FINDING OF NO SIGNIFICANT IMPACT

ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 U.S.C. 4332 (2)(c)

By:
U.S. Department of Transportation, Federal Railroad Administration
and
Los Angeles County Metropolitan Transportation Authority (Metro)

11/7/2018
Date of Approval

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1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with the Federal Railroad Administration (FRA), BNSF Railway (BNSF), and the City of Santa Fe Springs (City), proposes to construct an overpass at the intersection of Rosecrans Avenue, Marquardt Avenue, and the BNSF right of way (ROW) in the City of Santa Fe Springs (Santa Fe Springs) (Project). The study area is bordered by Foster Road to the north, north of Interstate 5 (I-5) to the south, Carmenita Road to the west, and west of Valley View Avenue to the east.

FRA and Metro prepared the Rosecrans/Marquardt Grade Separation Project Environmental Assessment (EA) in April 2018. The EA was prepared in compliance with the National Environmental Policy Act of 1969 as amended (NEPA) (42 U.S.C. §§ 4321 *et seq.*), FRA Procedures for Considering Environmental Impacts (FRA Procedures) (64 FR 28545 (May 26, 1999)), and the Council on Environmental Quality (CEQ) NEPA implementing regulations (40 CFR parts 1500-1508).[1] The purpose of the EA was to assess the potential direct, indirect, and cumulative impacts on the human and natural environment resulting from the Project. FRA is the NEPA Lead Agency.

The Project was awarded federal funding through the 2016 Transportation Investment Generating Economic Recovery (TIGER) competitive grant program for the construction of the Project. The FRA will administer TIGER grant funds when construction of the Project commences. Other non-Federal funding sources for Project construction include Proposition 1A, Measure R, the State of California's Section 190 program, Senate Bill (SB) 1 Trade Corridor Enhancement, State Transportation Improvement Programs, and BNSF Railway. NEPA analysis was funded through a portion of Measure R resources received for the Project.

FRA has prepared this Finding of No Significant Impact (FONSI) to comply with the NEPA, CEQ's implementing regulations, and FRA Procedures, and related laws. FRA has made this FONSI based on information included in the Final EA. The Final EA is incorporated by reference to this FONSI.

[1] Under the California Environmental Quality Act, the Project received Statutory Exemption through Article 18 Section 15262(g) on February 29, 2016. A copy of the exemption is available under Appendix D of the EA.

2. Study Area

The Project area is in an industrial area of Santa Fe Springs, and includes existing roadways; the BNSF railroad tracks; and industrial and commercial buildings (see **Figure 2-1.** Regional Location Map, **Figure 2-2.** Project Location Map, and **Figure 2-3.** Project Area). The existing roadways are municipal streets that are asphalt-paved with curbs, gutters, and sidewalks, and provide access to industrial and commercial businesses. Existing roadways in the project area include Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue; all of which are maintained by the City of Santa Fe Springs.

Existing BSNF railroad tracks diagonally traverse the Project area at grade from northwest to southeast through the Rosecrans/Marquardt intersection. The project area is zoned as light industrial and is populated with industrial and commercial buildings (City of Santa Fe Springs, 2007b). A motorcycle parts store is in the northeast corner of the Rosecrans/Marquardt intersection, a warehouse in the southeast corner of the intersection, a metal stamping facility in the southwest corner of the intersection, and offices and a recycling facility in the northwest corner of the intersection.

The Project area is within the Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) Corridor (, a 351-mile rail corridor that travels through a 6-county coastal region in Southern California. The LOSSAN Corridor is under jurisdiction of the LOSSAN Rail Corridor Agency, which is a joint powers authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination and safety on the coastal rail line between San Diego, Los Angeles, and San Luis Obispo.

The railroad corridor has been designated by the United States Department of Defense as part of the Strategic Rail Corridor Network (STRACNET). STRACNET is an interconnected and continuous rail line network consisting of over 36,000 miles of track serving over 120 defense installations. Railroads designated for STRACNET must comply with certain specifications that meet the needs of the United States military (Military Traffic Management Command Transporation Engineering Agency, 1998). In addition, the railroad corridor has been identified by the California High-Speed Rail Authority (CHSRA) as a viable shared high-speed rail (HSR) corridor alternative for the Los Angeles to Anaheim section of the proposed HSR system.

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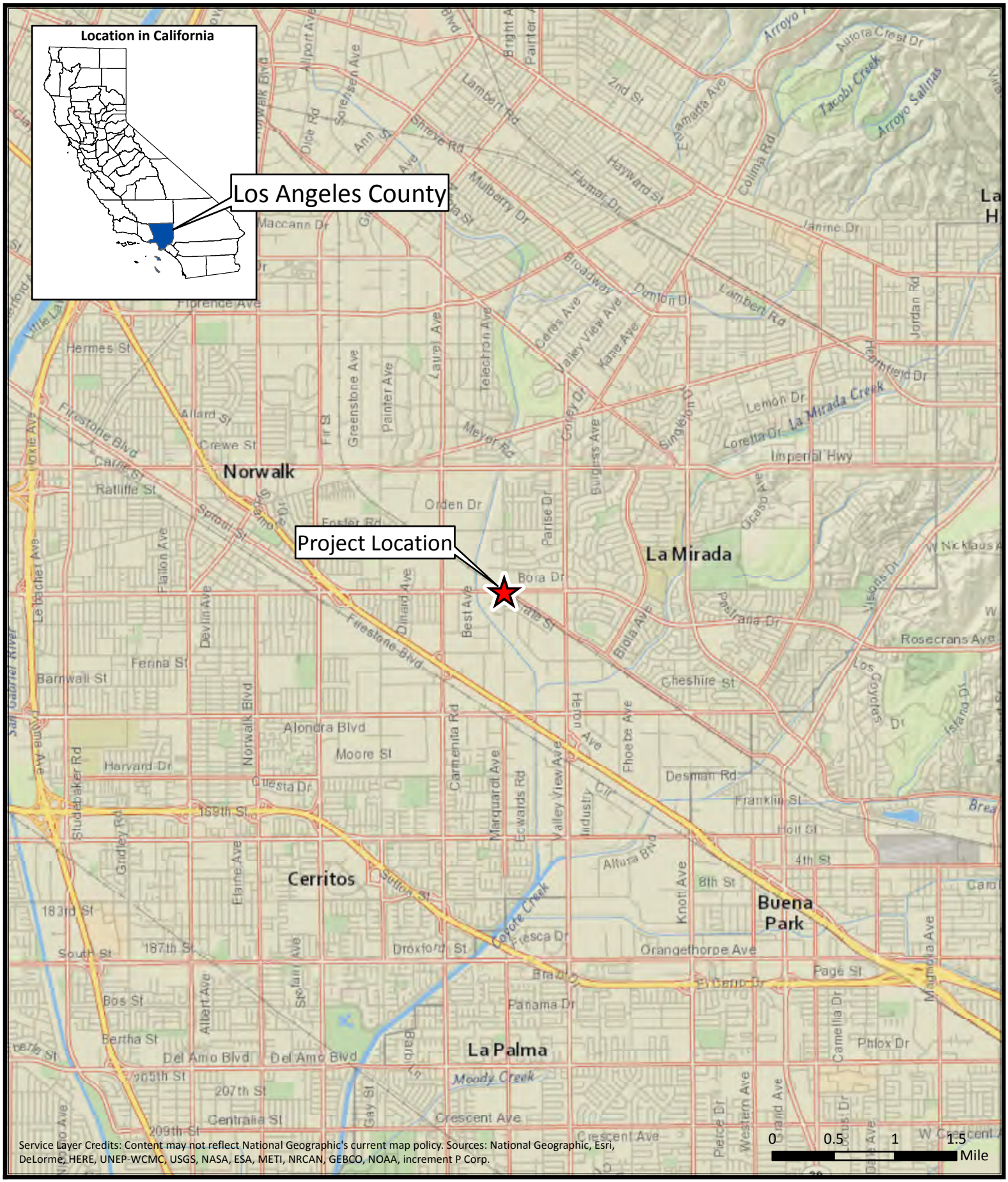

Metro

FIGURE 2-1. REGIONAL LOCATION
Rosecrans/Marquardt Grade Separation Project

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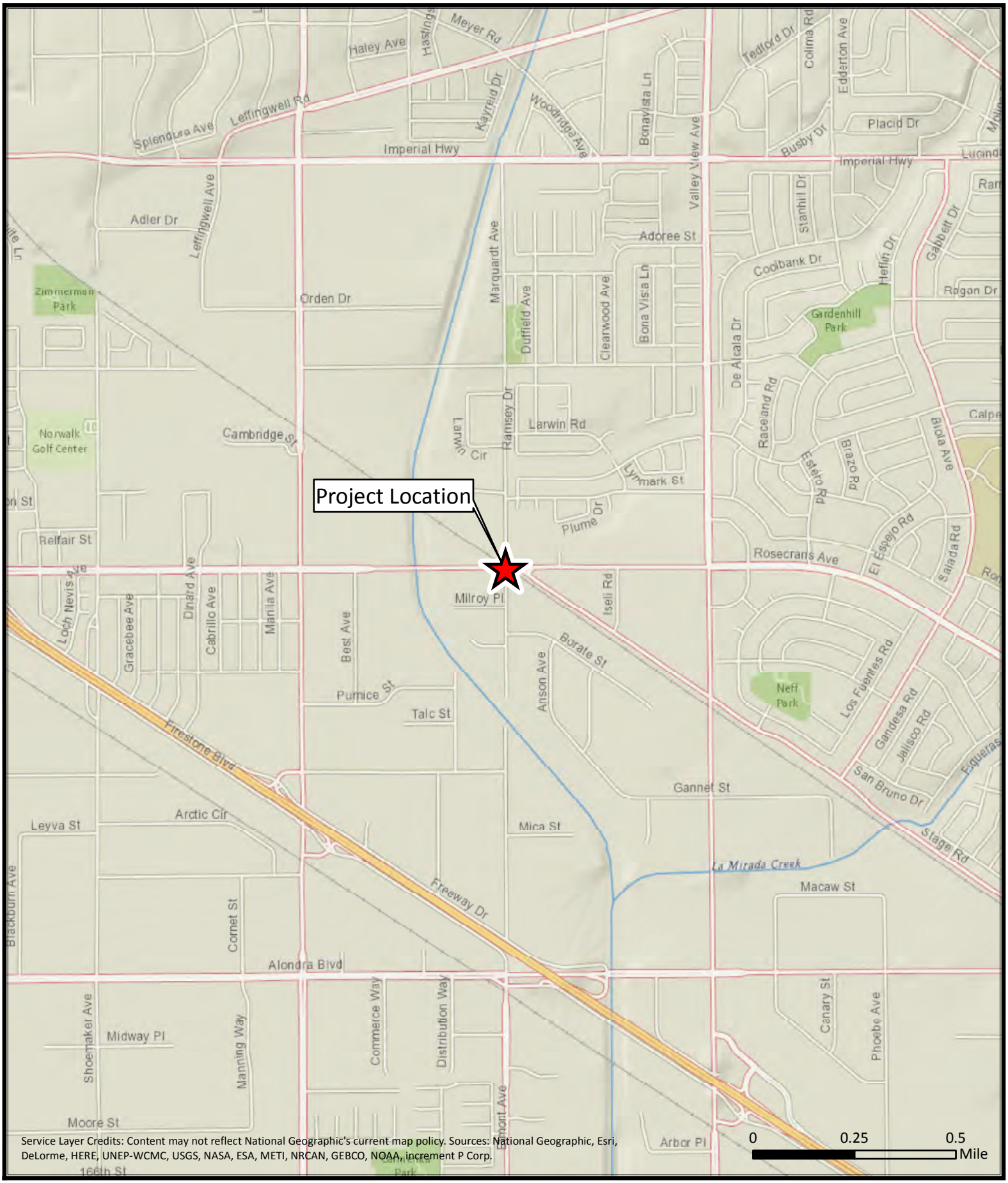

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FIGURE 2-2. PROJECT LOCATION
Rosecrans/Marquardt Grade Separation Project

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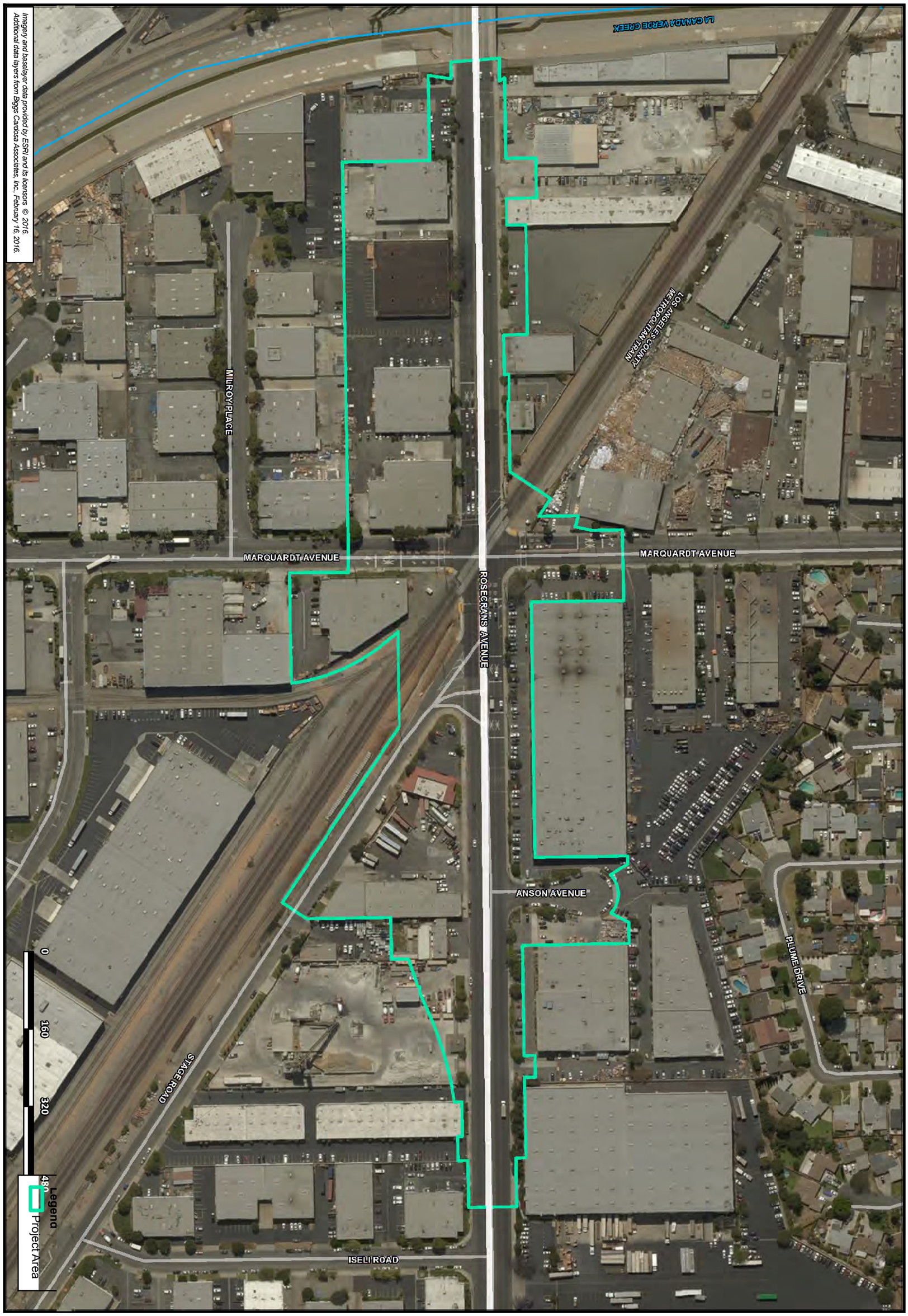

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FIGURE 2-3. PROJECT AREA
Rosecrans/Marquardt Grade Separation Project

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3. Purpose and Need Statement

3.1. Purpose of the Project

The purpose of the Project is to:

- Improve safety;
- Maintain access to the railroad for emergency responders;
- Maintain existing railroad facilities and operations; and
- Accommodate future HSR in the corridor.

3.2. Need for the Project

The Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection experiences an average of 45,000 vehicles and 112 trains traveling through the intersection within each 24-hour period, as estimated using Los Angeles County Department of Public Works traffic data from 2011 (Los Angeles County Department of Public Works, 2015). The BNSF line serves approximately 55 long distance and local freight trains, as well as up to 57 passenger trains for both Metrolink commuter and Amtrak within a 24-hour time period (Los Angeles County Metropolitan Tranportation Authority, 2016). The existing BNSF railroad tracks and local roadways are at the same grade level, which causes a high volume of vehicle conflicts at the intersection. In addition, the railroad crossing traverses the intersection diagonally, which results in poor sight distance between roadway and railroad vehicles.

The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. This configuration has prompted the California Public Utilities Commission under Section 190 to rate this intersection as the most hazardous at-grade railroad crossing in the state. The completion of this Project would alleviate the existing vehicle conflicts and safety hazards at the intersection.

Motorist, cyclist, bus, and emergency vehicle access will need to be provided at all times during construction of the Project. In addition, train volume in the BNSF corridor is anticipated to increase in the future. A third BNSF track is also planned for this corridor. The Project would facilitate continued access to and around the project area, including access to the railroad.

The intersection of railroad and roadway infrastructure poses competing interests, which lead to collisions and accidents in the project area. To accommodate existing and planned railroad facilities and operations, the Project would elevate Rosecrans Avenue to an overpass, which would allow critical improvements along the roadway and BNSF ROW to occur.

The project area does not currently accommodate for future HSR planned in the BNSF railroad corridor. At the conclusion of the California High-Speed Train System Tier 1 EIR/EIS, FRA and CHSRA identified the BNSF corridor as the proposed corridor for the HSR Los Angeles to Anaheim project section. FRA and CHSRA are currently conducting further Tier 2 environmental analysis and this Project would be designed

to accommodate and not preclude future HSR infrastructure, minimizing time and costs between both projects.

4. Alternatives

The EA evaluated the Project alternatives FRA and Metro developed to meet the identified purpose and need of the Project. When developing alternatives, FRA and Metro considered following criteria:

- Traffic impacts during construction;
- Required utility relocations;
- Access to businesses during construction;
- ROW impacts;
- Impacts to railroad operations; and
- Project costs.

FRA and Metro considered several build alternatives that were dismissed in January of 2016 based on information in the Alternatives Development Report (Biggs Cardosa Associates, Inc., 2016). These alternatives are discussed in the EA under Section 2.4 Alternatives Dismissed. FRA and Metro identified only one build alternative was for detailed evaluation in the EA, Alternative 2: Offset Overpass with Connector Road. Therefore, the EA evaluated Alternative 1 (No-Build Alternative) and one Build Alternative (Alternative 2).

4.1. No-Build Alternative

Under Alternative 1 (No-Build Alternative), the current configuration of the Rosecrans/Marquardt Avenue and BNSF railroad tracks intersection would be maintained, and the at-grade railroad crossing would remain. The No-Build Alternative was considered in the EA and analyzed what would happen if there were no further improvements on the corridor, in comparison to the Build Alternative. This alternative would not improve safety because each user (trains, vehicles, cyclists, and pedestrians) would continue sharing the Rosecrans/Marquardt intersection crossing, which would not address the risk of collision. Additionally, the segment of BNSF corridor in the project area has been planned for a third set of BNSF tracks, which would require changes in roadway geometry in the project area. Existing conditions are not conducive to accommodate future HSR infrastructure. Under the No-Build Alternative, construction activities would not be completed. However, this alternative would not help to achieve the desired safety or circulation improvements, and would therefore not meet the Project purpose and need.

4.2. Build Alternative

Under Alternative 2 (Build Alternative), Rosecrans Avenue would be realigned to the south, and an overpass would be constructed to raise Rosecrans Avenue over Marquardt Avenue, the BNSF ROW, and Stage Road (see **Figure 4-1.** Alternative 2 – Plan View). The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A frontage road would also be constructed to connect Anson Avenue to the northern leg of Marquardt Avenue and Stage Road.

Traffic signals would be installed along Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass at the intersection with Iseli Road. Other improvements

include sidewalk construction, street lighting installation, landscape installation/replacement, parking lot reconfiguration, and utility relocations. Alternative 2 would require full acquisition of eight properties, including six industrial properties and two commercial properties (Sierra Plaza and VCA La Mirada Animal Hospital), and various partial and temporary easements, including seven roadway easements, one footing easement, one utility easement, and 15 temporary construction easements (TCEs) (see **Figure 4-2.** Right of Way Exhibit). Construction would be completed over an approximately 24-month period.

The Project would help achieve the desired safety and circulation improvements considered under Alternative 2 and would meet the purpose and need of the Project.

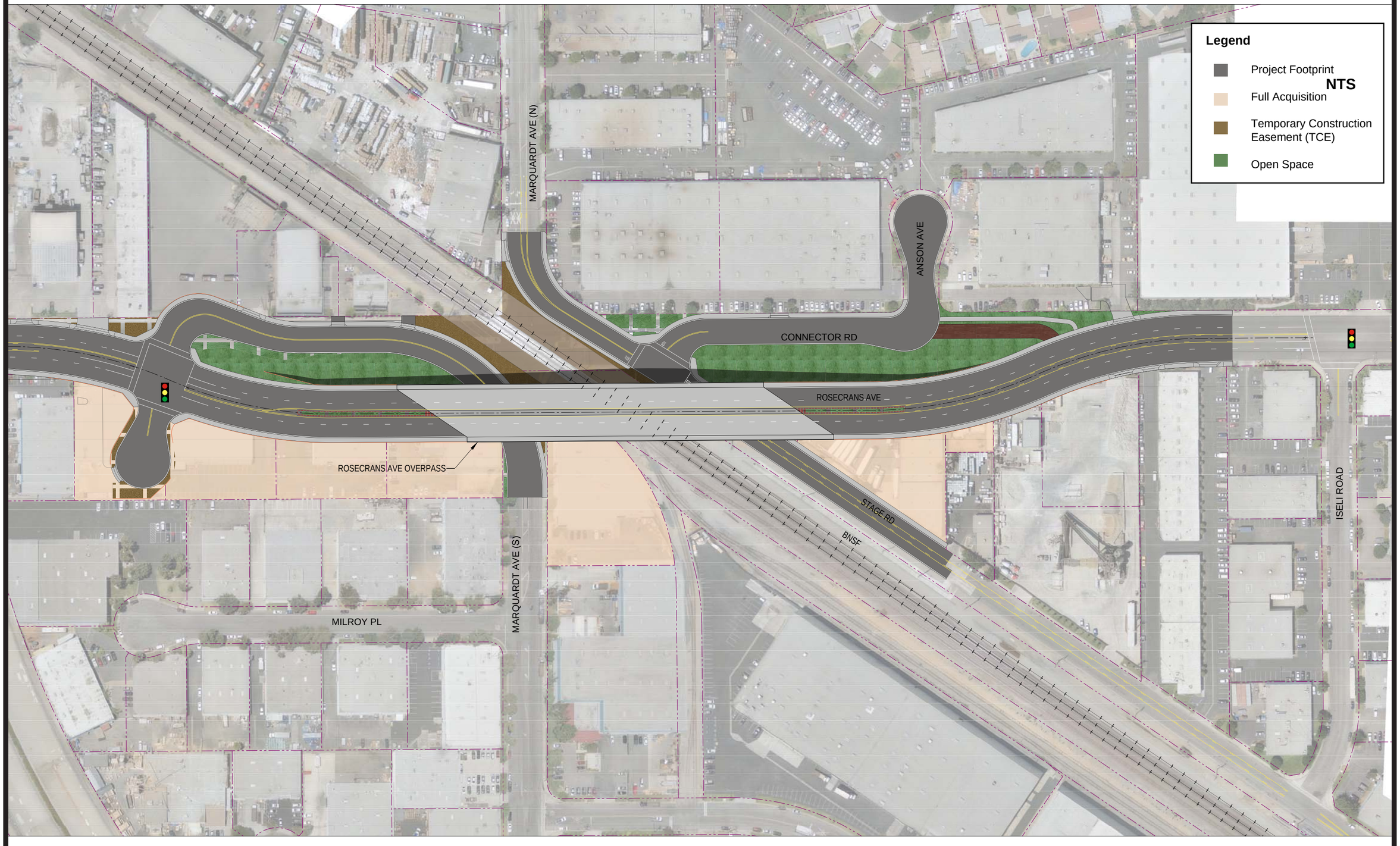

FIGURE 4-1. ALTERNATIVE 2-PLAN VIEW
Rosecrans/Marquardt Grade Separation Project

Metro

S/MARQUARDT GRADE SEPARATION

N VIEW

Source: BCA; 2017

Scale: 3/4 in = 100 ft

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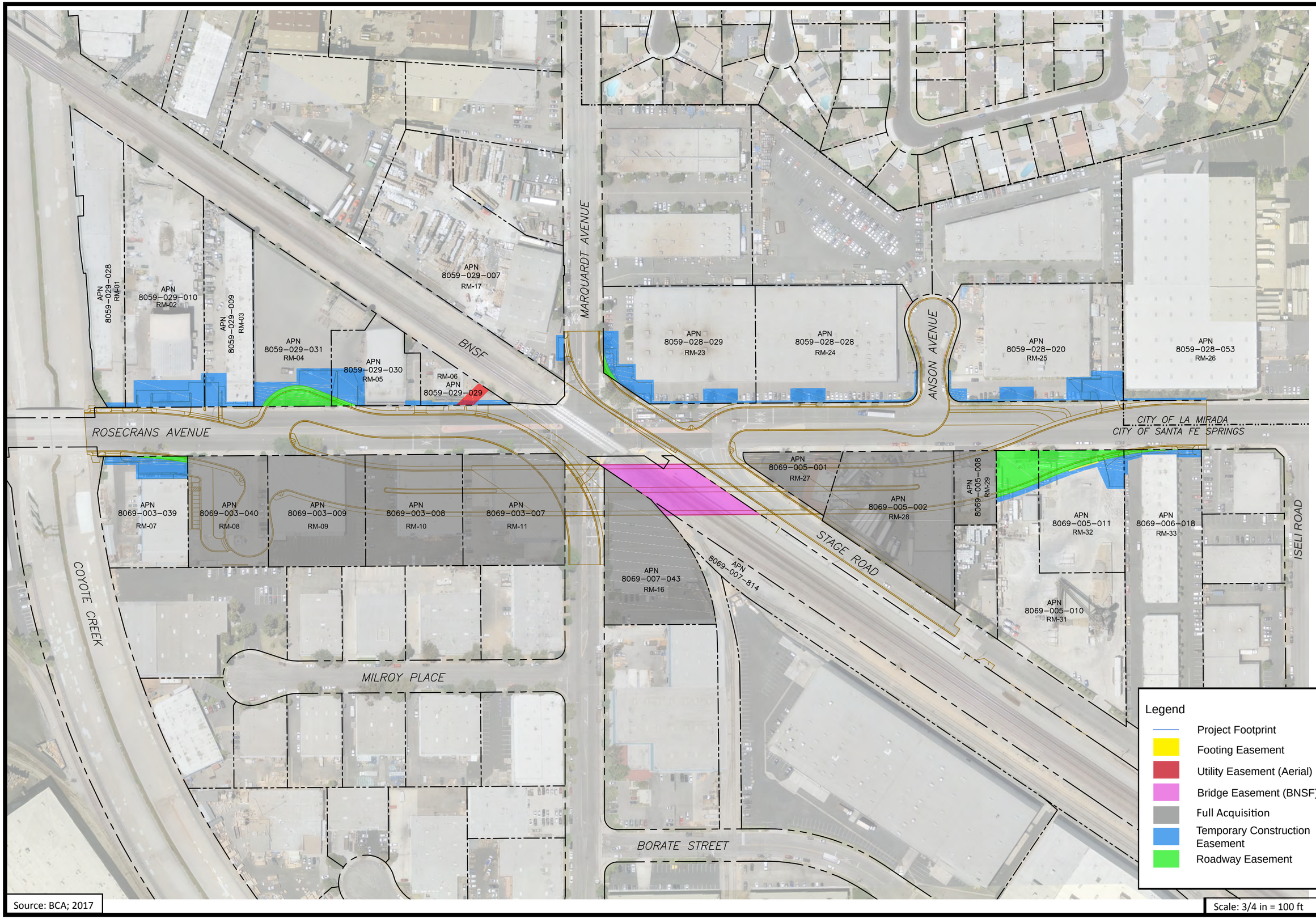
FIGURE 4-2. RIGHT OF WAY EXHIBIT
Rosecrans/Marquardt Grade Separation Project

Metro



Source: BCA; 2017

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5. Selected Alternative

Operation of Alternative 2 would improve safety at the intersection and enhance mobility and quality of life for the community. Connectivity between Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue would be maintained through the use of the signalized intersections and a connector road. Utilities currently in the existing roadway would remain in their existing alignment, shortening the duration of construction. Proposed transportation structures would be located outside of the BNSF ROW, meaning that a third BNSF mainline and future HSR tracks could be installed without requiring bridge widening or partial demolition and reconstruction. The majority of construction activities for this alternative would occur outside of the existing footprint of Rosecrans Avenue, meaning that impacts to rail, vehicular, bicycle, and pedestrian traffic would be minimal. Access disruptions to residents, businesses, and the community during construction would also be minimized to the extent feasible. For these reasons, Alternative 2, Offset Overpass with Connector Road is the selected alternative.

6. Affected Environment and Environmental Consequences

Based upon the EA, the FRA has concluded the Selected Alternative will have no foreseeable significant impact on the quality of the natural and human environment. The FRA finds the Selected Alternative is best able to achieve the Rosecrans/Marquardt Grade Separation Project purpose and need without significant environmental impacts.

This FONSI focuses only on those resources that have a reasonable likelihood to be adversely affected by the Project. The following potential resource areas are not located within the Project Study Area or will not be impacted by the Project, were excluded from analysis in the EA, and are therefore not addressed in this FONSI: Coastal Zone, Farmland/Timberlands, Geology/Soils/Seismicity, Hydrology and Floodplain, Natural Communities, Invasive Species, Parks and Recreation Facilities, Threatened and Endangered Species, Wetlands and Other Waters, and Wild and Scenic Rivers.

The following resource areas were analyzed in the EA, but the level of impact under each area was not significant, did not require any avoidance, minimization, and/or mitigation measures, and are therefore not addressed in this FONSI: Air Quality, Consistency with Regional and Local Plans and Programs, Community Character and Cohesion, Existing and Future Land Use, Environmental Justice, Noise and Groundborne Vibrations, and Visual/Aesthetics.

The potential for the Project to cause an environmental impact is summarized in Chapter 3 of the EA. **Table 6-1** summarizes the potential impacts for the operation and construction of Alternative 2. Avoidance and minimization measures are included as part of the scope of the Project, therefore no significant impacts will occur. See Section 7 for the full content of avoidance and minimization measures.

Table 6-1. Impact Summary

Environmental Resource	Impact of Selected Alternative	Avoidance and Minimization
Cultural Resources (Section 3.10 of the EA)	Project construction would not require realignment or excavation of the BNSF railroad tracks in the Project area. If the Project required any excavation or disturbances within BNSF right-of-way, construction activities have the potential to unearth or damage cultural resources. Disturbance of previously-unidentified cultural resources would be considered an adverse impact. Soils surveys indicated that the Project area has a high potential for paleontological resources. Paleontological resources may occur below the surface within native deposits that are composed of older Quaternary alluvium.	C-1, C-2, C-3, C-4, C-5, C-6, and C-7

Environmental Resource	Impact of Selected Alternative	Avoidance and Minimization
	No prehistoric or Native American resources were recorded as part of the site investigation. Additionally, although no prehistoric or Native American resources were recorded as part of the APR investigation, the Native American representatives who were consulted as part of this Project believe the area to be culturally significant and have requested a Native American monitor be present during Project-related ground disturbances. Implementation of avoidance and minimization measures would avoid or substantially minimize any potential impacts. SHPO has concurred with FRA's determination that the Project will result in No Historic Properties Affected. Project's impacts would be avoided or substantially minimized through avoidance and minimization measures, and therefore no adverse impacts on historic, archeological, or paleontological resources are anticipated.	
Hazardous Waste/Materials (Section 3.12 of the EA)	Based on the age of existing structures, several hazardous materials may be present in the project area. There is potential for asbestos-containing materials (ACM) to be present in smaller structures in the project area. ACMs may also be on power poles in wire conduits. Additionally, there is the potential for lead-based paint (LBP) to be present in the project area. Deteriorated LBP may mix with dust, soil, and other particulate matter and become spread throughout a structure. Although leaded fuel was prohibited in California since the 1980s, deposited aerially deposited lead (ADL) from old vehicles may still be present in soils adjacent to roadways that were in use prior to that time. The Project would require demolition and excavation of structures and soils that could release hazardous materials identified as potentially present in the Project area. The Project would be implemented in compliance with applicable federal, state, and local hazardous material/waste regulations, which would substantially minimize potential impacts. In addition, avoidance and minimization measures would be implemented as part of the Project, which includes a Phase II Site Investigation (SI) to	H-1, H-2, H-3, H-4, H-5, H-6, H-7, and H-8

Environmental Resource	Impact of Selected Alternative	Avoidance and Minimization
	determine the presence of ACMs, ADL, and LBP in the project area. Therefore, the Project would not result in significant adverse impacts from hazardous materials.	
Relocations and Real Property Acquisition (Section 3.5 of the EA)	The Project would require the full acquisition of eight properties, including six industrial properties and two commercial properties, which would require relocation of the businesses operating on the properties. Metro would be responsible for coordinating property acquisitions and easements necessary for the Project. Property would be acquired through compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 as well as the State of California land acquisition laws. Therefore, impacts would be minimized to not adverse.	R-1
Traffic and Transportation/Pedestrian and Bicycle Facilities (Section 3.8 of the EA)	The Project would eliminate collisions between trains and motorists at the intersection of Rosecrans Avenue and Marquardt Avenue. Additionally, removal of the Rosecrans Avenue and Marquardt Avenue intersection would decentralize congestion by diverting traffic to surrounding intersections and roadways. Several intersections are expected to experience shortened delays and better Level of Service (LOS) under the Build Alternative due to altered traffic circulation. Other intersections would experience minor increases in delay times. Therefore, the Project is not anticipated to result in long-term operational impacts on traffic in the project area. Rosecrans Avenue would remain open during construction to ensure that car and bus access in the study area would not be substantially changed or affected during construction. However, there could be temporary delays in traffic movements through the Project area during the construction period because of construction equipment and vehicles traveling on roadways in the Project area. Project construction could result in temporary impacts on pedestrian and bus facilities in the project area. Pedestrian access between Marquardt Avenue north of the project area and	T-1, T-2, T-3, T-4, T-5, and T-6

Environmental Resource	Impact of Selected Alternative	Avoidance and Minimization
	Rosecrans Avenue would be limited by the Project. A direct access route would no longer be available under the Project. However, pedestrians would still have access to Rosecrans Avenue via Anson Avenue pathway connection. Norwalk Transit Route 5 bus stop would no longer be accessible. The Norwalk Transit Route 5 bus stop in the Project area would need to be relocated as part of the Project. The Project would not require any removal or construction on the BNSF railroad tracks, and therefore, would not disrupt BNSF operations during construction. The proposed overpass would not have any columns or footings within BNSF ROW that would permanently affect railroad operations. Railroad flagging services would be required during construction for work performed within BNSF ROW or with equipment (such as cranes) that could potentially come in conflict with a train. Avoidance and minimization measures would be implemented as part of the Project to minimize temporary impacts on transportation. Therefore, the Project is not anticipated to result in adverse impacts on traffic and transportation/pedestrian and bicycle facilities.	
Utilities/Emergency Services (Section 3.7 of the EA)	During construction, intermittent disruptions and relocation of utilities, including oil pipelines, railroad crossing equipment, street lights, traffic signals, pull boxes, electrical controller cabinets, and underground and overhead utilities, including power poles, could be necessary to complete the Project. Temporary traffic impacts from construction vehicles and equipment on roadways could affect emergency service response times due to increased traffic delays through the construction area. The Project would include implementation of minimization measures that would minimize temporary impacts on utilities. Project implementation would include railroad flagging services, close coordination with BNSF, and implementation of a traffic management plan (see Section 3.8.3 of the EA). Additionally, the proposed overpass would not have any columns or footings within BNSF ROW that would permanently affect railroad operations.	U-1 and U-2

Environmental Resource	Impact of Selected Alternative	Avoidance and Minimization
	Therefore, the Project would not result in adverse impacts on utilities and emergency services in the project area.	
Water Quality and Storm Water Runoff (Section 3.11 of the EA)	The Project would require demolition of the existing at-grade Rosecrans Avenue and Marquardt Avenue intersection and construction of a new grade separated intersection. The Project would reduce overall impervious surface from 87 percent to 85 percent impervious ground cover. Increased perviousness would result in better absorption of storm water runoff in the Project area. During construction, there is potential that exposed soils, construction debris, and other pollutants could be carried in storm water runoff and discharged into drainages near the project area. The Project would be required to comply with applicable permits, as identified in the avoidance and minimization measures for the Project. With avoidance and minimization measures, the Project would not result in impacts on water quality and storm water. Therefore, the Project is not anticipated to result in adverse impacts on water quality and storm water runoff.	W-1, W-2, and W-3

7. Commitments and Mitigation Measures

The Project would not result in any significant impacts that would require mitigation. However, several avoidance and minimization measures would be implemented in addition to commitments mandated by federal, state, and local law that are applicable to the project.

The Metro will be required to comply with all applicable federal, state, and local permitting requirements during the implementation of the Selected Alternative, which will include:

- Americans with Disabilities Act of 1990 (ADA);
- California Clean Air Act of 1988 (CCAA);
- California Health and Safety Code;
- Caltrans' guidance manual, *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*
- City of Santa Fe Springs Code of Ordinances;
- City of Santa Fe Springs General Plan;
- Clean Water Act of 1972, Sections 303 and 304, 401, 402, and 404;
- Community Environmental Response Facilitation Act of 1992 (CERFA);
- Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA)
- Construction General Permit (Order No. 2009-009-DWQ);
- EO 12088, *Federal Compliance with Pollution Control Standards* (1996), amended in 1996 by EO 13016, Amendment to E.O. 12580;
- Federal Clean Air Act (FCAA) of 1970;
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) of 1947, amended in 1972;
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987;
- FRA's guidance manual, *High-Speed Ground Transportation Noise and Vibration Impact Assessment;*
- FTA's guidance manual, *Transit Noise and Vibration Impact Assessment* (May 2006);
- Metro Green Construction Policy (GCP);
- National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M - asbestos [NESHAP]);
- National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665; 16 U.S.C. 470 et seq.);

- Property Acquisition Law (Part 11, commencing with Section 15850, Division 3, Title 2, Government Code) and other State of California land acquisition laws;
- Occupational Safety and Health Act of 1970 (OSHA);
- Porter-Cologne Water Quality Control Act of 1969;
- Resource Conservation and Recovery Act of 1976 (RCRA);
- Safe Drinking Water Act of 1974;
- SCAQMD Rule 402, Nuisance; Rule 403, Fugitive Dust; Rule 1403, Asbestos Emissions from Demolition Activities;
- Title VI of the Civil Rights Act of 1964;
- Toxic Substances Control Act of 1976 (TSCA);
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and

The following avoidance and minimization measures have been identified to address and further reduce impacts of the Project. Metro is responsible for ensuring all environmental commitments identified in this FONSI are fully implemented. The environmental commitments are arranged by resource area.

Cultural Resources

C-1 Any excavations or disturbances are to occur within the BNSF ROW (tracks plus imported fill/gravel on either side of the tracks), will be monitored full-time by a qualified archaeologist or archaeological monitor.

C-2 Any ground disturbances deeper than the engineered fill will monitored full-time for paleontological resources by a qualified paleontologist or paleontological resources monitor. In addition, if indicators of microfossils (small teeth, bone fragments, abundant mollusks, plant debris, clay casts, carbonate-rich paleosols, or mudstones) are observed at any time during mitigation monitoring, samples of native sediment should be collected and processed per the Society of Vertebrate Paleontology (SVP) 2010 guidelines. If paleontological resources are uncovered during Project construction, then work must stop in the immediate area of the resource and the paleontologist must assess the find and make appropriate recommendations, to include notification to FRA.

C-3 If an archaeological or paleontological resource is encountered during construction when a monitor is not on site, then all work must halt in the area, and the Project Archaeologist and/or Project Paleontologist must be notified. Work cannot resume in the area until the find is assessed by the archaeological or paleontological professional and properly mitigated, and the professional indicates that construction can resume. If human remains are encountered at any point during Project construction, then the procedures dictated by law must be implemented. If any resources

are collected during mitigation monitoring of the Project, they must be properly processed, identified, analyzed, catalogued, and prepared for curation, as well as any other laboratory tasks that may need to be undertaken. All significant archaeological and paleontological resources collected during mitigation monitoring are to be curated at an accredited and permanent scientific institution. A Final Report of Findings document must also be prepared before the artifacts and/or fossils are curated at a legal repository. If no resources are collected or observed, then a Negative Findings document must be prepared instead. The report is to be submitted to FRA, Metro, South Central Coastal Information Center, and to the scientific institution at which any collected artifacts and/or fossils will be curated.

C-4 Section 106 of the NHPA does not apply to paleontological resources unless the paleontological specimens are found in a culturally related context (i.e., fossil shells included as mortuary offerings in a burial or a rock formation containing petrified wood used as a chipped stone quarry). In such instances, the material is considered a cultural resource and is treated in the manner prescribed for the site by Section 106. If excavation is required during Project construction, and a paleontological site is uncovered during construction monitoring, then the site would need to be evaluated for National Register of Historic Places (NRHP) listing eligibility and significance by the project paleontologist, to be submitted to FRA for review. If the site is determined to be significant, FRA would consult with the State Historic Preservation Officer (SHPO) for further direction under Section 106.

C-5 Any previously unknown archaeological sites discovered during the construction process will be subject to Section 106 review. The Project archaeologist must determine, in coordination with FRA, if the site is, or has the potential to be, eligible for the NRHP. All potential impacts to the resource must be considered, along with Project alternatives to avoid or reduce impacts on the site. Any determinations of eligibility, determinations of effect, or potential treatment/mitigation measures must be done within the Section 106 process. That process would require consultation with the SHPO and consulting parties. If the Section 106 consultation results in an adverse effect, that adverse effect must be resolved. Resolution may require the execution of a Memorandum of Agreement (MOA) in order to summarize the commitments required to fulfill the Section 106 process.

C-6 At the conclusion of the Project, an update to the Department of Parks and Recreation site record for the BNSF (P18-186804) should be completed that documents the artifacts that are found within its vicinity.

C-7 A Native American monitor will be present during any ground disturbance activity, in addition to any other required monitor.

Hazardous Waste/Materials

H-1. Prior to removal or renovation of structures that potentially contain ACMs or LBPs, Metro will complete a comprehensive survey at each structure. The survey will be completed by a hazardous

waste professional. These surveys will be performed to determine if abatement is required prior to construction activities. If necessary, hazard abatement protocol will be followed to avoid potential health risks to the public.

H-2. The removal of LBP must be managed following a standardized lead compliance plan (LCP) and work plan (WP) to address the health and safety of workers performing the task. Excavation of soils containing lead and/or removal of LBP or coatings may also require monitoring of the ambient air by a certified industrial hygienist (CIH).

H-3. Based on the potential for soil contamination from ADL, a Phase II environmental site investigation (SI) is required. Metro will conduct the investigation in both the Project and construction detour areas. Further sampling and testing of the suspect materials would be conducted prior to any construction activity.

H-4. Data from the soil investigation for ADL will be included in a WP. If adjacent soils test positive for levels of ADL, additional sampling investigations may be required to properly identify the vertical and lateral extents of ADL contamination. Additionally, excavation and removal of soils containing lead may require ambient air monitoring by a CIH. Through additional investigation and any required remediation, ADL contamination would be characterized and remediated to avoid exposure of the public to hazardous levels of lead. Therefore, the Project would not result in adverse impacts related to ADL.

H-5. Prior to construction, Metro will contact the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR) office to determine if additional investigation or re-abandonment measures would be required in conjunction with construction near the project area.

H-6. Closure, relocation, or construction adjacent to an oil well requires permitting, investigation, and possible methane avoidance measures. Following Metro's consultation with DOGGR, proper measures as identified by DOGGR will be followed, and the potential emission of methane and hydrogen sulfide gases would be avoided.

H-7. Transformers will be tested for possible Polychlorinated Biphenyls (PCB) prior to relocation or disposal, and disposed of in accordance with applicable hazardous materials regulations if PCBs were identified. Therefore, the Project would not result in adverse impacts related to PCBs.

H-8. Any hazardous materials in the Project area will be handled in compliance with standard regulations, which will require the proper containment of these materials to avoid hazardous spill or leaks.

Relocations and Real Property Acquisition

R-1. Metro would acquire all property in compliance with the Uniform Act.

Traffic and Transportation/Pedestrian and Bicycle Facilities

T-1. The Project will not include any columns or footings within BNSF ROW that would permanently affect railroad operations.

T-2. The Project will include development and implementation of a traffic management plan to accommodate traffic during Project construction.

T-3. Railroad flagging services will be required during construction for work performed within BNSF ROW or with equipment (such as cranes) that could potentially come in conflict with a train.

T-4. Metro will continue to coordinate with BNSF to ensure that Project construction would not adversely affect railroad operations in the project area.

T-5. Pedestrian access between Marquardt Avenue south of the Project area and Rosecrans Avenue will be moved to a new location west of the existing intersection.

T-6. Metro will relocate a Norwalk Transit Route 5 bus stop in the Project area nearby and will be accessible to pedestrians via the pedestrian pathway connecting Rosecrans Avenue and Anson Avenue to maintain bus access for the local community.

Utilities/Emergency Services

U-1. Metro will schedule and coordinate any disruptions to utility service to ensure they would not adversely impact the surrounding community.

U-2. Metro will coordinate with local emergency service providers to provide adequate accommodation during Project construction.

Water Quality and Storm Water Runoff

W-1. The Project will include storm water treatment Best Management Practices (BMP) that will minimize sediment movement and storm water contamination along roadways.

W-2. Construction impacts from the Project will be minimized through compliance with the National Pollutant Discharge Elimination System, Construction General Permit, which requires the development and implementation of a Statewide Storm Water Management Plan (SWPPP). The SWPPP must include erosion and sediment control BMPs, as well as BMPs that control other potential construction-related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is also a required component of the SWPPP.

W-3. Metro will implement construction BMPs, including implementation of erosion control measures, street sweeping and vacuuming, and installation of concrete washout bins, fiber rolls, drainage inlet protection, and sediment barriers. Metro will finalize the BMPs during final Project design.

8. Coordination and Consultation

Metro and FRA conducted public outreach and solicited public comments regarding Project alternatives. Prior to starting the NEPA process, in July 2015, Metro prepared a Public Participation Plan to engage the public during the alternatives analyses process for the Project. In addition, two public meetings were held on September 30, 2015 (one was held at 3 PM and another was held at 5:30 PM) at the La Mirada Resource Center to solicit input. Postcards, flyers, and E-Blasts were distributed to affected stakeholders, including property owners, tenants, businesses, and other interested parties in advance to further promote the public outreach meeting.

The majority of meeting attendees were owners and tenants of property that would be potentially acquired, and these attendees were seeking information regarding the acquisitions processes. Attendees were also interested in specific issues surrounding the routes presented under each alternative. Based on feedback provided at the meetings, community members are generally in support of the Project. In December 2015, Metro prepared a Public Outreach Summary Report.

Metro developed four alternatives for the original Project design prior to starting the NEPA process. At the Santa Fe Springs City Council meeting on December 22, 2015, three of the alternatives that were withdrawn from consideration include those that depressed the BNSF tracks (trench) under the roadways, those that shifted the alignment of Rosecrans Avenue to the north, and those that raised or lowered Marquardt Avenue. Ultimately, the Build Alternative, Offset Overpass with Connector Roads (Alternative 2), Metro staff and Santa Fe Springs City Council selected the preferred alternative based on consideration of public comment and several criteria identified in the Alternatives Development Report for the Project. Santa Fe Springs City Council selected Alternative 2 as the Recommended Alternative on December 22, 2015. On February 10, 2016, the Alternatives Development Report was published and approved by Metro Board and verified Alternative 2 as the preferred alternative.

In March 2016, Metro held a public outreach meeting to discuss the preferred alternative and preliminary ROW information. Metro held another public outreach meeting on October 17, 2017 at the La Mirada Resource Center to discuss potential concerns of the public. Distribution letters were sent to elected officials, government agencies, and interested parties in advance to further promote the public outreach meetings.

8.1. Stakeholder Involvement

On February 19, 2016, FRA initiated consultation with nine Native American tribes, federally recognized and unrecognized, via letters through mail and email, for information regarding the presence of sensitive Native American cultural resources or other sensitive resources within the project area, consistent with Section 106 of the National Preservation Act. Per Section 106, SHPO was consulted on January 19, 2017 to verify the Project's Area of Potential Effect (APE) boundary and Native American consultation process.

Follow-up calls were made to the Native American tribes on March 4, 2016. Of the tribes, individuals, and organizations contacted regarding the Project, only Chairperson Andrew Salas of the Gabrieleño Band of

Mission Indians – Kizh Nation provided FRA and Metro with information, which FRA included in the Draft EA. A Native American monitor will be present in the project area during any ground disturbance activity.

8.2. Public Involvement and Participation

The public review period of the Draft EA began on May 16, 2018 and ended on June 15, 2018. Written comments on the Draft EA were collected during this time. During the public review period for the environmental document, public engagement activities were conducted to invite input from all members of the community on the environmental analysis. Mailers, flyers, and letters were distributed to ensure that interested parties had an opportunity to ask questions, and to comment on the Project and the environmental document. Distribution letters were mailed to elected officials, Federal agencies, state agencies, local agencies, and other stakeholders on May 15, 2018. The Draft EA was also available for review at the Santa Fe Springs Library, FRA's website at https://www.fra.dot.gov/Page/P1070 and Metro's website at https://www.metro.net/projects/regionalrail/rosecrans-marquardt-grade-separation/.

Public comments received during the public review period are included in the FONSI and will be considered throughout the remaining Project phases. Caltrans and the Los Angeles County Sanitation District (LACSD) provided comment letters. Please refer to Appendix A for the comment letters and responses. Two letters were received during public review. Letters were received from (1) the California Department of Transportation (Caltrans) District 7, expressing their support for the Project, and (2) the County Sanitation Districts of Los Angeles County, requesting agency coordination.

8.3. Agency Coordination

Below is a summary of agency coordination that has been conducted. The EA was made available for agency review from May 16, 2018 to June 15, 2018.

Agency	Coordination Summary
SHPO	FRA consulted with SHPO on January 19, 2017 to verify the Project's APE boundary. SHPO approved the proposed APE on February 16, 2017. SHPO concurred with FRA's finding of no historic properties affected for the undertaking on November 22, 2017. SHPO Correspondence is included as Appendix C of the EA.

9. Conclusion

Based on the information provided in the EA, FRA had determined that the Selected Alternative for the Rosecrans/Marquardt Grade Separation Project would have no foreseeable significant impact on the quality of the human or natural environment FONSI. This FONSI is based on the EA, which was independently evaluated by FRA and determined to adequately and accurately discuss the purpose, need, and environmental impacts of the Selected Alternative, and the appropriate avoidance, minimization, and mitigation measures necessary to avoid and/or minimize any significant effort on the environment. The EA provides sufficient evidence and analysis for FRA to determine that an environmental impact statement is not required for the Rosecrans/Marquardt Grade Separation Project as presented.

As the project sponsor, Metro is responsible for ensuring all environmental commitments identified in this FONSI are fully implemented.

Jamie Rennert **Date**
Director, Office of Program Delivery
Federal Railroad Administration

FRA's Office of Railroad Policy and Development prepared this document in accordance with FRA's Procedures and NEPA. For further information regarding this FONSI contact:

Lyle Leitelt, AICP
Community Planner
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Ave SE
Washington, DC 20590
(202) 493-6081

The following organization(s) assisted FRA's Office of Railroad Policy and Development in the preparation of this FONSI and associated EA

Los Angeles County Metropolitan Transportation Agency (Metro)
GPA Consulting

References

Biggs Cardosa Associates, Inc. 2016. *Alternatives Development Report for Rosecrans/Marquardt Grade Separation Project.* Orange: Biggs Cardosa Associates, Inc.

City of Santa Fe Springs. 2007b. "Zoning Map." May 8. Accessed February 22, 2016. http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=2696.

Los Angeles County Department of Public Works. 2015. "Machine Count Traffic Volumes, 2011." http://dpw.lacounty.gov/tnl/trafficcounts/?street=Rosecrans&cross=.

Los Angeles County Metropolitan Tranportation Authority. 2016. "Rosecrans Marquardt Grade Separation Traffic Anlysis Report."

Military Traffic Management Command Transporation Engineering Agency. 1998. "Strategic Rail Corridor Network and Defense Connector Lines." Newport News, VA.

Appendix A: Comment Letters and Responses on the EA

Comment Letters and Responses on the EA

A total of two (2) local agencies provided written comments during the circulation period of the EA from May 16, 2018 to June 15, 2018. This appendix includes copies of the letters received, with the responses to comments immediately following each letter.

Summary of Comments

No.	Name	Date	Summary of Correspondence
Comment A	California Department of Transportation (Caltrans) District 7	June 12, 2018	Support for Project
Comment B	County Sanitation Districts of Los Angeles County	June 13, 2018	Request for coordination

Comment A: Caltrans District 7

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-9016
FAX (213) 897-0685
TTY (213) 897-4937

Making Conservation a California Way of Life.

June 12, 2018

Mr. Dan Mahgerefteh
Senior Manager, Transportation Planning
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 99-17-2
Los Angeles, CA 90012

Dear Mr Mahgerefteh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review of the Draft Environmental Assessment for the Rosecrans/Marquardt Grade Separation project (proposed project). The proposed project will improve overall safety, as well as traffic flow at the Rosecrans Avenue/Marquardt Avenue intersection and is located in the City of Santa Fe Springs. #1

Currently, the Rosecrans/Marquardt grade crossing is traversed by more than 112 freight and passenger trains, and 45,000 vehicles in a 24-hour period. In addition, the California Public Utilities Commission (CPUC) has identified the intersection as one of the most hazardous grade crossings in the state due to its heavy through traffic. The implementation of the proposed project will significantly improve safety, reduce delays on surface streets, and enhance the environment. #2

We find the proposed project to be consistent with our commitment to providing safe, sustainable, integrated, and efficient transportations systems to enhance California's economy and livability and support Metro's efforts and contribution towards the City of Santa Fe Springs' sustainable transportation future. #3

We look forward to the successful implementation of the Rosecrans/Marquardt Grade Separation project that will enhance surface street traffic flow as well as train movements along the rail corridor. Thank you for your interest in mobility improvements. #4

Sincerely,

Garrett Damrath
Chief Environmental Planner
Division of Environmental Planning

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Comment A, #1

This comment has been noted for the record.

Response to Comment A, #2

This comment has been noted for the record.

Response to Comment A, #3

This comment has been noted for the record.

Response to Comment A, #4

This comment has been noted for the record.

Comment B: County Sanitation Districts of Los Angeles County

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

June 13, 2018

Ref. Doc. No.: 4582262

Mr. Dan Mahgerefteh
Los Angeles Metro
One Gateway Plaza 99-17-2
Los Angeles, CA 90012

Dear Mr. Mahgerefteh:

Comment Letter for Rosecrans/Marquardt Grade Separation Project

This is in reply to your notice, which was received by the Sanitation Districts of Los Angeles County (Districts) on May 16, 2018. The proposed project is located within the jurisdictional boundaries of District No. 18. We offer the following comments regarding sewerage service: #1

- The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of, the proposed project until project plans and specification that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment. #2

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717. #3

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:dc

cc: M. Tatalovich
Engineering Counter

DOC: 04612615.DOC

Response to Comment B, #1

This comment has been noted for the record.

Response to Comment B, #2

See below for Metro response letter and email correspondence to County Sanitation Districts of Los Angeles (LACSD) addressing their comment. Metro sent 65% design plans to LACSD on October 25, 2017. On February 20, 2018, LACSD provided acknowledgment of Metro's proposed plans to increase soil cover over the La Mirada Trunk Sewer.

Response to Comment B, #3

This comment has been noted for the record.

Metro
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

July 3, 2018

Ms. Adriana Raza
Customer Service Specialist
Sanitation Districts of Los Angeles County
P.O. Box 4998, Whittier, CA 90607-4998

RE: Response to Comment Letter for Rosecrans/Marquardt Grade Separation Project

Dear Ms. Raza:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has received your letter related to the subject project. LACMTA acknowledges that the project may impact facilities owned and operated by the Sanitation Districts of Los Angeles County (Districts). We understand that the Districts must review project plans as they pertain to the Districts' facilities.

LACMTA's consultant, Biggs Cardosa Associates, transmitted plans, a geotechnical report, and exhibits to the Districts (Rosann Paracuelles and Christian Alarcon) on October 25, 2017. Subsequently, LACMTA, Biggs Cardosa, and the City of Santa Fe Springs held an in-person meeting with the Districts to discuss potential impacts to the Districts' facilities. The attached email dated February 20, 2018 includes the Districts' comments on the subject project.

We trust that our correspondence to-date with the Districts resolves your comments regarding sewerage service. If you have any questions, please contact me at 213-418-3219. LACMTA will continue to work with the Districts to ensure that the project adequately addresses potential impacts to the Districts' facilities.

Sincerely,

Dan Mahgerefteh, P.E.
LA Metro
Director of Engineering (Regional Rail)

Attachments:
- Comment Letter for Rosecrans/Marquardt Grade Separation Project
- Review Comments from the Districts

Eric Pheifer

From:	Alarcon, Christian <CAlarcon@lacsd.org>
Sent:	Tuesday, February 20, 2018 3:52 PM
To:	Eric Pheifer
Cc:	Dan Mahgerefteh (MahgereftehD@metro.net); Noe Negrete (NoeNegrete@santafesprings.org); Patrick Somerville (psomerville@HNTB.com); Tanja Brix (tbrix@HNTB.com); Michael Thomas; Kuo, Alice
Subject:	RE: PS2415-3420 Rosecrans | Documents for Review/Comment
Attachments:	Rosecrans Std_Const_Notes.pdf

Eric,

The District reviewed your proposal to increase the soil cover over the La Mirada Trunk Sewer (18-p-18) and the La Mirada Relief Trunk Sewer (18-p-46), demolish one manhole on each sewer, and construct a new manhole on each sewer. The District is willing to allow the proposed work subject to the following conditions:

1. To protect the sewers from the proposed increase in loading, the sewers will require concrete encasement or cured-in-place pipe (CIPP) structural liner per District's specifications or an alternative engineering solution approved by the District. The approximate location of the required protection on the La Mirada Trunk Sewer is from Station 10+00 to 15+00 and on the La Mirada Relief Trunk Sewer from Station 30+00 to 35+20 as shown on the LACSD Sewer Profile Exhibit. The entity shall provide plans of protection for District's review and approval.

2. The entity shall perform a pre-construction and post-construction close circuit television (CCTV) inspection of the full length of the trunk sewer within the project area, in accordance with the enclosed Section 500-1.1.5 of the District's *Amendments to the Standard Specifications for Public Works Construction, 2015 Edition*. Pre-construction and post-construction digital and video tape recordings of the CCTV inspections shall be submitted to the District for review. All pipe damage resulting from or during the project shall be replaced or repaired at no cost to the District.

3. During construction of the project, adequate access must be maintained at all times to ensure the District can reach the manhole near the project area for routine operation, maintenance and emergency. The existing trunk sewers and all associated structures including manholes must be protected in place during construction. The contractor must exercise extreme caution not to disturb and/or damage the existing manholes during the course of the work.

4. Add the attached Construction Notes to the Plans. Note No. 8 only applies if a CIPP liner is installed.

Please let me know if you have any questions or comments.

Christian

CHRISTIAN ALARCON, P.E. | Senior Engineer | Sewer Design | (562) 908-4288 x1621
SANITATION DISTRICTS OF LOS ANGELES COUNTY | 1955 Workman Mill Road, Whittier, CA 90601
Converting Waste Into Resources | www.LACSD.org

From: Eric Pheifer [mailto:EPheifer@BiggsCardosa.com]
Sent: Wednesday, October 25, 2017 11:40 AM

1

To: Paracuelles, Rosann; Alarcon, Christian
Cc: Dan Mahgerefteh (MahgereftehD@metro.net); Noe Negrete (NoeNegrete@santafesprings.org); Patrick Somerville (psomerville@HNTB.com); Tanja Brix (tbrix@HNTB.com); Michael Thomas
Subject: PS2415-3420 Rosecrans | Documents for Review/Comment

Rosann, Christian,

Thank you for a productive meeting last week. Please use the following link to download a .zip file containing the information discussed: 2017-10-25 Documents for LACSD.zip, including:

- *Sewer Line Exhibit (2017-10-24).pdf:* This exhibit shows the existing and proposed grades over the sewer lines.
- *Manhole Relocation Exhibit (2017-10-24).pdf*: This exhibit shows the suggested manhole relocations to the base of the slope along Marquardt Avenue (S).
- *65% Plans Rev 0 (LACSD) (2017-10-25).pdf:* This is a selected set of 65% plans. The drawing index is attached with the plans provided highlighted in blue. Please let me know if you need any other sheets from the plan set which are not highlighted in blue.
- *PS2415-3420 Geotechnical Report Rev A (2017-01-11).pdf:* The geotechnical report for the project.

Please let me know if you have any questions or comments, or if you need anything else.

Thanks,

Eric Pheifer, PE
Senior Engineer
epheifer@biggscardosa.com

Biggs Cardosa Associates, Inc.
500 S. Main Street, Ste. 400
Orange, CA 92868
Direct: (714) 352.8312 | Cell: (978) 460.3385 | Main: (714) 550.4665

COUNTY SANITATION DISTRICT (CSD) GENERAL AND CONSTRUCTION NOTES

1. All sewer construction work for the County Sanitation Districts of Los Angeles County (CSD) shall be performed in accordance with the *Standard Specifications for Public Works Construction, 2015 Edition* (the "Greenbook"), and CSD's *Amendments to the Standard Specifications for Public Works Construction, 2015 Edition and Standard Drawings for Construction* (the "Amendments" and the "Standard Drawings"). The Greenbook and the Amendments are collectively referred to below and on these drawings as the "Standard Specifications". Copies of the Amendments and the Standard Drawings may be obtained at no charge from the Engineering Counter (Room 110) located at the District's Joint Administration Office at 1955 Workman Mill Road, Whittier, CA 90601 or from the District's website at http://www.lacsd.org/businesses/bidspur/constructionprojects/amendments.asp.

2. The Contractor shall notify Mr. Anthony Ulizio, Field Engineering Manager for the County Sanitation Districts, at (310) 830-8050 at least ten (10) working days prior to the start of construction to schedule a preconstruction meeting and arrange for inspection. All sewer construction work for the County Sanitation Districts shall be done in the presence of a Districts' representative.

3. The Contractor shall notify DigAlert at 811 at least 48 hours prior to the start of construction.

4. All sewer manholes shall be constructed in accordance with County Sanitation Districts' Standard Drawing S-a-204 and S-a-206, with a plastic liner with locking extensions and with Type 316 stainless steel steps and pull rings.

5. Backfill around all sewer manholes/structures shall be a cement-sand slurry mix containing 141 pounds of cement per cubic yard of slurry. The slurry backfill shall extend to undisturbed native soil or, if placed against compacted backfill material, shall extend a minimum of two (2) feet beyond the manhole/structure outside wall.

6. Inspection by the County Sanitation Districts shall only pertain to trench width in the pipe zone, subbedding, bedding, pipe laying, pipe testing, and manhole construction. In these matters the Districts' representative shall have jurisdiction. All other activities such as traffic control, trenching, consolidation of backfill, paving and street work shall be done in accordance with the controlling agency's (i.e., City, County, Caltrans, or others) standards, and inspection and quality of this work shall be the responsibility of the agency administering the project.

7. The Contractor shall perform a closed circuit television (CCTV) inspection of the sewer in accordance with Section 500-1.1.5 of the Standard Specifications. Only WinCan Version 8 software shall be used. WinCan Version 8 is utilized by the following CCTV inspection firms: National Plant Services (562) 437-3574, Inner line Engineering (800) 209-0000, and Professional Pipe Services (909) 598-9746, among others.

8. The Contractor shall implement and adhere to the Flow Bypass Plan and Emergency Spill Response Plan approved for this project by the County Sanitation Districts. In the event of a sewage overflow, the Contractor shall bear all the costs associated with the sewage overflow, as outlined in Section 500-1.1.7(1) of the Standard Specifications.

Appendix B: Errata to the EA

The following errata sheet is being provided to identify sections of the April 2018 EA that have been corrected or updated since approval by FRA on May 2, 2018.

- Page viii, Acronyms and Terms: “high-speed rail” was added to the list of acronyms.
- Page x, Acronyms and Terms: “South Coast Air Quality Management District” was added to the list of acronyms
- Page xi, Executive Summary: Senate Bill (SB) 1 Trade Corridor Enhancement program was added as a funding source.
- Page xiii, Table S-1-1. Impact Summary: errors in the table were corrected to be consistent with the supporting text of the environmental document.
- Page 12, Evaluated Alternatives, Section 2.3.1: “cyclists,” was added to list of user groups.
- Page 13, Evaluated Alternatives, Section 2.3.2: VCA La Mirada Animal Hospital was specified as a business that would be displaced as a result of the Project.
- Page 64, Utilities/Emergency Services, Section 3.7.2: the following statement replaces the existing sentence in the April 2018 EA in order to correct a numbering error:
    - “Measures U-1 and U-2 would avoid and minimize anticipated impacts, and therefore, the Project would not adversely affect utilities and emergency services.”
- Page 73, Section 3.8.2: “LA Metro/” was removed from “LA Metro/Gateway Council of Governments Strategic Transportation Plan”.
- Page 90, Section 3.10.2: The sentence, “Coordination is ongoing with SHPO” was updated to “Coordination has concluded with SHPO”.
- Page 149, Chapter 4 Public Comments and Coordination, Section 4.2: Text was updated to include conclusions of the comment period and public outreach.
- Entire document: Updated title pages and header to remove reference to the draft document
- Entire document: Minor formatting and grammatical corrections were made.