the City of Los Angeles.

The Los Angeles County Sheriff's Department's Transit Services Bureau (TSB) is currently responsible for providing contracted law enforcement services to Metro. The Crenshaw Line will be built over the next six years, a period of time which extends beyond the current service contract for the Department. However, it can be anticipated that we will continue to provide law enforcement services to Metro when this rail line becomes operational in 2018.

The addition of two passenger stations will most likely be a factor in the future negotiations for contracted services, as each station requires some level of law enforcement support by both sworn and civilian staff assigned to TSB. At an appropriate time prior to the Crenshaw Line becoming a revenue rail service, a determination will be made as to what exact level of staffing will be required.

I do not anticipate that the other revisions of the EIR will impact the operation of TSB services to Metro.

If you have any questions, please contact Lieutenant George Grein (Ret.), Law Enforcement Liaison to Metro, at (213) 922-3687.

cc: Lester Miyoshi, Facilities Planning ✓

PJJ:GOG:gog/bd



CITY OF INGLEWOOD

Office of the Mayor



James T. Butts, Jr.
Mayor

August 2, 2012

Honorable Michael D. Antonovich, Chair
Los Angeles County Supervisor, 5th District
Metro Board of Directors
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012

Dear Chair Antonovich,

This letter provides comments on the Supplemental Environmental Assessment for the Crenshaw/LAX Transit Corridor, which was released earlier this month for public comment. The assessment aims to enhance the system's alignment and improve crossings along the corridor; however, there are still significant issues of fundamental fairness that are not addressed in this important environmental document.

As mentioned in my letters to the Metro Board of Directors dated September 20 and December 13, 2011, the safety of pedestrians, cyclist, and drivers utilizing the proposed Florence/Centinela and Florence/Eucalyptus light rail crossings are of concern to my residents and I.

One of the design alternatives evaluated in the Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR) is a Cut and Cover Crossing at Centinela/Florence (Design Option 3). During the Advance Conceptual Engineering Phase conducted by Metro, consultation with relevant regulatory agencies suggested that there would be no unmitigable adverse impacts that would require this design option; therefore, this alternative is not included in the Project Definition. Despite the request in the aforementioned letters to the Metro Board of Directors requesting the repeal of this decision, a cut and cover crossing at this intersection remains to be excluded from the Project Definition.

The City of Inglewood would like a below-grade crossing at this location for the following reasons:

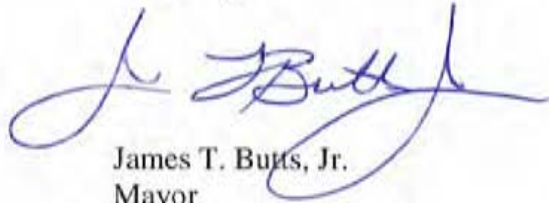
- The Florence/Centinela crossing, as proposed in Base LRT, may affect the operation and viability of the Inglewood Park Cemetery by impacting the funeral procession routes; and
- Safety for the 352 students attending St. Mary's Academy is a major concern. The Florence/Centinela Crossing is the only viable path to get into North Inglewood by foot.
- The potential impact to public safety services, especially fire services.

Although a cut and cover crossing at Florence/Centinela is currently excluded, the City can still pursue its inclusion by proposing it as a betterment. In doing this, the City would have to assume financial responsibility for the said \$25 million improvement, which is simply an unacceptable solution to the problem. The City of Inglewood's resident's safety should be placed ahead of an abstract budget that expands when there are vested political interests.

Lastly, street and sidewalk modifications, traffic signals, pavement markings and grade crossings' protection devices are some of the improvements included in the preliminary design plans for the Crenshaw/LAX Transit Corridor Project Crossings that aim to make the rail system safe. To that end, the City is still concerned about the proposed configuration of the Florence/Eucalyptus crossing. The newly introduced mid-block crossing is a private crossing and does not mitigate the City's concern for school children, which use this crossing to get to both Croizer Middle School and Inglewood High.

If any of the above items require clarification, I can be contacted (310) 412-5300. As one of your many community partners, the City of Inglewood looks forward to working together in an effort that improves the transportation network of the County.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Butts, Jr.", with a large, sweeping flourish extending from the end of the signature.

James T. Butts, Jr.
Mayor

Cc: Artie Fields, City Manager, City of Inglewood
Mawusi K. Watson, Executive Assistant to the City Manager, City of Inglewood
Harry Frisby, Acting Public Works Director, City of Inglewood
Robert Ball, Deputy Executive Officer. METRO



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING DIVISION

Inglewood



2009

August 2, 2012

Mr. Robert Ball, Project Director
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012-2952

RE: Comments on the Crenshaw/LAX Transit Corridor Supplemental Environmental Assessment

Dear Mr. Ball:

Thank you for the opportunity to review and comment on the Supplemental Environmental Assessment for the LAX-Crenshaw light rail transit corridor. The City of Inglewood would like to offer the following comments for your consideration:

Parking at Optional Florence/Hindry Station (Page 7)

The assessment notes that no parking is provided for this optional station. While many of the properties that surround the potential station contain parking that is not easily accessible by the public, there is a shopping center within close proximity to the station site. Parking should be provided at this potential station to prevent Metro patrons from occupying parking for long periods of time that is intended for short term customer use. comes through.

Florence Avenue/I-405 BNSF Railroad Bridge (Page 9)

The assessment notes that the existing BNSF railroad bridge over the I-405 freeway and related center pier and abutments would be removed in advance of construction of the new LRT bridge. Has the feasibility of retaining the existing bridge in place (with integration into the new structure) been considered? This would potentially reduce costs and impacts, and the existing structure could have a beneficial use during and subsequent to construction of the project.

Street Modifications (Page 15)

The assessment includes a proposed street modification (see Figure B8) to add a bus bay on Florence Avenue at the southwest corner of the Florence Avenue/Locust Street intersection. Inglewood has recommended an alternative location for the bus stop at the southeast corner of the intersection. The alternative location would not require right-of-way acquisition or street widening.

Noise Impacts on Sensitive Resource (Page 27)

The assessment notes that the audible warning bells at the proposed mid-block pedestrian crossing will have a volume of 75 dB and will be activated every time a train passes the location. As the warning signals will be within close proximity (95 feet) to a sensitive resource (church sanctuary), this may constitute a significant impact.

Required Parking During Construction (Page 35)

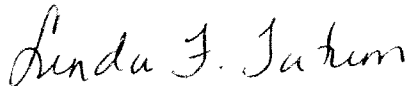
The assessment notes that during construction of the mid-block pedestrian crossing, small areas of the adjacent church parking lot will be occupied by construction activity. Any required parking that is obstructed during construction must be accommodated elsewhere in accordance with Section 12-41 (Parking Alternatives) of the Inglewood Municipal Code (IMC).

Tree Preservation Ordinance (Page 38)

The document notes that tree removal shall comply with the City of Los Angeles' Native Tree Ordinance. It should also be noted that in Inglewood, tree removal must comply with the Inglewood Tree Preservation Ordinance as stipulated under Chapter 12, Article 32 of the IMC.

Should you have any questions regarding the above items, please contact me at (310) 412-5230. We look forward to receiving updates on the status of this project and we appreciate the opportunity to provide input.

Sincerely,



Linda F. Tatum, AICP
Acting Director, Economic and Community Development Department

CC: Artie Fields, City Manager
Cal Saunders, City Attorney

Crenshaw/LAX Transit Corridor Project

Supplemental Environmental Assessment

Comment Form

The Crenshaw/LAX Transit Corridor project team welcomes your comments on the Supplemental Environmental Assessment to review modifications to the project. Modifications are the result of design refinements and cost reduction efforts, reduced right-of-way acquisitions, and improvements at-grade crossings. To view the Environmental Assessment, please visit www.metro.net/crenshaw. Please fill out this form and use additional sheets, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Salomon Anaya Submergedart gallery www.submergedart.com

Address (Street, City, State, Zip)

1600 praire Ave Inglewood CA

(917) 293-3778

Email (enter address to receive periodic project updates)

Submergedart@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

___ Relocation of the optional off-street Crenshaw/Vernon Station from Crenshaw Boulevard/Vernon Avenue to in-street north of 43rd Place

___ Relocation of the optional Aviation/Manchester Station (renamed the Florence/Hindry Station) to Florence/Hindry Avenue

___ Street/driveway/sidewalk modifications and pedestrian crossing improvements, including a mid-block pedestrian crossing near Eucalyptus Street and Florence Avenue

___ A shift of partial portions in the alignment back into the former Burlington Northern Santa Fe (BNSF) right-of-way. The shift in the alignment eliminates property acquisitions but requires demolitions of two railroad bridges at Florence Avenue/Interstate 405 (I-405) and Aviation Boulevard/Century Boulevard.

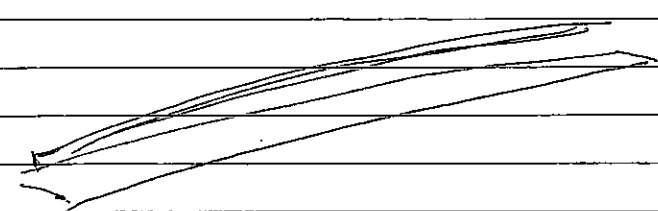
Comment (please print):

first of all I would like to say that this is a great project would love to see something like a transit project in Inglewood I am an artist curator and ride my bicycle every where. So in Los Angeles I see it a growing bicycle city I moved from Los Angeles 5 years ago to New York and lived for 4 year also traveled all over the world in between fixing art's and creating art event. would be unique and create alot of Buzz to the city of Inglewood if it the first Art friendly and ~~Bike~~ Bike Path along side a transit. people would have the option to cycle to work or take the train. promoting Healthy Body's and hopefully put an end to Obesity. this what I would love to see in Inglewood I was born ~~in~~ in Centinela Hospital and as a child live on 112 street

Comment (continued):

Art I think can change thing and would go a long way
create creative ~~idea~~ Movement. Just think Inglewood
could be the planner!!
thank you for ~~at~~ your time.

Salomon Anaya



TELL US ABOUT YOURSELF

What is your home zip code: _____ Work zip code: _____

Do you: (check all that apply)

- Live in the project area? Commute through the project area?
- Work in the project area?
- Own a business in the project area? Other? _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail:
 Robert Ball, Project Director Email: ballr@metro.net
 Los Angeles County Metropolitan
 Transit Authority
 One Gateway Plaza, MS: 99-16-1 Project Hotline:
 Los Angeles, CA 90012-29 (213) 922-2736

Comments must be received by August 11, 2012 by 5pm.



Crenshaw/LAX Transit Corridor Project

Supplemental Environmental Assessment

Comment Form

The Crenshaw/LAX Transit Corridor project team welcomes your comments on the Supplemental Environmental Assessment to review modifications to the project. Modifications are the result of design refinements and cost reduction efforts, reduced right-of-way acquisitions, and improvements at-grade crossings. To view the Environmental Assessment, please visit www.metro.net/crenshaw. Please fill out this form and use additional sheets, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

BLACK FOUNDATION, CENTER INTL

APOSTLE DR. E. EARL SCOTT, FOUNDER, CHAIR, Bd. TRUSTEES

Address (Street, City, State, Zip)

4107 W. 59TH ST. L.A. 90043 CA

Email (enter address to receive periodic project updates)

BLACKFOUNDATION@live.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

___ Relocation of the optional off-street Crenshaw/Vernon Station from Crenshaw Boulevard/Vernon Avenue to in-street north of 43rd Place

___ Relocation of the optional Aviation/Manchester Station (renamed the Florence/Hindry Station) to Florence/Hindry Avenue

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Comment (please print):

ADD A GENERAL OR PRIME CONTRACTOR WHO IS WILLING TO JOINT VENTURE WITH A ~~SAME~~ BLACK CONTRACTOR!!!



August 2, 2012

Via E-Mail and Hand Delivered

Federal Transit Administration
888 South Figueroa Street, Suite 1850
Los Angeles, CA 90017
Attn: Mr. Ray Tellis, Team Leader for Los Angeles Metropolitan Office
Email: ray.tellis@dot.gov

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-13-3
Los Angeles, CA 90012-2952
Attn: Mr. Robert Ball, Project Manager
Email: ballr@metro.net

**Re: Crenshaw/LAX Transit Corridor Project: Objections and Comments
on Supplemental Environmental Assessment and Requested Actions**

Federal Transit Administration and Los Angeles County Metropolitan Transportation
Authority:

The Faithful Central Bible Church (“FCBC”) is pleased to submit the following comments on the Supplemental Environmental Assessment (“SEA”) for the proposed “modifications and refinements” by the Los Angeles County Metropolitan Transportation Authority (“Metro”) to the design of the Crenshaw/LAX Transit Corridor Project (“Rail Line”) in the County of Los Angeles. This SEA supplements the Final Environmental Impact Statement and Final Environmental Impact Report (collectively referred to as the “FEIS/FEIR”) that was previously prepared and certified by the Board of Metro in August of 2011.

The SEA, together with the FEIS/FEIR, fail to comply with the National Environmental

Building Champions For Divine Deployment

Policy Act (“NEPA”).¹ NEPA requires that the FEIS/FEIR as supplemented by the SEA include three primary elements. First, it must define the purpose and goals of the proposed project broadly enough to allow consideration of all reasonable alternatives. *Simmons v. U.S. Army Corps of Engineers*, 120 F.3rd 664, 666 (7th Cir. 1997). Second, it must “rigorously explore and objectively evaluate all reasonable alternatives” for achieving the purpose and goals of the project. 40 C.F.R. 1502.14(a). Finally, the agency must take a “hard look” at environmental consequences of reasonable alternatives. *Baltimore Gas & Elec. Co. v. Natural Resources Defense Council*, 462 U.S. 87, 97 (1983).

The NEPA process draws out information that is fundamental to make fully informed and well considered decisions. Accurate and thorough reporting ensures that agencies consider alternative methods to address identified needs, and do not overlook or underestimate significant environmental impacts. *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989). Providing the public with important information about the project also can help the agency make better decisions through the comment process. *DuBois v. U.S. Dep’t of Agriculture*, 102 F.3d 1273, 1285-86 (1st Cir. 1996).

Metro and the Federal Transit Administration (“FTA”) defeated the purpose of this process by failing to fully and objectively analyze all environmental impacts and reasonable alternatives and their environmental impacts, and provide the public with timely and complete information on the Rail Line project. What is especially disturbing under the current circumstances is that Metro had met with FCBC’s Experts (defined below) on rail safety and traffic, as well as received a copy of a Complaint that had been filed by FCBC with the California Public Utilities Commission (“CPUC”) that contains much of the information and comments set forth below, but Metro elected to ignore and be silent in the SEA about the true environmental impacts and issues, despite having been alerted as to the deficiencies.

Metro and FTA have now solicited comments only on the SEA. However, it must also be recognized that the substantial revisions contained in the SEA must be considered in context with the FEIS/FEIR. Consequently, pursuant to CEQA² and NEPA, the following comments are submitted on the FEIS/FEIR and SEA for consideration.

For ease of reference, we have prepared a Table of Contents and thereafter set forth FCBC’s specific comments on the FEIS/FEIR and SEA and actions requested by FCBC to address the environmental impacts.

¹ References to “NEPA” are to the federal National Environmental Policy Act, at Title 42 U.S.C. sections 4321 et seq.

² References to “CEQA” are the California Environmental Quality Act at California Public Resources Code Sections 2100 et seq. References to the “CEQA Guidelines” are to Title 14 of the California Code of Regulations, Sections 15000 et seq.

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Exhibit “E” – Fournier Robson & Associates Professional Report

I. EXECUTIVE SUMMARY

1. FCBC is a guiding light to over 13,000 of its members with far reaching benefit to the greater Los Angeles community. Metro is proposing in its Crenshaw / LAX Transit Corridor Rail Line Project to split the FCBC Church Campus (defined below) at N. Eucalyptus Avenue in the City of Inglewood (“City”) into two parts by converting a single inactive rail line into an extremely active light rail line corridor with two sets of tracks, which will result in a complicated, sequentially timed gated intersection with two timed traffic signals very close by and horns, blinking lights and signs attempting to regulate thousands of people and vehicles as they attempt to cross the Rail Line tracks. Under the SEA, Metro is proposing an additional mid-block, at-grade pedestrian crossing (“Pedestrian Crossing”) between FCBC’s properties. At the Eucalyptus Avenue rail crossing, this commingling of pedestrians, heavy traffic and trains will be exacerbated by hundreds of teenagers attending a nearby middle school and adjacent residential and commercial communities. The additional Pedestrian Crossing will not solve the conflicts; and if the Rail Line is developed as proposed, it will certainly result in a safety nightmare for pedestrians and vehicular traffic. The condition will be a virtual “fly trap” for the community, with vehicles and pedestrians trapped within the active Rail Lines at Eucalyptus and the Pedestrian Crossing, and there would be insufficient time to exit. Any train traveling at the designed speed is highly likely to be unable to stop on an emergency basis, because the curvature of the tracks in this area does not permit a vigilant train engineer from identifying a problem on the tracks and stopping in time. The two at-grade crossings are being proposed when it is known that a “trenched” alternative (cutting and covering a portion of the right of way to place the tracks below ground and thus grade separate the right of way) is the safe and economically viable alternative that should be pursued. Metro pursues these two at-grade crossings based upon faulty assumptions and inadequate analysis while:

- i. ignoring the comments and request of the California Public Utility Commission (“CPUC”) and CPUC’s policies to have a grade separated crossing for safety reasons,
- ii. ignoring the comments and request of City of Inglewood for alternative designs or mitigation in a very small area of the City for safety reasons, and in particular at the FCBC Church Campus (defined below),
- iii. ignoring professional standards of the U.S. Department of Transportation (“USDOT”), which provide that if just one of the twelve policy standards is met, then a crossing should be considered for grade separation, and in this situation at least three and possibly five potential standards mandate a grade separation (the other standards are believed to exist but Metro failed to do the required analysis), and
- iv. ignoring and completely disregarding the professional opinions of highly respected Experts in rail safety and transportation, which Experts were retained by FCBC and met with Metro to present information about the serious safety problems and environmental impacts associated with the

Rail Project.

Through its actions, Metro (and FTA if it pursues these designs) treats FCBC (a religious institution) differently than non-religious institutions; Metro (and potentially FTA) treats this community who it recognized as eighty-six percent (86%) minority different than non-minority communities; and Metro's proposed design for this highly active Rail Line will not only divide the FCBC Church Campus but also create a devastating division of the immediately surrounding community.

2. Set forth below is the background and factual information for the Comments, and a summary of violations of: (1) the Public Utility Code and CPUC General Orders, (2) NEPA, (3) CEQA, (4) the Religious Land Use and Institutionalized Persons Act, and (5) the Equal Protection Clause of the United States Constitution.

3. FCBC requests, among other things, that Metro and FTA prepare a comprehensive Supplemental EIS and EIR in compliance with CEQA and NEPA to pursue the clearly feasible alternative of the trenching of the Rail Line in the area of the FCBC Church Campus.

II. BACKGROUND INFORMATION

A. Faithful Central Bible Church

4. Faithful Central Bible Church is a longstanding 501(c) (3) non-profit church located in Inglewood, California. FCBC was founded in 1936 and currently has over 13,000 members who attend Church services and other religious and community events and programs at its campus facilities, which are more specifically described below.

5. FCBC offers more than 75 ministries and services to the community. Just to highlight a few, FCBC offers and has offered: (1) Foreclosure Prevention Partnerships – Faithful Central's Inglewood campus played host to the annual foreclosure prevention partnerships with Los Angeles Urban League and Los Angeles Neighborhood Housing Services, which recently counseled over 3,400 people and completed 963 loan modification applications for which over 60% of the loans were modified, (2) Employment Resources / Career Development Ministry with recent success of over 300 people finding jobs, (3) Holiday Food Outreach which provides for the needs of over 1,200 local families and 10 local schools, and (4) Champions READ program, which partners with Los Angeles Public Library to insure that all adults have the opportunity to learn reading.

B. Los Angeles County Metropolitan Transportation Authority and its Proposed Crenshaw / LAX Transit Corridor Rail Project

6. This Comment Letter concerns Metro and its proposed Rail Line identified as the Crenshaw / LAX Transit Corridor Rail Project, which is planned to extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards and travel

8.5 miles to the Metro Green Line's Aviation / LAX Station. This Rail Line would serve, among others, the cities of Los Angeles, Inglewood, Hawthorne and El Segundo, as well as portions of unincorporated Los Angeles County.

7. The Rail Line is proposed to be developed along a portion of the former Burlington Northern Santa Fe Railroad ("BNSF") right-of-way between approximately El Segundo Blvd. and Crenshaw Blvd. ("ROW"), which was recently acquired by Metro after being out of service and dormant for roughly ten (10) years since the April 2002 opening of the Alameda Corridor. The BNSF ROW includes an existing but long dormant at-grade crossing at North Eucalyptus Avenue ("Eucalyptus").

8. The FCBC Church Campus is adjacent to Eucalyptus and bisected by the ROW for the proposed Rail Line. The existing at-grade crossing at Eucalyptus is planned to be rebuilt and reconfigured by Metro. Current plans by Metro call for the at-grade crossing at Eucalyptus to receive an alleged upgrading of crossing protection to include vehicular gates and pedestrian gates, as well as a roadway median to prevent left turns by northbound traffic on Eucalyptus onto a portion of the FCBC Church Campus north of the tracks, which portion of the campus is described more fully below as The Tabernacle and the Tabernacle Parking. The Pedestrian Crossing would be an additional crossing between FCBC's parcels.

9. The Alameda Corridor was established, in part, to increase efficiency and reduce potential vehicular and pedestrian conflicts at rail crossings, which Metro proposes to not only eliminate all such efficiencies but restore and substantially increase the inefficiencies and vehicular and pedestrian conflicts. As stated in the Alameda Corridor Transportation Authority Press Release of April 12, 2012: "The Alameda Corridor was designed to take trucks off local freeways and trains off the rail lines that go through our neighborhoods, and it works beautifully," said Long Beach City Councilman Gray DeLong, chairman of ACTA's governing board. "Without the rail line dedicated to port traffic, we would have seen massive and continuous gridlock all around Southern California, especially during the height of the import boom a few years ago. The Alameda Corridor has improved the quality of life in the surrounding neighborhoods by reducing air emissions, improving infrastructure for the business community, and creating jobs."

10. Prior to 2002 when the Alameda Corridor was opened, the crossing at Eucalyptus experienced twenty (20) trains or less per day, according to crossing inventories from the USDOT. With the implementation of the proposed Rail Line, Metro plans on adding a second track through the crossing, which will allow train movement in both directions. With the addition of a second track, the number of trains running over these tracks both ways will go from zero (0) to approximately three hundred (300) trains per day – more than a 15-fold increase from the pre-2002 era.

11. The forecasted opening for the proposed Rail Line is 2018.

C. Faithful Central Bible Church Campus and Facilities

12. The “FCBC Church Campus” includes: (1) 321 N. Eucalyptus Avenue (“The Tabernacle” and “Tabernacle Parking”), (2) 400 W. Florence Avenue (“Living Room”), (3) 333 W. Florence Avenue (“Trinity Building / East Parking Lot”), and (4) 401 W. Florence Avenue (“Parking Structure”).

13. The FCBC Church Campus is bisected by the ROW and proposed Rail Line, with The Tabernacle and Tabernacle Parking to the north and the remainder of the FCBC Church Campus to the south. Church services, as well as numerous other events, are held at The Tabernacle. Parking for parishioners is primarily available on the south side of the Metro ROW west of Eucalyptus Avenue at the seven-level Parking Structure, The Trinity Building/East Parking Lot, and street parking. There are limited parking spaces available at The Tabernacle (approximately 130 spaces); these are reserved primarily for the elderly and disabled parishioners. However, The Tabernacle does not meet the parking needs of all elderly and disabled parishioners, so many of the elderly and disabled parishioners are still required to park at the Parking Structure or The Trinity Building / East Parking Lot.

14. The majority of FCBC parishioners and visitors park their vehicles at the Parking Structure and Trinity Building / East Parking Lot and then travel on foot parallel to Florence Avenue, north and east of the Parking Structure and The Trinity Building/East Parking Lot, and north on Eucalyptus Avenue across the currently inactive ROW to reach service and other activities at The Tabernacle.

15. Attached hereto as Exhibit “A” is a map that illustrates the FCBC Church Campus, the ROW and the current pedestrian route for on-going church and community activities.

16. On average, approximately 4,000 people attend FCBC services at The Tabernacle on Sundays. FCBC holds numerous other large events at The Tabernacle every month, which include other worship services, funerals, weddings, concerts and miscellaneous community events. Typically, activities involving 1,500 people or less are held in other facilities on the FCBC Church Campus.

D. Community Surrounding Faithful Central Bible Church

17. The FCBC Church Campus and surrounding areas have been classified by Metro as “industrial” in the FEIS/FEIR, when in fact there are a number of residential neighborhoods, which abut or are very close to the ROW, all within less than one half (1/2) of a mile of the FCBC Church Campus. In particular, according to the City of Inglewood Zoning Map, these residential neighborhoods are classified as R-3 and R-4 neighborhoods, which are high-density neighborhoods, as highlighted on Exhibit “B” attached hereto. According to the 2010 Census, the total population of these three neighborhoods is over 18,000 people.

18. Many schools, both public and private, are adversely impacted by the proposed Rail Line and a re-activated crossing at Eucalyptus, including the George W. Crozier Middle School that is south of the ROW and whose students who live north of the ROW and are expected to utilize Eucalyptus to attempt to cross the proposed Rail Line.

19. Many public and private places of business and their respective delivery trucks, employees and visitors will be adversely impacted by the proposed Rail Line and the proposed Eucalyptus crossing, including those traveling to nearby facilities such as Inglewood City Hall, the City's Police Station, the City's Fire Station, the Courthouse, Juvenile Court and local businesses. Additionally, one of the City of Inglewood's largest private businesses and employers, if not the largest – Marvin Engineering (aka Marvin Group) – is located less than two-tenths (2/10th) of a mile from the Eucalyptus crossing.

20. The FEIS/FEIR at Table 4-7 recognizes the combined minority population of “Black / African American” and “Hispanic or Latino” for the FEIS/FEIR Study Area as being eighty-six percent (86%).

III. METRO'S ENVIRONMENTAL IMPACT STATEMENT AND ENVIRONMENTAL IMPACT REPORT AND SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

21. Metro submitted a Notice of Intent to Prepare an Alternatives Analysis (AA) / Environmental Impact Statement / Environmental Impact Report (collectively referred to as the “EIR”) in 2007. Thereafter, in September 2009, Metro submitted a Draft Environmental Impact Statement and Draft Environmental Impact Report (collectively referred to as the “DEIR”) for the Rail Line project. These reports were circulated to interested parties. The FEIS/FEIR was prepared and certified by the Board of Metro in September of 2011. We understand that the FTA issued a Record of Decision in December of 2011. Relevant discussions in the DEIR and FEIS/FEIR, as well as the SEA, concerning Pedestrian Safety, Traffic, Noise and Vibration include the following.

A. Safety:

22. The FEIS/FEIR provides little detail concerning pedestrian crossings and how pedestrians will be protected. The FEIS/FEIR merely provides in Section 9.4:

“Appropriate pedestrian crossing control devices for at-grade crossings are critical for rail system safety. In addition to standard cross-walk markings, control devices for pedestrian crossings including flashing light signals, signs, markings along the outside of the rail line, curbside pedestrian barriers, pedestrian automated gates, swing gates, bedstead barriers and crossing channelization. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the

street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed Light Rail line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California PUC report “Pedestrian Rail Crossings in California.” (Emphasis added.)

23. Specific to FCBC, the FEIS/FEIR states in Section 4.12.2.3:

“There are 2 locations along the LPA alignment where high pedestrian activity would occur on sidewalks that are currently narrow when compared with potential pedestrian volumes. The first is adjacent to Faithful Central Bible Church, where pedestrians who attend services have to walk along a narrow sidewalk (6 feet) along Eucalyptus Avenue and cross the LPA [Locally Preferred Alternative] tracks to reach the secondary parking lot and associated church facilities that are located on the north side of the Harbor Subdivision.” (Emphasis added)

24. With regard to alleged Mitigation Measures to address pedestrian crossings, the FEIS/FEIR provides in the Executive Summary:

“Impact: Potential effect to the flow of pedestrians near Faithful Central Bible Church and La Brea Station: With implementation of mitigation, no adverse effect would occur.”

25. A modification measure now proposed by Metro and the FTA in the SEA is the Pedestrian Crossing (presumably this is in response to the adverse environmental impacts not previously addressed). The SEA states: “The crossing would provide a benefit for this minority institution as the crossing would improve accessibility.” However, there is no analysis of the benefits or the impacts. Without study, the new mid-block Pedestrian Crossing could merely present an additional location where pedestrians can be struck by a train, doubling the opportunity for accidents and injuries (not known, needs to be studied). Furthermore, there is no analysis in the SEA relating to the gate/signal operation of the two crossings (mid-block and Eucalyptus). If the activation of the mid-block Pedestrian Crossing warning devices is not simultaneous with those at Eucalyptus, then there is the potential for confusion among pedestrians, further increasing safety hazards.

B. Traffic / Delays:

26. The FEIS/FEIR discusses that at the intersection of Florence & Eucalyptus, that protected left turns were added to provide railroad clearance operations to address delays caused by railroad pre-emption.

27. In the DEIR, the intersection of Florence & Eucalyptus shows that with

the rail project in operation, the AM Peak delays due to the train crossings will be 17 seconds, and the PM Peak delays due to train crossings will be 52 seconds. The Level of Service, or “LOS”, for the Florence & Eucalyptus intersection will be “B” in the AM Peak, and LOS “D” in the PM Peak. However, in the FEIS/FEIR, an “advanced design analysis” was finally disclosed to allegedly update the DEIR. In the updated analysis in the FEIS/FEIR, as shown in Appendix G (Traffic Analysis), it shows more degradation of this intersection when the Rail Line project comes into operation – i.e., the AM Peak level of service will decline to a “C” and the PM Peak level of services will deteriorate to an “E.”

C. Air Quality:

28. The FEIS/FEIR and SEA fail to adequately analyze the air quality impacts to pedestrians caused by cars and trucks queuing and idling for up to 80 seconds numerous times per day while trains cross in both directions at the Eucalyptus Avenue rail crossing. Pedestrians will be standing in very close proximity to where these cars and trucks will be idling, breathing in exhaust fumes, while trains cross in both directions at the Eucalyptus rail crossing.

D. Noise:

29. The FEIS/FEIR shows that for noise impacts the number of buildings potentially affected is “one”. Presumably, that building is The Tabernacle Building. The FEIS/FEIR and the SEA did not analyze noise impacts to The Trinity Building and the remainder of the FCBC Church Campus, which it should have. In addition, the FEIS/FEIR provides that the existing noise level is shown as being 71 decibels (which is similar to the noise one experiences when operating a vacuum cleaner). Since the existing tracks have not had operating trains for years, Metro should reveal how it came up with a reading of 71 decibels for the existing noise levels.

30. With the Rail Line operational, the noise that the trains will generate when the trains run past the FCBC Church Campus is shown in the FEIS/FEIR as 57 decibels. The FEIS/FEIR does not disclose how the noise with the new trains passing would only be 57 decibels when the existing noise level (where no trains have run for years) is shown to be 71 decibels.

31. The SEA provides that along with the mid-block Pedestrian Crossing an audible warning device (bells) will be installed and the sound level of this device is 75 decibels. “The audible warning device would be located approximately 95 feet off of FCBC’s sanctuary building, the Tabernacle building, north of the right-of-way and within 60 feet of the church office building located south of the right-of-way. The audible warning will be activated each time an LRT train approaches regardless of whether the pedestrian crossing gate is locked or unlocked.” This audible warning device would not only affect day to day office work but Sunday services and special events. The mid-block Pedestrian Crossing proposed in the SEA lines up almost parallel to the rear section of the Tabernacle building. The rear section of the Tabernacle is where the

Church's choir is positioned, where the stage is located, and where the clergy deliver their sermons. With trains crossing up to 300 times per day in one direction or another, warning bells will automatically sound with the passage of each train, which could significantly impact the worship service and experience of the parishioners. The SEA fails to provide any standard of significance or any supporting reports or studies that show that FCBC would not be adversely affected by this noise.

E. Vibration:

32. The FEIS/FEIR provides that for vibration impacts at the FCBC Church Campus, the number of buildings potentially affected is "one", with the predicted vibration level to be at 68 VcB. Presumably, that building is The Tabernacle Building, but it is unclear and presumably the FEIS/FEIR did not analyze vibration impacts to the remainder of the FCBC Church Campus. The SEA has also failed to analyze this impact.

F. CPUC Comment Letter

33. The current CPUC Rail Crossing Consumer Protection and Safety Division Engineer Jose Pereyra wrote a letter in response to the circulation of the DEIR by Metro outlining the specific guidelines Metro would have to follow, as well as specific recommendations for the proposed project. An excerpt from Mr. Pereyra's letter, dated October 28, 2009 reads as follows:

"The Light Rail Transit (LRT) Alternative described in your DEIR passes through high density commercial, residential and industrial regions of the greater Los Angeles Metropolitan Area. Higher density zones near the rail tracks lead to an increased amount of pedestrian activity around the tracks. Constructing tracks at the existing Right-of-Way elevations is likely to result in trespassing issues and pedestrian conflicts similar to those currently experienced along other Metro Rail corridors in Los Angeles. Elevating or tunneling the tracks would mitigate this concern. Additionally, fencing any remaining at-grade portions of the rail alignment selected should be a requirement of the project." (Emphasis added.)

34. The response letter from Metro as set forth in the FEIS/FEIR is dismissive at best and reads as follows:

"The locally preferred alternative, as selected by the Metro Board of Directors, is grade-separated in the highest density area of the alignment, near Baldwin Hills Crenshaw Plaza between 39th and 48th Street."

G. City of Inglewood Comment and Other Letters

35. The City of Inglewood also commented on the DEIR in two separate letters, and later sent an additional letter, dated December 13, 2011, which specifically included a reference and a continuing concern over safety at the Centinela/Florence

crossing and at the Eucalyptus crossing at the FCBC Church Campus. In the December 13, 2011 letter, the City's Mayor Butts stated:

“... [T]he City requests the addition of the cut and cover, as a bid option [for Bid Option 3A for Centinela/Florence] ... [and with respect to the Florence/Eucalyptus crossing,] [a]s Metro prepares to submit these crossing (sic) to the California Public Utilities Commission (CPUC) for review/approval, the City will request a pedestrian bridge or other safety mitigation methods be employed at this crossing to reduce potential vehicle/pedestrian conflict.” (Emphasis added)

These two intersections are in close proximity to each other and this short distance between the two could be viewed as a critical portion of the City's core downtown area with essential public facilities and businesses, so that the economical and logical solution would be to cut and cover for the Rail Line for the entire distance between these two areas. The SEA should analyze this alternative.

IV. ENGAGEMENT OF EXPERTS AND SUBSEQUENT STUDIES BY FCBC

36. FCBC retained third-party professionals (the “Experts”), Urban Crossroads (traffic and pedestrian expert) and Fournier Robson & Associates, LLC (rail safety expert), to provide an independent review and analysis of the impacts of the proposed Rail Line on the FCBC Church Campus.

37. Urban Crossroads is a planning and engineering consulting firm that works with public and private sector clients and whose professionals include traffic engineers, noise and air quality experts, strategic planners, and database experts. The primary focus of Urban Crossroads' review and analysis has been on the impacts to FCBC and the adjacent community with particular emphasis on the rail crossings and intersections of Florence Avenue, Eucalyptus Avenue and Ivy. A copy of the Urban Crossroads Experts Report is attached hereto as Exhibit “D” and incorporated herein by this reference. Such report provides direct evidence of the environmental impacts that have neither been analyzed nor mitigated.

38. Fournier Robson & Associates, LLC is a leading Consulting Services company with more than 50 full-time Consulting Engineers, Architects and Scientists and over 100 part-time Engineers and Consultants with expertise in more than 45 technical disciplines, that include but are not limited to, Highway and Traffic Engineering, Mass Transit - Railway and Bus Consulting, and Environmental Engineering. The primary focus of Fournier Robson & Associates, LLC, with respect to FCBC, has been rail safety. A copy of the Fournier Robson & Associates Experts Report is attached hereto as Exhibit “E” and incorporated herein by this reference. Such report provides direct evidence of the environmental impacts that have neither been analyzed nor mitigated.

V. DISCOVERY OF FAULTY ANALYSIS IN FEIS/FEIR AND CHANGES IN RAIL LINE PROJECT

A. Failure to Adequately Assess Traffic Impacts

39. The FEIS/FEIR inadequately assesses the potential traffic impacts resulting from the proposed Rail Line, especially given recent disclosures by Metro and changes in the proposed Rail Line project. The numerous deficiencies in the analysis include the following:

i. Traffic Microsimulation and Intersection Delay – Analysis Not Undertaken

40. The FEIS/FEIR Volume III Appendix G – Traffic Analysis (“Traffic Analysis”) contains a microsimulation for the Rail Line. The microsimulation model allegedly allows the simulation of cars, buses, trucks, trams, pedestrians and cyclists. The simulation analysis calculated the alleged delay at each intersection approach, queues, and corridor travel time results. The Traffic Analysis states that a microsimulation analysis was prepared for fifteen (15) intersections within the Rail Line corridor that are most affected by the proposed at-grade roadway crossings.

41. It is not clear how these fifteen (15) intersections evaluated were determined to be “most affected” as opposed to other intersections that are impacted throughout the Rail Line. Additionally, in fact, the at-grade vehicle and pedestrian crossing at Eucalyptus Avenue is completely ignored in the analysis and no microsimulation is provided in the FEIS/FEIR or the SEA. There are no stated reasons for not performing this analysis. Given the anticipated significant impacts associated with Eucalyptus intersection delays, passenger car and pedestrian queuing at Eucalyptus Avenue and the proposed at-grade crossings, Metro should conduct microsimulation for intersections in and around the FCBC Church Campus, including but not limited to Eucalyptus Avenue and Florence Avenue, Eucalyptus Avenue and Metro ROW, and Eucalyptus Avenue and Oak Street.

ii. Parking Lot Queuing and Raised Median on Eucalyptus – New Designs Neither Disclosed Nor Analyzed Until the SEA

42. The existing ingress and egress of vehicles for The Trinity Building/East Parking Lot and The Tabernacle/Tabernacle Parking surface parking is from Eucalyptus Avenue. The driveways on Eucalyptus Avenue (“Driveways”) currently accommodate inbound and outbound left turns. In a March 16, 2012 meeting, Metro provided FCBC with additional information outside of the environmental process and stated that neither of the Driveways on Eucalyptus Avenue will be able to accommodate left turns and the Driveways will be restricted to right-in-right-out only, since the Rail Line will require construction of a center median on Eucalyptus Avenue. The SEA has now revealed these raised medians.

43. The SEA specifically states that the medians would restrict turns at 11 driveways (of which FCBC's driveways are included) to right turn in and right turn out. The SEA states that this would result in "minor inconveniences" in accessing properties adjacent to said medians. The SEA provides no support or study to substantiate this claim, while studies by FCBC's Experts (see below and attached reports) show that traffic would be greatly affected as a result of restricted access due to medians. Additionally, the SEA seems to brush aside the severity of these potential impacts by stating "...the minor street reconfigurations and sidewalk and driveway modifications would not result in any high and substantial, disproportionate adverse effect on environmental justice populations." The studies by our Experts show that the results of Metro's proposed action are of much greater concern than Metro claims. It is clear that merely stating without support the phrase "would not result in any high and substantial, disproportionate adverse effect on environmental justice populations" is an attempt to meet legal requirements but without any support.

44. By restricting these Driveways to right-in-right-out there are queuing problems that would be experienced along Eucalyptus Avenue that are completely ignored in the FEIS/FEIR and SEA. The Tabernacle surface parking field currently accommodates approximately 130 vehicles and is always at-capacity when the Tabernacle is in use. The distance between The Tabernacle driveway on Eucalyptus Avenue and the proposed rail crossing at Metro ROW is approximately 68 feet. According to the National Cooperative Highway Research Program (NCHRP) *Report 659* (Transportation Research Board), the average car length is 25 feet which accounts for the spacing between cars. Given the existing spacing of only 68 feet, only two (2) passenger cars would be accommodated on Eucalyptus Avenue prior to the Metro ROW tracks when the gate crossings are down. The additional vehicles would continue to queue in the parking lots and there could be significant delays for egressing vehicles since the crossing gates can be down every 3-6 minutes in 80 second intervals. This queuing problem will be aggravated as cars traveling on Eucalyptus Avenue will stack up waiting for trains to pass. These impacts have not been analyzed or mitigated in the FEIS/FEIR and the SEA.

45. Restricting the Driveways to right-in-right-out will also impact the Minimum Required Throat Depth ("MRTD") needed on-site for each of the existing Driveways. The MRTD is measured from the back of the sidewalk to the first drive aisle or parking stall. The purpose of the MRTD is to allow enough stacking distance for egressing vehicles so that the first drive aisle or parking stall is not blocked. This minimizes the possibility of incoming vehicles queuing out into the traveled way of the main street thereby creating a safety concern. It is standard practice to not allow a MRTD of less than 25 feet for any project; throat depths greater than the calculated MRTD are encouraged, and on-site parking is not permitted within MRTD areas. By restricting the Driveways on Eucalyptus to right-in-right-out, there is potential to exacerbate the MRTD and the minimum requirements would not meet safety requirements. The FEIS/FEIR and SEA are woefully deficient by not undertaking this analysis and ignoring this potential impact.

B. Failure to Adequately Assess Pedestrian Impacts and Safety Concerns

46. The FEIS/FEIR inadequately assesses the potential impacts to pedestrians resulting from the proposed Rail Line project, especially given recent disclosures by Metro to FCBC and changes in the proposed Rail Line project. The numerous deficiencies in the analysis include the following:

i. Metro Memorandum Dated November 8, 2011 Concerning Pedestrian Safety

47. Subsequent to preparation the FEIS/FEIR, Metro provided FCBC with a memorandum further detailing what Metro states as a “Pedestrian Study”. It does not appear as though any “Pedestrian Study” was actually prepared, rather Metro as part of its November 8, 2011 transmittal included pedestrian counts that were conducted on Sunday, May 15, 2011 between the hours of 6:00AM to 12:45PM. FCBC was not contacted prior to the pedestrian counts being taken to determine when in fact an appropriate time period and date would be to capture normal Sunday service activities. Additionally, the data contained in Metro’s memorandum is not easily discernable and no exhibits are provided to identify where counts were taken and what each segment identified in the tables truly represents. This Pedestrian Study should have been disclosed and discussed in the SEA.

48. Urban Crossroads, Inc. (one of FCBC’s Experts) conducted additional pedestrian counts on Friday, April 6, 2012 from 5:00PM to 11:45PM and Sunday, April 8, 2012 from 7:00AM to 12:45PM in order to more appropriately represent peak pedestrian activity during FCBC Church Campus activities.

49. Table 1 provides a comparison of the Metro counts taken May 15, 2011 to the counts taken Friday, April 6, 2012 from 5:00PM to 11:45PM and Sunday, April 8, 2012 from 7:00AM to 12:45PM.

<i>Table 1 Peak Pedestrian Counts – Highest 15-Minute Interval</i>		
Metro Counts - Sunday, May 15, 2011	Friday, April 6, 2012	Sunday, April 8, 2012
12:30 P.M.: 542 Pedestrians	10:15 P.M.: 314 Pedestrians	12:15 P.M.: 1,001 Pedestrians

50. As shown in Table 1, the Metro pedestrian counts taken on May 15, 2011 severely understate pedestrian activity of more than 1,000 pedestrians’ crossings at Eucalyptus in a fifteen minute interval that traverse Metro ROW at Eucalyptus by a magnitude of almost two times for Sunday peak conditions. Metro should revise any analysis based on the Sunday, May 15 2011 counts with accurate pedestrian counts.

Additionally, Metro should identify and analyze other peak periods throughout the week that may result in elevated pedestrian activity associated with on-going community and FCBC Church Campus operations.

51. Metro provided FCBC with additional information on March 16, 2012, on gate downtime at the pedestrian crossing at Eucalyptus. Based on the Metro data provided, the following is believed by FCBC at this time:

a) Crossing gates would go down at Eucalyptus and Oak approximately 17 seconds in advance of an approaching train. In other words, there would be 17 seconds to clear the tracks of any pedestrians crossing the tracks at Eucalyptus once the initial warning alarm of a train approaching occurs;

b) Queues at Eucalyptus will be approximately 80 seconds (46 seconds before the gate activates and 34 seconds from when the gates are activated to when the gates go up completely); and

c) Trains in either direction could cross up to every three (3) minutes, with this frequency being more typical during peak periods during the weekday (morning and evening work traffic Monday to Friday). Metro has stated that trains are more likely to cross every six (6) minutes during non-peak hours and weekends.

52. Based on the aforementioned information provided by Metro, on a typical weekend during FCBC church services, pedestrians could be queuing every 6 minutes for 80 seconds. Since there is potential for over 1,000 pedestrians to cross the tracks during a fifteen- minute interval (as previously noted) there could be significant delays and queuing experienced by pedestrians, all of which have not been analyzed or mitigated in the FEIS/FEIR or the SEA.

53. Based on the March 16, 2012 meeting with Metro and in the SEA, Metro is proposing quad crossing gates and pedestrian gates (swing gates and crossing arms) at the Eucalyptus crossing. Video footage was also taken by FCBC to capture the observed congestion and queuing that exists today on the narrow sidewalk and inactive rail crossing. The existing sidewalk is approximately five (5) feet wide and results in channelization and queuing impacts for pedestrians crossing the tracks at Eucalyptus.

ii. Pedestrian Cross Time and Safety Concerns

54. As previously noted, crossing gates would go down at Eucalyptus approximately 17 seconds in advance of an approaching train. In other words, there would be 17 seconds to clear the tracks of any pedestrians crossing at Eucalyptus once the initial warning alarm of a train approaching occurs.

55. The current edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) states that the average walking speed for a younger pedestrian is 4.00 ft./sec. and the older pedestrian walks 0.70 ft./sec. slower, at 3.30 ft./sec. With this information

and given that the distance between the proposed entrance and exit point of the swing gates is approximately 50 feet, the total unobstructed crossing time to clear the Metro ROW tracks is estimated by Metro be 12.5 seconds for a younger pedestrian and 15.15 seconds for an older pedestrian. The aforementioned travel speeds do not take into account pedestrian congestion at the crossings nor do they account for potential obstructions of having to open the gate crossing manually to enter and push the gate crossing to exit the Metro ROW. The FEIS/FEIR and the SEA are silent on the pedestrian crossing times at Eucalyptus and associated safety impacts that would occur due to the lack of adequate crossing time (only 17 seconds).

56. In order to more adequately calculate proposed gate crossing times a field observation was undertaken by FCBC’s Experts, which revealed the approximate crossing times observed for various pedestrians as set forth in Table 2.

<i>Table 2 Observed Pedestrian Crossing Time at Approximate Swing Gate Locations</i>	
Type of Pedestrian	Crossing Time (seconds)
Able-bodied Woman (congested pedestrian period)	30
Able-bodied Woman with Children (uncongested pedestrian period)	16.50
Able-bodied Woman with Stroller	25
Assisted Wheel Chair (uncongested pedestrian period)	23
Man with Cane	26.5

57. All of the observed pedestrian crossing times in Table 2 do not account for the additional time it will take to open the pedestrian gates to enter and push the gate on the other side to exit the Metro ROW. As such, based on the observed crossing times, the 17-second crossing time provided by Metro appears to be wholly inadequate and deficient. The FEIS/FEIR and the SEA lack any meaningful discussion and are deficient on pedestrian safety and crossing times at Eucalyptus and the Metro ROW.

58. Neither the EIR/EIS nor the SEA addresses the grade changes that would need to be solved for a Pedestrian Crossing. The train tracks are sunken below the grade on either side of the ROW where the mid-block crossing is proposed. From FCBC’s Trinity Building lot/drive aisle area, a pedestrian will have to descend to reach the tracks to cross over to the Tabernacle Parking. The Tabernacle Parking lot is at an even higher

elevation, and there is a retaining wall adjacent to the rail ROW and the Tabernacle Parking lot. There was no analysis in the SEA of this grade change on both sides of the tracks, nor how it will be traversed by pedestrians, nor how such a Pedestrian Crossing will be engineered given the grade change on both sides of the track.

59. As noted above, there is potential for hundreds of pedestrians to cross the tracks just before and after Church services and other regular large events in The Tabernacle. Related to the mid-block Pedestrian Crossing proposed in the SEA, there is little discussion in the SEA of where hundreds of pedestrians will stand, while waiting up to 80 seconds for trains to cross in either direction. From a physical perspective, the only available areas for pedestrians to stand on either side of the mid-block Pedestrian Crossing while waiting for trains to cross, would be in what is today Church surface parking spaces and in the Church's parking lot drive aisles. There are no diagrams in the SEA of where hundreds of people will queue up and wait while the trains pass. There is no analysis in the SEA concerning the obvious safety impacts that could occur from pedestrians being forced to stand in a drive aisle where vehicles (including emergency vehicles) traverse.

C. Failure to Adequately Assess Impacts to Emergency Response Routes

60. The FEIS/FEIR and SEA inadequately assess the potential impacts to emergency response routes as a result of gate down times associated with crossing at Eucalyptus. Moreover, the FEIS/FEIR and SEA are silent on the potential impacts to FCBC's Church Campus, and more specifically The Tabernacle. As part of the Experts' review, potential emergency routes have been identified for (1) Inglewood City Fire Department, (2) Inglewood City Paramedics and (3) Centinela Medical Center as they relate to The Tabernacle. Existing emergency response routes were identified based on a review of aerial imagery to identify the most logical and efficient route of travel to The Tabernacle and the entire community north of the Metro ROW. Potential emergency response routes were also identified based on a review of aerial imagery to identify the most logical and efficient route of travel to The Tabernacle while avoiding all at-grade rail crossings that would be active as a result of the Rail Line. These potential emergency response routes are highlighted in Exhibit "C" attached hereto.

61. The potential emergency response vehicle routes are anticipated by the Experts to be severely impacted as a result of the at-grade rail crossings proposed by the Rail Line. Route distances are more than doubled. Additionally, with the addition of a center median preventing left-out turns from the Tabernacle, the responding emergency vehicles will have to turn right out of the Tabernacle and be forced to wait in potential queues due to passing trains. The FEIS/FEIR failed to disclose or analyze this impact and there is no meaningful analysis in the SEA.

**VI. UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)
STANDARDS MANDATE A GRADE SEPARATION**

62. The USDOT Guidance on Traffic Control Devices at Highway-Rail Grade

Crossings manual (“Manual”) suggests that there are several safety variables when considering closure, grade separation or active control: Annual average daily traffic, legal and/or operating speed, train frequency and speed, design level of service, proximity to other intersections, proximity to schools, industrial plants and commercial areas, accident history and predicted accident frequency, and available clearing and corner sight distance, including the ability of the driver to see an approaching train in both directions, with sufficient time to stop 15 feet before the near rail.

63. The Manual goes on to state that highway-rail grade crossing should be considered for grade separation whenever the cost of grade separation can be economically justified based on fully allocated life cycle costs and one or more of the following conditions exist:

"An average of 50 or more passenger trains in urban areas; [...] Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 400,000 in urban areas; the expected accident frequency (EAF) for active devices with gates as calculated by the USDOT Accident Prediction Formula including 5-year accident history, exceeds 0.2; vehicle delay exceeding 30 vehicle hours per day; an engineering study indicates that the absence of grade separation structure would result in the highway facility performing at a level of service below its intended minimum design level 10% or more of the time."

The Manual further recommends grade separation without any economic study if there is an average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas.

A. Average of 50 or More Passenger Trains in Urban Areas

64. With respect to the first USDOT professional standard of having an “average of 50 or more passenger trains”, by using the Expo Line schedule, it is predicted that the number of passenger trains per day crossing the Eucalyptus crossing would be three hundred four (304). This is more than six (6) times the professional standard for consideration of grade separation. Furthermore, this is more than four (4) times the standard for grade separation with no economic study. On this basis alone the crossing at Eucalyptus should to be grade separated.

B. Passenger Train Crossing Exposure Exceeds 400,000

65. With respect to the second USDOT professional standard of when “passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 400,000 in urban areas”, this is appropriately determined by taking the ADT of 3,751 for 2010 (for Eucalyptus between Fairfax and Florence) from the City of Inglewood, Engineering & Traffic Survey, March 2011 and applying a two (2) percent per year growth factor, which results in an ADT of 5,574. Based on 304 trains per day crossing at Eucalyptus and the ADT of 5,574, the crossing exposure would be 1,694,496. This

number grossly exceeds the standard of 400,000 for urban areas (with economic study) and also 800,000 (without economic study), and thus grade separation is necessary. It should be noted that this is not even taking into account the pedestrian exposure.

C. Expected Accident Frequency Exceeds .2

66. With respect to the third USDOT professional standard of when “the expected accident frequency (EAF) for active devices with gates as calculated by the USDOT Accident Prediction Formula including 5-year accident history, exceeds 0.2”, the FEIS/FEIR and the SEA show no study was done on this standard and it is unclear what the expected EAF is for the Eucalyptus crossing. This analysis should be done.

D. Vehicle Delay Exceeds 30 Vehicle Hours Per Day

67. With respect to the fourth USDOT professional standard of when “vehicle delay exceeding 30 vehicle hours per day” exists, the FEIS/FEIR contains information only for the AM and PM Peak Hours at Florence and Eucalyptus, which reveals that the intersection of Florence and Eucalyptus will encounter a delay of 14.9 seconds in the AM and 15.4 seconds in the PM. The peak hour volumes at the intersection are 2,612 vehicles in the AM and 3,427 vehicles in the PM. Based on only the AM and PM Peak Hours the delay as a result of the proposed Rail Line in hours for just this time period is approximately 25.56 hours (10.81 hrs AM +14.75 hrs PM). It is believed that during off-peak periods, there will likely be additional delays associated with the proposed Rail Line that have not been evaluated in the FEIS/FEIR or the SEA. As such, it is believed that when delay from the “off-peak” periods are added to the delay from the peak hours, the total will exceed 30 hours and that grade separation would be necessary under this standard. This should be studied in the SEA.

68. Additionally, based on information provided by Metro on March 16, 2012, that queuing times may be up to 80 seconds and occur every 3 minutes (during peak conditions) at the Eucalyptus crossing. As a result, additional vehicle delays may occur and further contribute to the overall daily vehicle delay and cause total vehicle delay to exceed the 30 hour standard, all of which has not been discussed or analyzed in the FEIS/FEIR or the SEA.

69. Furthermore, as noted above, Traffic Microsimulation was prepared for 15 intersections that Metro deemed were “most affected”, but they did not include the intersection of Florence and Eucalyptus. A Microsimulation for this area would have provided additional details on the delay at the intersection by directional approach and should have been done in connection with the SEA.

E. Highway Facility Performing at a Level of Service Below Its Intended Minimum Design Level 10% or More of the Time

70. With respect to the fifth USDOT professional standard of “an engineering study indicates that the absence of grade separation structure would result in the highway

facility performing at a level of service below its intended minimum design level 10% or more of the time”, as discussed in the FEIS/FEIR, the City has no significant criteria, therefore the FEIS/FEIR deferred to generally accepted standards of engineering that state a level of service (“LOS”) of E or F is considered deficient (LOS A, B, C and D are deemed acceptable). Using this rationale, the PM peak hour experiences a LOS of “E” and would therefore perform at an unacceptable LOS. Assuming that this condition would occur for the duration of the PM peak “period” (a duration of three hours), the intersection of Florence and Eucalyptus would experience an unacceptable LOS for approximately twelve and one-half percent (12.5%) of the time (3 hrs/24 hrs = 12.5%), which warrants a grade separation and should have been disclosed and analyzed in the FEIS/FEIR and the SEA.

71. Additionally, neither the FEIS/FEIR nor the SEA provides a segment analysis and associated segment LOS for Eucalyptus / Florence. If this analysis had been conducted, which Metro should have performed, a further deficient condition for the roadway segment may have been discovered, which would also warrant a grade separation under this standard.

VII. RELEVANT CPUC STATUTES AND ORDERS

72. Relevant provisions of the California Utilities Public Utility Code and CPUC General Orders include the following:

A. **Public Utilities Code Section 1201** provides in relevant part:

73. “No public road, highway, or street shall be constructed across the track of any railroad corporation at-grade, nor shall the track or any railroad corporation be constructed across a public road, highway, or street at-grade ... without having first secured the permission of the commission ...”

B. **Public Utilities Code Section 1202** provides in relevant part:

74. “The commission has the exclusive power: (a) To determine and prescribe the manner, including the particular point of crossing, and the terms of installation, operation, maintenance, use, and protection of each crossing of ... a public or publicly used road or highway by a railroad or street railroad, and of a street by a railroad or of a railroad by a street ... (c) To require, where in its judgment it would be practicable, a separation of grades at any crossings established and to prescribe the terms upon which the separation shall be made ...”

C. **CPUC General Order 75-D** provides in relevant part:

75. “3. Scope of Rules ... Design or construction specifications shall be in accord with accepted industry standards for the given existing local conditions unless otherwise specified in these rules ...”

D. CPUC General Order 88-B provides, in relevant part:

76. “1. Purpose – The purpose of these regulations is to establish criteria for alteration of existing public highway crossings ...

3. Criteria – 3.1 The public agencies having jurisdiction over the roadway involved and the railroad corporation shall be in agreement as to the public necessity for altering the existing highway-rail crossing.

3.2 – The proposed alteration(s) shall comply with all applicable Commission General Orders ...

5. Forms and Contents of Request ...

5.4 – A statement showing why a separation of grades is not practicable under the circumstances ...

5.8 – Evidence of agreement between the parties relative to the proposed alteration(s) ...”

E. CPUC General Order 143-B provides in relevant part:

77. “... 9.08 Crossings of Public Streets and Railroads – No crossings or intersections of tracks of an LRT system and a public road, highway, street, or track of a railroad corporation either at-grade or at separated grade shall be constructed without having first filed an application pursuant to the Public Utilities Commission Rules of Practice and Procedure, California Administrative Code, Title 20, and secured the permission of the Commission ...”

F. CPUC General Order 145 provides in relevant part:

78. “... 10. Requirements for At-Grade Rail Crossings ...

10.2 ... The purpose of this consultation is for the RTA to provide its reasons and supporting evidence, why the at-grade crossing is not a good candidate for closure or grade separation ...”

G. CPUC General Order 164-D provides in relevant part:

79. “... 10. Requirements for At-Grade Rail Crossings ...

10.1 The procedures described in this section apply to the construction of all at-grade crossings established **after the effective date of this General Order.**” (Emphasis added)

VIII. RELIGIOUS LAND USE AND INSTITUTIONALIZED PERSONS ACT

80. The Religious Land Use and Institutionalized Persons Act of 2000 (“RLUIPA”) provides, in relevant part, “Section 2. Protection of Land Use as Religious Exercise (a) Substantial Burdens – (1) General Rule – No government shall impose or implement a land use regulation in a manner that imposes a substantial burden on the religious exercise of a person, including a religious assembly or institution, unless the government demonstrates that imposition of the burden on that person, assembly, or institution – (A) is in furtherance of a compelling governmental interest; and (B) is the least restrictive means of furthering that compelling governmental interest.”

81. Metro's proposed design and operation of the Rail Line and crossing at Eucalyptus is in essence and for all particular purposes a land use regulation within the meaning of the RLUIPA, given its practical restrictions of the use of FCBC Church Campus and is more restrictive than necessary, as presented herein above. If the FTA condones and approves the Rail Line with an at grade design, then it along with Metro will be in violation of RLUIPA.

82. The mid-block Pedestrian Crossing proposed in the SEA lines up almost parallel to the rear section of the Tabernacle building. The rear section of the Tabernacle is where the Church's choir is positioned, where the stage is located, and where the clergy deliver their sermons. With trains crossing up to 300 times per day in one direction or another, warning bells will automatically sound with the passage of each train, which could profoundly impact the worship service, religious message content and delivery, as well as the overall religious experience of the parishioners.

IX. ENVIRONMENTAL JUSTICE – 1964 CIVIL RIGHTS ACT

83. It has been FTA's longstanding policy to actively ensure nondiscrimination under Title VI of the 1964 Civil Rights Act in Federally funded activities. Under Title VI and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Furthermore, on February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies and activities that affect human health or the environment so as to identify and avoid 'disproportionately high and adverse' effects on minority and low-income populations.

84. Metro and FTA, by continuing to proceed with an at-grade crossing at Eucalyptus Avenue and Florence Avenue, are discriminating against FCBC and holding in low regard the health, safety and security the members of this congregation and the surrounding community. As previously stated, the population of FCBC and the area immediately surrounding the crossing at Eucalyptus Avenue and Florence Avenue is predominantly minority. By continuing with an at-grade crossing at Eucalyptus and Florence, Metro and FTA are turning a blind eye to the immediate problem and is failing to mitigate the 'disproportionately high and adverse' effects that will come upon FCBC and the surrounding community of Inglewood, as highlighted within this letter.

85. Under Title VI of the 1964 Civil Rights Act, all reasonably foreseeable adverse social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed. USDOT Order 5610.2 on Environmental Justice defines at least 11 adverse affects, of which Metro and the FTA have failed to adequately identify and address at least 9 adverse affects placed upon

FCBC (and its members) and the community as a result of the construction and operation of the Rail Line and an at-grade crossing at Florence and Eucalyptus. The adverse affects are as follows:

a) Bodily impairment, infirmity, illness, or death – As previously stated, Metro and FTA completely disregards pedestrian crossing safety by not grade separating the crossing at Florence and Eucalyptus, and are thus putting in danger all members of FCBC and members of the community who utilize this crossing. Metro and FTA have also failed to analyze the line of sight at this particular crossing, which, coupled with the speed of train, will not allow the proper amount of time for an alert train operator to stop the train if there is an obstruction and/or people caught in the crossing.

b) Air, noise, and water pollution and soil contamination – Metro and FTA impose an adverse affect on FCBC by failing to properly analyze the air quality impacts that will result from the Rail Line. The Rail Line has not been active on this segment of the previous BNSF system in over a decade. Now, because of trains crisscrossing this rail segment up to 40 times in an hour, will result in vehicular surface traffic queuing and idling – sometimes for 80+ seconds at a time --- when trains are crossing. Therefore, the baseline for air quality impacts is basically going from zero today, since vehicles today do not have to stop to cross over the tracks on Eucalyptus Avenue to an unforeseen amount of air pollution surrounding this crossing, which could be eliminated with grade-separation.

c) Destruction or diminution of aesthetic values – Metro and FTA place an adverse affect on FCBC by installing a pole mast for the audible and visual warning device in mid-block crossing (12-14 ft. tall, p. 25 of SEA) right through the middle of the FCBC Church Campus. Also, electrical lines and poles above ROW powering trains will decrease the aesthetic value of FCBC Church Campus.

d) Destruction or disruption of community cohesion or a community's economic vitality – As previously stated, Metro and FTA will divide not only the FCBC Church Campus but also the community as a whole. There are multiple high density residential neighborhoods surrounding the Florence/Eucalyptus crossing whose members have to cross tracks to get to the local middle school, businesses, City Hall and other facilities. The Rail Line will disrupt traffic flow to FCBC as well as the largest private employer in Inglewood. Moreover, the Rail Line will disrupt daily church activity (pedestrian and vehicular) and has the potential to cripple church attendance

e) Destruction or disruption or the availability of public and private facilities and services – As previously stated, based upon FCBC's Experts' reports, emergency services will take longer to reach FCBC and the community north of the ROW. Emergency routes will be altered due to the amount of trains

crossing at Florence/Eucalyptus and expected wait times for the trains to clear the crossing. With the implementation of the proposed Rail Line, FCBC and the community will suffer with longer emergency response routes and response times.

f) Vibration – As previously stated, Metro and FTA claim that only one of the buildings on the FCBC Church Campus will be affected by the predicted vibration level of 68 VcB. Metro and FTA failed to fully analyze and evaluate the impacts on the remainder of the buildings on the FCBC Church Campus.

g) Displacement of persons, businesses, farms, or nonprofit organizations – As it should be apparent throughout the entirety of this letter, FCBC, all people employed by FCBC, members of FCBC and the surrounding community would be displaced if Metro and FTA continue the Rail Line project as planned without grade separation. This adverse affect alone should bring about grade separation.

h) Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community – As previously stated, many adverse affects would be put upon FCBC directly relating to this specific matter. With the implementation of turn-restricting center medians, vehicle queuing waiting for passing trains, and inadequate traffic analysis relating to these issues, traffic congestion will skyrocket. The Alameda Corridor was constructed specifically to reduce the traffic congestion along this ROW, which will now be obliterated by the Rail Line for the benefit of other communities. Moreover, if Metro and FTA proceed as planned with the proposed Rail Line, the FCBC Church Campus will be divided in half, and a minority community will be facing matters of separation that more affluent communities along Metro lines do not face.

i) The denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities – As discussed above, the proposed Rail Line will present a significant reduction in USDOT policies and specific USDOT standards that have been ignored or disregarded by Metro and FTA in the preparation of the Rail Line. See Section VI above regarding “United States Department of Transportation (USDOT) Mandates a Grade Separation.”

X. METRO’S AND FTA’S VIOLATIONS OF LAWS AND ORDERS

A. Avoidance or Violations of California Public Utilities Code and CPUC General Orders

86. Metro has conducted itself in a manner which is designed to avoid or violate applicable Public Utility Codes and CPUC General Orders. Clearly, the CPUC has the right (and the obligation) to oversee the design and improvement of the proposed Eucalyptus and Pedestrian Crossing in accordance with Public Utility Code sections 1201

and 1202. Rather than designing it in the manner suggested by the CPUC (trenching), the City and USDOT standards, Metro is proceeding forward with an at-grade design, which also violates Public Utilities Code Section 1202 and General Orders 75-D, 88-B, 143-B, and 145. FCBC also understands and believes that Metro is attempting to seek a “staff level” approval of all crossings in direct violation of Public Utilities Code Section 1201 and General Orders 88-B and 143-B. The SEA should have discussed the required permits and approvals from the FTA, as well as from other governmental agencies such as the CPUC, especially given reliance on the CPUC for certain safety aspects of the Rail Line.

B. Violations of the National Environmental Policy Act (NEPA)

87. FTA is or will be in violation of NEPA if it continues forward with the Rail Line “project”. Violations include the following:

- (1) The probable environmental impacts of both the proposed action (the Rail Line) and its alternatives should be presented in the SEA. As set forth above and in the Experts’ reports attached hereto, there are many environmental impacts that have neither been identified nor analyzed, and no alternatives have been examined. See NEPA, Section 102(2)E; 40 C.F.R. 1502.14.
- (2) Methodologies to scientific or other sources for conclusions in the SEA have not been disclosed. See 40 C.F.R. 1508.4
- (3) The SEA should have provided a baseline for environmental impact evaluation and alternatives, which was clearly not done here both as to unidentified environmental impacts as well as alternatives. See 40 C.F.R. 1058.9 and 1502.15.
- (4) Thresholds of significance have not been provided in the SEA for any of the potential environmental impacts, including as related to traffic, pedestrian safety, noise, vibration and other anticipated environmental impacts. See 40 C.F.R. 1508.27.
- (5) The SEA should have listed all federal permits, licenses and approvals that would need to be obtained to implement the proposed actions. See 40 C.F.R. 1502.25(b).
- (6) Alternatives to the project should have been presented and analyzed in the SEA, including trenching in this area to avoid the environmental impacts. See NEPA, Section 102(2)E.

C. Violations of the California Environmental Quality Act (CEQA)

88. Metro is or will be in violation of CEQA if it continues forward with the Rail Line “project”. Violations include the following:

- (1) As provided above, the “Project” was both inaccurate and has changed in the nature of the design of the Eucalyptus crossing and related improvements, as well as the revised medians and Pedestrian Crossing. See Public Resources Code section 21083 and CEQA Guidelines section 15124. This requires some form of supplemental environmental review by Metro, and the CPUC (as a Responsible Agency under CEQA) will not be able to rely on the defective FEIS/FEIR.
- (2) Similarly, the environmental setting was inaccurate in that the baseline physical conditions for the FCBC Church Campus were not properly taken into account. See Public Resources Code section 21083 and CEQA Guidelines sections 15124 and 15125. This requires some form of supplemental environmental review by Metro, and the CPUC (as a Responsible Agency under CEQA), will not be able to rely on the defective FEIS/FEIR.
- (3) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible, and a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment. Metro has failed to do so in violation of this standard, as provided in Public Resources Code section 21083 and CEQA Guidelines section 15041. The feasible alternative and mitigation is to trench in this area, as it is being done in other areas.

89. As a Lead Agency under CEQA, Metro has the authority to mitigate impacts and/or require changes in the Rail Line project. See Public Resources Code section 21083 and CEQA Guidelines section 15041. It should do so as suggested in CPUC’s original letter dated October 28, 2009 by requiring trenching in this area.

D. Violation of Religious Land Use and Institutionalized Persons Act of 2000 – “Equal Terms”, “Substantial Burden on Religious Exercise” (42 U.S.C. § 2000cc et seq.)

90. By undertaking the Rail Line project as proposed, Metro and the FTA will deprive FCBC of its right to be free from religious discrimination, as secured by the Religious Land Use and Institutionalized Persons Act, by treating it on less than equal terms than a nonreligious assembly or institution.

91. By undertaking the Rail Line project as proposed, Metro and the FTA will deprive FCBC of its right to the free exercise of religion, as secured by the Religious Land Use and Institutionalized Persons Act, by effectively imposing and implementing a land use regulation that places substantial burden on FCBC’s religious exercise.

92. By undertaking the Rail Line project as proposed, Metro and the FTA will deprive FCBC of its right to the free exercise of religion, as secured by the Religious Land

Use and Institutionalized Persons Act, by imposing and implementing a land use regulation that unreasonably limits religious assemblies within a jurisdiction.

E. Violations of 1964 Civil Rights Act and the United States Constitution Equal Protection - Fourteenth Amendment (42 U.S.C. § 1983)

93. Any evaluation of the environmental impacts and adopted mitigation measures in the minority South Los Angeles communities compared to more affluent areas along Metro's other light rail lines show a great disparity in the Metro's design. FCBC (like the CPUC, the City and USDOT policies) believes that optimal safety is obtained through grade separation. However, Metro and FTA clearly have a lowered mitigation standard applied in the majority-minority South Los Angeles residential communities.

94. By undertaking the Rail Line project as proposed, Metro and the FTA will (i) violate the 1964 Civil Rights Act and USDOT Order 5610.2 on Environmental Justice, and (ii) deprive FCBC of its right to equal protection of the laws, as secured by the Fourteenth Amendment to the United States Constitution, by discriminating against FCBC in its application of the laws, regulations and plans of the United States, State of California and those of the City.

XI. ACTIONS REQUESTED BY FCBC

95. FCBC requests that the following actions be undertaken by FTA:
- (1) A Supplemental Environmental Impact Statement be prepared and circulated for public comment, including with a full evaluation of the environmental impacts identified above, a discussion of mitigation measures, and a full evaluation of all alternatives (including as to trenching the Rail Line in and around the FCBC Church Campus;
 - (2) Metro and FTA undertake further studies and analysis with respect to the Eucalyptus crossing and adjacent areas and, in particular, the impact of the proposed Rail Line on the FCBC Church Campus;
 - (3) Metro and FTA follow USDOT Order 5610.2 and USDOT standards with respect to grade separation;
 - (4) Metro and FTA design and implement the Rail Line and the Eucalyptus crossing at the FCBC Church Campus location so as to not give rise to violations under the Religious Land Use and Institutionalized Persons Act, the 1964 Civil Rights Act and the Fourteenth Amendment of the United States Constitution (Equal Protection Clause); and
 - (5) Metro and FTA pursue a trenched rail design (a practical alternative) at FCBC Church Campus location as a result of the unsafe pedestrian and vehicular conditions that would exist with an at-grade crossing.

We thank you for your consideration of our comments and requested actions.

Very truly yours,

FAITHFUL CENTRAL BIBLE CHURCH



By:

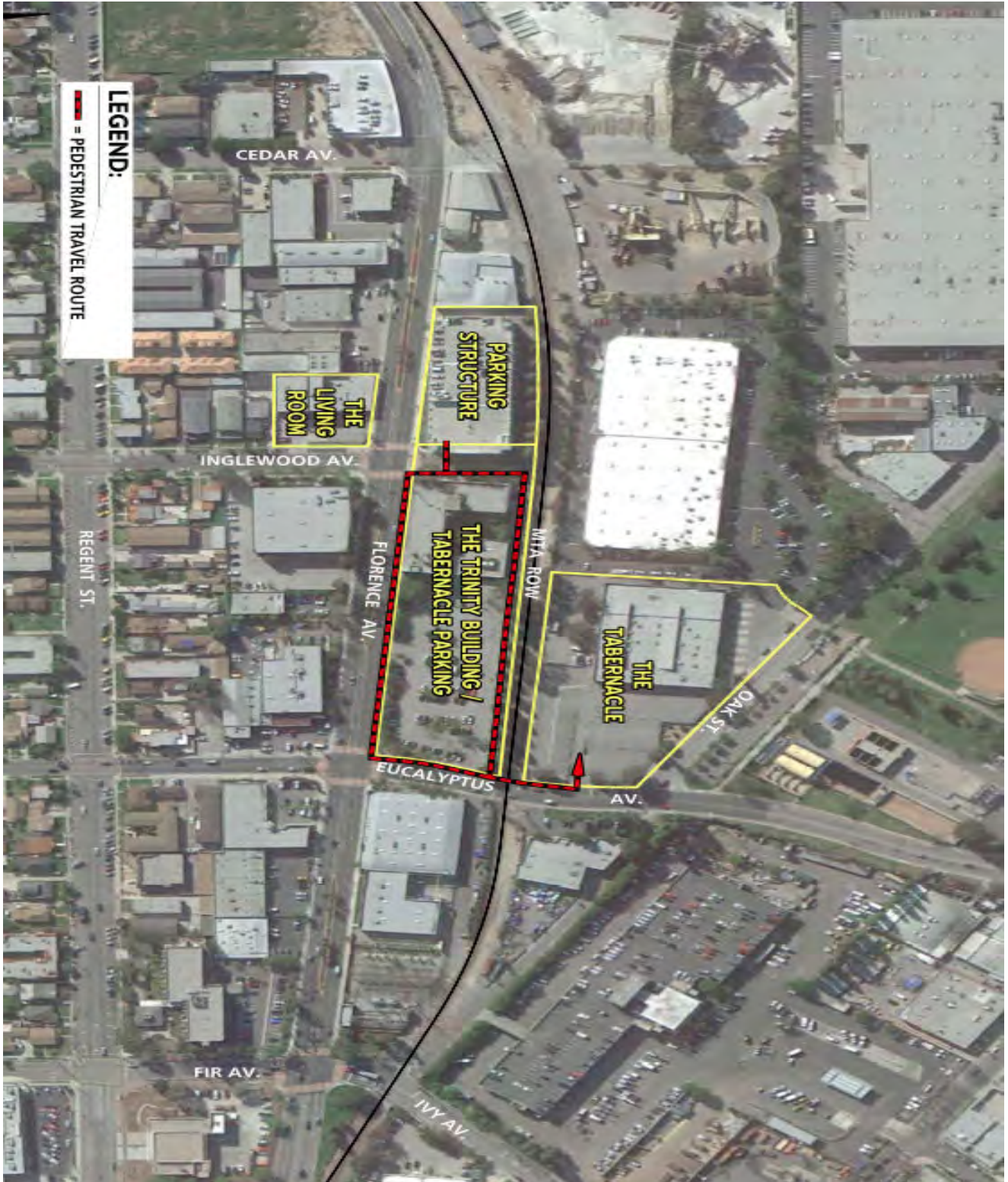
Marc T. Little, Esq.,
Chief Operation Officer and General
Counsel

cc: Bishop Kenneth Ulmer, Dmin, PhD, Senior Pastor - Faithful Central Bible Church (FCBC)
Rev. Jackie Russell, Director of Community Services – FCBC
Dr. Steven Johnson, Chief Financial Officer – FCBC
Jonathan Curtis, Esq. (on behalf of FCBC)
Larry J. Kosmont, CRE - Kosmont Companies (on behalf of FCBC)
Susan Perry, Esq. - Kosmont Companies (on behalf of FCBC)
Arthur Leahy, CEO – Los Angeles County Metropolitan Transportation Authority

EXHIBIT "A"

Vicinity Map

FCBC Vicinity Map



LEGEND:
--- = PEDESTRIAN TRAVEL ROUTE



EXHIBIT “B”

Residential Neighborhoods Near FCBC

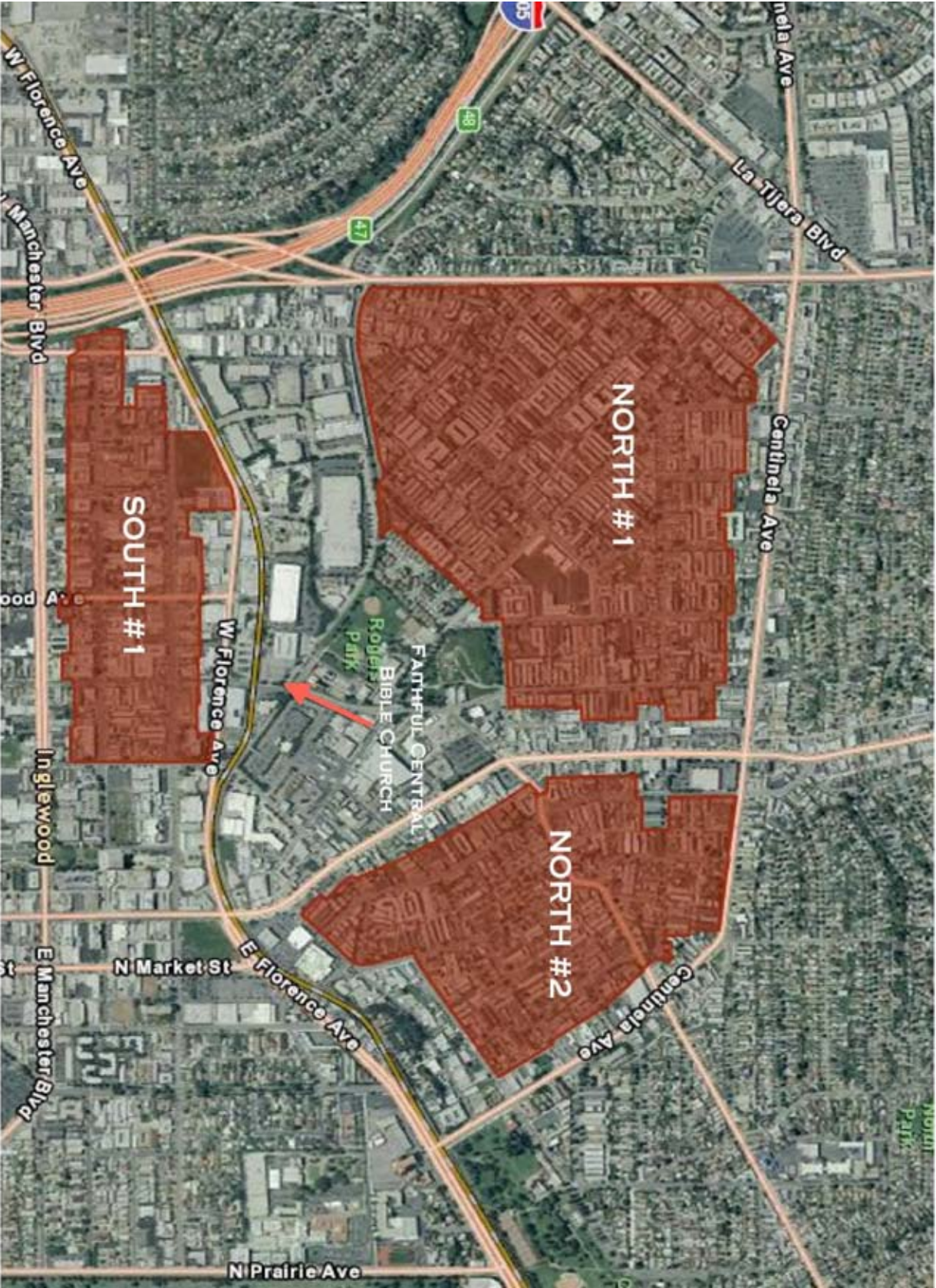
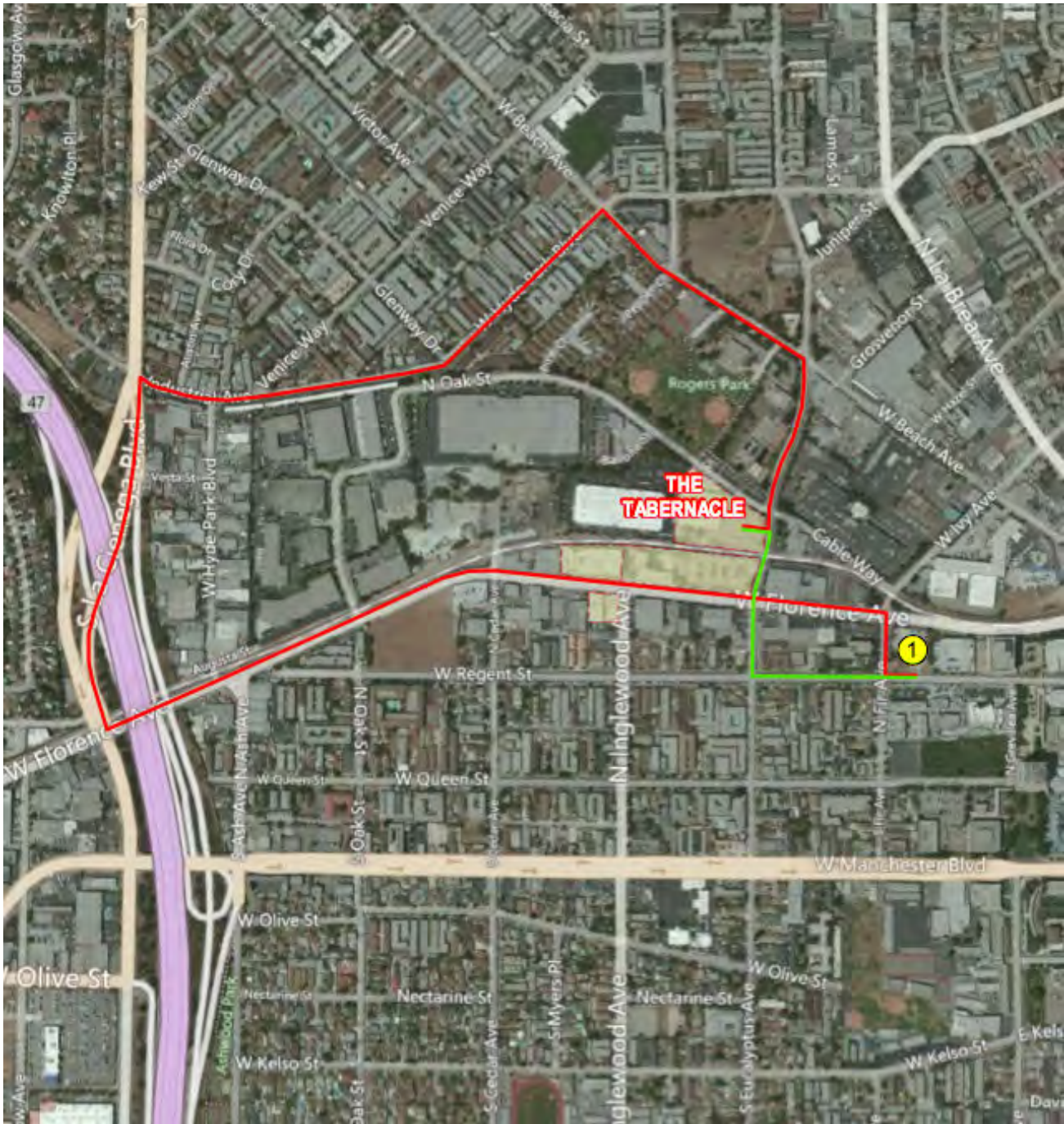





EXHIBIT "C"

Emergency Response Routes

Inglewood City Fire Department Emergency Response Route

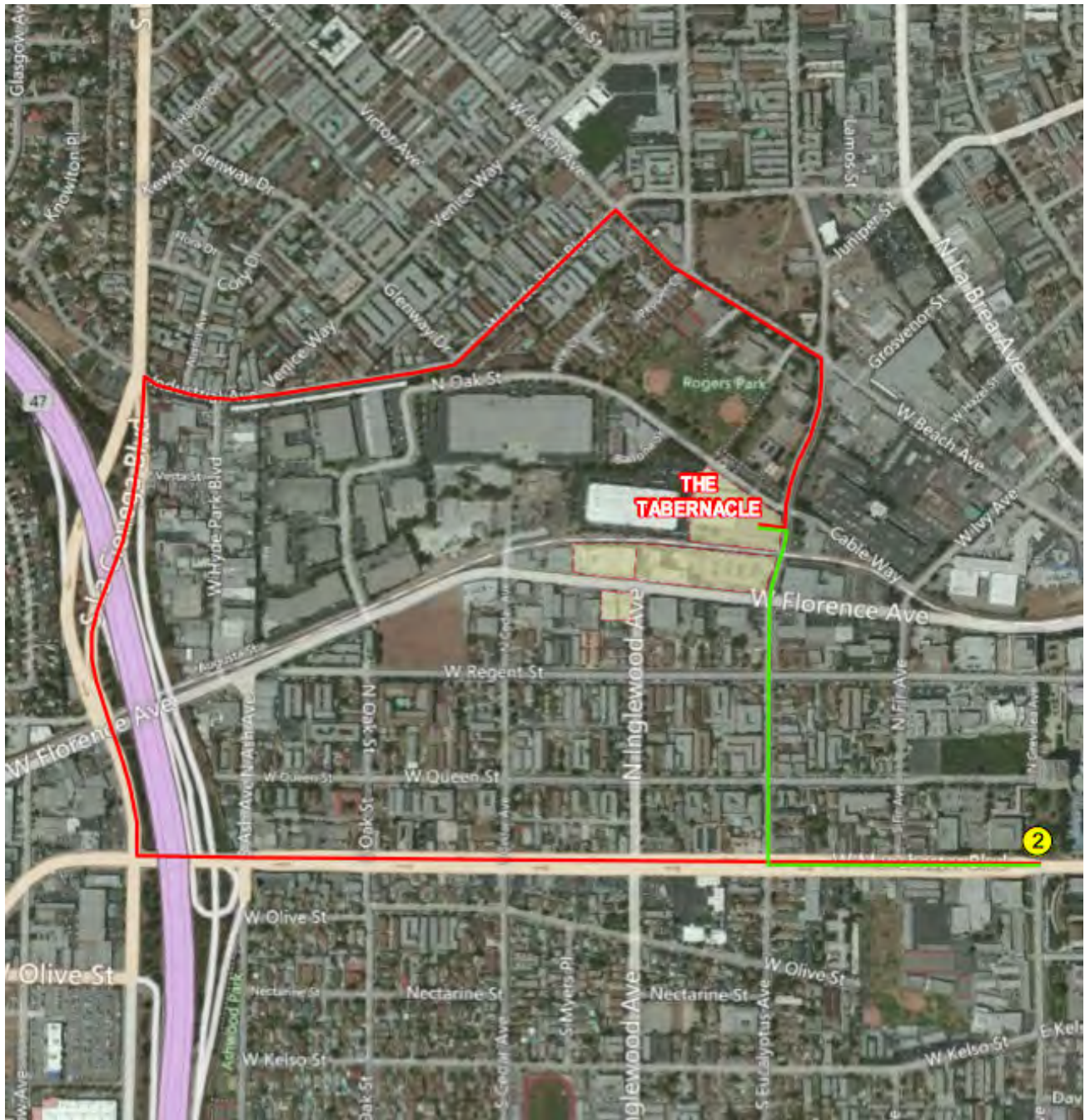


Legend

-  = Inglewood City Fire Department (141 W. Regent St.)
-  = Existing Emergency Response Route (0.3 miles)
-  = Potential Emergency Response Route (2.2 miles)



Inglewood City Paramedics Emergency Response Route



Legend




-  = Inglewood City Paramedics (1 W. Manchester Blvd.)
-  = Existing Emergency Response Route (0.6 miles)
-  = Potential Emergency Response Route (2.3 miles)



EXHIBIT “D”

Urban Crossroads Professional Report

MEMORANDUM

August 1, 2012

Mr. Marc Little
COO and General Counsel
FAITHFUL CENTRAL BIBLE CHURCH
333 W. Florence Ave.
Inglewood, CA 90301

Subject: Comments on the Crenshaw/LAX Transit Corridor and Faithful Central Bible Church

Dear Mr. Little:

Urban Crossroads, Inc. is pleased to provide these comments on the traffic analysis contained in the Draft, Recirculated Draft, Final Environmental Impact Report (collectively referred to as "EIR"), Supplemental Environmental Assessment (SEA) dated July 2012, and other informal information provided by the Metropolitan Transportation Authority ("MTA") for the Crenshaw/LAX Transit Corridor. There are significant deficiencies relating to the likely significant impacts on the Faithful Central Bible Church (FCBC) campus and operations, as well as to the community.

By way of background, Urban Crossroads, Inc. is a full service planning and engineering consulting firm that works with public and private sector clients whose professionals include traffic engineers, noise and air quality experts and strategic planners. A full statement of our firms qualifications and a listing of representative clients is attached hereto as Attachment "A".

Upon review of the EIR, associated documents, and information recently provided by MTA, several deficiencies are noted and MTA's failure to provide relevant documentation and analysis as to the project's potential to impact traffic, on-site circulation, and pedestrian activity necessitate preparation of a more detailed analysis. The primary focus of Urban Crossroads Inc.'s review and analysis has been on the impacts to FCBC and the adjacent community, with particular emphasis on the rail crossings at the intersections of Florence Avenue and Eucalyptus Avenue.

The following discussion underscores concern for the project's potential to meet the test of significance, and the technical inadequacy of the EIR and related SEA under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), especially given recent disclosures by the MTA and changes to the Project.

Project Description

As stated in the Final Environmental Impact Report (“FEIR”), the purpose of the FEIR is to describe the existing conditions and environmental setting in the Crenshaw/LAX Transit Corridor and to evaluate the Locally Preferred Alternative (“LPA”) against the existing conditions under CEQA and future conditions without the project under NEPA (No Build Alternative).

The Crenshaw /LAX Transit Corridor study area is generally a north-south corridor that extends approximately ten miles in length through much of Central Los Angeles. The study area includes approximately 33 square miles and portions of five jurisdictions: the Cities of Los Angeles, Inglewood, Hawthorne, El Segundo, and portions of unincorporated Los Angeles County. The study area is generally defined as the area extending north to Wilshire Boulevard and the Park Mile area of Los Angeles; east to Arlington Avenue; south to El Segundo Boulevard and the downtown Hawthorne area; and west to Sepulveda Boulevard, La Tijera Boulevard, and La Brea Avenue. Three major interstate highways traverse the study area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-105), running east-west and the San Diego Freeway (I-405) which runs north-south. The Harbor Freeway (I-110) parallels the corridor, running north-south immediately to the east of the study area.

Consideration of the project is based upon a LPA, the route of which is described as follows; From a southern terminus at the Metro Green Line, the alignment would follow the Harbor Subdivision Railroad right-of-way, adjacent to Aviation Boulevard/Florence Avenue and continue northeast to Crenshaw Boulevard where it would travel north within the middle of the Crenshaw Boulevard right-of-way to the Exposition/Crenshaw Station, adjacent to the Metro Exposition Line currently under construction. The length of the route of the proposed project is 8.5 miles, and the length of the LRT service is 12 miles since the proposed service operates over both new infrastructure and existing infrastructure (the existing Metro Green Line).

The Crenshaw/LAX Transit corridor includes the segment of existing inactive rail lines located generally north of Florence, east of I-405 and west of Fir in the City of Inglewood.

Faithful Central Bible Church

The Faithful Central Bible Church’s (FCBC) campus generally includes: (1.) 401 W Florence Avenue (“Parking Structure”), (2.) 321 N. Eucalyptus Avenue (“The Tabernacle”), (3.) 333 W. Florence Avenue (“The Trinity Building/Tabernacle Parking”) and (4.) 400 W. Florence Avenue (“The Living Room”).

The FCBC campus is bisected by Right of Way (“ROW”) which was recently acquired by MTA for the proposed LRT service. The OW consists of an inactive rail line. It is important to note that

services as well as special events are primarily held at The Tabernacle. Parking for parishioners is primarily available on the south side of this new MTA ROW west of Eucalyptus Avenue at the Parking Structure and The Trinity Building/Tabernacle Parking. There are limited parking spaces available at The Tabernacle (approximately 130 spaces); these are reserved primarily for the elderly and disabled parishioners. However, The Tabernacle parking lot does not entirely meet the parking needs of all elderly and disabled parishioners so many of the elderly and disabled parishioners are still required to park at the Parking Structure or The Trinity Building/Tabernacle Parking.

Since the majority of parishioners park their vehicles at the Parking Structure or The Trinity Building/Tabernacle Parking, then travel along Florence Avenue, north of the Parking Structure and The Trinity Building/Tabernacle Parking, and north on Eucalyptus Avenue across the currently inactive MTA ROW to reach service and other activities at The Tabernacle. Exhibit "A" illustrates the FCBC Campus, MTA ROW, and the current pedestrian route for on-going church activities.

FCBC holds numerous large events every month at The Tabernacle including but not limited to: two (2) services on Sunday, funerals, weddings, concerts, and miscellaneous community events.

Failure to Adequately Assess Traffic Impacts

The EIR inadequately assesses the potential traffic impacts resulting from the proposed project, especially given recent disclosures by MTA and changes in the proposed project. A more detailed summary of the numerous deficiencies of the analysis is provided below:

Traffic Microsimulation and Intersection Delay – Analysis Not Undertaken

The FEIR Volume III Appendix G – Traffic Analysis ("Traffic Analysis") contains a microsimulation for the Crenshaw/LAX Transit Corridor. The microsimulation model allows the simulation of cars, buses, trucks, trams, pedestrians and cyclists. For the Crenshaw LRT corridor, cars, buses, trucks, pedestrians, and the Crenshaw/LAX LRT were modeled. The simulation analysis calculated the alleged delay at each intersection approach, queues, and corridor travel time results. The Traffic Analysis states that a microsimulation analysis was prepared for fifteen (15) intersections within the Crenshaw LRT corridor that are most affected by the proposed at-grade roadway crossings.

It is not clear how these fifteen (15) intersections evaluated were determined to be "most affected" as opposed to other intersections that are impacted throughout the Crenshaw LRT corridor. Additionally, in fact, the at-grade vehicle and pedestrian crossing at Eucalyptus Avenue

is completely ignored in the analysis and no microsimulation is provided in the EIR. This is of great concern since there are anticipated significant impacts to intersection delays, passenger car and pedestrian queuing at Eucalyptus Avenue and the proposed at-grade crossings.

It is recommended that MTA conduct supplemental microsimulation analysis during peak periods for intersections in and around the FCBC campus, including but not limited to Eucalyptus Avenue and Florence Avenue, Eucalyptus Avenue and MTA ROW, and Eucalyptus Avenue and Oak Street.

Parking Lot Queuing and Raised Median on Eucalyptus – New Designs Neither Disclosed nor Analyzed

The existing ingress and egress of vehicles for The Trinity Building/Tabernacle Parking and The Tabernacle surface parking is from Eucalyptus Avenue. The driveways on Eucalyptus Avenue currently accommodate inbound and outbound left turns.

During a March 16th, 2012 meeting, MTA provided FCBC with additional information outside of the EIR process and stated that neither driveway on Eucalyptus Avenue will be able to accommodate left turns and the driveways will be restricted to right-in-right-out only since the Project will require construction of a raised center median on Eucalyptus Avenue. MTA has provided no analysis on how restricting these driveways to right-in-right-out will affect FCBC. The proposed median has since been presented in the SEA to address omission from the EIR.

By restricting these driveways to right-in-right-out there are potential queuing issues that may be experienced along Eucalyptus Avenue that are completely ignored in the EIR and the SEA. The Tabernacle surface parking field currently accommodates approximately 130 vehicles and is always at-capacity. The distance between The Tabernacle driveway on Eucalyptus Avenue and the proposed rail crossing at MTA ROW is approximately 68 feet. According to the National Cooperative Highway Research Program (NCHRP) *Report 659* (Transportation Research Board), the average car length is 25 feet which accounts for the spacing between cars. Given the existing spacing of only 68 feet, only two (2) passenger cars would be accommodated on Eucalyptus Avenue prior to the MTA ROW tracks when the gate crossings are down. The additional vehicles would continue to queue in the parking lots and there could be significant delays for egressing vehicles since the gates can be down every 3-6 minutes in 80 second intervals. The queuing problem will be exacerbated as cars traveling on Eucalyptus Avenue stack up waiting for trains to pass.

Restricting the driveways to right-in-right-out will also impact the Minimum Required Throat Depth (MRTD) needed on-site for each existing driveway. The MRTD is measured from the

back of the sidewalk to the first drive aisle or parking stall. The purpose of the MRTD is to allow enough stacking distance for egressing vehicles so that the first drive aisle or parking stall is not blocked. This minimizes the possibility of incoming vehicles queuing out into the traveled way of the main street thereby creating a safety concern. Typical jurisdictions do not allow a MRTD of less than 25 feet for any project. Throat depths greater than the calculated MRTD are encouraged. On site parking is not permitted within the MRTD area. By restricting the driveways on Eucalyptus to right-in-right-out there is potential to exacerbate the MRTD and the minimum requirements do not meet adequate safety requirements. The FEIR is alarmingly deficient in ignoring this potential impact.

Lastly, restricting the driveways to right-in-right-out will restrict all vehicular traffic from The Tabernacle and The Trinity Building/Tabernacle Parking from heading northbound on Eucalyptus without impediment. In order to travel northbound on Eucalyptus from either of the restricted driveways, significant u-turns, off-site left turns or other redistributed travel paths would be required. These redistributed vehicular trips can cause significant impacts to traffic patterns, signal timing, and lane configuration throughout the study area and must be evaluated.

Failure to Adequately Assess Pedestrian Impacts and Safety Concerns

MTA Memorandum dated November 8, 2011

Subsequent to preparation of the EIR, MTA provided FCBC with a memorandum further detailing what MTA states as a "Pedestrian Study". It does not appear as though any "Pedestrian Study" was actually prepared, rather MTA as part of its November 8, 2011 transmittal included pedestrian counts that were conducted on Sunday, May 15th, 2011 between the hours of 6:00AM to 12:45PM. It is our understanding that FCBC was not contacted prior to the counts being taken to determine when in fact an appropriate time period and date would be to capture normal Sunday service activities. Additionally, the data contained in MTA's memorandum is not easily discernable and no exhibits are provided to identify where counts were taken and what each segment identified in the tables truly represents. It is also unclear as to whether or not pedestrian counts and analysis were conducted for nearby schools and the surrounding community for typical peak weekday periods when significant pedestrians may be present.

Urban Crossroads, Inc. conducted additional pedestrian counts on Friday, April 6th, 2012 from 5:00PM to 11:45PM and Sunday, April 8th, 2012 from 7:00AM to 12:45PM in order to more appropriately represent peak pedestrian activity during regular Church activities. Although these pedestrian counts were taken on Good Friday and Easter it is our understanding that FCBC is at-capacity on numerous days throughout the year and thus counting these days is

representative of the peak pedestrian conditions that will occur on an on-going basis throughout the year.

Table 1 provides a comparison of the MTA counts taken May 15th, 2011 to the counts taken Friday, April 6th, 2012 from 5:00PM to 11:45PM and Sunday, April 8th, 2012 from 7:00AM to 12:45PM.

<i>Table 1</i>		
<i>Peak Pedestrian Counts – Highest 15-Minute Interval</i>		
MTA Counts – Sunday, May 15 th , 2011	Friday, April 6 th , 2012	Sunday, April 8 th , 2012
12:30PM: 542 Pedestrians	10:15PM: 314 Pedestrians	12:15PM: 1,001 Pedestrians

As shown in Table 1, the MTA Counts taken on May 15th, 2011 severely understate pedestrian activity that traverse MTA ROW at Eucalyptus by a magnitude of almost two times for Sunday peak conditions. It is recommended that MTA revise any analysis based on the Sunday, May 15th 2011 counts with more representative pedestrian counts. Additionally, MTA should work with FCBC to identify other peak periods throughout the week that may result in elevated pedestrian activity associated with on-going church activities.

As noted above, during peak conditions there can be more than 1,000 pedestrians crossing MTA ROW at Eucalyptus in a fifteen minute interval.

MTA provided FCBC with additional information on March 16th, 2012 on gate downtime at the pedestrian crossing at Eucalyptus. Based on the MTA data provided the following is known at this time:

- Crossing gates would go down at Eucalyptus and Oak approximately 17 seconds in advance of an approaching train. In other words, there would be 17 seconds to clear the tracks of any pedestrians crossing the tracks at Eucalyptus once the initial warning alarm of a train approaching occurs.
- Queues at Eucalyptus will be approximately 80 seconds (46 seconds before the gate activates and 34 seconds from when the gates are activated to when the gates go up completely).
- Trains in either direction could cross up to every three (3) minutes, with this frequency being more typical during peak periods during the weekday (morning and evening work traffic Monday to Friday). MTA has stated that trains are more likely to cross every six (6) minutes during non-peak hours and weekends.

Based on the aforementioned information provided by MTA, on a typical weekend during Church service at FCBC, pedestrians could be queuing every 6 minutes for 80 seconds. Since there is potential for over 1,000 pedestrians to cross the tracks during a fifteen minute interval (as previously noted) there could be significant delays and queuing experienced by pedestrians with related unsafe overflow into parking lots.

Additionally, based on the March 16th, 2012 meeting, MTA is proposing quad crossing gates and pedestrian gates (swing gates and crossing arms) at the Eucalyptus crossing. This can result in additional queuing and backup during peak pedestrian activities as observed on April 8th, 2012. Video footage was also taken to capture the observed congestion and queuing that exists today on the sidewalk and inactive rail crossing. The existing sidewalk is approximately five (5) feet wide and results in channelization and queuing for pedestrians crossing the tracks at Eucalyptus. There are also several pedestrians that spill over onto the roadway on Eucalyptus since there is inadequate existing sidewalk space to accommodate FCBC during peak periods.

MTA has stated that the sidewalk will need to be expanded to a 12 foot width and dedication may be required to effectuate this, which would result in loss of existing FCBC parking supply. This may result in further congestion due to the reduced parking supply. This mitigation measure is necessitated by the proposed Project rather than the existing land use. Burdening FCBC with on-site improvements to address impacts caused by the Project is inappropriate. Additionally, MTA has stated that a pedestrian capacity analysis has been prepared to determine the 12 foot width as being adequate to accommodate peak pedestrian activity, however, this capacity analysis has not yet been provided for review in the EIR or subsequent memorandums provided by MTA.

Pedestrian Cross Time and Safety Concerns

As previously noted, crossing gates would go down at Eucalyptus approximately 17 seconds in advance of an approaching train. In other words, there would be 17 seconds to clear the tracks of any pedestrians crossing at Eucalyptus once the initial warning alarm of a train approaching occurs.

The current edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) states that the average walking speed for a younger pedestrian is 4.00 ft./sec. and the older pedestrian walks 0.70 ft./sec. slower, at 3.30 ft./sec. With this information and given that the distance between the proposed entrance and exit point of the swing gates is approximately 50 feet, the total unobstructed crossing time to clear the MTA ROW tracks would be 12.5 seconds for a younger

pedestrian and 15.15 seconds for an older pedestrian. These average speeds apply to individuals without physical impairments and may not be representative of the pedestrian profile for the FCBC congregation and guests or the community at large. It is important to note that the aforementioned travel speeds do not take into account pedestrian congestion at the crossings nor do they account for the obstruction of having to open the gate crossing manually to enter and push the gate crossing to exist the MTA ROW. The EIR is silent on the pedestrian crossing times at Eucalyptus and associated safety impacts that will occur due to the lack of adequate crossing time (only 17 seconds).

In order to more adequately calculate proposed gate crossing times a field observation on Sunday, April 8th, 2012 was conducted. The field observation included capturing live video of pedestrians crossing the MTA ROW and approximate swing gate locations. The following table presents the approximate crossing times observed for various pedestrians:

<i>Table 2</i>	
<i>Observed Pedestrian Crossing Time at Approximate Swing Gate Locations</i>	
Type of Pedestrian	Crossing Time (seconds)
Unencumbered Able-bodied Male (uncongested pedestrian period)	15
Unencumbered Able-bodied Female (uncongested pedestrian period)	16
Able-bodied Woman (congested pedestrian period)	30
Able-bodied Woman with Children (uncongested pedestrian period)	16.50
Able-bodied Woman with Stroller	25
Assisted Wheel Chair (uncongested pedestrian period)	23
Man with Cane	26.5

Based on the observed crossing times, the 17 second crossing time provided by MTA appears to be inadequate and deficient. Additional analysis to ensure adequate crossing times are provided is needed. Furthermore, the FEIR lacks any meaningful discussion and is deficient on pedestrian safety and crossing times at Eucalyptus and the MTA ROW.

Mid-Block Crossing Proposed in the SEA

The significant pedestrian volume experienced at this site as described above appears to have prompted recommendation of a mid-block crossing as presented in the SEA. The proposed crossing is subject to approval by the CPUC. No alternative is proposed should the CPUC deny

the request. The SEA is presented as though it is simply in response to local concerns rather than to address the real safety issues that exist with the at-grade movement of disparately mobile pedestrians crossing rail road tracks. The SEA does not address potential pedestrian queuing on private property and the potential loss of parking spaces. The proposed design does not appear to address potential Americans with Disabilities Act (ADA) issues that would affect the on-site footprint of the proposed mid-block crossing. In addition, the liability issues and easement requirements are not discussed. Finally, the SEA should highlight and address the pedestrian volume safety concerns rather than include the mid-block crossing as a community relations benefit. The SEA should look for ways to move pedestrians at this high volume location more safely rather than simply increase the throughout by adding an additional crossing location. The pedestrian volume suggests that a grade-separated crossing is the most prudent, cost effective, and operational superior option and should be evaluated.

Failure to Adequately Assess Impacts to Emergency Response Routes

The EIR inadequately assesses the potential impacts to emergency response routes as a result of gate down times associated with the Project moreover; the EIR is silent on the potential impacts to FCBC's campus, and more specifically The Tabernacle. Additionally, at a June 6th, 2012 meeting, MTA confirmed that no analysis was prepared with respect to how emergency response routes would be affected as a result of the Project in the EIR. As part of Urban Crossroads, Inc's review, potential routes have been identified for (1.) Inglewood City Fire Department, (2.) Inglewood City Paramedics and (3.) Centennial Hospital Center as they relate to The Tabernacle and the entire community north of the MTA ROW. Existing emergency response routes were identified based on a review of aerial imagery to identify the most logical and efficient route of travel to The Tabernacle and the community north of the MTA ROW. Potential emergency response routes were also identified based on a review of aerial imagery to identify the most logical and efficient route of travel to The Tabernacle while avoiding all at-grade rail crossings that would be active as a result of the Project. The existing and potential emergency response routes from the (1.) Inglewood City Fire Department, (2.) Inglewood City Paramedics and (3.) Centennial Hospital Center to The Tabernacle are illustrated on Exhibits B, C, and D, respectively.

As shown, the potential emergency response routes may be impacted as a result of the at-grade rail crossings proposed by the Project, route distances are more than doubled as shown. It would be irresponsible for MTA not to conduct a more detailed evaluation of response time to determine potential impacts. Industry practice is to determine Response Time (seconds) based on roadway segment length, applicable speed (converted to feet per second [fps]).

MTA should calculate the existing and potential response times based on the following industry standard equation¹:

$$\text{Response Time (seconds)} = \text{Segment Length (feet)} / \text{Constant Speed (fps)}$$

Railroad-Highway Grade Crossing Handbook

The following comments are in response to questions regarding procedures set forth in the Railroad-Highway Grade Crossing Handbook – Revised Second Edition (Federal Highway Administration, August 2007).

Specifically the Technical Working Group Guidance on the selection of alternatives provides criterion when a highway-rail grade crossing should be considered for grade separation across the railroad right of way.

Section 6. Grade Separation states that:

b. Highway-rail grade crossings should be considered for grade separation across the railroad right of way whenever the cost of grade separation can be economically justified based on fully allocated life-cycle costs and one or more of the following conditions exist:

[only criterion xi and xii are discussed in this memorandum]

xi. Vehicle delay exceeds 30 vehicle hours per day.

The EIR contains information only for the AM and PM Peak Hours at Florence and Eucalyptus. Based on the EIR the intersection of Florence and Eucalyptus will encounter a delay of 14.9 seconds in the AM and 15.4 seconds in the PM. The peak hour volumes at the intersection are 2,612 vehicles in the AM and 3,427 vehicles in the PM. Based on only the AM and PM Peak Hours the delay as a result of the Crenshaw/LAX Transit Corridor Project in hours is approximately 25.56 hours (10.81 hrs AM +14.75 hrs PM). It follows that, during off-peak periods there will likely be additional delay associated with the Crenshaw/LAX Transit Corridor Project that has not been evaluated in the EIR, as such it is possible that when delay from the “off-peak” periods are added to the delay from the peak hours, the total will exceed 30 hours.

Additionally, based on information provided by MTA on March 16th, 2012, queuing times may be up to 80 seconds and occur every 3 minutes (during peak conditions) at the Eucalyptus

¹ Response-Time Considerations based on ISOMitigation and RAND Corporation studies

crossing. As a result additional vehicle delays may occur and further contribute to the overall daily vehicle delay and cause total vehicle delay to exceed 30 hours.

Lastly, as noted in the memorandum prepared by Urban Crossroads, Inc. dated May 18th, 2012, Traffic Microsimulation was prepared for 15 intersections that the EIR deemed were “most affected” but did not include the intersection of Florence and Eucalyptus. This Microsimulation would have provided additional details on the delay at the intersection by directional approach.

xii. An engineering study indicates that the absence of a grade separation structure would result in the highway facility performing at a level of service below its intended minimum design level 10 percent or more of the time.

As discussed in the EIR, the City has no significance criteria, therefore the EIR defers to generally accepted standards of engineering that state a level of service (LOS) is E or F is considered deficient, LOS A, B, C, D are deemed acceptable. Using this rationale, the PM peak hour experiences a LOS of “E” and would therefore perform at an unacceptable LOS. It would not be unreasonable assume that this condition could occur for the duration of the PM peak “period” which can last the duration of three hours. Therefore it is possible that the intersection of Florence and Eucalyptus could experience unacceptable LOS for approximately 12 percent of the time (3 hrs/24 hrs = 12%).

Additionally, the EIR does not provide a segment analysis and associated segment LOS for Eucalyptus/Florence. If this analysis was conducted, it’s possible that there could be a deficient condition for the roadway segment that was not disclosed in the EIR.

Conclusion

As set forth above, the proposed project creates significant impacts and safety concerns that were not disclosed or analyzed in the FEIR or SEA and for which no mitigation was proposed. The EIR and SEA are therefore inadequate and incomplete insofar as the full impacts of the proposed project have not been disclosed and have not been mitigated.

Respectfully submitted,

URBAN CROSSROADS, INC.



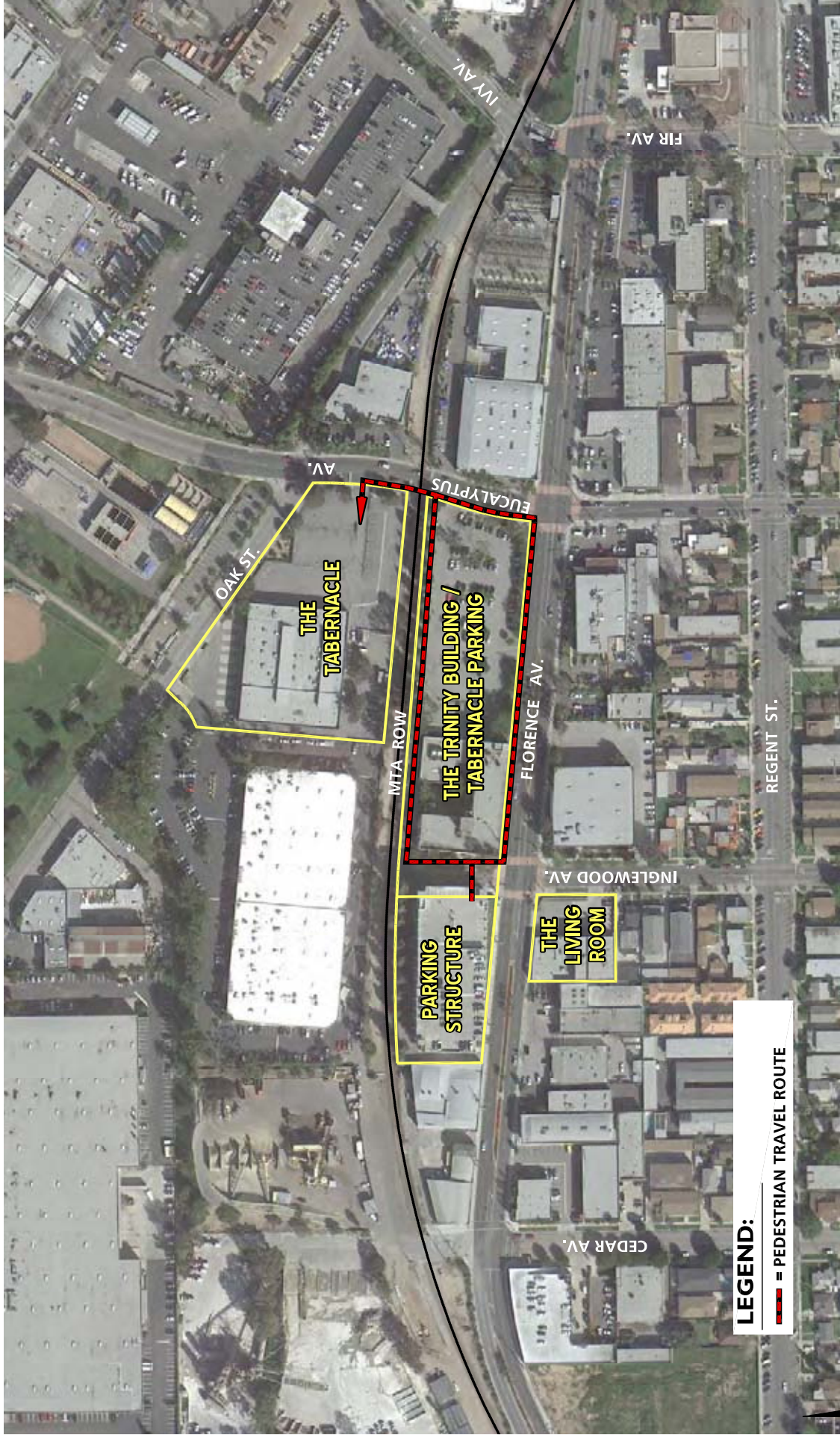
Haseeb Qureshi
Senior Associate



Paul Rodriguez
Principal

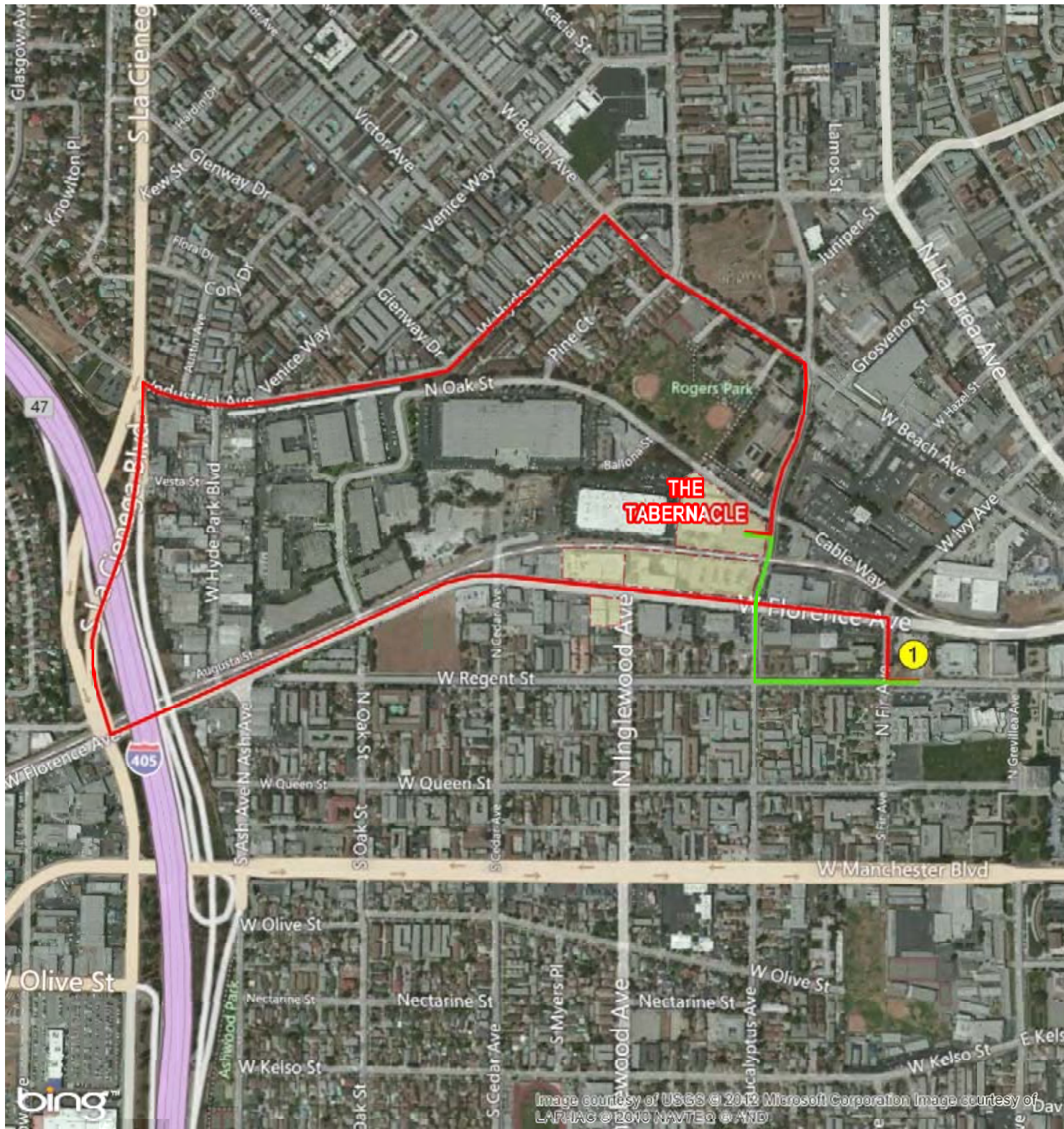
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Attachments

EXHIBIT A
VICINITY MAP



LEGEND:
 = PEDESTRIAN TRAVEL ROUTE

INGLEWOOD CITY FIRE DEPARTMENT EMERGENCY RESPONSE ROUTE

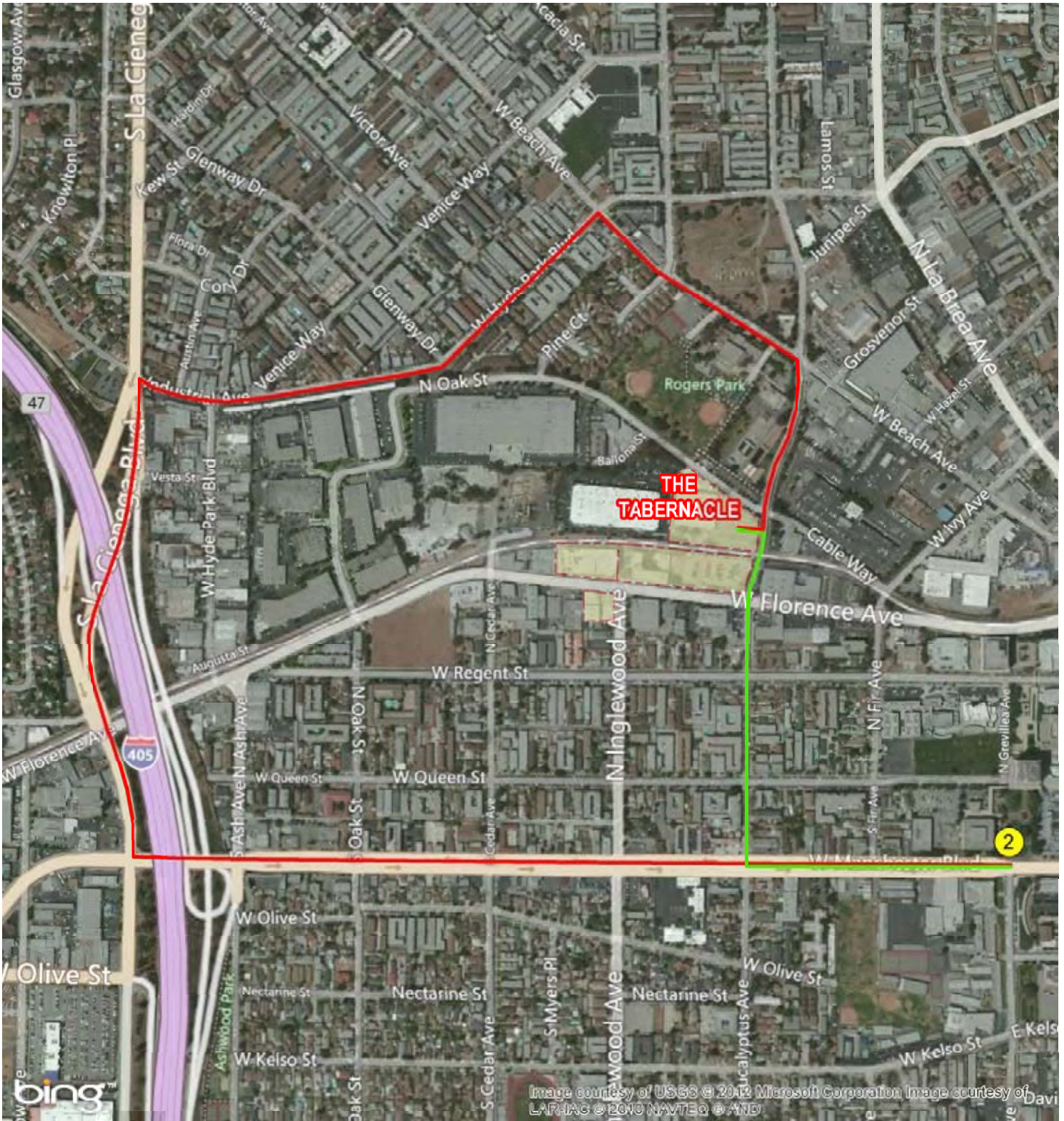


LEGEND:

- 1 = INGLEWOOD CITY FIRE DEPARTMENT (141 W. Regent St.)
- = EXISTING EMERGENCY RESPONSE ROUTE (0.3 miles)
- = POTENTIAL EMERGENCY RESPONSE ROUTE (2.2 miles)



INGLEWOOD CITY PARAMEDICS EMERGENCY RESPONSE ROUTE



LEGEND:

- 2 = INGLEWOOD CITY PARAMEDICS (1 W. Manchester Blvd.)
- = EXISTING EMERGENCY RESPONSE ROUTE (0.6 miles)
- = POTENTIAL EMERGENCY RESPONSE ROUTE (2.3 miles)

ATTACHMENT A

FIRM QUALIFICATIONS

PROFILE OF URBAN CROSSROADS, INC.

About Urban Crossroads

Urban Crossroads, Inc. specializes in transportation planning/engineering, context sensitive design and sustainability strategies, travel demand modeling, infrastructure funding, and information systems for governmental agencies and the business community.

Urban Crossroads routinely works with public sector clients to provide accurate and reasonable traffic projections and to achieve the best possible designs for positive change in the urban environment. Members of our personnel have performed major assignments for over 30 different cities in California, as well as regional organizations such as the Southern California Association of Governments (SCAG), the Coachella Valley Association of Governments (CVAG), the Orange County Transportation Authority (OCTA), the Metropolitan Water District (MWD), and the Riverside Transit Agency (RTA). Urban Crossroads, Inc. has also provided on-call services for the counties of Orange, Riverside and Imperial.

Traffic Impact and Engineering Analyses

Urban Crossroads' staff has provided a wide range of traffic analysis and design services in response to CEQA/NEPA requirements throughout California. Services offered by Urban Crossroads range from conceptual planning/feasibility studies to detailed engineering recommendations. Our team of experts evaluates both existing conditions and the effects of future development upon infrastructure requirements. To accommodate the needs of our clients, Urban Crossroads offers a wide range of traffic engineering and related services, including site plan development and access, traffic calming studies, trip generation studies, traffic impact reports, parking studies and analysis, and traffic mitigation assessments.

Urban Crossroads, Inc. has performed general plan circulation element / citywide traffic studies for numerous local jurisdictions, recently as part of the project team for the award winning Newport Beach General Plan. Typical activities include evaluation of land use alternatives, circulation system planning, as well as the preparation of goals, policies, and implementation programs.

Context Sensitive Design and Sustainability

The increasingly inter-modal aspects of transportation are addressed by Urban Crossroads on an integrated basis. Urban Crossroads staff has prepared detailed studies of on-road and rail transit services (including corridors and stations), and developed community circulation plans which successfully incorporate pedestrian and bikeway networks. The Urban Crossroads multidisciplinary approach is responsive to AB 1356, the California Complete Streets Act of 2008. This new law requires cities and counties to include complete streets policies in their general plans so that roadways are designed to

safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

Sustainable transportation networks are designed to improve the balance between environmental goals, community objectives, and performance (mobility and safety). Urban Crossroads, Inc. provides context sensitive design guidance related to the integration of land use and transportation strategies that ensure the reduction of vehicle emissions by residents, employees and patrons. This is a key goal of SB 375, which recently updated the state's land use policies to focus on a Sustainable Communities Strategy (SCS) as part of the regional transportation plan for each metropolitan area. SCS is intended as a way to reach the goals of AB 32, the Global Warming Solutions Act passed in 2006 which requires the state to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020.

Urban Crossroads, Inc. provides the quantitative analysis which can determine whether the proposed land use patterns meet state and/or local targets for reducing GHG emissions, while taking into account the region's housing needs and transportation demands.

Urban Crossroads staff provided assessments of the location, design and travel patterns associated with commuter rail stations in Orange County, San Bernardino County and Kern County. Accommodations for public transportation services, such as bus turnouts and pedestrian access linkages, have been incorporated into many large and small development projects based upon Urban Crossroads staff inputs.

Urban Crossroads services include the preparation of neighborhood and community designs that accommodate neighborhood electric vehicles (NEV's), an energy efficient classification of motor vehicles that was first approved by the federal government for use on public roadways in 1998. Urban Crossroads, Inc. senior staff members became involved with the advocacy for broader use of low-speed vehicles in the 80's and 90's because of their environmental benefits (zero emissions) and cost effectiveness for short trips.

Transportation Planning and Modeling Services

We believe that Urban Crossroads, Inc. has the best expertise available in the development and utilization of travel demand models and traffic simulation tools. Our core staff has been together over fifteen years and has performed major modeling assignments for the cities of Newport Beach, Moreno Valley, Hemet, Lake Elsinore, San Juan Capistrano, Irvine, Indian Wells, Indio, Palm Desert, Rancho Mirage, Banning, Beaumont, Coachella, Huntington Beach, and the towns of Mammoth Lakes and Apple Valley.

Agencies return to Urban Crossroads, Inc. time after time, based on the quality of work products and our ability to respond to the specific issues of each work

assignment with targeted, relevant forecasts and analyses tailored to the needs of the community and their decision makers.

Strategic Planning and Funding Analysis

Strategic transportation infrastructure decisions are best addressed utilizing a comprehensive planning process. Urban Crossroads provides decision makers with an integrated understanding of existing and future conditions in order to make informed policy decisions, analyze investment trade-offs, and combine public and private sectors interests for mutually beneficial results. Traffic fee coordination, fee credit negotiation, policy analysis and program development are key elements of our coordination services. Urban Crossroads bridges the gap between traffic analysis, engineering studies and local jurisdictions ensuring the best outcomes possible on any given project.

Agency Coordination

Issue monitoring, active participation and behind-the-scenes involvement are key components of our local agency liaison services.

Due Diligence Review

Taking a careful look at regional transportation issues, local circulation challenges and transportation improvement funding opportunities enables Urban Crossroads to establish the most effective approach to a planning process.

Program Development

The phasing and funding of transportation infrastructure by multiple private sector sponsors can be complex, and delays often occur because competing interests need to be reconciled. Urban Crossroads brings an orderly approach to the determination of priorities and the timely implementation of improvements.

Air Quality Studies & Analysis

Urban Crossroads provides air quality analysis services to its clients, helping them meet national, state and various local compliance standard requirements. Services range from transportation and construction development projects to long-term stationary and mobile source emitters.

In determining potential air quality impacts, Urban Crossroads utilizes industry-standard models to study the source-specific pollutant emissions. Urban Crossroads staff has extensive experience using United States Environmental Protection Agency (US EPA) air Dispersion models, including ISCST3 and AERMOD; and air quality Models accepted for use in California including URBEMIS, EMFAC, CALINE4 and CAL3QHC.

Air Quality services provided by Urban Crossroads include:

- Analysis of regulatory impacts on existing and future project conditions
- Preparation of general plan air quality elements

- Human Health Risk Assessments
- Freeway / Rail Line Health Risk Assessments
- AB 2588 Risk Assessment
- AB 32 Compliance Consulting
- Parking Structure Emissions Analysis
- Interchange Conformity Analysis
- Mitigation programs for commercial, transportation, and industrial projects
- Air Quality monitoring

Urban Crossroads staff is actively involved in the development of new regulatory requirements through the participation in various stakeholder working groups at the South Coast Air Quality Management District. Urban Crossroads staff is also up to date with the latest guidelines for preparing air quality impact analyses, including the industry standard South Coast Air Quality Management District's CEQA Air Quality Handbook. Urban Crossroads staff has experience in the preparation of air quality analyses in various Jurisdictions throughout California including Los Angeles, Orange, Riverside, San Bernardino, Imperial, and San Diego Counties.

Noise Studies & Analysis

Urban Crossroads provides a wide range of noise impact assessment including:

- Residential Noise Studies
- Abatement Design
- Construction Noise Analysis
- General Plan Noise Elements
- Noise Monitoring
- Transportation Noise Analysis
- Existing Noise Barrier Analysis
- Caltrans Noise Study Reports
- Noise Control Compliance

Urban Crossroads has a strong technical background in the application and development of traffic noise prediction models. We utilize the latest noise modeling tools and have developed a number of proprietary tools using accepted highway noise policies. Noise impact studies have included tentative tract map/building permit approval, heavy industrial facilities, commercial/retail buildings, railroads, helicopters, aircraft, roller hockey rinks, and skateboard parks.

Traffic Engineering Design

Urban Crossroads provides a full range of traffic design capabilities including traffic signal controls, signal warrant studies, weaving analysis, roundabout design, signing and striping, and traffic control plans for the maintenance and protection of traffic. Work products can include concept plans, improvement plans, traffic safety recommendations, and evaluations of traffic control devices and other roadway design features. Traffic design plans are generally prepared using AutoCAD software to easily interface with other project plans.

Urban Crossroads has designed roundabouts as an alternative right-of-way control to traffic signals/stop signs. Roundabouts maintain traffic flows through intersections on all approaches simultaneously without causing significant delay to the main street or side street. This approach reduces the pollution and congestion associated with the unnecessary delay that sometimes occurs at intersections. Our team of experts can analyze the intersection and provide an optimum design to alleviate congestion as well as reduce installation, operation, and maintenance costs.

URBAN CROSSROADS, INC. CONTACT INFORMATION

Contact information for Urban Crossroads' Irvine office is provided below:

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KEY PERSONNEL

John Kain, AICP, Senior Principal

John Kain has worked in transportation planning and traffic engineering since 1975. Mr. Kain co-founded the firms of Transware Systems in 1982, RKJK & Associates in 1990, and Urban Crossroads in 2000. His depth of experience includes the planning of multi-modal transportation networks for over 40 major new communities in California and Colorado, as well as participation in the development of funding and implementation programs for construction of more than \$1 billion in arterial highways and freeway interchange improvements during his 32-year career to date. Mr. Kain has managed the updates of more than 20 city general plan circulation elements. He is a recognized expert in the development and application of travel demand models. He has designed the circulation and access features of many unique land uses, including churches, retail centers, regional parks, office towers, industrial complexes, colleges, and transit oriented mixed-use developments.

Mr. Kain is a Fellow in the Institute of Transportation Engineers (ITE). He received a Master of Science degree in Administration from UC Irvine, where he specialized in transportation systems evaluation. Mr. Kain serves on the Advisory Board for the UC Irvine Department of Planning, Policy and Design.

Bill Lawson, P.E., Principal

Mr. Lawson has developed a wide range of expertise that includes transportation planning, traffic impact studies, and evaluation of site accessibility issues. He earned his Master of Science degree in Civil and Environmental Engineering from California State Polytechnic University, San Luis Obispo in 1993. As a

registered traffic engineer, Professional Transportation Planner (PTP), and Certified Acoustical Engineer, his work focuses on the determination of optimal site designs and developing meaningful solutions to traffic problems. Mr. Lawson has a strong technical background in the analysis of travel demand data. His professional experience includes the development of traffic forecasting models. Bill is actively involved in his community as the former President of the Ladera Ranch Maintenance Corporation, and President of The Neighborhood Connection, a business development organization in the Ladera Ranch. His involvement with neighborhood traffic control includes traffic calming, roundabout designs, and numerous residential street impact assessments.

Paul Rodriguez, Principal

Paul Rodriguez has worked professionally in the strategic planning and management field since 1988. He received a MBA degree from the University of La Verne in 1995. As a Principal Transportation Analyst for the Orange County Transportation Authority, he administered a \$50 million annual transportation program, developed guidelines and criteria for local competitive funding programs, prepared long-range programming forecasts, developed a program for analyzing and completing grant applications, and designed a database to track and evaluate 1,000 projects valued at \$550 million.

Mr. Rodriguez has emerged as a leading industry expert in transportation development impact fee strategies for cities and special districts. His knowledge regarding transportation uniform mitigation fee mechanisms has been instrumental in assisting local municipalities to maximize program effectiveness.

Carleton Waters, P.E., Principal

Carleton Waters, P.E., earned both his Bachelor of Science and Master of Science in Civil Engineering from the University of California, Irvine. He has been involved in numerous transportation modeling and traffic impact studies during his career, including many different site access features, queuing requirements, parking needs, construction management, and traffic diversions.

His areas of expertise include travel demand modeling and GIS integration, corridor and areawide studies, traffic impact analyses, General Plan circulation elements, site access and shared parking studies, and traffic control plans. Mr. Waters is a member of the Institute of Transportation Engineers, American Planning Association, and is a registered civil engineer for the State of California.

His experience in performing analyses for unusual land uses and situations include the transport of hazardous materials and the impacts of alternative modes of transport, such as light and heavy rail. His relevant engineering design experience includes the preparation of intersection improvement and signalization plans, coordinated traffic signal timing plans, roadway signing and striping plans, construction detour plans, and construction quantity and cost estimates.

Aric Evatt, PTP, Principal

Mr. Evatt, PTP has developed a wide range of expertise that includes transportation planning, traffic impact studies, and neighborhood traffic control. He is practiced in circulation plans and transportation studies for various planned communities throughout Southern California. His recent experience in these specialties includes Audie Murphy Ranch, McCanna Hills, Lake Nuevo Village, Park West, Harvest Landing, Solaire, Panorama, Thermal 551, Paradise Valley, Plaza de Murrieta, Tonner Hills, and Gavilan Hills.

Mr. Evatt has also prepared transportation analyses for projects involving many unique land uses. Some of these include Trump National in Rancho Palos Verdes, Riverwalk in Corona, College of the Desert East Valley Campus, and the Indian Palms Country Club and Resort. Recent commercial projects include the Menifee Shopping Center, Toscana Marketplace, Sun City Commercial, The Venue at Perris, The Commons, Garrett Ranch, Oleander Business Park, and Toscana Business Center. His involvement with neighborhood traffic control includes traffic calming, roundabout designs, the Boulder Ridge Neighborhood Traffic Management Plan, and numerous residential street impact assessments.

Marlie Whiteman, P.E., Senior Associate

Marlie Whiteman, P.E. has worked professionally in transportation planning, traffic engineering, and applications of AutoCAD since 1995. Ms. Whiteman received a Bachelor of Science degree in civil engineering from the University of California, Irvine. She has worked on a variety of transportation planning and traffic engineering projects, with an emphasis on travel demand forecasting.

Ms. Whiteman's experience in transportation planning includes travel demand modeling and traffic impact analysis. Modeling experience includes model data development, consistency, validation, preparation of future forecasts, post-processing, as well as circulation planning, intersection capacity analysis, parking demand analysis, site access evaluation, geographic information systems applications, and staff training.

Ms. Whiteman's work experience with the development of traffic models includes the Imperial County Traffic Model, the Palm Desert Traffic Model, the South Orange County Traffic Model, the Santa Ana River Crossings Model, the Pass Area Model, the Tejon Traffic Model, the Irvine Traffic Analysis Model, the Western Riverside Subarea Applications Traffic Model, and the Newport Beach Traffic Model.

Charlene Hwang, P.E., Senior Transportation Engineer

Transportation Engineer, Ms. Hwang has worked in transportation planning and traffic engineering since 2002. She earned her Bachelor of Science in Civil Engineering from the University of California, Irvine in 2004. Ms. Hwang's early experience in the field of traffic engineering included Traffic Index calculations for various residential tracts throughout Irvine, creating a database for rationalizing

trips within various planning areas within Irvine, and conducting Intersection Capacity Utilization (ICU) analyses. At Urban Crossroads, Inc., Ms. Hwang has prepared numerous traffic analyses reports in Southern California. She is a recognized expert in VISSIM, a microscopic, behavior-based multi-purpose traffic simulation program. Traffic signal warrant analyses, HCM analyses, and progression analyses are also part of her repertoire. She is a current member of the Institute of Transportation Engineers (ITE) and the American Society of Civil Engineers (ASCE).

Haseeb Qureshi, MES, Senior Associate

Mr. Qureshi has developed a wide range of expertise that includes transportation planning, parking demand and forecasting, air quality analysis, greenhouse gas analysis, and climate action planning. He has earned his Master of Science in Environmental Studies with a concentration in Planning and Policy and Bachelor of Science in Environmental Analysis and Design from the University of California, Irvine. Mr. Qureshi has provided various consulting services during the past eight years. Mr. Qureshi work experience includes projects from Imperial County at the southern end of the State of California to the City of Oakland in the northern part of the State of California.

During this time he has authored numerous air quality, health risk, greenhouse gas, and malodorous impact analysis studies for projects ranging from small development projects to citywide General Plan updates and large scale specific plans. Mr. Qureshi has been responsible for numerous studies evaluating both operational and construction potential project impacts. Recent activities include efforts to inventory greenhouse gas emissions for various projects and provide recommendations to reduce carbon impacts through innovative mitigation strategies. Additionally Mr. Qureshi has provided peer review services for a trip generation study for warehousing development in the southern California region.

REFERENCES

Presented below are a number of references that can attest to the expertise and responsiveness of Urban Crossroads, Inc. staff members assigned to this project:

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EXHIBIT “E”

Fournier Robson & Associates Professional Report

TECHNICAL REPORT
of
EUCALYPTUS GRADE CROSSING
INGLEWOOD, CA

Prepared by
Augustine F. Ubaldi, PE
for
Faithful Central Bible Church

August 1, 2012

FOURNIER ROBSON & ASSOCIATES, LLC

EUCALYPTUS GRADE CROSSING

TECHNICAL REPORT

August 1, 2012

A. EXECUTIVE SUMMARY

This report is a review of safety issues regarding proposed plans by the Los Angeles County Metropolitan Transportation Agency (LA Metro) to construct a 2 track transit line across North Eucalyptus Avenue (Eucalyptus) at-grade.

The Final Environmental Impact Statement/Final Environment Impact Report (FEIR) is flawed in its conclusion that there will be no divisive impact on the community from an at-grade crossing at Eucalyptus. An at-grade crossing at Eucalyptus is not safe for vehicles and pedestrians, especially those using the nearby Faithful Central Bible Church (FCBC).

The Supplemental Environmental Assessment of July, 2012, which proposes an additional at-grade mid-block pedestrian crossing, does nothing to address the concerns regarding the grade crossing at Eucalyptus and serves only to expose FCBC members to greater danger.

The greatest safety and operational benefit will be obtained with a below grade separation at Eucalyptus. This will also be least disruptive to the community.

B. INTRODUCTION

Faithful Central Bible Church is located in Inglewood, CA. The local transit agency, LA Metro, plans to build a Light Rail Transit line along BNSF right-of-way, which runs through the Church's property. An existing at-grade crossing on Eucalyptus, which borders the Church property, is intended to remain. LA Metro plans on adding a second track through the crossing. Current plans by LA Metro call for the at-grade crossing at Eucalyptus to receive an upgrading of the crossing protection to include 4 quadrant vehicular gates and pedestrian gates and a roadway median to prevent left turns by northbound traffic on Eucalyptus into FCBC property north of the tracks. Concerned for the safety of the congregation at the crossing, both on foot and in vehicles, FCBC engaged A. F. Ubaldi of Fournier Robson Associates, LLC to advise them on the safety issues regarding LA Metro's plans.

A copy of Mr. Ubaldi's CV is attached as Appendix A.

C. TERMINOLOGY

BNSF	Burlington Northern Santa Fe Railroad
CPUC	California Public Utilities Commission

Cut and Cover	Tunnel; constructed by excavating (cut) after decking a street (cover) above
LRT	Light rail transit; transit signified by low platform stations
Aerial structure	Above-grade structure for transit tracks, i.e., a bridge
Trench	A below-grade structure for transit tracks, essentially a tunnel without the top
At-grade crossing	Location where a railroad and a highway cross at the same elevation, also known as a grade crossing
ROW	Right-of-way; the land owned by a railroad for its tracks

D. BACKGROUND

The Harbor Subdivision is a track owned by the BNSF that runs between the Ports of Los Angeles and Long Beach, CA and rail yards in downtown Los Angeles. BNSF was running double stack container trains on this line. Congestion and numerous grade crossings led to the construction of a grade separated by-pass known as the Alameda Corridor-East, which opened in 2001. A portion of the Harbor Subdivision has not been used since 2002 due to transfer of service to the Alameda Corridor-East. This portion of the line between approximately El Segundo and Crenshaw Blvd, which includes the Eucalyptus crossing, was purchased by LA Metro for use as the ROW for the proposed Crenshaw LRT line.

Faithful Central Bible Church is located on Florence Avenue in the City of Inglewood, CA. It occupies numerous parcels west of Eucalyptus, on both sides of the BNSF track. South of the railroad tracks is the Trinity Building. West of that is a multi-story parking garage. North of the railroad tracks is the Tabernacle Building. In addition to the garage, both the Trinity and Tabernacle Buildings have street level parking lots. On most Sundays, an average of 4000 people attend Church services (1200 or more at a 7:00 AM service, approximately twice as many at 10:00 AM). Worship services are also held Wednesday nights, in addition to numerous activities throughout the week. Vehicular traffic moves over the Eucalyptus grade crossing. Pedestrians move between the parcels on both sides of the ROW.

The original LPA (locally preferred alternative) envisioned the LRT line crossing Eucalyptus, W. Ivy Avenue (Ivy) and N. LaBrea Avenue (the two streets to the east of Eucalyptus) with a grade separated aerial structure. A station on the aerial structure was planned for N. LaBrea Avenue (LaBrea). However, the aerial structure crossed an earthquake fault and for safety reasons the grade separation for LaBrea was changed to a below -grade crossing and the station moved east

to at-grade.¹

E. ANALYSIS

Grade Separation at Eucalyptus

When the LaBrea crossing was proposed as an aerial structure with station, LA Metro stated it was necessary to cross Eucalyptus and Ivy aerially in order to transition from the elevated alignment at LaBrea back to grade.² However, when the LaBrea crossing became a below-grade crossing, Eucalyptus and Ivy reverted back to at-grade crossings because LA Metro's Grade Crossing Policy for Light Rail Transit did not require grade separation.

Pedestrian Safety Concerns

Video taken of a Sunday service (April 8, 2012) shows numerous instances where pedestrians take over 20 seconds to clear the crossing. In addition, churchgoers in wheelchairs or with canes are clearly seen in the video. LA Metro has stated that the gates will go down 17 seconds before a train reaches the crossing.³ However, CPUC and Federal regulations require at least 20 seconds of warning before a train reaches the crossing.⁴ This warning time would begin when the lights start flashing. Since California Vehicle Code requires drivers and pedestrians to "stop when a clearly visible electric . . . signal device [i.e., lights] . . . gives warning of the approach . . . of a train . . ."⁵, when the gates go down is irrelevant to a pedestrian movement study. Four quadrant pedestrian gates (shorter versions of the vehicular gates) will drop, blocking the sidewalk on both sides of the track. Two 4' wide swing gates will provide egress for any pedestrian caught between the pedestrian gates.

It is of great concern that pedestrians will not have enough time to clear the crossing, or will panic at the impression of being trapped and not be able to clear in time. Clearly, the safety of pedestrians is at risk with LA Metro's current plans for the Eucalyptus crossing.

Vehicle Safety Concerns

Many vehicles travel north on Eucalyptus and turn left into the parking lot for the Tabernacle

¹ LA Metro, Final Environmental Impact Statement/Final Environment Impact Report, Page 2-16

² Ibid

³ LA Metro Handout to FCBC, March 16, 2012

⁴ CPUC General Order 75D; 49 CFR §234.225

⁵ California Vehicle Code, 2012, §22451 (a)(1)

Building just past the track. Indeed, the April 8, 2012 video shows an emergency vehicle entering the lot in this manner. LA Metro's stated intent in placing the median barrier along Eucalyptus is: a) to prevent vehicles from trying to cross over to the other side of the roadway to get around the gates; and b) to prevent vehicles from sitting on the tracks due to being blocked by vehicles waiting to make left turns into driveways [that is, making left turns into the Tabernacle parking lot].⁶ The need for median barrier is unsupported by the first reason because the crossing is proposed to have 4-quadrant gates. Research done by the Federal Railroad Administration (FRA) suggests median barriers as an alternative to 4-quadrant gates.⁷ This would leave only the second reason as a valid justification. However, preventing left turns (by way of a median barrier) impedes the ability of emergency vehicles to quickly access the parking lot, and requires all vehicles to travel further north and make a U-turn, in order to travel Eucalyptus southbound to enter the driveway from the north. Accessing the parking lot from N. Oak Street is impractical due to the layout of the lot. Indeed, FRA states "a divided roadway . . . could restrict access to intersecting streets or driveways within the . . . [divided] zone. An analysis of traffic patterns should be performed to see if the installation of a median barrier is appropriate for that location."⁸ Recently, LA Metro confirmed that no such analysis was made.⁹

Gridlock

When trains approach, access across the tracks will be halted for at least 34 seconds¹⁰ (presumably: 20 second warning time plus 5 seconds for a maximum 260' long train to cross at 35 MPH, plus time for the gates to go up). LA Metro further states that for non-peak hours, such as during Sunday church services, it is "more likely that trains would cross approximately every 12 minutes."¹¹ This is in direct conflict with the following analysis using LA Metro data.

In both the Draft and Final Environmental Impact Report, LA Metro has shown a proposed schedule for the Crenshaw Line, stating that service would be from 4:00 AM to 1:00 AM, every 5 minutes during peak hours (6-9 AM and 3-7 PM), every 10 minutes during off-peak midday hours

⁶ Letter, Robert Ball, PE. LA Metro to Marc T. Little, Esq., FCBC, May 9, 2012

⁷ Research Results, *Use of Traffic Channelization Devices at Highway-Rail Grade Crossings*, RR 10-03, June 2010

⁸ Ibid

⁹ Meeting, LA Metro Staff/FCBC Technical Team, Los Angeles, CA, June 6, 2012

¹⁰ Ball Letter, May 9, 2012

¹¹ Ibid

(9 AM-3PM), and longer during the remaining hours.¹² This schedule shows the proposed stations and the proposed travel times between those stations. It is a simple matter to enter those times into a spreadsheet, having trains leave the respective terminal every 5 minutes (5 minute headway) and populate a schedule. Since we know the stationing of the proposed stops, as well as the stationing of Eucalyptus, we can also estimate when trains will cross Eucalyptus. Because Eucalyptus is about halfway along the route, it should not be surprising to find that eastbound and westbound trains generally meet at Eucalyptus.

Using the schedule developed it can be shown that trains will cross Eucalyptus far more often than every 12 minutes. Using the 5 minute headway schedule, trains cross in both directions leaving the gates down for about 75 seconds. This is repeated every 3 minutes 45 seconds (with 10 minute headways, there is an 8 minute 45 second window before the next 75 second gate activation). This would regularly impact both the Sunday and Wednesday services of the church (weekends and holidays would only see reduced hours of LA Metro service, not a change of headways).¹³ Any delay or advance of schedule in either direction would reduce the window for pedestrian crossings.

Clearly, LA Metro's proposed arrangement at Eucalyptus will have a negative impact on all vehicles using the street, including emergency vehicles, as well as pedestrian traffic during church services.

LA Metro Analyses and Studies

Grade Crossing Philosophy

From 2009-2011, there were 333 grade crossing accidents in California, 92 of them involved pedestrians. There were 64 grade crossing accidents in LA County.¹⁴ LA Metro's Blue Line, with 103 grade crossings, is considered one of the nation's most deadly light rail transit lines.¹⁵ In July, 2010, one Blue Line train ran a signal at a grade crossing colliding with a police car.¹⁶

According to the current thinking of the Federal Railroad Administration (FRA), as described in the Secretary's Action Plan for Highway-Rail Crossing Safety and Trespass Prevention, the [US] "Department [of Transportation] supports efforts to close crossings and limit the creation of new

¹² LA Metro, Draft Environmental Impact Statement/Draft Environment Impact Report, Page 2-49 to 2-51; LA Metro, Final Environmental Impact Statement/Draft Environment Impact Report, Page 2-40; 2-42

¹³ LA Metro, Draft Environmental Impact Statement/Draft Environment Impact Report, Page 2-49

¹⁴ Federal Railroad Administration, Office of Safety Analysis, <http://safetydata.fra.dot.gov/officeofsafety>

¹⁵ "Group Claims Expo Rail Line is Deadly", Peggy Clifford, *Santa Monica Dispatch*, October 4, 2009

¹⁶ "Blue Line Train Ran Signal Before Hitting Police Car in Long Beach, Videotapes Show", Dan Weikel, *Los Angeles Times*, July 10, 2010

highway-rail crossings except where the public interest clearly provides justification.”¹⁷ It further states that “the Department notes with alarm the numerous requests for new crossings on the busiest rail lines (e.g., 40-100 trains per day).”¹⁸

It would be disingenuous to suggest that LA Metro’s proposed changes to and use of the BNSF Eucalyptus crossing does not create a new crossing. The BNSF has not run trains on this portion of the Harbor Subdivision since 2002. The crossing will be expanded from one track to two, and the Crenshaw line will generate up to 40 trains per *hour* on the two tracks. The presence of very active train traffic, where non existed before, with the attendant bells and horns of warning devices would be very divisive. Noise studies regarding this impact are not included in the DEIR/FEIR or the SEA.

Grade Crossing Regulations

The CPUC is responsible for the safety of all rail crossings in California.¹⁹ The Commission's policy is to reduce the number of at-grade crossings on freight or passenger railroad mainlines in California, in support of the national goal of the Federal Railroad Administration (FRA).²⁰

Federal guidelines can be found in the Railroad Highway Grade Crossing Handbook (RHGCH). This document contains guidance from the Technical Working Group (TWG), established by the US DOT and led by representatives from the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration, and National Highway Traffic Safety Administration. While not policy or standards and not mandatory, the TWG document is intended to provide guidance to assist engineers in the selection of traffic control devices or other measures at highway-rail grade crossings.²¹

The TWG Guidance recommends that highway-rail grade crossings should be considered for grade separation across the railroad right of way whenever the cost of grade separation can be economically justified based on fully allocated life-cycle costs and one or more [among others] of the following conditions exist:

- vii. An average of 50 or more passenger trains per day in urban areas or 12 or more passenger trains per day in rural areas.

¹⁷ Secretary of Transportation, Action Plan for Highway-Rail Crossing Safety and Trespass Prevention, May 2004, P. 8

¹⁸ Ibid, P. 9

¹⁹ *The California Public Utilities Commission Regulating Essential Services*, Overview, April 2010

²⁰ CPUC General Order No. 75D, September 23, 2006, §2

²¹ Railroad-Highway Grade Crossing Handbook (RHGCH) FHWA-SA-07-010, 2007, p145

ix. Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 400,000 in urban areas or 100,000 in rural areas.

xi. Vehicle delay exceeds 30 vehicle hours per day.

xii. An engineering study indicates that the absence of a grade separation structure would result in the highway facility performing at a level of service below its intended minimum design level 10 percent or more of the time.

The guidance further recommends grade separation, without any economic consideration, if one or more [among others] of the following conditions exist:

vii. An average of 75 or more passenger trains per day in urban areas or 30 or more passenger trains per day in rural areas.

ix. Passenger train crossing exposure (the product of the number of passenger trains per day and AADT) exceeds 800,000 in urban areas or 200,000 in rural areas.²²

CPUC General Order No. 88B, Rules for Altering Public Highway-Rail Crossings, requires that the agencies having jurisdiction over the roadway and the railroad submit a request for review by CPUC of proposed changes anytime there is the addition of one track within the existing railroad right-of-way; or a change in the type or addition of an automatic signaling device, crossing gate, . . . or other forms of crossing protection . . . , or other minor alterations.²³ The request for review must include a statement showing the public benefit to be achieved by the proposed alteration(s); and, a statement showing why a separation of grades is not practicable under the circumstances.²⁴

CPUC General Order No. 164D, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems, requires that transit agencies (RTA), in the first phase of the process, consult with the CPUC during a DEIR to provide reasons and supporting evidence why a grade crossing is not a good candidate for closure or grade separation.²⁵ In the second phase of the project, occurring during preliminary engineering, the RTA is required to seek CPUC authorization for every crossing by submitting an application similar to that described in GO 88B, or submitting a Rail Crossing Hazard Analysis Report (RCHAR) containing, among other things, an analysis of identified hazards at each proposed at-grade crossing, such as, queuing on tracks, pedestrian movements, and turning movements, as well as updates of data provided during consultation.²⁶

²² RHGCH, p151-152

²³ CPUC General Order No. 88B, January 8, 2004, §2.5 and §2.6, respectively

²⁴ CPUC General Order No. 88B, January 8, 2004, §5.3 and §5.4, respectively

²⁵ CPUC General Order No. 164D, May 3, 2007, §10.2

²⁶ CPUC General Order No. 164D, May 3, 2007, §10.3 and §10.4, respectively

LA Metro Analysis Review

As stated earlier, LA Metro's proposed at-grade crossing for Eucalyptus runs counter to the current thinking of the FRA. Following the TWG guidance and using 300 trains per day, the number of passenger trains clearly exceeds 75 per day.²⁷ Using a traffic count of 3,751²⁸ ADT provides a crossing exposure (the product of the number of trains per day and AADT) in excess of 400,000. Applying a 2% per year growth factor to the traffic count (out to 2030) will result in a crossing exposure over 950,000. It is also estimated that vehicle hour delays could exceed 30 hours and loss-of-service could exceed 10%.²⁹ However, there is no evidence that any of these criteria were considered by LA Metro.

LA Metro has stated that it is following CPUC General Order 164D, rather than General Order 88B. In addition, LA Metro has stated that following its Grade Crossing Policy for Light Rail Transit provides the reasons and supporting evidence why the Eucalyptus crossing is not a good candidate for closure or grade separation.³⁰

Even using LA Metro's criteria, LA Metro's plan not to provide grade separation at Eucalyptus is flawed. LA Metro's Grade Crossing Policy contains a nomograph³¹ plotting trains per hour against peak hour vehicular traffic to determine whether grade crossings along light rail lines should be grade separated or at grade. Even under low volume conditions it states that "at grade operation *should be feasible*."³² More importantly, LA Metro's nomograph does not take into account the unique pedestrian traffic encountered at FCBC.

Indeed, the ITE report that the nomograph was adapted from states that "site specific policies and priorities can supersede these guidelines", noting that "factors other than ADT must be taken into consideration", such as "traffic flow conditions and pedestrian flow conditions". The report makes clear it does not evaluate locations which generate very high, short-term auto and pedestrian flows "because the design solutions for them are so site-specific."³³ Finally the report states that a balance between long term growth and short term financial considerations is necessary when

²⁷ Using the proposed schedule from the DEIR (see page 4)

²⁸ City of Inglewood, Engineering and Traffic Survey, Transtech Engineers, Inc, Walnut, CA, March 2011

²⁹ Memorandum, Urban Crossroads, Irvine, CA to Marc Little, FCBC, June 8, 2012

³⁰ LA Metro Staff/FCBC Technical Team Meeting, June 6, 2012

³¹ Adapted from *Light Rail Transit Grade Separation Guidelines*, (ITE) Institute of Transportation Engineers, 1992

³² LA Metro Grade Crossing Policy for Light Rail Transit, 2003, Figure 3; *Italics Author*

³³ *Light Rail Transit Grade Separation Guidelines*, PP. 1, 2, 6, 8

formulating the recommendation whether to grade separate, including the trade-off between the estimated construction cost of the grade separation and the value of passenger and motorist delays avoided by constructing the separation and the issue of maintaining light rail service should a grade separation be needed in the future.³⁴

It appears that LA Metro is interpreting the nomograph to mean “at grade operation required” and is not looking beyond at the unique circumstances found at Eucalyptus, nor is it taking into account other criteria that would lead to a decision to provide grade separation. There is no evidence that LA Metro has considered any of the site-specific issues as suggested by the ITE report.

Reliance on the Grade Crossing Policy alone is insufficient evidence that LA Metro has shown why a grade separation is not practicable, nor how the public benefits from not having a grade separation.

Draft Environmental Impact Statement/Report

The Draft Environmental Impact Statement/Report states “While operating along the Harbor Subdivision right-of-way, the Base LRT Alternative would be traveling along an existing transportation corridor where freight trains operate. The majority of the area along the Harbor Subdivision right-of-way contains industrial land uses which do not support a large number of pedestrian crossings”, concluding that “no adverse effects related to the division of an established community are anticipated for the Base LRT Alternative.”³⁵

As stated earlier, BNSF has suspended operation on this line since 2002, so it is clearly not “an existing transportation corridor where freight trains operate.” The regular activities of the Church (300-1,000 pedestrians in a 15 minute period) clearly establish “large numbers of pedestrian crossings.” Since these two statements of the DEIS/R are incorrect, it follows that the analysis made, based on those statements, is flawed and the conclusions in the subsequent Final Report are erroneous.

Supplemental Environmental Assessment

In July, 2012, LA Metro issued a Supplemental Environmental Assessment (SEA) to analyze “proposed project modifications and refinements to the project previously described” in the 2011 Final Environmental Impact Statement/Report (FEIS/FEIR), including “a mid-block pedestrian crossing of the LRT tracks between Eucalyptus and Inglewood Avenues.”³⁶

This SEA is consistent with Council on Environmental Quality regulations, such as NEPA Section

³⁴ *Light Rail Transit Grade Separation Guidelines*, P 14-15

³⁵ LA Metro, Draft Environmental Impact Statement/Report, September, 2009, Section 4.1.3.3, P 4-46

³⁶ LA Metro, Supplemental Environmental Assessment (SEA) July, 2012, P 7

1501.3 (b) which states that agencies may prepare an environmental assessment on any action at any time in order to assist agency planning and decisionmaking and Section 1502.9(c)(ii) where agencies are directed to prepare supplements to either draft or final environmental impact statements if there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

The flaws in the DEIR have carried over to the SEA and as a result the SEA is equally flawed and erroneous.

According to LA Metro, the proposed project modifications “are a result of efforts during preliminary engineering to . . . improve LRT operations, and improve traffic circulation and pedestrian crossings.”³⁷ The proposed mid-block crossing is clearly a recognition of the difficulties created at Eucalyptus where large numbers of pedestrians must cross LA Metro’s tracks. However, the proposed mid-block crossing neither improves LRT operations nor creates a safe pedestrian crossing.

Ostensibly, the “additional at-grade pedestrian crossing of the right-of-way between Eucalyptus and Inglewood Avenues (approximately 350 feet west of Eucalyptus)” was added to the project, “in response to public concerns and discussions”³⁸ with FCBC through “regular project update meetings [that] have occurred with local community groups, including . . . Faithful Central Bible Church.”³⁹ In addition, the report states that the City of Inglewood was consulted.⁴⁰

The SEA is silent on what exactly those concerns were and how the mid-block crossing satisfies those concerns. LA Metro states that the mid-block crossing “. . . supplements pedestrian crossing capacity along Eucalyptus Ave and reduce potential concentration [sic] of pedestrians along Eucalyptus . . . sidewalk during well attended church events.”⁴¹ It appears that LA Metro thinks of this matter only as a throughput issue, like emptying Dodger Stadium as quickly as possible. However, in a letter from Inglewood Mayor James T. Butts, Jr. to Los Angeles Mayor (and LA Metro Board Chair) Antonio R. Villaraigosa⁴² it was made clear to LA Metro that an important issue is pedestrian safety at the Eucalyptus crossing. This was reiterated in “regular project update” meetings with FCBC, where a recommendation for a below grade separation was made. The SEA makes no mention that a below grade separation option was examined, nor does the

³⁷ SEA, P 4

³⁸ Ibid, P 16

³⁹ Ibid, P 18

⁴⁰ Ibid, P 53

⁴¹ Ibid, P 22

⁴² December 13, 2011

proposed mid-block crossing address the safety concerns raised by FCBC and the City of Inglewood. Indeed, it now presents an additional location where pedestrians can be struck by a train, doubling the opportunity for accidents and injuries.

LA Metro's proposed mid-block crossing calls for a 20' wide crossing, 8' of which is essentially unusable because it consists of the emergency exit gates. Pedestrians cannot enter through those gates, so inflow (and therefore, total flow) is restricted by the width of the gate arm. The SEA's description of the proposed mid-block crossing does not address queuing areas for pedestrians waiting for trains (which could potentially eliminate parking spaces or vehicle lanes at FCBC). The SEA does not address how the changes in grade from the Trinity building to track level and back to the Tabernacle building will be handled and the effect that will have on pedestrians of limited mobility.

There is also no comment in the SEA on the gate/signal operation of the two crossings. However, according to supplemental information to the Crenshaw/LAX RCHAR, signal equipment at the mid-block crossing would operate independently of the equipment at Eucalyptus. The mid-block crossing is 350' away. Since the activation of the mid-block crossing warning devices is not simultaneous with those of Eucalyptus, then there is a potential for confusion among pedestrians, further increasing the safety hazard.

At grade crossings with less pedestrian traffic than these, the concern for an operator is usually a trapped vehicle, not a pedestrian. A transit train going 35 MPH would need about 360' for an emergency stop. At this point, 13 seconds of warning should have cleared the crossing of pedestrians. For NB trains, there is a mere 7 seconds (at 35 MPH) visibility to the proposed mid-block pedestrian crossing. There is barely enough sight distance for an operator to react and stop safely. Therefore, line of sight may be another safety issue not addressed in the SEA. Furthermore, the potential for trapped pedestrians resulting in emergency brake applications of trains will impact LRT operations.

Yet, LA Metro states that "no adverse effects related to traffic and circulation would occur from the proposed modifications of the mid-block pedestrian crossing"⁴³ and that "the [mid-block] crossing would provide a benefit for this minority as the crossing would improve accessibility."⁴⁴

Of course, that is assuming that the concept of adding an at-grade crossing is a prudent one. As stated earlier, the current thinking of agencies such as the US DOT is to limit the creation of new highway-rail grade crossings. Indeed, the reason this rail corridor is available for LA Metro is the construction of the Alameda Corridor East, which shifted the BNSF container trains off this track. The construction of the Alameda Corridor improves safety at 39 rail crossings as well as at 22 grade separations in the San Gabriel Valley and reduces a projected 300% increase in auto/truck traffic

⁴³ SEA, P 22

⁴⁴ Ibid, P 42

delay at crossings resulting from up to 160% increase in rail traffic and 40% increase in vehicular traffic.⁴⁵

At-grade crossings are the bane of any railroad's operations. They are a maintenance headache. Gates and warning devices can fail or be ignored creating the potential for train and vehicle/pedestrian collisions. The addition of a grade crossing can in no way improve the operations of the Crenshaw Line.

F. ALTERNATIVES

As stated by the National Safety Council⁴⁶, the preferred method of dealing with a hazard is to eliminate it. If the hazard cannot be eliminated, it should be guarded. If the hazard cannot be guarded, effective warning needs to be provided to alert persons to the hazard. In this case, the preferred method would be to eliminate the hazard by grade separating the Eucalyptus crossing.

GRADE SEPARATION

Aerial

The original LPA called for an aerial structure over LaBrea, Ivy and Eucalyptus. This was changed to a below grade option because of the proximity of an earthquake fault. As a result, an aerial grade separation for Eucalyptus was not considered feasible, and accordingly, was not priced.

Below Grade

The FEIR determined that LaBrea would be crossed below grade. This eliminated the need for aerial separation at Ivy and Eucalyptus. However, as noted above, a grade separation at Eucalyptus would enhance safety for vehicles and pedestrians. Since the plan proposed by LA Metro has a below grade option in close proximity to an earthquake fault, there is no technical reason why continuing the below grade option through Ivy and Eucalyptus would not be feasible.

Tunnel (Cut and Cover)

A tunnel is unnecessary as the below grade option for Eucalyptus and Ivy. Since the space above the tracks is not needed for street purposes, it is not necessary to put the tracks into a tunnel.

Trench

⁴⁵ Alameda Corridor East Construction Authority, Project Description and Benefits, www.theaceproject.org

⁴⁶ Accident Prevention Manual for Business and Industry: Administration and Programs (10th Edition), National Safety Council, 1992, pp 70, 73, 78, 79, 85, 207, 211-213

A trench (a tunnel without a top) would be the appropriate below grade option at Eucalyptus. A below grade crossing at Eucalyptus would cost approximately \$7.5 million.⁴⁷ LA Metro personnel claim such a grade separation would be in the range of \$25-30 million, but have produced no supporting documentation.

STATION STOP

It has been suggested that placing a station at Eucalyptus would mitigate the safety concerns by requiring the train to stop at Eucalyptus, thus presenting a slower moving train to vehicles and pedestrians. This is not recommended, as this would cause the gates to be down even longer for the slower moving train to cross Eucalyptus (this is assuming that the station platforms would be on the far side of Eucalyptus in the direction of travel). It would further impair safety as pedestrians moving around a train stopped at the platform might not see a train coming in the opposite direction. Unless there is an operational need for members of FCBC to have a station at Eucalyptus, there is no compelling reason to request one. Accordingly, it was also not priced.

PEDESTRIAN BRIDGE/ENHANCED SIGNALING

From the point of view of safety, the ideal solution is to separate pedestrians and trains. If this cannot be done by grade separating the roadway with the tracks, the next greatest benefit to safety would be to grade separate the pedestrians and the tracks and enhance the signaling at the crossing.

Pedestrian Bridge

Grade separating the pedestrians and the tracks can be done with a pedestrian bridge over the tracks. However, the congregation has many members with limited mobility and young children. Asking them to walk up stairs to cross the tracks on a pedestrian bridge and then back down again would be a hardship and most likely not in compliance with Americans with Disabilities Act (ADA) requirements.

Many of the congregation park in the multi-story parking garage owned by the Church, west of the Trinity building. Since this parking garage is ADA compliant, a pedestrian bridge could be built between the garage and the Trinity building, with a second bridge from the Trinity building across the tracks to the Tabernacle building. An elevator and escalators would have to be installed in the Tabernacle building to gain street level. Pedestrian bridges are estimated to cost about \$1.5 million. If moving walkways were added to the bridges, this would add another \$1.3-1.8 million. Total cost for this option is estimated at \$2.8-3.3 million.⁴⁸

⁴⁷ Cost estimates for trench are based on R. S. Means, Heavy Construction Cost Data, 2012

⁴⁸ Cost estimates for pedestrian bridge/moving walkway are based on R. S. Means, Facilities Construction Cost Data, 2012

Enhanced Signaling

While a pedestrian bridge would grade separate pedestrians and trains, the problem of vehicles and trains still exists. This includes the potential for long queues and the restriction on left turns from northbound Eucalyptus into the Tabernacle parking lot.

The grade crossing can be signalized to improve traffic flow and enhance safety. LA Metro already plans on installing a traffic signal at the crossing for southbound traffic to avoid cars queuing up at Florence and extending over the crossing. If this signal were moved north of the driveway into the Tabernacle and a traffic signal placed at the crossing for northbound traffic with a left turn signal, it would permit left turns into Tabernacle without jeopardizing those vehicles from train collisions.

Since the Crenshaw LRT will be equipped with cab signals, the vehicular signalization would be tied into the LRT's signal system, so that when the signals are set for Eucalyptus, the trains would get a stop signal. Traffic loops would also make sure that a vehicle stopped on the tracks would also knock down the cab signals, preventing collisions. Since LA Metro's Blue Line has intersections where trains follow traffic signals, this would not be unusual for an LRT system.

The additional signal requirements for this option (in addition to the signal protection already planned) is estimated at \$1 million.⁴⁹ Total cost for pedestrian bridges with enhanced signaling would be \$3.8-4.3 million.

F. CONCLUSIONS

The Final Environmental Impact Statement/Final Environment Impact Report (FEIR) is flawed

1. Regarding safety:

- While the track has not been active along this rail segment for more than a decade, rail activity will now increase from less than 20 freight trains per day (based on historic usage) on a single track, to over 300 transit trains (nearly 20-fold increase) passing the Church's sanctuary daily, traveling both directions, on 2 tracks.
- There is further concern that pedestrians will not have enough time to clear the crossings (mid-block and Eucalyptus), or will panic at the impression of being trapped and not be able to clear the at-grade rail crossing in time before a train reaches them.

⁴⁹ "Evaluation of the School Street Four-Quadrant Gate/In-Cab Signaling Grade Crossing System", US DOT Federal Railroad Administration, Report DOT-VNTSC-FRA-03-04, March 2007

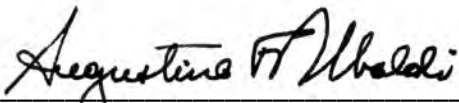
- An at-grade crossing at Eucalyptus is not safe for vehicles and pedestrians, especially those using the nearby Faithful Central Bible Church (FCBC).
2. Regarding division of the community:
- The church is located on one side of the tracks, but the majority of parking is located on the other side of the tracks - requiring hundreds of pedestrians to walk across these tracks
 - The additional noises associated with the passage of trains, warning bells and horn signals will further disrupt the church community.
3. Regarding commonly accepted grade crossing policy:
- The current approach of US DOT is to limit the creation of new at-grade rail crossings, especially in heavily-trafficked areas.
 - LA Metro's proposed at-grade crossing for Eucalyptus runs counter to the current thinking of the Federal Railroad Administration.
 - LA Metro's design does not take into account the unique pedestrian traffic encountered at FCBC.
 - There is no analysis in the EIR/EIS showing why a grade separation of Eucalyptus is not practicable in accordance with CPUC policy

The Supplemental Environmental Assessment (SEA) of July 2012 is equally flawed

- It does nothing to address previously voiced concerns regarding the grade crossing at Eucalyptus.
- The additional proposed mid-block pedestrian crossing is recognition of the problems that exist at the Eucalyptus crossing
- Similarly runs counter to current thinking of the US DOT and FRA regarding at-grade crossings.
- There is nothing in the SEA to show that the proposed mid-block pedestrian crossing is a safe means of crossing pedestrians.
- The proposed mid-block crossing does not address queuing areas for pedestrians waiting for trains or its effect on parking spaces or vehicle lanes at FCBC.

- It does not address how the changes in grade from the Trinity building to track level and back to the Tabernacle building will be handled and the effect that will have on pedestrians of limited mobility.
- There is no analysis of the potential for confusion among pedestrians since the activation of the mid-block crossing warning devices is not simultaneous with those of Eucalyptus, further increasing the safety hazard.
- The mid-block crossing presents an additional location where pedestrians can be struck by a train, doubling the opportunity for accidents and injuries.
- The mid-block crossing presents an additional location where the potential for emergency braking situations will disrupt train operations.
- The SEA's proposed additional at-grade mid-block pedestrian crossing, within 350 feet of the Eucalyptus at-grade crossing, can in no way improve the operations of the Crenshaw-LAX rail line and serves only to expose FCBC members to greater danger.

The greatest safety and operational benefit will be obtained with a below grade separation at Eucalyptus. This will also be least disruptive to the community.



Augustine F. Ubaldi, PE (Ohio)

From: Ball, Rob [BallR@metro.net]
Sent: Monday, August 06, 2012 7:43 AM
To: Terry A. Hayes; Doyle, Gwynneth; Michael Sullivan
Cc: Gutierrez-Blackwood, Pamela
Subject: FW: Public Comments- Crenshaw LAX Transit Corridor

[Here is an additional public comment to add to the data base.](#)

[Rob](#)

From: Cynthia Moore [<mailto:ehaven@gmail.com>]
Sent: Thursday, August 02, 2012 4:38 PM
To: Ball, Rob
Subject: Public Comments- Crenshaw LAX Transit Corridor

- Consideration and/or modifications the plan should take into consideration the impact of 14 home owners in the City of Inglewood with property address from 600 East Florence to 720 East Florence. The noise, dust, traffic and increased foot traffic exposes the homeowners to a substandard quality of life, future health issues and a further decrease in property values.
- Access and egress to the 14 homes is limited to Florence/Osage Avenue.. Any construction on Florence and/or Centinela will impact the fourteen residential properties.

Property Owner: Cynthia Moore- 618 East Florence Avenue., Inglewood, CA 90301

From: Ball, Rob [BallR@metro.net]
Sent: Thursday, August 02, 2012 3:53 PM
To: Doyle, Gwynneth; Terry A. Hayes; Michael Sullivan; Gutierrez-Blackwood, Pamela
Subject: FW: Correction to Crenshaw Supplemental Environmental Assessment
Attachments: ElectricRailwayJuly1929.pdf

I assume this is a comment that we will respond to Pamela, please post and send out the link.

Rob

From: Joel Rane [<mailto:jrane@cityofinglewood.org>]
Sent: Thursday, August 02, 2012 3:00 PM
To: Ball, Rob; CrenshawCorridor
Cc: edison@sce.com; Megan.Jordan@sce.com
Subject: Correction to Crenshaw Supplemental Environmental Assessment

Greetings,

I am writing regarding the Supplemental Environmental Assessment for the Crenshaw/LAX Transit Corridor. I want to note that I live in the area as well as work here, so we are all very excited to see this line being put to good use. I'm looking forward to being back on the train; I lived near Sunset/Vermont for many years.

That said, I noted one mistake in the SEA, on page 13 of Attachment E (Appendix E), a primary record regarding the small Southern California Edison substation at Florence and Ivy, prepared by Mr. Carmack of the State of California. I am researching some of the older buildings in the city for a preservation ordinance and brought this structure to Metro's attention last year. Mr. Carmack states that this building was constructed in the 1920s. Santa Fe Railroad opened the line from Inglewood to Santa Monica in June 1887; the Los Angeles Pacific bought the line and electrified it in 1902, opening it for passenger service to Venice on 18 October 1902. Pacific Electric took it over in 1911. We have seen no evidence that the substation was built any later than 1911, or that it was ever replaced, which would date it to 1902. Mr. Carmack may have been confused because the brick building was originally covered in plaster in a fake Mission style; I have enclosed a copy of an article that shows the original structure. I suspect that the building was stripped of plaster in 1928 or 1929, which may be the records he saw.

This seems a fairly minor building, I agree, but it is the oldest structure we have identified so far in Inglewood, and also the only brick building that survived the Inglewood Earthquake of 1920 that we can identify. I don't think the Crenshaw/LAX line puts it in any peril (and may lead to some restoration, perhaps), but we want you to be aware that we take this little building seriously. Thank you for your time, good luck!

Joel J. Rane
Serials and Government Documents Librarian
City of Inglewood

**Nothing sickens me more than the closed door
of a library. -- Barbara Tuchman**

Crenshaw/LAX
Transit Corridor
Project

Supplemental Environmental Assessment

Comment Form

The Crenshaw/LAX Transit Corridor project team welcomes your comments on the Supplemental Environmental Assessment to review modifications to the project. Modifications are the result of design refinements and cost reduction efforts, reduced right-of-way acquisitions, and improvements at-grade crossings. To view the Environmental Assessment, please visit www.metro.net/crenshaw. Please fill out this form and use additional sheets, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization) *Property: 2095 Eucalyptus Ave, Inglewood, CA 90301*
Jose L. Esparza (Owner) Hailing

Address (Street, City, State, Zip)
220 W Bonnie Brae Court Ontario CA 91762

Email (enter address to receive periodic project updates)
vuclovie@aol.com

Would you like to be added to the project mailing list?
 Yes No

THIS COMMENT RELATES TO:

- Relocation of the optional off-street Crenshaw/Vernon Station from Crenshaw Boulevard/Vernon Avenue to in-street north of 43rd Place
- Relocation of the optional Aviation/Manchester Station (renamed the Florence/Hindry Station) to Florence/Hindry Avenue
- Street/driveway/sidewalk modifications and pedestrian crossing improvements, including a mid-block pedestrian crossing near Eucalyptus Street and Florence Avenue
- A shift of partial portions in the alignment back into the former Burlington Northern Santa Fe (BNSF) right-of-way. The shift in the alignment eliminates property acquisitions but requires demolitions of two railroad bridges at Florence Avenue/Interstate 405 (I-405) and Aviation Boulevard/Century Boulevard.

Comment (please print):
Please email, any other notice
thank you!
Jose L. Esparza

MCE071612B

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
CRENSHAW/LAX TRANSIT CORRIDOR
COMMUNITY MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

MONDAY, JULY 16, 2012
6:28 P.M.

INGLEWOOD CITY HALL
COMMUNITY ROOM
ONE MANCHESTER BOULEVARD
INGLEWOOD, CALIFORNIA 90301

PUBLIC HEARING

REPORTER: MARCIA S. MC ENTEE
CSR NO. 13399

♀

1 APPEARANCES:

2 METRO OFFICIALS AND MANAGERS:

3 OLGA M. LOPEZ
4 ROBERT BALL
5 RAY TELLIS

6 RECOGNIZED OFFICIALS PRESENT:

7 INGLEWOOD MAYOR JAMES BUTTS

8
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MCE071612B
DAN ROSENFELD AND FERNANDO RAMIREZ
FROM SUPERVISOR MARK RIDLEY-THOMAS'S
OFFICE
CRENSHAW LEADERSHIP COUNCIL

SPANISH INTERPRETER:

ANA GALLO

SIGN LANGUAGE INTERPRETER:

KATHI HAMMONS

2

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1 INGLEWOOD, CALIFORNIA JULY 16, 2012

2 6: 28 P. M.

3 -0-

4

5 MS. OLGA LOPEZ: METRO WELCOMES YOU TO THE
6 COMMUNITY MEETING OF THE SUPPLEMENTAL ENVIRONMENTAL
7 ASSESSMENT.

8 I WOULD LIKE TO WELCOME AND INVITE OUR MAYOR,
9 MR. JAMES BUTTS, TO THE PODIUM FOR BRIEF REMARKS.

10 MAYOR BUTTS: GOOD EVENING.
11 I'M REALLY GLAD TO SEE SO MANY OF YOU THAT ARE
12 HERE AND INTERESTED IN THE FUTURE OF YOUR COMMUNITY. THIS
13 PROJECT HAS THE POTENTIAL TO BE ECONOMICALLY AND
14 ENVIRONMENTALLY TRANSPORTATION-WISE SUCH A MASSIVE STEP
15 FORWARD FOR THIS ENTIRE REGION. BUT AT THE SAME TIME
16 WHATEVER IS DONE ULTIMATELY WILL AFFECT US, THIS CITY,
17 YOUR FAMILIES, FOR GENERATIONS TO COME. SO IT IS SO
18 IMPORTANT THAT YOU REMAIN INVOLVED, THAT YOU LOOK CLOSELY
19 AT THE PROPOSED PLANS BECAUSE ONCE IT'S DONE, IT'S DONE.
20 NOW, ONE OF THE ISSUES THAT'S VERY BIG ON MY
21 AGENDA, BECAUSE I WASN'T HERE WHEN THE PLANNING WAS DONE,
22 WAS THE CROSSING AT FLORENCE AND CENTINELA. AND MOST OF
23 YOU KNOW THE TRAIN USED TO RUN THROUGH INGLEWOOD; IT
24 DOESN'T RUN THROUGH HERE ANYMORE. NOW, BECAUSE THE TRAIN
25 DOESN'T RUN, WE WERE ABLE TO CLOSE THE FIRE STATION

3

♀

1 NUMBER TWO UP AT FIELD AND CENTINELA AND HAVE SERVICE FROM
2 FIRE STATION ONE.
3 BUT WITH THE TRAIN, ALTHOUGH IT'S LIGHT RAIL,
4 RUNNING AGAIN, NOW WE HAVE THOSE ISSUES OF ACCESS OF
5 EMERGENCY APPARATUS. ALSO, ACROSS THE STREET FROM THAT
6 INTERSECTION IS ST. JOHN'S. AND DID YOU KNOW THERE'S A
7 SCHOOL THERE, AND THERE ARE CHILDREN FROM THAT SCHOOL THAT
8 WALK BACK TO NEIGHBORHOODS THROUGH THAT INTERSECTION?
9 THEY WILL HAVE TO WALK A MILE IN EITHER DIRECTION IF THEY
10 WERE ON FOOT TO AVOID THAT CROSSING.
11 WE FEEL THAT THAT CROSSING SHOULD BE TRENCHED.

12 IT SHOULDN' T BE A GRADE. AND, OF COURSE, YOU KNOW, THEY
13 CALL IT A "BETTERMENT," A \$25 MILLION BETTERMENT. THE
14 CITY DOESN' T HAVE \$25 MILLION TO TRENCH IT.

15 SO THERE ARE GOING TO BE ISSUES LIKE THAT WE NEED
16 TO PAY ATTENTION TO. WE NEED TO HAVE OUR VOICES HEARD.
17 THIS IS A MULTI -BILLION DOLLAR PROJECT. AND THE
18 DECISIONS, QUITE FRANKLY, AS TO WHAT -- WHERE THE
19 TRENCHING WILL OCCUR AND WON' T OCCUR ARE MADE POLITICALLY.
20 DO YOU UNDERSTAND THAT? THEY ARE MADE POLITICALLY.

21 AND SO YOU HAVE TO BE INVOLVED EVERY STEP OF THE
22 WAY BECAUSE, LIKE I SAID, THIS PROJECT WILL AFFECT OUR
23 LIVES FOR GENERATIONS TO COME, AND WE WANT IT TO AFFECT
24 OUR LIVES POSITIVELY.

25 SO I CONGRATULATE YOU FOR BEING HERE, FOR BEING

4

♀

1 INVOLVED. AND I THANK METRO FOR CONTINUING THEIR
2 OUTREACH, BEING HERE TO INFORM, AND TO LET US BE HEARD.
3 THANK YOU VERY MUCH.

4 MS. LOPEZ: GOOD EVENING AGAIN.

5 MY NAME IS OLGA LOPEZ. I' M THE MANAGER WITH THE
6 CONSTRUCTION RELATIONS DEPARTMENT AT METRO, AND I WILL BE
7 YOUR FACILITATOR THIS EVENING.

8 BUT BEFORE WE GET STARTED, I' D LIKE TO TAKE CARE
9 OF SOME HOUSEKEEPING ISSUES. IF YOU HAVEN' T YET, PLEASE
10 BE SURE TO SIGN IN AT THE REGISTRATION TABLE LOCATED AT
11 THE ENTRANCE OF THE ROOM.

12 I' D LIKE TO POINT OUT THAT THE RESTROOMS ARE
13 LOCATED RIGHT OUTSIDE THE DOORS; IF YOU GO DOWN TO THE

14 RIGHT, MAKE A LEFT, AND YOU WILL FIND THE RESTROOMS THERE.
15 THE LOCKS MAY SEEM OR MAY APPEAR TO BE LOCKED, BUT JUST
16 PUSH IN THE DOORS.

17 I HOPE YOU'VE HAD A CHANCE TO VIEW THE DISPLAY
18 BOARDS AND HAVE YOUR QUESTIONS ANSWERED BY PROJECT STAFF.

19 IF NOT, YOU WILL HAVE ANOTHER OPPORTUNITY AT THE
20 END OF THIS MEETING WITH PROJECT STAFF WHO WILL BE
21 AVAILABLE TO ANSWER QUESTIONS.

22 THE FORMAT OF OUR MEETING TONIGHT WILL BEGIN WITH
23 A BRIEF PRESENTATION BY OUR PROJECT DIRECTOR,
24 MR. ROB BALL, AFTER WHICH WE WILL BEGIN THE FORMAT -- THE
25 FORMAL PUBLIC COMMENT PART OF OUR MEETING.

5

‡

1 IF YOU WOULD LIKE TO SPEAK THIS EVENING, PLEASE
2 COMPLETE A BLUE SPEAKER CARD AND RETURN IT AT THE
3 REGISTRATION TABLE TO ONE OF OUR TEAM MEMBERS. THE
4 SPEAKER CARD WAS GIVEN TO YOU AS YOU SIGNED IN ALONG WITH
5 THE COMMENT SHEET. THE COMMENT SHEET CONTAINS INFORMATION
6 ABOUT HOW YOU CAN SUBMIT YOUR COMMENTS IN WRITING.

7 THIS IS YOUR FORUM. PUBLIC COMMENTS WILL BE
8 RECEIVED UNTIL 8 O' CLOCK TONIGHT. AS SUCH, STAFF WILL NOT
9 INTERRUPT THE HEARING TO MAKE COMMENTS OR CLARIFICATIONS.

10 EACH SPEAKER WILL BE GIVEN TWO MINUTES TO PROVIDE
11 HIS OR HER COMMENT. WE WILL CALL YOU TO THE MICROPHONE IN
12 THE ORDER IN WHICH THE CARDS ARE RECEIVED. YOUR COMMENTS
13 WILL BE RECORDED BY OUR COURT REPORTER, SO BE SURE TO
14 STATE YOUR NAME CLEARLY INTO THE MICROPHONE. IF YOU HAVE
15 ADDITIONAL COMMENTS WHEN YOUR TIME IS UP, YOU ARE WELCOME

16 TO FILL OUT A COMMENT FORM AND PLACE IT IN THE BOX
17 LOCATED, AGAIN, AT OUR REGISTRATION TABLE.

18 IF YOU HAVE ADDITIONAL QUESTIONS THAT WERE NOT
19 ANSWERED DURING THE COMMUNITY MEETING, PROJECT STAFF WILL
20 BE AVAILABLE AFTER THE HEARING.

21 AS A REMINDER, THE DEADLINE FOR COMMENTS ON THIS
22 PROJECT IS AUGUST 2, 2012, BY 5 O'CLOCK P.M. THIS
23 INFORMATION IS ON YOUR COMMENT SHEET.

24 AT THIS TIME I WOULD LIKE TO THANK THE CITY OF
25 INGLEWOOD FOR THEIR HOSPITALITY. AND I WOULD ALSO LIKE TO

6

♀

1 RECOGNIZE THE FOLLOWING ELECTED OFFICIALS AND
2 REPRESENTATIVES WITH US TODAY. WE HAVE DAN ROSENFELD
3 AND FERNANDO RAMIREZ WHO ARE WITH SUPERVISOR
4 MARK RIDLEY-THOMAS'S OFFICE. AND WE ALSO WANT TO GIVE
5 SPECIAL WELCOME TO OUR MEMBERS OF THE CRENSHAW LEADERSHIP
6 COUNCIL FOR JOINING US TONIGHT.

7 AT THIS TIME I WOULD LIKE TO INTRODUCE OUR
8 PROJECT DIRECTOR, MR. ROBERT BALL, WHO WILL BE MAKING THE
9 PRESENTATION.

10 MR. ROBERT BALL: CAN YOU ALL HEAR ME? NO?
11 I HATE STANDING BEHIND A PODIUM. CAN YOU ALL HEAR ME?
12 ALL RIGHT. WIRELESS.

13 I ALWAYS LIKE TO GET A LITTLE CLOSER TO THE
14 AUDIENCE. OKAY. ALL HEAR ME? OKAY. I GUESS THAT'S
15 BETTER, HUH?

16 OKAY. AGAIN, WELCOME, EVERYBODY. OKAY. WE'RE
17 REALLY HAPPY TO SEE THIS TURNOUT. AS OLGA WAS SAYING,

18 THIS IS REALLY YOUR MEETING. WE WANT YOUR PUBLIC
19 TESTIMONY. WE WANT YOUR PUBLIC COMMENTS.

20 IF YOU'RE NOT COMFORTABLE SPEAKING IN FRONT OF
21 THE MIC, THEN E-MAIL YOUR COMMENTS TO ME. AND MY E-MAIL
22 ADDRESS IS BALL, A VERY SIMPLE LAST NAME, BALLR@METRO.NET.
23 OR YOU CAN MAIL THEM TO METRO AS WELL.

24 SO, AGAIN, WE ENCOURAGE YOU -- THIS IS THE INPUT
25 THAT MAYOR BUTTS WAS ASKING FOR. PLEASE GIVE IT TO US.

7

♀

1 WE ENCOURAGE YOU AGAIN TO GIVE US YOUR PUBLIC COMMENTS.
2 OKAY?

3 SO I'M GOING TO GO THROUGH A BRIEF PRESENTATION.
4 AFTER I'M DONE AND AFTER THE PUBLIC TESTIMONY, WE'LL GO
5 BACK TO THE BOARDS AGAIN IF WE HAVE TIME BECAUSE, AGAIN,
6 WE ARE HERE TO TALK TO YOU. OKAY.

7 THIS IS OUR BASE PROJECT. THIS PROJECT STARTED
8 OFF MANY, MANY YEARS AGO. ACTUALLY, IT'S BEEN THREE WHOLE
9 DECADES THAT ACTUALLY WE'VE BEEN PLANNING THIS PROJECT.
10 SO MEASURE R HAS MADE THIS PROJECT REAL.

11 WE STARTED TO WRITE OUR PROCESS BACK IN 2008.
12 THIS IS THE PROJECT THAT CAME OUT OF THAT PROJECT
13 DEFINITION: EIGHT-AND-A-HALF-MILE-LONG PROJECT; IT
14 INCLUDES A MAINTENANCE FACILITY; THE LINE EXTENDS FROM
15 EXPO, THE ONE THAT JUST OPENED RECENTLY. AND IT DOES
16 EXTEND DOWN CRENSHAW BOULEVARD AND ONTO THE OLD RAILROAD
17 QUARTER WE CALL THE "HARBOR SUBDIVISION." IT GOES ALL THE
18 WAY DOWN TO THE METRO GREEN LINE WHERE IT CONNECTS INTO
19 THAT EXISTING STRUCTURE THAT'S THERE.

20 WE HAVE SIX BASELINE STATIONS: ONE AT EXPO; ONE
21 AT MLK; THERE'S AN OPTIONAL STATION AT VERNON THAT WE'RE
22 ACTUALLY CARRYING IN OUR BID DOCUMENTS, AND WE'LL TALK
23 MORE ABOUT THAT TONIGHT; THE SLAUSON STATION,
24 WEST BOULEVARD, LA BREA, ANOTHER OPTIONAL STATION AT
25 HINDRY, AND WE'RE ALSO CARRYING IN OUR BID DOCUMENTS;

8

♀

1 AND THE LAST STATION, OF COURSE, IS CENTURY BOULEVARD.

2 NOW, THIS LINE IS ABOUT 55 PERCENT GRADE
3 SEPARATED. SO THERE'S A LOT OF GRADE SEPARATIONS THAT ARE
4 ALREADY IN THE PROJECT DEFINITION THAT WE ARE PLANNING TO
5 MOVE FORWARD WITH. LET'S SEE. WE ALSO HAVE A NUMBER OF
6 BELOW-GRADE STATIONS. AND, AGAIN, WE ARE HAPPY TO TALK
7 MORE TO YOU AFTER THIS IF WE HAVE TIME AFTER THE PUBLIC
8 COMMENT PERIOD.

9 THANKS A LOT.

10 OKAY. WE DID GO THROUGH ENVIRONMENTAL PROCESS.
11 IT FINISHED LAST FALL WHEN WE COMPLETED THE FINAL
12 ENVIRONMENTAL IMPACT STATEMENT AND THE FINAL ENVIRONMENTAL
13 IMPACT REPORT. NOW, WE DID GET A RECORD DECISION BACK IN
14 DECEMBER; HOWEVER, THROUGH PRELIMINARY ENGINEERING, WE'VE
15 BEEN LOOKING TO MAKE THIS PROJECT BETTER.

16 WE HAVE A NUMBER OF WHAT WE CALL "DESIGN
17 REFINEMENTS" THAT ARE NOT CLEARED IN THAT PROCESS THAT WE
18 FINISHED LAST YEAR. SO WE'RE GOING THROUGH A PROCESS WE
19 NOW CALL A "SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT." AND
20 THAT'S WHAT WE'RE TALKING ABOUT TONIGHT.

21 SO WE MADE A NUMBER OF, I THINK, GOOD DESIGN

22 CHANGES THAT WE' RE PRESENTING, AND WE' RE TAKING PUBLIC
23 COMMENT ON TONIGHT. OKAY? SO I' M GOING TO DESCRIBE THOSE
24 CHANGES TO YOU FOR THE REST OF THIS PRESENTATION.

25 AGAIN, YOU CAN SEE WHERE WE ARE. THE RED

♀

1 RECTANGLE THERE, THIS IS THE PUBLIC CIRCULATION. THIS IS
2 WHERE WE ARE. AND AS OLGA WAS SAYING, PLEASE TURN YOUR
3 COMMENTS IN EITHER TONIGHT, MAIL THEM, OR E-MAIL THEM.
4 AND THE DEADLINE FOR COMMENTS IS AUGUST 2ND.

5 OKAY. NEXT SLIDE.

6 OKAY. AGAIN, AS I SAID, WE MADE A NUMBER OF
7 CHANGES FROM THE ENVIRONMENTAL PHASE LAST YEAR. WE DID
8 CHANGE THE LOCATION OF THE OPTIONAL VERNON STATION.
9 ALTHOUGH I HAVE MORE DETAILED SLIDES, LET ME JUST KIND OF
10 SUMMARIZE THEM FIRST.

11 WE DID CHANGE LOCATION OF VERNON STATION. WE
12 HAVE MOVED THE LOCATION OF THE MANCHESTER STATION, AND
13 WE' VE RENAMED IT THE "FLORENCE/HINDRY STATION." WE' VE
14 ALSO SHIFTED PORTIONS OF THE ALIGNMENT INTO THE HARBOR
15 SUBDIVISION THAT WE WERE ENABLED TO DO BY ABANDONING THE
16 FREIGHT TRACK. WE' VE BEEN ABLE TO NEGOTIATE THE
17 ABANDONMENT OF THAT FREIGHT TRACK WITH THE RAILROAD. THAT
18 ALLOWS TO US KEEP THIS PROJECT ALMOST ENTIRELY WITHIN OUR
19 OLD RAILROAD CORRIDOR.

20 OKAY. WE ALSO HAVE SOME MINOR STREET, DRIVEWAYS,
21 SIDEWALK MODIFICATIONS; AND WE' VE ALSO ADDED SOME
22 PEDESTRIAN CROSSING IMPROVEMENTS AS WELL.

23 NEXT SLIDE.

24 AGAIN, I HOPE I'M NOT GOING TOO FAST. I WANT TO
25 GIVE YOU MAXIMUM TIME TO ACTUALLY GIVE US YOUR COMMENTS

10

♀

1 TONIGHT. OKAY.
2 IF YOU CAN SEE THAT -- I HOPE YOU CAN ALL SEE
3 THAT FROM THE BACK -- THE GREEN LINE -- IS THERE A
4 POINTER?
5 OLGA, DO WE HAVE A POINTER? NO. OKAY.
6 OKAY. CAN YOU ALL SEE THAT SLIDE FAIRLY
7 CLEARLY?
8 AUDIENCE: NO.
9 MR. BALL: NO. OKAY. TELL YOU WHAT --
10 AUDIENCE MEMBER: COULD YOU TURN OUT SOME OF THE
11 LIGHTS IN THE FRONT, SPEAKER?
12 MR. BALL: GOOD IDEA. GOOD SUGGESTION. WE'LL DO
13 THAT, IF WE CAN.
14 WHAT I'LL DO THEN IS SINCE THERE'S NO POINTER, IS
15 I'LL GO UP THERE AND KIND OF POINT.
16 THAT MADE IT BRIGHTER. THAT WAS THE WRONG THING
17 TO DO.
18 AND WE FOUND A POINTER AS WELL. DO WE NEED THE
19 LIGHTS? CAN WE TURN THEM DOWN? I AGREE WITH YOU. IS
20 THAT BETTER?
21 AUDIENCE: YES.
22 AUDIENCE MEMBER: MORE, MORE.
23 MR. BALL: DO YOU WANT TO TURN THEM OFF
24 COMPLETELY?
25 AUDIENCE: YES.

♀

1 MR. BALL: IS THAT GOOD?

2 AUDIENCE: YES.

3 MR. BALL: OKAY. OKAY. OKAY. SEE, WE LISTEN
4 TO YOUR INPUT.

5 OKAY. THE GREEN LINE THERE, AS IT WAS ACTUALLY
6 CLEARED IN A DOCUMENT LAST YEAR. AND WHAT THAT -- WHAT
7 THAT GREEN LINE DID, IT TOOK THE UNDERGROUND ALIGNMENT
8 COMPLETELY OFF THE CENTER OF CRENSHAW BOULEVARD. OKAY.
9 AND IT WENT UNDER BUSINESSES. IN THE TRIANGLE THERE WE
10 ACTUALLY HAD A STATION THAT WOULD HAVE BEEN PARTIALLY
11 OPEN. THEN WE WENT UNDER THE PARK, UNDERGROUND, BACK
12 UNDER BUSINESSES INTO THE CENTER OF THE STREET.

13 NOW, THE BASE PROJECT IS WHAT YOU SEE IN BLUE
14 HERE. OKAY. SO WHAT WE DID IS WE PUT THE STATION BACK IN
15 THE STREET RIGHT WHERE YOU CAN SEE I'M POINTING THERE.
16 AND THE LITTLE BLUE KIND OF TRIANGLES THERE ARE THE TWO
17 OPTIONAL ENTRANCES. SO THE STATION BOX ITSELF, WHICH IS
18 ABOUT 400 FEET LONG, IS ACTUALLY BACK IN THE CENTER OF THE
19 STREET, BUT WE HAVE THE ENTRANCES WHERE THE STAIRS ARE,
20 WHERE THE ESCALATORS ARE, THAT YOU WALK DOWN.

21 AND WE'RE ACTUALLY LOOKING AT TWO SEPARATE
22 LOCATIONS. WE WOULD NOT BUILD BOTH LOCATIONS. WE WOULD
23 ACTUALLY ONLY CHOOSE ONE, BUT WE'D ALLOW FOR THE
24 POSSIBILITY OF A SECOND ENTRANCE DOWN THE ROAD.

25 SO, AGAIN, WE HAVE DONE THIS TO TRY AND GIVE THIS

♀

1 STATION A GOOD CHANCE OF MOVING FORWARD.

2 AUDIENCE MEMBER: IS THE GREEN THE FINAL
3 VERSION --

4 MR. BALL: NO, NO. THE GREEN IS THE OLD VERSION.
5 OKAY? THE BLUE, KIND OF LIKE THE BLUI SH COLOR, IS THE
6 VERSION THAT WE' RE LOOKING TO CLEAR THROUGH THE PROCESS
7 THAT WE' RE GOING THROUGH. IS THAT CLEAR?

8 AUDIENCE MEMBER: NO. WHEN YOU SAY "ENTRANCE,"
9 IT WILL BE UNDERGROUND?

10 MR. BALL: THE STATION THAT WE' RE ACTUALLY MOVING
11 FORWARD WITH AS AN OPTION AND WE' RE CLEARING, IT' S AN
12 UNDERGROUND STATION -- UNDERGROUND STATION. OKAY? AND
13 THE STATION, LIKE I SAID, HAS BEEN MOVED TO THE NORTH SIDE
14 OF VERNON IN THE STREET, AND THOSE TWO LITTLE BLUE AREAS
15 ARE THE POSSIBLE STATION ENTRANCES. OKAY?

16 NEXT SLIDE.

17 OKAY. THIS ACTUALLY JUST SUMMARIZES WHAT I' VE
18 BEEN TALKING ABOUT. AGAIN, ORIGINALLY WE HAD 5 FULL
19 PROPERTY ACQUI SITI ONS. WE ALSO HAD 23 UNDERGROUND TUNNEL
20 EASEMENTS WE WOULD HAVE TO HAVE I DENTI FIED AND NEGOTIATED
21 WITH THOSE PROPERTY OWNERS. NOW, THE PROPOSAL I' M MAKING
22 IS IN THE STREET. WE HAVE ONE PROPERTY THAT WE' VE BEEN
23 LOOKING TO ACQUI RE DEPENDING ON WHAT SIDE OF THE STREET
24 THAT ENTRANCE IS.

25 OKAY. SO WE' VE ELIMI NATED MOST OF THE

♀

1 RIGHT-OF-WAY ACQUISITIONS, ELIMINATED ALL THE UNDERGROUND
2 EASEMENTS BY GOING WITH THIS DESIGN CHANGE.

3 NEXT SLIDE.

4 IN THE ENVIRONMENTAL DOCUMENT THERE WAS BOTH AN
5 AERIAL STATION ON MANCHESTER, AND WE CALLED IT "MANCHESTER
6 AT-GRADE STATION." WHAT THIS CHANGE DOES, IT, OF COURSE,
7 RENAMES THE STATION "FLORENCE/HINDRY," AND IT MOVES THE
8 STATION ABOUT 350 FEET. SO IT'S MUCH -- ACTUALLY, RIGHT
9 AT HINDRY NOW. OKAY? SO, AGAIN, THE STATION WAS CLEARED
10 PREVIOUSLY, BUT WE HAVE MOVED IT SLIGHTLY, AND WE HAVE
11 RENAMED THE STATION.

12 NEXT SLIDE.

13 OKAY. WE DID REACH AGREEMENT WITH THE RAILROAD
14 BNSF TO ABANDON THEIR OPERATIONAL RIGHTS. METRO ACTUALLY
15 OWNS THIS RIGHT-OF-WAY. THEY'VE OWNED THIS RIGHT-OF-WAY
16 FOR A LONG TIME. BUT WHEN METRO BOUGHT THIS RIGHT-OF-WAY,
17 WE HAD GRANTED OPERATING RIGHTS TO THE RAILROAD. OKAY.
18 SO WE WERE ABLE TO NEGOTIATE THE ABANDONMENT OF THOSE
19 OPERATING RIGHTS.

20 AND BY DOING THAT, THAT MEANS THAT TRAIN TRACK
21 YOU SEE OUT THERE TODAY IS GOING TO BE TAKEN OUT WHICH
22 PROVIDES MORE ROOM FOR THE LIGHT RAIL TRACKS TO BE BUILT
23 ENTIRELY WITHIN METRO'S RIGHT-OF-WAY.

24 NOW, BECAUSE OF THAT, THERE ARE TWO EXISTING
25 RAILROAD BRIDGES. THAT IS WHAT THIS DESIGN CHANGE

1 ACTUALLY IS, BECAUSE THE PRIOR DOCUMENT DID DISCUSS
2 ALREADY THE ABANDONMENT, BUT THE PRIOR DOCUMENT DID NOT

3 DISCUSS THE ABANDONMENT OF THOSE TWO EXISTING RAILROAD
4 BRIDGES.

5 NEXT SLIDE.

6 OKAY. THERE IS AN EXISTING RAILROAD BRIDGE THAT
7 SPANS ACROSS THE 405 FREEWAY, OKAY, RIGHT NEXT TO
8 FLORENCE. AND WHAT WE HAD IN THE ORIGINAL DOCUMENT IS
9 THAT BRIDGE WAS STAYING INTACT; AND THE RED LINE KIND OF
10 WENT AROUND IT. SO THAT BRIDGE REMOVED, WE CAN NOW PUT --
11 LIKE THAT RED LINE, YOU CAN SEE IT BECOMES A STRAIGHT
12 LINE. IT'LL BE CONTAINED ENTIRELY WITHIN METRO'S
13 RIGHT-OF-WAY.

14 SO THAT ELIMINATES THE RIGHT-OF-WAY, ELIMINATES
15 THE UTILITY PACKS, AND IT'S ACTUALLY A LITTLE BIT LESS
16 COSTLY.

17 NEXT SLIDE.

18 THIS IS OF CENTURY NOW. FOR THOSE OF YOU WHO
19 HAVE DRIVEN THIS AREA, THERE IS THAT OLD RAILROAD BRIDGE
20 AGAIN. THAT SPANS ACROSS CENTURY BOULEVARD.

21 AUDIENCE MEMBER: WHERE?

22 MR. BALL: AGAIN -- AGAIN, THIS IS CENTURY HERE.
23 THERE IS A BRIDGE ACROSS THIS TODAY. THE RED IS WHAT WE
24 HAD TO DO WHEN THE BRIDGE WAS STAYING INTACT.

25 NOW, BY TAKING THAT BRIDGE OUT, THEY ARE ABLE TO

15

♀

1 MOVE THE ENTIRE LIGHT RAIL ALIGNMENT CLOSER TO AVIATION.
2 AGAIN, THAT MINIMIZES IMPACTS, THE WALL RESTRUCTURE, FOR
3 EXAMPLE. AND THIS PROVIDES A LITTLE MORE ROOM TO BUILD
4 BOTH THE TWO LIGHT RAIL TRACKS AND THE STATION. NOW -- SO

5 WE HAVE AN AERIAL STATION HERE THAT WAS CLEARED -- THAT
6 WAS CLEARED PREVIOUSLY. AGAIN, THIS ALLOWS US AGAIN TO
7 FIT BETTER WITHIN THE RIGHT-OF-WAY THAT METRO ALREADY HAS.

8 NEXT SLIDE.

9 OKAY. ENGINEERS, WHICH I'M ONE OF THEM, WE -- WE
10 GO INTO PRELIMINARY ENGINEERING; WE LIKE TO DESIGN AND
11 MAKE DESIGN REFINEMENTS. SO THROUGHOUT THE PRELIMINARY
12 ENGINEERING PHASE, WE HAVE MADE SOME DESIGN REFINEMENTS
13 THAT, AGAIN, WEREN'T IDENTIFIED IN THE PRIOR PHASE. SO,
14 AGAIN, WE'RE TAKING SOME OF THESE CHANGES THROUGH THE
15 PROCESS.

16 AGAIN, WE'VE HAD TO MODIFY THE BUS BAYS, THE
17 CROSSING GATES, FOR EXAMPLE, YOU SEE ALONG THAT OLD HARBOR
18 RIGHT-OF-WAY TODAY. BECAUSE WE'RE ADDING TWO TRACKS, WE
19 HAVE TO MOVE THOSE GATES BACK. WE HAVE TO TAKE A LITTLE
20 BIT OF PROPERTY. NOW, WE'RE NOT TALKING MUCH. WE'RE
21 TALKING ABOUT 10 OR 20 SQUARE FEET, WHICH IS PROBABLY THE
22 AREA THAT I'M KIND OF DRAWING MY FINGER AROUND IN A CIRCLE
23 HERE. BUT, AGAIN, THERE ARE CHANGES WE DID NOT IDENTIFY
24 PREVIOUSLY, SO WE ARE CARRYING THEM THROUGH THIS PROCESS.

25 OKAY. AGAIN, I WAS SAYING YOU CAN SEE THE

1 TAKING'S ARE ACTUALLY VERY SMALL, 10 TO 20 SQUARE FEET.
2 WE ARE ALSO INSTALLING MEDIANS AT SEVERAL CROSSINGS ALONG
3 THE HARBOR SUBDIVISION. NOW, THESE MEDIANS ARE ACTUALLY
4 MANDATED BY THE CALIFORNIA PUBLIC UTILITIES COMMISSION.

5 AND THE REASON THE MEDIANS ARE PUT IN IS SO THAT
6 PEOPLE DON'T DRIVE AROUND THE GATE. THIS IS ACTUALLY A

7 SAFETY PROVISION THAT WE'VE WORKED OUT WITH THE PUBLIC
8 UTILITIES COMMISSION. BUT, AGAIN, THESE MEDIAN LOCATIONS
9 WERE NOT IDENTIFIED PREVIOUSLY, SO WE'RE NOW TALKING ABOUT
10 THEM TODAY.

11 AND WHAT THESE MEDIANS DO IS THEY DO ELIMINATE
12 SOME OF THE LEFT-TURN MOVEMENTS THAT YOU CAN DO TODAY,
13 WHICH MEANS THAT YOU CAN ONLY MAKE A RIGHT TURN IN AND A
14 RIGHT TURN OUT.

15 NEXT SLIDE.

16 NOW, I KNOW YOU CAN'T READ THESE SLIDES. DO WE
17 HAVE BOARDS UP AROUND THE ROOM FOR THIS?

18 AUDIENCE: YES.

19 MR. BALL: OKAY. SO THESE JUST SHOW YOU THE
20 LOCATIONS, THAT -- FOR EXAMPLE, THAT WE'RE MAKING SOME OF
21 THESE MINOR STREETS, SIDEWALK, AND DRIVEWAY MODIFICATIONS.
22 THEY ALSO SHOW YOU THE LOCATIONS THAT WE'VE ADDED THE
23 MEDIAN. OKAY. AND I WAS TALKING ABOUT THOSE CROSSING
24 GATES AND TRYING TO MAKE IT SAFE AND NOT ALLOW PEOPLE TO
25 DRIVE AROUND THEM.

17

♀

1 SO, AGAIN, THERE'S A SERIES OF SLIDES HERE THAT
2 SHOW THAT AGAIN. AND I'M BEING TOLD WE HAVE THE SAME
3 SLIDES AROUND THE ROOM. I HOPE SOME OF YOU ACTUALLY DID
4 SPEND SOME TIME IN THE OPEN HOUSE EARLIER. AND LIKE I
5 INDICATED EARLIER, WE'D LOVE TO HAVE THAT DIALOGUE AGAIN,
6 BUT NOT UNTIL WE HAVE THE PUBLIC COMMENT PERIOD. OKAY.

7 OKAY. THIS IS THE MID-BLOCK CROSSING THAT WE'RE
8 PROPOSING TO ADD ABOUT 350 FEET WEST OF EUCALYPTUS AVENUE.

9 THE FAITHFUL CENTRAL BIBLE CHURCH IS THERE. AND WE
10 BELIEVE THAT THE MID-BLOCK PEDESTRIAN CROSSING THERE WILL
11 HELP LESSEN THE CONCENTRATION OF PEDESTRIANS THAT WOULD
12 OTHERWISE CROSS AT EUCALYPTUS STREET FOR, SAY, SUNDAY
13 CHURCH SERVICE.

14 SO WE'RE PROPOSING TO DO THIS. WE'RE ACTUALLY IN
15 DISCUSSION WITH THE PUBLIC UTILITIES COMMISSION. AGAIN,
16 THEY HAVE TO SIGN OFF ON THIS. WE'RE PROPOSING THIS, AND
17 WE THOUGHT THAT IT WAS A GOOD IDEA TO TAKE US THROUGH THIS
18 PROCESS.

19 NEXT SLIDE. THAT'S MY PRESENTATION.

20 I'M GOING TO GIVE IT BACK -- MIC BACK TO OLGA,
21 AND WE'LL START THE COMMENT PUBLIC PERIOD.

22 THANK YOU VERY MUCH.

23 MS. LOPEZ: GET THE LIGHTS AGAIN, PLEASE.

24 THANK YOU.

25 WE WILL START OUR PUBLIC COMMENT PERIOD NOW. TO

18

♀

1 REITERATE OUR PROTOCOL, IF YOU WOULD LIKE TO SPEAK AND YOU
2 HAVEN'T DONE SO ALREADY, PLEASE COMPLETE A BLUE COMMENT
3 CARD SHEET. WE HAVE THEM AVAILABLE AT THE SIGN-IN SHEET
4 TABLE.

5 I WILL CALL EACH SPEAKER TO THE MICROPHONE IN THE
6 ORDER THE CARDS WERE RECEIVED. PLEASE COME TO THE MIC
7 WHEN YOUR NAME IS CALLED.

8 EACH SPEAKER WILL BE GIVEN TWO MINUTES TO SPEAK.
9 THERE WILL BE A TIMER ON THE SCREEN FOR YOUR REFERENCE.
10 IF YOU HAVE ADDITIONAL COMMENTS WHEN YOUR TIME IS UP, YOU

11 ARE WELCOME TO COMPLETE A COMMENT FORM AND LEAVE IT WITH
12 STAFF AT THE CONCLUSION OF THIS RECORD -- OF THIS MEETING.

13 PLEASE NOTE THAT ON THE COMMENT CARD THERE IS A
14 TYPO ON THE DATE WHEN COMMENTS ARE NEEDED. COMMENTS ARE
15 DUE AUGUST 2ND, 2012, BY 5 O' CLOCK P.M. AGAIN, PLEASE, WE
16 NEED YOUR COMMENTS BY AUGUST 2ND, 2012.

17 PLEASE REMEMBER TO STATE YOUR NAME, SPEAK CLEARLY
18 INTO THE MIC SO THAT THE COURT REPORTER IS ABLE TO
19 ACCURATELY CAPTURE YOUR COMMENTS.

20 I WILL NOW CALL OUR FIRST TWO SPEAKERS, IF YOU
21 WOULD, PLEASE GET IN LINE SO THAT WE CAN START A QUEUE.

22 OUR FIRST SPEAKER WE WOULD LIKE TO INVITE IS
23 REVEREND JACKIE RUSSELL, FOLLOWED BY WILLIAM SMITH.

24 REVEREND JACKIE RUSSELL: GOOD EVENING.

25 I AM REVEREND JACKIE RUSSELL FROM FAITHFUL

19

♀

1 CENTRAL BIBLE CHURCH REPRESENTING MARK T. LITTLE.

2 FAITHFUL CENTRAL APPRECIATES THE MTA' S EFFORTS TO
3 MEET THE CHURCH' S CONCERNS RELATED TO THE EUCALYPTUS RAIL
4 CROSSING NEAR FLORENCE AND INGLEWOOD; HOWEVER, THE
5 PROPOSED MID-BLOCK CROSSING WEST OF EUCALYPTUS STILL FAILS
6 TO MITIGATE THE SAFETY CONCERNS THAT THE CHURCH OUTLINED
7 IN ITS PRIOR CORRESPONDENCE TO THE MTA. THE PRIVATE
8 NATURE OF THE PROPOSED MID-BLOCK CROSSING MAKES THE
9 LIABILITY TO THE CHURCH UNCERTAIN DESPITE MTA' S EFFORTS TO
10 EXPLAIN IT.

11 ADDITIONALLY, THE CHURCH' S PREVIOUS POSITION
12 REMAINS THE SAME, THAT THE PRIMARY EUCALYPTUS AVENUE RAIL

13 CROSSING IN INGLEWOOD IS INCONSISTENT WITH FEDERAL
14 STANDARDS.

15 COMMON SENSE AND OUR GRAVE CONCERN FOR THE SAFETY
16 OF OUR PARISHIONERS AND THE LOCAL COMMUNITY CALL FOR THE
17 ONLY LOGICAL SOLUTION AS TO THIS CROSSING, GREAT
18 SEPARATION, WHICH THE CHURCH CONTINUES TO DEMAND.

19 THANK YOU FOR YOUR TIME.

20 MR. WILLIAM SMITH: MY NAME IS
21 WILLIAM M. SMITH. I LIVE AT 401 LA COLINA.

22 AS THE MAYOR SAID, HE WAS CONCERNED ABOUT
23 CENTINELA. WELL, MY STREET ENDS AT CENTINELA. IT'S A
24 QUARTER OF A MILE FROM CENTINELA TO THE END OF THE BLOCK.

25 I HAVE -- WHEN BURLINGTON HAD IT, THEY USED TO

20

‡

1 MAINTAIN THE BUSHES AND KEPT IT CLEAN. NOW, SINCE METRO
2 HAS IT, I'VE TRIED TO FIND OUT WHO IS TO KEEP THAT PART
3 CLEAN.

4 MY OTHER CONCERN IS: WHAT TIME IS THE RAILROAD
5 GOING TO STOP RUNNING? BECAUSE WHEN BURLINGTON CAME
6 THROUGH THERE, THEY WOULD STOP AROUND 1:00 AND START BACK
7 AT 4:00 A.M. AND THEY WOULD START BLOWING THE WHISTLE
8 FROM LA BREA ALL THE WAY DOWN TO CRENSHAW. SO I HAVE A
9 CONCERN ABOUT THAT.

10 AND WHO'S GOING TO KEEP THAT PART CLEAN, OR ARE
11 THEY GOING TO GO UNDERGROUND THERE? BECAUSE YOU HAVE A
12 RESIDENCE -- I HAVEN'T HEARD ANYBODY SAY ANYTHING ABOUT
13 THE RESIDENTS FROM CENTINELA, THAT LITTLE BLOCK IN THERE,
14 NOT A WORD. AND I HAVEN'T SEEN ANYTHING ON ANY PAPERS

15 ABOUT SAYING ANYTHING ABOUT THAT BLOCK, OR IF THEY ARE
16 GOING TO PUT A SOUND WALL UP, OR WHAT THEY ARE GOING TO DO
17 WITH THAT SECTION THERE. THANK YOU.

18 MS. LOPEZ: THANK YOU.

19 ARE THERE ANY OTHER SPEAKER CARDS BEFORE I CALL
20 OUR NEXT TWO SPEAKERS?

21 OKAY. THE NEXT SPEAKER IS MR. TUT HAYES,
22 FOLLOWED BY CLINT SIMMONS.

23 MR. TUT HAYES: THIS IS NOT TRANSPORTATION. IT'S
24 A CONSTRUCTION PROJECT. IT'S A BOONDOGGLE. IF IT'S A
25 TRANSPORTATION PROJECT, IT WOULD GO TO THE AIRPORT.

21

♀

1 YOU DO KNOW IF YOU GOT ON THE GREEN LINE AND GET
2 OFF AT AVIATION, YOU'LL SEE TWO TRAIN TRACKS GOING NORTH
3 AND GOING SOUTH, AND THEY END. THEY CUT OFF IN SPACE.
4 THOSE TRAIN TRACKS WERE SUPPOSED TO GO TO THE AIRPORT.
5 IT NEVER HAPPENED.

6 THIS TRAIN IS NOT GOING TO THE AIRPORT EITHER.
7 WHAT THIS IS, IS A SHOVEL-READY PROJECT TO MAKE
8 CONSTRUCTION MONEY. THAT'S ALL.

9 AND, YOU KNOW, IF YOU WORKED ON CONSTRUCTION, AS
10 I HAVE, EVERYBODY HAS THEIR TURN TO DO THEIR LITTLE
11 THINGS: THE CARPENTERS, THE ELECTRICIANS, THE -- AND ONCE
12 THAT'S OVER, YOUR JOB IS OVER TOO. SO IT'S NOT SOMETHING
13 WE SHOULD HOPE WE'LL GET JOBS OUT OF.

14 NOW, THE MAYOR MADE A HORRIBLE PRESENTATION
15 BEFORE MTA. HE WENT THERE WHEN THEY WERE TALKING ABOUT
16 THIS THING, MARK RIDLEY-THOMAS AND ALL OF THE OTHER

17 SUPERVISORS. AND YOU KNOW WHAT THE MAYOR TALKED ABOUT?
18 HIMSELF, HIS CAREER, THE HIGHLIGHTS OF WHAT HE'S DONE,
19 WHERE HE USED TO WORK, WHERE HE'S NOW WORKING, NOW. HE
20 NEVER SAID A DARN THING ABOUT INGLEWOOD AND THEIR DESIRES.
21 DID YOU NOTICE WHEN HE SPOKE HERE, HE DIDN'T SAY MUCH
22 ABOUT WHAT INGLEWOOD WANTED?

23 ANYWAY, WE'RE GOING TO STOP THIS THING. YOU
24 WON'T LOSE A DARN THING YOU NEVER ASKED FOR, YOU DIDN'T
25 DESIRE IT, YOU HAVE NO NEED FOR IT, NO, UNLESS IT WILL

22

♀

1 TAKE CARE OF GETTING YOU AND THE REST OF THE PEOPLE IN
2 SOUTHERN CALIFORNIA TO L. A. X. YOU KNOW WHAT "L. A. X. "
3 STANDS FOR? THE X STANDS FOR INTERNATIONAL AIRPORT.

4 YOU WILL HAVE TO STILL TAKE THREE VEHICLES --
5 OTHER -- THIS WOULD BE -- TO GET TO THE AIRPORT. YOU'LL
6 HAVE TO TAKE THREE TRANSPORTATION VEHICLES TO GET TO THE
7 AIRPORT. IF THAT'S WHAT YOU WANT, GO RIGHT AHEAD.

8 MR. CLINT SIMMONS: GOOD EVENING. MY NAME IS
9 CLINT SIMMONS. AND I'M REPRESENTING -- SORRY. I'M WITH
10 THE CRENSHAW SUBWAY COALITION. WE ARE A VOLUNTEER GROUP
11 INTERESTED IN MAKING A GOOD RAIL SYSTEM.

12 FIRST OF ALL, WE'D LIKE TO SPEAK IN TERMS OF THE
13 SAFETY. AT THE PRESENT TIME THE TRAIN WILL GO AT STREET
14 LEVEL FROM 48TH STREET TO 60TH STREET, AND THERE THERE'S
15 CROSSINGS FROM SCHOOLS OF CRENSHAW AS WELL AS VIEW PARK
16 PREP. SO THEREFORE, IT WILL CREATE A SAFETY PROBLEM FOR
17 YOUNGSTERS TRYING TO CROSS THE STREET.

18 I DON'T KNOW EXACTLY HOW MANY STREETS WILL BE

19 CLOSED OFF, BUT THERE WILL BE A METAL FENCE PUT UP IN THE
20 CENTER OF THE TRACK. AND THEY WILL BE TAKING AWAY A LOT
21 OF THE PARKING THAT EXISTS THERE.

22 NOW, WE HAVE HAD A LEARNING EXPERIENCE FROM THE
23 EXPO LINE, HOW IT HAS COMPLETELY DEVASTATED THE
24 COMMUNITIES. SO THEREFORE, I HAVE TO AGREE WITH -- WITH
25 TUT, THIS WHOLE THING IS NOT SPECIFICALLY FOR OUR BENEFIT.

23

♀

1 IT IS TO CREATE JOBS.

2 NOW, SINCE WE HAVE THE BNSE (SIC) RAIL AS NOT
3 BEING THERE'S MONEY LEFT FROM THAT AT THE TIME THAT THIS
4 THING WAS -- CAME INTO BEING THAT IF THE MONEY WAS
5 AVAIL ABLE FROM LOW BIDS, WE WOULD GET A TUNNEL FROM 48TH
6 TO 60TH. AND NOW THAT WE'VE GOT RID OF THE RAIL STATION,
7 THERE IS MONEY AVAI LABLE, PLUS LOW BIDS, WE SHOULD BE ABLE
8 TO GET THAT TAKEN CARE OF.

9 A -- NOISE PROBLEMS FOR THE PEOPLE WHO LIVE ON
10 BOTH SIDES OF CRENSHAW. BELIEVE ME, IT IS SOMETHING,
11 BECAUSE WE LEARNED FROM EXPO LINE AGAIN. AND THEREFORE,
12 IF WE'RE NOT GOING TO TAKE THE SAFETY MEASURES THAT SHOULD
13 BE, THIS WILL NOT BENEFIT THE COMMUNITY IN THAT RESPECT.

14 SO IF WE REALLY WANT TO MAKE THIS A BENEFIT TO
15 THE COMMUNITY, WE MUST MAKE IT SAFE BY GOING UNDERGROUND
16 WITH THE TUNNELING FROM 48TH STREET UP TO 60TH. WE'RE
17 ALREADY UNDERGROUND UP TO THAT POINT, SO WHY NOT CONTINUE
18 IT.

19 THANK YOU FOR GIVING ME A CHANCE TO SPEAK ON IT.

20 MS. LOPEZ: DALE ANN STIEBER -- PARDON ME IF I

21 DON' T PRONOUNCE THE LAST NAME CORRECTLY -- AND MICHAEL
22 BENEBAU -- BENEBAU.

23 MS. DALE ANN STIEBER: HI. MY NAME IS
24 DALE STIEBER, AND I' M A RESIDENT OF THE CRENSHAW DI STRICT
25 AT VICTORIA AND 54TH. AND BY COINCIDENCE, I AM FOLLOWING

24

♀

1 THE LAST GENTLEMEN WHO IS -- SPOKE DIRECTLY ABOUT THE RAIL
2 LINE AT 48TH THROUGH 60TH.

3 WE DO BELIEVE VERY STRONGLY -- AND I -- I THINK
4 I WANT TO SAY IT FOR OTHER PEOPLE AS WELL, BUT I' M NOT --
5 I' M GOING TO SPEAK WHERE I KNOW THE TERRITORY THIS IS
6 GOING THROUGH.

7 I THINK IT' S DESIGNED TO GO THROUGH THE
8 COMMUNITY, NOT TO SERVE THE COMMUNITY. I REALLY FEEL THAT
9 THESE LINES AT-GRADE ARE NOT -- IS THE DEFAULT OPTION OF
10 THE MTA. IT' S NOT CONSIDERATE OF THE COMMUNITIES IT' S
11 GOING THROUGH.

12 I FEEL THAT IT NEEDS -- THIS IS GOING TO TURN
13 CRENSHAW BOULEVARD INTO A RIGHT SIDE AND A WRONG SIDE OF
14 THE TRACKS. WE HAVE FIVE SCHOOLS THAT ARE IN THAT AREA,
15 SEVERAL CHURCHES, AND WE ARE TALKING ABOUT A STREET THAT
16 WAS DESIGNED AS A BOULEVARD WITH TREES DOWN THE MIDDLE OF
17 IT AT THIS TIME.

18 WE' RE LOOKING FOR ECONOMIC DEVELOPMENT IN THAT
19 AREA. WE' RE NOT LOOKING TO DRIVE IT EVEN FURTHER INTO THE
20 GROUND.

21 THANK YOU.

22 MR. MICHAEL BENEBAU: MICHAEL BENEBAU, CITIZEN

23 HERE IN INGLEWOOD, AT 924 OSAGO AVENUE.

24 I ' D LI KE TO START AND ECHO JUST WHAT THE YOUNG
25 LADY HAD JUST MENTIONED ABOUT THE COMMUNITY IS NOT

25

♀

1 INCLUDED IN THIS PLAN. THIS PLAN WAS MADE BEFORE THE
2 COMMUNITY EVER ENTERED INTO IT, AND WE WERE JUST GIVEN THE
3 OPTIONS OF WHAT WE CAN DO AFTER THE PLAN WAS ALREADY MADE.
4 AND THAT STARTS BACK IN THE CRENSHAW DI STRICT WHEN SCHOOLS
5 WERE BEING RUN INTO AND -- AND THE TRANSPORTATI ON WAS
6 AT-GRADE LEVEL AND THAT SORT OF THING.

7 AND OUT WEST IT ' S NOT LIKE THAT. THEY WENT
8 UNDERGROUND OUT WEST AND PROTECTED ALL THOSE KIDS OUT HERE
9 AND TOLD US WHEN THEY GOT UP TO THIS WAY THAT, "WE DON ' T
10 HAVE THE MONEY. THERE ' S NO MORE MONEY TO DO THAT. " WELL,
11 OF COURSE NOT, IF YOU ' VE SPENT ALL THE MONEY OUT WEST
12 WHERE THEY -- THEY GOT THE OPTION OF DOING THAT, AND THEN
13 THEY COME HERE AND SAY, "WELL, WE JUST HAVE TO MAKE DUE
14 WITH WHAT WE GOT HERE. "

15 ALSO, NOT TOO LONG AGO WE HAD SOME PEOPLE FROM
16 USC COME IN AND DO A STUDY ABOUT OUR -- OUR COMMUNITY
17 HERE. AND ONE THING WAS POINTED OUT, THAT -- THAT
18 HOLLYWOOD PARK AREA, WHICH INCLUDED THE FORUM, WAS ONE OF
19 THE TWO GREATEST VALUES IN L. A. COUNTY. WE KNOW WE WERE
20 GOING TO DEVELOP THAT LAND, AND WE KNEW WE HAD A GOOD PLAN
21 TO DEVELOP THAT LAND. AND WE MADE MENTION OF THAT WAY
22 BACK THEN. AND THERE WAS NO ATTENTI ON PAID TO IT.

23 AND I ' VE BEEN ON THE COMMI SSI ON HERE ON INGLEWOOD
24 SINCE 19- -- 2006, AND WE MADE -- WE POINTED THAT OUT AND

25 TRIED TO GET THE PEOPLE TO UNDERSTAND WE NEEDED THAT TO GO

26

♀

1 DOWN CLOSER TO PRAIRIE AND THEN GO ON OUT TO THE AIRPORT
2 AND COME BACK THE SAME WAY BECAUSE WE HAD AN ECONOMIC
3 VALUE OF -- OF THE TRAIN RUNNING THAT WAY. NOTHING WAS
4 PAID ATTENTION TO THAT AT ALL, JUST OVERLOOKED, AND TOLD
5 US WHAT THE OPTIONS WERE JUST AS WE'RE DOING HERE.

6 WE'RE GIVEN THE OPPORTUNITY TO SAY WHAT WE WANT
7 AS OPTIONS. NO. WE WANT THE DEAL WHERE WE CAN GET SOME
8 ECONOMIC VALUE OUT OF THIS.

9 MS. LOPEZ: WEBSTER JOHNSON AND THEODORE THOMAS.

10 MR. WEBSTER JOHNSON: MY NAME IS WEBSTER JOHNSON,
11 AND I'M A RETIRED SCHOOLTEACHER, P. E. TEACHER, FROM
12 L. A. UNIFIED. I WORKED ON THE EAST SIDE FOR MANY YEARS,
13 JEFFERSON, LOCKE, JOHN MUIR.

14 MY CONCERN IS ABOUT THE JOBS AND THE JUSTICE
15 SYSTEM, ABOUT THE YOUNG MEN WHO HAVE HAD PROBLEMS WITH THE
16 LAW WHO NEED SOME JOBS, WHO WANT A JOB AND CAN'T GET A
17 JOB. AND I'M JUST WILLING TO PUT MYSELF OUT BECAUSE I'M
18 STILL CONNECTED WITH YOUNG MEN THAT ARE STILL HAVING
19 PROBLEMS WITH THE LAW AND TRYING TO GET THEM ON THE RIGHT
20 TRACK.

21 SO I KNOW -- I NOTICED WHEN THEY BUILT THE EXPO
22 LINE -- I DROVE UP AND DOWN THAT LINE -- I DIDN'T SEE THAT
23 MANY, IF ANY, OF MY -- I'M SERIOUS. AND SO WHEN YOU PUT
24 THIS IN, I'M HOPING THAT EVEN THOUGH OUR COMMUNITY
25 SUFFERED WITH -- OUR COMMUNITY SUFFERED WITH THE STRUGGLE

♀

1 AND ALL THIS CONSTRUCTION THAT WENT ON IN THAT AREA, BUT
2 THE MONEY WENT OTHER PLACES. IT WAS -- IT DIDN'T GO TO
3 THE COMMUNITY. IT WENT TO ORANGE COUNTY, SAN BERNARDINO,
4 WAY OUT, BUT IT DIDN'T GO TO OUR COMMUNITY. AND OUR
5 PEOPLE WAS NOT INVOLVED.

6 SO I'D LIKE TO BE INVOLVED AS FAR AS TRYING TO
7 HELP THOSE YOUNG MEN WHO WANT TO WORK, BUT THE JUSTICE
8 SYSTEM WON'T ALLOW THEM TO WORK BECAUSE THEY GOT A RECORD
9 HANGING ONTO THEM. AND THIS PROGRAM IS SUPPOSED TO HELP
10 THEM GET JOBS. AND I WANT TO BE ABLE TO SEE ANY WAY
11 POSSIBLE THAT I CAN HELP --

12 I SEE ONE OF MY COWORKERS OVER THERE THAT WE --
13 WE'VE TALKED ON THE EAST SIDE. MR. HALE? IS THAT YOU,
14 MR. HALE, OVER THERE? MAYBE THAT'S NOT HIM. HE RETIRED
15 FROM JEFFERSON WITH ME. THAT'S HIM RIGHT THERE. THAT'S
16 HIM. WE'RE BOTH -- WE'RE BOTH FROM THE EAST SIDE. WE
17 KNOW ABOUT DINNER WITH YOUNG MEN BECAUSE I WAS A P. E.
18 TEACHER.

19 AND I KNOW OF SOME YOUNG MEN THAT'S OUT THERE
20 THAT'S NOT RUNNING TO THE COURTROOM; AND THEY WANT TO
21 WORK. AND I'M WILLING TO PUT MYSELF OUT THERE FOR SOME
22 TIME WITH THIS PROGRAM AND HOPING THAT THIS PROGRAM COULD
23 ALLOW OUR YOUNG MEN THAT GOT THAT TAIL ON THEM THAT THEY
24 CAN'T GET A JOB, AND THEY WANT TO WORK.

25 THANK YOU.

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1 MS. LOPEZ: AFTER MR. THEODORE THOMAS, WE HAVE
2 MR. WAYNE SPENCER AND MARIE BRYANT.

3 MR. THEODORE THOMAS: GOOD AFTERNOON. MY NAME IS
4 THEODORE THOMAS, PRESIDENT OF PARK MESA HEIGHTS COMMUNITY
5 COUNCIL.

6 AND THE STAKEHOLDERS -- THE STAKEHOLDERS FOR
7 PARK MESA HEIGHTS COMMUNITY COUNCIL IS VERY UPSET BECAUSE
8 NO ONE HAS LISTENED TO US. THE PUC -- I HEARD BOB TALK
9 ABOUT THE PUC; THEY LISTEN TO THE PUC. THE PUC AND OLTIE
10 (PHONETIC) WROTE A LETTER AND SAID THAT GRADE THAT'S GOING
11 ACROSS SLAUSON IS UNSAFE. IT SHOULD BE UNDERGROUND, UP
12 ABOVE, AND GAVE HER THE F-STUDY AT THAT PARTICULAR TIME.

13 EVERY TIME THE MTA HAS CAME INTO OUR COMMUNITY,
14 THEY HAVEN'T LISTENED TO THE STAKEHOLDERS, BECAUSE WE
15 HAVEN'T SAID ANYTHING BUT UNDERGROUND ALL THE WAY. FROM
16 THE TIME FROM IT WENT TO WEST ANGELES CHURCH ALL THE WAY
17 DOWN, EVERYBODY SAID UNDERGROUND ALL THE WAY.

18 MTA JUST COME IN, AND LIKE MOST PEOPLE ARE
19 SAYING, THEY WANT OUR COMMUNITY TO BE A TRANSFER FROM THE
20 AIRPORT TO DOWNTOWN. WELL, WE'RE KIND OF TIRED OF IT. WE
21 WANT IT UNDERGROUND ALL THE WAY. AND WE WANT YOU TO COME
22 OUT AND BE HONEST WITH THE STAKEHOLDERS, WHICH YOU HAVEN'T
23 DONE, AND LOOK AT THE PUBLIC UTILITY COMMISSION LETTER OF
24 209 (SIC) THAT GAVE THEM AN F-STUDY ON THE TRAFFIC STUDY.

25 THEY'RE NOT LOOKING AT THE SCHOOLS, CRENSHAW --

1 EVERYBODY TALKING ABOUT THE SAME THING, PARK -- VIEW PARK
2 PREP, CRENSHAW HIGH SCHOOL. SOMEONE IS GOING TO GET HURT
3 COMING DOWN CRENSHAW, IS GOING TO GET KILLED.

4 AT THIS STATION AT EXPOSITION, WE WENT GOING
5 DOWNTOWN, AND A COP TURNED OUT TO TRY IT, BECAUSE THERE'S
6 NO ARMS THERE -- ARMS THERE TO KEEP THEM FROM GOING THAT
7 WAY. WHEN THEY SAY THE LIGHTS COME ON, SOME OF IT'S
8 PARKING, AND THEY TELL THEM TO STOP BEHIND THE WHITE
9 LINE -- YOU COULD STOP THERE -- BUT THEY ARE NOT.

10 AND WE WANT MTA -- WE REALLY WOULD APPRECIATE IT
11 IF YOU'D LOOK AT THE PUBLIC UTILITIES COMMISSION. AND WE
12 ARE IN CONTACT WITH THE PUBLIC UTILITY COMMISSION EVERY
13 DAY.

14 THANK YOU.

15 MR. WAYNE SPENCER: HI, EVERYBODY.

16 MY NAME IS WAYNE SPENCER. I LIVE IN INGLEWOOD.
17 I'M A BUSINESSMAN HERE IN INGLEWOOD AND A RESIDENT OF THE
18 CITY FOR OVER 30-PLUS YEARS.

19 TO SPEAK ON THIS PROJECT, THE LADY HERE WHO SPOKE
20 ABOUT CRENSHAW BEING DIVIDED INTO A GOOD SIDE AND A BAD
21 SIDE MAKES A VERY VALID POINT, BECAUSE YOU'RE SEPARATING
22 THE GEOGRAPHY OF CRENSHAW ITSELF. AND AN UNDERGROUND RAIL
23 SYSTEM WOULD MAKE FAR MORE SENSE TO ME AESTHETICALLY AND
24 JUST KEEPING THE COMMUNITY JUST ONE COMMUNITY HERE.

25 THE CITY OF INGLEWOOD, I THINK, IS NOT BEING

1 TREATED FAIRLY HERE. WE HAVE -- WE'RE ONE OF THE MOST
2 VITAL ECONOMIC PIECES THAT HAVE BEEN NEGLECTED FOR THE

3 LAST SEVERAL DECADES. AND THE LINE IS NOT BRINGING IN
4 SERVICE. WE'RE REALLY JUST BECOMING LIKE A SERVICE
5 STATION BEING BYPASSED.

6 I -- THEY TALKED ABOUT BRINGING OUR LINES DOWN
7 PRAIRIE, HAS BEEN MENTIONED BEFORE. WE HAVE OVER
8 300 ACRES OF LAND DOWN HERE WHICH WILL HAVE NEW SHOPPING
9 AND NEW HOUSING BEING PUT THERE. MADISON SQUARE GARDEN
10 RECENTLY BOUGHT THE FORUM. NOW, I KNOW THAT PEOPLE SAY,
11 "WELL, YEAH, THAT LAND HAS BEEN ACQUIRED." BUT YOU KNOW
12 WHAT? WHEN -- WHEN THE N.C. NEEDED TO GO TO SANTA MONICA,
13 IT ACQUIRED ALL THAT LAND DOWN WILSHIRE BOULEVARD BECAUSE
14 IT MADE ECONOMIC SENSE.

15 AND IN THE BOTTOM LINE, IF THIS -- IF WE'RE GOING
16 TO SPEND AS MUCH MONEY AS WE DO THROUGH OUR BONDS AND
17 HOWEVER WE FINANCE THE MTA, THEN WE SHOULD MAKE THE BEST
18 ECONOMIC SENSE THAT'S GOING TO REAP US REWARDS FOR THE
19 NEXT SEVERAL DECADES, MAYBE THE NEXT 50 YEARS OR SO, AND
20 NOT JUST GO FOR THE SHORTEST ROUTE.

21 EFFECTIVE BYPASSES OF THE -- DOWNTOWN ON MARKET
22 STREET IS NOT GETTING ANY BENEFIT FROM THIS. I'M NOT
23 SEEING ANYTHING AS OF YET. BUT THAT'S JUST MY COMMENTS.

24 AS A BUSINESSMAN HERE I HAVE TO LEAVE THE CITY OF
25 INGLEWOOD TO GO GET BUSINESS. I -- SOMETHING LIKE THIS

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1 COULD BRING NEW SYNERGY, NEW VITALITY TO OUR CITY OF
2 INGLEWOOD. MY PEOPLE WHO LIVE IN INGLEWOOD COULD ACTUALLY
3 BENEFIT BY HAVING LOCAL JOBS THAT ARE CREATED THROUGH THIS
4 -- THIS SYSTEM.

5 AGAIN, I WANT TO THANK YOU VERY MUCH FOR MY TIME.

6 MS. LOPEZ: FOLLOWING MARIE BRYANT, WILL BE
7 JOHN MC NEIL AND DIANE SAMBRANO.

8 MS. MARIE BRYANT: MY NAME IS MARIE BRYANT.
9 I LIVE IN THE ANGELES MESA AREA IN THE PARK MESA HEIGHTS
10 COMMUNITY COUNCIL.

11 AND TO PIGGYBACK ON WHAT OTHERS HAVE SAID, I WANT
12 TO THANK THE MAYOR FOR SHOWING -- THE MAYOR OF INGLEWOOD
13 FOR SHOWING SUCH CONCERN FOR THE SAFETY OF HIS CITIZENS.
14 I WISH OUR MAYOR VILLARAI GOSA WOULD SHOW THE SAME.

15 OUR STANCE HAS NEVER CHANGED. WE WOULD LIKE, AND
16 WE DEMAND THAT MTA AT LEAST PUT FORTH THE STUDY FOR THE
17 UNDERGROUND PORTION OF THIS LINE THROUGH HYDE PARK. WE
18 ALL -- YOU KNOW, MOST OF US KNOW HERE THAT IF WE CANNOT
19 GET THE E. I. R. STUDY WE CANNOT GET MONEY FOR IT. THE
20 CONTRACTORS CANNOT BID ON IT. ALL YOU GUYS FROM THE MTA,
21 YOU CAN STAND HERE AND SIT HERE STONE-FACED IF YOU WANT,
22 BUT YOU KNOW THAT IS TRUE.

23 I DON' T KNOW WHAT YOU' RE AFRAID OF THAT YOU WON' T
24 AT LEAST GIVE US THE STUDY. DO THE STUDY.

25 THANK YOU.

1 MR. JOHN MC NEIL: HI. I' D LIKE TO SAY GOOD
2 EVENING. MY NAME IS JOHN MC NEIL. I LIVE IN THE CRENSHAW
3 DISTINCT. I LIVE ON NORTON AVENUE NORTH OF STOCKER.

4 AND I JUST WANT TO SAY THAT I' VE HEARD THE SAME
5 THING TIME AND TIME AGAIN. AND I' VE COME HERE AND SAID
6 THE SAME THING OVER AND OVER, BUT THE REASON I' M SPEAKING

7 AGAIN IS BECAUSE I SEE THAT WE HAVE CAMERAS, THINGS ARE
8 BEING DOCUMENTED, WE HAVE THE HEARING IMPAIRED PERSON
9 HERE.

10 AND I THINK THAT THE ROUTE THAT'S BETWEEN VERNON
11 AND SLAUSON THAT'S ABOVE GRADE -- I THINK THAT'S AN
12 ATROCITY TO OUR COMMUNITY, AND I THINK THAT IT'S GOING TO
13 DESTROY THE BEAUTY THAT WE HAVE IN THE NEIGHBORHOOD THAT
14 WE LIVE IN.

15 ALONG THAT PARTICULAR ROUTE THERE ARE EVERGREEN
16 TREES OF A HUNDRED FEET OR MORE TALL, HEIGHT -- OF HEIGHT,
17 WHERE THERE'S FALCONS -- THERE'S FALCONS, THERE'S BIRDS OF
18 PREY THAT LIVE IN THOSE TREES. AND THIS IS STARTING TO
19 BECOME TO ME, EVEN THOUGH WE'VE SAID THIS -- YOU HEAR THE
20 SAME THING OVER AND OVER.

21 EVERY PERSON WHO'S GOTTEN UP HERE HAS PRACTICALLY
22 SAID THE SAME THING, THAT L. A. METRO COMES HERE, AND THEY
23 ASK FOR OUR INPUT. AND WE STATE WHAT WE THINK IS WRONG
24 WITH THE PLAN, WHAT WE THINK SHOULD BE REVITALIZED WITH
25 THE PLAN. BUT ALL THEY DO IS THEY ESSENTIALLY KIND OF

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1 MOVE THINGS AROUND, SHIFT THINGS, BUT THEY NEVER REALLY
2 MAKE A REAL, REAL VALID OR A CHANGE TO THIS IN THE
3 DIRECTION OF WHAT WE'RE ASKING THEM TO DO.

4 SO IN MY OPINION, IT'S STARTING TO SEEM THAT THE
5 SITUATION IS STARTING TO LOOK TO BE A LITTLE BIT RACIST,
6 BECAUSE WHEN YOU LOOK -- WHEN YOU GO DOWN EXPOSITION LINE
7 AND YOU GET TOWARD NATIONAL, ALL OF THE SUDDEN THE TRAIN
8 LINE STARTS TO GO ABOVE GRADE ON THE -- THE TRAIN LINE IS

9 ELEVATED. THEY HAVE ELEVATORS. THEY HAVE PARKING. THEY
10 HAVE ALL OF THESE THINGS. AND THEY JUST SEEM TO BE
11 HELL-BENT INTENT ON DESTROYING OUR COMMUNITY AND OUR
12 NEIGHBORHOOD.

13 AND THAT'S ALL -- I DON'T KNOW ANY OTHER WAY TO
14 LOOK AT IT. WE'VE -- WE'VE TALKED TO THEM TILL WE'RE BLUE
15 IN THE FACE. AND I DON'T KNOW IF WE'RE EVER GOING TO GET
16 ANY RESULTS OUT OF IT, BUT --

17 MS. LOPEZ: YOUR TWO MINUTES ARE UP --

18 MR. MC NEIL: I WOULD LIKE TO SAY ONE MORE LAST
19 THING, IS THAT WE ONLY HAVE ONE CHANCE TO DO THIS, AND WE
20 SHOULD DO IT RIGHT. DON'T RUIN IT FOR THE FUTURE
21 GENERATIONS COMING IN.

22 MS. LOPEZ: THANK YOU.

23 FOLLOWING DIANE SAMBRANO WILL BE SHARI BARRETT.

24 MS. DIANE SAMBRANO: GOOD EVENING.

25 FIRST OF ALL, I WANT TO COMMENT THAT THIS YOUNG

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1 MAN'S DETERMINATION OF WHAT HAPPENS AFTER SO MANY OF US
2 COME HERE. USUALLY AND HISTORICALLY WHETHER IT WAS THE
3 LONG-TERM TRANSPORTATION PLAN OR ALL THOSE OTHERS, WHEN WE
4 GO DOWN TO SCAG, WE GET COMMENTS NOTED. I THINK THAT'S
5 RATHER INSULTING.

6 BUT I CAN'T HELP BUT NOTICE THAT EVEN ON THIS
7 MAP, INGLEWOOD LOOKS LIKE IT'S THAT LITTLE TINY PORTION OF
8 THE LINE, AND MORNINGSIDE PARK REALLY ISN'T RIGHT THERE.
9 SO EVEN IN YOUR MAPPING, YOU KIND OF DISREGARD THIS
10 COMMUNITY. I THINK THAT'S PRETTY AWFUL.

11 BUT, THEN, AGAIN, WE ALWAYS SAY: JOBS, JOBS,
12 JOBS, JOBS. AND SOMETIMES I THINK WE HAVE TO REALIZE
13 THESE ARE TEMPORARY JOBS WITH PERMANENT IMPACTS TO A
14 COMMUNITY THAT DESERVES TO BE APPRECIATED AND NOT USED AS
15 THE THOROUGHFARE FOR EVERYONE ELSE.

16 LOS ANGELES INTERNATIONAL AIRPORT RUNS RIGHT OVER
17 US. I DON'T EVEN LIVE NEAR THE GREEN LINE, AND I HEAR
18 WHOOSH, BANG, BANG PRACTICALLY ALL NIGHT LONG. AND IF YOU
19 GO AND STAND THERE AND WATCH, THERE'S A LOT OF TIMES
20 THERE'S NO ONE ON IT. SO WHO, IN FACT, ARE WE SERVING?
21 IT ISN'T THIS COMMUNITY. IT'S SERVING SOMEONE WHO WANTS
22 TO GO ANYWHERE BUT HERE.

23 AND I UNDERSTAND ALL OF THE ISSUES OF BELOW
24 GRADE. SURE. WE'RE ON TOP OF AN OIL FIELD, ON AN
25 EARTHQUAKE FAULT, AND UNDER A FLIGHT PATH. AND NOW WE

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1 WANT WHOOSH, BANG, BANG TOO.

2 THIS ISN'T MY IDEA OF PARADISE. IT WAS WHEN I
3 WAS A LITTLE GIRL. BUT RIGHT NOW WE'VE BEEN THE
4 TRANSPORTATION RUN, THROUGH, OVER, AND AROUND US. AND I
5 THINK THAT SOMETIMES WE NEED TO BE CONSIDERED AS HUMAN
6 BEINGS WITH VALUE AND HAVING THE RIGHTS THAT ARE GIVEN TO
7 OTHERS.

8 MS. SHARI BARRETT: HI, EVERYONE. MY NAME IS
9 SHARI BARRETT. I'M FROM KENTWOOD PLAYERS AT THE
10 WESTCHESTER PLAYHOUSE. AND OUR FACILITY IS LOCATED ONE
11 BLOCK NORTH OF WHERE THE PROPOSED HINDRY/FLORENCE STATION
12 IS.

13 AND I JUST WANT TO TELL EVERYBODY THAT WE ARE ALL
14 FOR THAT STATION BECAUSE WE KNOW IT WILL BENEFIT US. AND
15 WE WILL DO EVERYTHING IN OUR POWER TO PROMOTE THAT STATION
16 TO GET RIDERS TO THAT STATION. WE WILL HELP DECORATE THAT
17 STATION. WE WILL DO WHATEVER IT TAKES FOR THAT STATION.

18 MY CONCERN IS THAT THERE'S NO PLANNED PARKING IF
19 THEY PUT IT IN. AND WE USE STREET PARKING FOR OUR
20 THEATER. AND WITHOUT PARKING THERE, SINCE IT IS THE ONLY
21 STATION IN WESTCHESTER, WHO, WITH EVERYONE COMING THERE TO
22 USE IT, THAT PARKING WILL BE TAKEN UP BY THE RIDERS WHICH
23 WILL TAKE AWAY OUR PARKING FOR OUR FACILITY.

24 AND WE ARE THE ONLY LIVE THEATER IN WESTCHESTER.
25 WE HAVE BEEN THERE SINCE 1960, AND WE WOULD LIKE TO STAY

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1 THERE. SO THAT'S MY CONCERN ABOUT THAT.

2 I ALSO HAVE CONCERNS ABOUT THE TIMES THE TRAINS
3 WILL BE RETURNING, ABOUT HOW LATE INTO THE EVENING, TO
4 KNOW HOW DISRUPTIVE THAT MIGHT BE TO OUR PERFORMANCES
5 BECAUSE OF NOISE.

6 ALSO, TWO, THE COMMUNITY IMPROVEMENTS AND
7 BEAUTIFICATION, NO ONE IS TALKING ABOUT THAT. AND I'D
8 LIKE TO HEAR HOW THEY ARE GOING TO BEAUTIFY THE AREA ALONG
9 FLORENCE WHERE THE TRAINS RUN. AND THAT'S -- THAT'S
10 REALLY ABOUT IT.

11 I JUST WANT TO STATE AGAIN THAT WE ARE ALL FOR
12 THIS. WE WILL BE BEHIND IT 100 PERCENT, BUT WE DON'T WANT
13 TO SEE IT TAKE AWAY BUSINESS FROM US WHEN WE WANT TO BRING
14 RIDERS TO THE TRAIN.

15 MS. LOPEZ: THANK YOU FOR ATTENDING AND PROVIDING
16 YOUR INPUT.

17 IF YOU HAVE QUESTIONS THAT WERE NOT ANSWERED
18 DURING THE COMMUNITY MEETING, PROJECT STAFF WILL BE
19 AVAILABLE AFTER THE MEETING.

20 ADDITIONALLY, IF YOU HAVE ADDITIONAL COMMENTS
21 AFTER THE MEETING, YOU ARE WELCOME TO FILL OUT THE COMMENT
22 FORM. REMEMBER, THE PUBLIC COMMENT PERIOD CLOSES
23 AUGUST 2, 2012, BY 5 O' CLOCK P.M. YOUR FEEDBACK IS VERY
24 IMPORTANT TO US.

25 FOR MORE INFORMATION ON THIS PROJECT, YOU CAN

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1 VISIT OUR WEB PAGE AT METRO.NET/CRENSHAW.

2 AGAIN, WE APPRECIATE YOUR ATTENDANCE AND
3 PARTICIPATION IN THIS PROCESS.

4 GOOD NIGHT.

5

6 (WHEREUPON AT THE HOUR OF 7:17 P.M.

7 THE PROCEEDINGS WERE ADJOURNED.)

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11 (WHEREUPON AT THE HOUR OF 7:29 THE RECORD WAS
12 RE-OPENED PER REQUEST OF MEETING FACILITATOR.)

13

14 COUNCILMAN MICHAEL STEVENS: MY NAME IS
15 COUNCILMAN MIKE STEVENS, A REPRESENTATIVE OF DISTRICT ONE,
16 CITY OF INGLEWOOD.

17 THE -- IN THE RAIL LINE ITSELF, THE LIGHT RAIL
18 LINE WILL BE PASSING THROUGH DISTRICT ONE, WHICH IS MY
19 DISTRICT. AND THE RESIDENTS OF THIS DISTRICT --
20 (INTERRUPTION OF PROCEEDINGS).

21 COUNCILMAN STEVENS: -- DISTRICT ONE -- OF
22 DISTRICT ONE. I LOST MY TRAIN OF THOUGHT.

23 I'M A REPRESENTATIVE OF DISTRICT ONE, AND THE
24 ISSUES -- AND THE ISSUE FOR THE RESIDENTS THROUGHOUT THE
25 CITY OF INGLEWOOD, AND ESPECIALLY FOR DISTRICT ONE, IS

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1 FIRE SERVICE AS -- AS WELL AS ALSO THE ISSUE OF AT-GRADE
2 CROSSING AT FLORENCE AND CENTINELA.

3 THE CROSSING ITSELF AT FLORENCE AND CENTINELA
4 SHOULD BE BELOW GRADE. IT SHOULD NOT BE AT-GRADE. AND
5 THE REASON IT SHOULD BE BELOW GRADE, IF FOR NO OTHER
6 REASON, IS BECAUSE OF A CUTTING OFF OF FIRE SERVICES TO
7 THE RESIDENTS WHO LIVE NORTH OF THE RAIL LINE.

8 IF YOU HAVE -- IF YOU HAVE THE LIGHT RAIL LINE
9 AT-GRADE AT FLORENCE AND CENTINELA AS WELL AS ALSO
10 WEST BOULEVARD, THEN WHAT HAPPENS IS THAT THERE WILL BE --
11 THE FIRE DEPARTMENT WILL HAVE GREAT DIFFICULTY IN CROSSING
12 AT FLORENCE AND CENTINELA TO REACH ANYONE IN THE CITY OF
13 INGLEWOOD ON THE NORTHERN SIDE OF FLORENCE IN A TIMELY
14 MANNER, SIMILAR TO RESPONSE TIMES SUCH AS SANTA MONICA
15 WHICH HAS A SIX-MINUTE RESPONSE TIME; CULVER CITY HAS A
16 FIVE-MINUTE RESPONSE TIME.

17 AND SO THIS IS A MAJOR ISSUE, AND MTA SHOULD PAY
18 FOR THE OPERATION OF THE REOPENING OF THE FIRE STATION AND

19 ALSO FOR BELOW-GRADE CROSSING.

20 AND WHAT WE SHOULD -- ALSO, I'D JUST LIKE TO SAY
21 THIS: SINCE WE NOW HAVE MADISON SQUARE GARDEN HERE IN THE
22 CITY OF INGLEWOOD, THE LIGHT RAIL LINE SHOULD BE DIVERTED
23 TO GO DOWN TO THE FORUM, ACROSS TO LINCOLN BOULEVARD --
24 GOING DOWN TO THE FORUM AND THEN LINKING HOLLYWOOD PARK TO
25 THE GREEN LINE, MEANING THAT WE WOULD HAVE A SPUR LINKING

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1 THE L. A. X. LINE TO THE GREEN LINE TRAVELING DOWN
2 PRAIRIE AVENUE.

3 AND I THANK YOU VERY MUCH FOR YOUR TIME. AND
4 HAVE A NICE EVENING. AND, EVERYONE, PLEASE DRIVE SAFELY
5 HOME.

6
7 (WHEREUPON AT THE HOUR OF 7:30 P. M.
8 THE RECORD WAS CLOSED.)

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1 STATE OF CALIFORNIA.)
2 COUNTY OF LOS ANGELES) SS.

3

4 I, MARCIA S. MC ENTEE, A CERTIFIED SHORTHAND
5 REPORTER IN AND FOR THE STATE OF CALIFORNIA, DO HEREBY
6 CERTIFY:

7 THAT SAID PROCEEDINGS WERE TAKEN DOWN IN
8 STENOGRAPHIC WRITING BY ME AND THEREAFTER REDUCED TO
9 A TRANSCRIPT UNDER MY DIRECTION.

10 I FURTHER CERTIFY THAT THE FOREGOING IS A
11 FULL, TRUE, AND CORRECT TRANSCRIPT OF SAID
12 PROCEEDINGS.

13 I FURTHER CERTIFY THAT I AM NEITHER COUNSEL
14 FOR NOR RELATED TO ANY PARTY TO SAID ACTION, NOR IN
15 ANYWISE INTERESTED IN THE OUTCOME THEREOF.

16 IN WITNESS WHEREOF, I HAVE HEREUNTO
17 SUBSCRIBED MY NAME THIS 24TH DAY OF JULY, 2012.

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MARCIA S. MC ENTEE, CSR NO. 13399

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MCE071612B

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