

West Santa Ana Branch Transit Corridor

Final Traditional Cultural Properties and Tribal Cultural Resources Impact
Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronyms	Definition
AA	Alternatives Analysis
APE	Area of Potential Effects
BRT	bus rapid transit
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
CRM DP	Cultural Resources Monitoring and Discovery Program
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
LA	Los Angeles
LPA	Locally Preferred Alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NRHP	National Register of Historic Places
P.L.	Public Law
PEROW/WSAB	Pacific Electric Right-of-Way/West Santa Ana Branch
PRC	Public Resources Code
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center

Acronyms	Definition
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
TCP	Traditional Cultural Property
TCR	Tribal Cultural Resource
TPSS	traction power substation
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USC	United States Code
WSAB	West Santa Ana Branch

1 INTRODUCTION

1.1 Study Background

The West Santa Ana Branch (WSAB) Transit Corridor (Project) is a proposed light rail transit (LRT) line. In January 2022, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors identified the Locally Preferred Alternative (LPA), which will extend approximately 14.5 miles from the northern terminus in the City of Los Angeles/Florence-Firestone community of Los Angeles (LA) County to the southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project will provide reliable, fixed-guideway transit service that will increase mobility and connectivity for historically underserved, transit-dependent, and environmental justice communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

1.2 Alternatives Evaluation, Screening, and Selection Process

A wide range of potential alternatives have been considered and screened through the alternatives analysis processes. In March 2010, the Southern California Association of Governments (SCAG) initiated the Pacific Electric Right-of-Way (PEROW)/WSAB Alternatives Analysis (AA) Study (SCAG 2013) in coordination with the relevant cities, the Orangeline Development Authority (renamed to Eco-Rapid Transit, which has since been dissolved), the Gateway Cities Council of Governments, Metro, the Orange County Transportation Authority, and the owners of the right-of-way (ROW)—Union Pacific Railroad (UPRR), BNSF Railway, and the Ports of Los Angeles and Long Beach. The AA Study evaluated a wide variety of transit connections and modes for a broader 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana in Orange County. In February 2013, SCAG completed the PEROW/WSAB Corridor Alternatives Analysis Report¹ and recommended two LRT alternatives for further study: West Bank 3 and the East Bank.

Following completion of the AA, Metro completed the *West Santa Ana Branch Transit Corridor Project Technical Refinement Study* (Metro 2015) in 2015 focusing on the design and feasibility of five key issue areas along the 19-mile portion of the WSAB Transit Corridor within LA County:

- Access to Union Station in downtown Los Angeles
- Northern Section options
- Huntington Park Alignment and Stations
- New C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study (Environmental Study) with the goal of environmentally clearing the Project under the

¹ Initial concepts evaluated in the SCAG report included transit connections and modes for the 34-mile corridor from Union Station in downtown Los Angeles to the City of Santa Ana. Modes included low-speed magnetic levitation (maglev) heavy rail, light rail, and bus rapid transit.

California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period to 60 days. In June 2017, Metro held public scoping meetings in the Cities of Bellflower, Los Angeles, South Gate, and Huntington Park. Metro provided project updates and information to stakeholders with the intent to receive comments and questions through a comment period that ended in August 2017. A total of 1,122 comments were received during the public scoping period from May through August 2017. The comments focused on concerns regarding the Northern Alignment options, with specific concerns related to potential impacts to Alameda Street with an aerial alignment. Given potential visual and construction issues raised through public scoping, additional Northern Alignment concepts were evaluated.

In February 2018, the Metro Board of Directors approved further study of the alignment in the Northern Section due to community input during the 2017 scoping meetings. A second alternatives screening process was initiated to evaluate the original four Northern Alignment options and four new Northern Alignment concepts. The *Final Northern Alignment Alternatives and Concepts Updated Screening Report* was completed in May 2018 (Metro 2018). The alternatives were further refined and, based on the findings of the second screening analysis and the input gathered from the public outreach meetings, the Metro Board of Directors approved Alternatives E and G for further evaluation.

On July 11, 2018, Metro issued a revised and recirculated CEQA NOP, thereby initiating a scoping comment period. The purpose of the revised NOP was to inform the public of the Metro Board's decision to carry forward Alternatives E and G into the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). During the scoping period, one agency and three public scoping meetings were held in the Cities of Los Angeles, Cudahy, and Bellflower. The meetings provided project updates and information to stakeholders with the intent to receive comments and questions to support the environmental process. The comment period for scoping ended on August 24, 2018; more than 250 comments were received.

Following the July 2018 scoping period, a number of project refinements were made to address comments received, including additional grade separations, removing certain stations with low ridership, and removing the Bloomfield extension option. The Metro Board adopted these project refinements at its November 2018 meeting.

1.3 Draft Environmental Impact Statement/Environmental Impact Report

The Draft EIS/EIR and corresponding technical studies included evaluation of a No Build Alternative, four Build Alternatives, two station design options, and two site options for a maintenance and storage facility (MSF):

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station

- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Figure 1-1 illustrates the Build Alternatives evaluated in the Draft EIS/EIR.

Figure 1-1. Draft EIS/EIR Build Alternatives



Source: Metro 2020

The Draft EIS/EIR was released for public review and comment in July 2021 for 45 days, which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for the public to respond. Notices of the Draft EIS/EIR release were done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR, as well as to provide information on the public hearings and comment methods. The Notice of Availability was distributed to 261 agencies via USB drives, which included an electronic copy of the Draft EIS/EIR.

During the 60-day public review period, Metro hosted four virtual public hearings, four virtual community information sessions, and over 19 pop-up booths for in-person engagement at locations throughout the project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 450 submissions were received during the public review and comment period. In January 2022, the Metro Board of Directors identified Alternative 3 as the LPA. The LPA extends from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. With identification of the LPA, the Metro Board also identified the MSF site option located in the City of Bellflower as a component of the LPA.

1.4 Report Purpose and Structure

This section examines the affected environment, impacts, and mitigations related to Traditional Cultural Properties under Section 106 of the National Historic Preservation Act (NHPA) and Tribal Cultural Resources under CEQA. Non-confidential information regarding Traditional Cultural Properties and Tribal Cultural Resources located in the direct Area of Potential Effects (APE) is provided (see Section 3.1.1.1 for a definition of direct APE). The report is organized into the following additional sections:

- Section 2 – Project Description
- Section 3 – Regulatory Framework
- Section 4 – Affected Environment/Existing Conditions
- Section 5 – Environmental Impacts/Environmental Consequences
- Section 6 – CEQA Determination
- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References
- Appendices

1.5 General Background

1.5.1 Traditional Cultural Properties

A Traditional Cultural Property (TCP) describes a property eligible for inclusion in the National Register of Historic Places (NRHP) based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community (Parker and King 1998). TCPs are rooted in a traditional community's history and are important in maintaining its continued cultural identity. The cultural practices or beliefs that give a TCP its significance are, in many cases, still observed at the time a TCP is considered for inclusion in the NRHP. Because of this, it is sometimes perceived that the practices or

beliefs themselves, not the property, make up the TCP. While the beliefs or practices associated with a TCP are of central importance, the NRHP does not include intangible resources. As such, TCPs must be a physical property or place (e.g., district, site, building, structure, or object). TCPs are typically identified through consultation with tribes or other consulting parties as part of the Section 106 process.

1.5.2 Tribal Cultural Resources

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted, expanding CEQA by identifying a new resource category called Tribal Cultural Resources (TCR). Public Resource Code (PRC) Section 21074(a)(1)(A) and (B) defines a TCR as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that meet one of the following criteria:

- A resource listed or determined to be eligible for inclusion on the California Register of Historical Resources (CRHR) or a local register of historical resources as defined in PRC Section 5020.1(k)
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in PRC Section 5024.1(c)

1.6 Methodology

To satisfy Section 106, effects to TCPs are analyzed in accordance with the Criteria of Adverse Effect, defined in 36 Code of Federal Regulations (CFR) Part 800.5 as being found when: an undertaking may alter, directly or indirectly, any characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. In accordance with 36 CFR Part 800.5, the effects of this undertaking were assessed in consultation with the State Historic Preservation Officer (SHPO) and Indian tribes. No TCPs were identified during the research conducted in support of the Project.

To satisfy CEQA requirements, impacts to TCRs are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to: cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1 (k), or b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In order to adequately assess project effects under Section 106 and impacts under CEQA, the following tasks were completed in an effort to identify TCPs and TCRs in the APE. The results of these efforts are included in Section 4.

1.6.1 South Central Coastal Information Center Record Search

A California Historical Resources Information System search was conducted for the Project corridor on April 17, 2017, at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. Following changes to the project alignment in 2018, a supplemental records search was conducted on August 28, 2018. The searches were performed to identify previously conducted cultural resource studies and previously recorded cultural resources within a 0.5-mile radius of the project alignment. Resulting from a request received through the Native American consultation performed for this Project (summarized below), an additional records search was conducted in December 2019 to expand the records search radius from 0.5 to 1 mile. The searches included a review of the NRHP, the State Historic Property Data Files, California Historical Landmarks, California Points of Historic Interest, California Office of Historic Preservation Archaeological Determinations of Eligibility, and the California Department of Transportation State and Local Bridge Surveys in addition to available historic U.S. Geological Survey 7.5- and 15-minute quadrangle maps.

1.6.2 Native American Heritage Commission Sacred Lands File Search

Native American consultation was initiated for this Project on June 23, 2017. As part of the process of identifying cultural resources within or near the APE, Rincon contacted the Native American Heritage Commission (NAHC) via email and requested a review of the Sacred Lands File (SLF). Rincon was emailed the results from the NAHC on July 27, 2017. Following changes to the project alignment, Rincon emailed a supplemental SLF request to the NAHC on August 30, 2018, with a response received from the second search on September 11, 2018. Responses received from the NAHC are included in Appendix A.

Both SLF searches resulted in positive results with the NAHC noting that sites have been located within the Los Angeles quadrangle of the APE that may be impacted by the Project. The NAHC recommended that the Gabrieleño Band of Mission Indians – Kizh Nation be contacted to obtain additional information regarding these sites. The NAHC also provided lists of groups or individuals who may have additional information regarding cultural resources that may exist within the APE; these groups are:

- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Sandonne Goad, Chairperson, Gabrieliño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño-Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrieliño-Tongva Tribe
- Linda Candelaria, Chairperson, Gabrieliño-Tongva Tribe
- Matias Belardes, Chairperson, Juaneño Band of Mission Indians Acjachemen Nation – Belardes
- Joyce Perry, Tribal Manager, Juaneño Band of Mission Indians Acjachemen Nation – Belardes

1.6.3 Assembly Bill 52 Consultation

Metro obtained a tribal consultation list for Los Angeles County from the NAHC on July 25, 2017 (Appendix A). The list included the following contacts:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieliño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño-Tongva Indians of California Tribal Council
- Charles Alvarez, Gabrieliño-Tongva Tribe
- Matias Belardes, Chairperson, Juaneño Band of Mission Indians Acjachemen Nation – Belardes

The two contact lists provided by the NAHC as part of the SLF searches on July 27, 2017, and September 11, 2018, included the following additional individuals not on the AB 52 list:

- Linda Candelaria, Gabrieliño-Tongva Tribe
- Joyce Perry, Juaneño Band of Mission Indians

Pursuant to the requirements of AB 52, on October 16, 2018, Metro, acting as the lead CEQA agency, sent project notification letters to all eight of the above-listed Native American contacts (inclusive of those two not on the Los Angeles County consultation list but included on the list provided by the NAHC as part of the SLF search). The letters provided a description of the Project, the project location, and the lead agency contact information (Appendix B, Section 1). At the time that the AB 52 consultation was undertaken, the Project included four Build Alternatives. Therefore, topics discussed during consultation included those that no longer apply to the LPA.

Metro received no requests for AB 52 consultation from seven of the eight Native American groups that were contacted via mail. In an email dated November 14, 2018, the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) stated that if any ground disturbance was to occur for the Project, their tribal government would like to be consulted. The Kizh Nation also sent a letter to Metro personnel dated November 30, 2018, formally requesting AB 52 consultation for the Project. A summary of the consultation that occurred between Metro and the Kizh Nation is included below and is documented in Appendix B, Section 2. No specific TCRs were identified during the consultation effort described below. While it is assumed that P-19-1575 (CA-LAN-1575/H), located near Los Angeles Union Station (LAUS), is a TCR as it contains a Native American cemetery and is listed in the CRHR, this location is not applicable to the LPA.

Metro initiated AB 52 consultation with the Kizh Nation via teleconference on November 16, 2018. During the meeting, Kizh Nation representatives discussed TCRs located within the vicinity of the Project alignment. Following the teleconference, the Kizh Nation sent a follow-up email to Metro that included a historic map showing the general locations of some of the TCRs overlaid against a Google Earth map.

Metro and the Kizh Nation participated in a second teleconference meeting to discuss more specific information about TCRs along the alignment on January 24, 2019. During the meeting, Kizh Nation representatives (Andrew Salas and Matthew Teutimez) stated the area is culturally sensitive and noted that some of the Project corridor follows or intersects major Native American trade routes. Tribal representatives referred to the Kirkman-Harriman Map (Kirkman 1937), which depicts the approximate location of these trade routes. Mr. Salas noted that human remains may be located along these trails. Because of the ancestral trade routes found in this area, the tribe considers the Project corridor to be part of a cultural landscape. Given the length of the Project corridor, Metro requested that the Kizh Nation provide more specific information on those portions of the alignment that they consider to be particularly sensitive for TCRs. Metro also requested a copy of any mitigation language the tribe would like to provide to reduce Project impacts.

Metro sent a follow-up email to the Kizh Nation on March 11, 2019, requesting that the tribe provide additional maps or mitigation language to be included in the environmental document. In this correspondence, Metro requested a response from the tribe by March 13, 2019. Metro also made follow-up calls to the Kizh Nation and left voicemail messages. No response was received from these outreach efforts.

On April 15, 2019, Metro sent a letter to the tribe again requesting additional maps and mitigation language. The letter stated that this information should be provided to Metro by May 16, 2019, to continue the AB 52 consultation process. The Kizh Nation emailed Metro with proposed mitigation language on April 22, 2019.

On July 19, 2019, Metro sent a letter to the tribe that summarized the Project mitigation measures that were developed, taking into consideration the various aspects of the Kizh Nation's proposed mitigation measures that relate to TCRs. On August 8, 2019, the Kizh Nation replied via email that they had reviewed the proposed mitigation measures outlined in the letter sent July 19, 2019, and that the Kizh Nation concurred with the proposed measures and that the consultation process for the Project was formally concluded.

1.6.4 Section 106 Consultation

On December 21, 2018, the Federal Transit Administration (FTA) sent Section 106 consultation letters to the following Native American contacts (Appendix C, Section 1):

- Andrew Salas, Chairperson, Kizh Nation
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Chairperson, Gabrieliño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño-Tongva Indians of California Tribal Council
- Charles Alvarez, Councilmember, Gabrieliño-Tongva
- Linda Candelaria, Chairperson, Gabrieleño/Tongva Tribe
- Matias Belardes, Chairperson, Juaneño Band of Mission Indians Acjachemen Nation – Belardesñ
- Joyce Perry, Juaneño Band of Mission Indians

The letter invited the Native American groups to participate in the Section 106 consultation process and included information on the identification of prehistoric sites and sacred and/or Traditional Cultural Properties in the APE. The FTA requested that the tribes review the information contained in the letter and provide any additional information or comments they may have within 30 days of receiving the letter. Follow-up phone calls were conducted on January 29, 2019, for all contacts with phone numbers on file at the NAHC.

Responses were received from the Kizh Nation, Adrian Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians, and Robert Dorame, Chairperson for the Gabrieleño Tongva Indians of California Tribal Council. Details of consultation with each of these tribes thus far is summarized below and included in Appendix C, Section 2.

- On January 3, 2019, the Kizh Nation sent an email to the FTA requesting Section 106 consultation for the Project. On behalf of FTA, on March 11 and 12, 2020, telephone calls were placed, and an email sent to follow up on this request. Following telephone and email correspondence, on March 13, 2020, Andrew Salas, Chairperson for the Kizh Nation agreed in an email that the mitigation developed for the purposes of AB 52 would be acceptable for the purposes of Section 106. Consultation between the Kizh Nation and FTA was thus concluded.
- On February 11, 2019, Adrian Morales of the Gabrieleño/Tongva San Gabriel Band of Mission Indians emailed a response also requesting Section 106 consultation. Mr. Morales requested that the SCCIC record searches and all other informational data sources be inclusive of a 1.0-mile radius search. In response to this request, the SCCIC record search was updated to 1.0 mile accordingly.
- Robert Dorame, Chairperson for the Gabrieleño Tongva Indians of California Tribal Council discussed the Project with FTA staff on January 29, 2019. At that time, he stated he would respond to the request by email. Despite email follow-up by FTA, further response was not received, and consultation between the Gabrieleño Tongva Indians of California and FTA was concluded.

2 PROJECT DESCRIPTION

This section describes the No Build Alternative and the LPA studied in the WSAB Transit Corridor Final EIS/EIR, including station locations, and the MSF. The LPA was developed through a comprehensive alternatives analysis process and meets the purpose and need of the Project.

The No Build Alternative and LPA are generally defined as follows:

- **No Build Alternative:** Reflects the transportation network in the 2042 horizon year without the LPA. The No Build Alternative includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained *Metro 2009 Long Range Transportation Plan (2009 LRTP)* (Metro 2009) and SCAG's *2016-2040 RTP/SCS (SCAG 2016)*, as well as additional projects funded by Measure M that would be completed by 2042.
- **LPA:** The LPA consists of a 14.5-mile LRT line that will extend from the northern terminus in the City of Los Angeles/Florence-Firestone community of LA County to a southern terminus in the City of Artesia.

Figure 2-1 illustrates the LPA. The northern terminus of the LPA will be located just south of the intersection of Long Beach Avenue and Slauson Avenue, connecting to the current Slauson/A Line Station. South of Slauson Avenue, the LPA will follow the UPRR-owned La Habra Branch² ROW east along Randolph Street. At the Ports-owned San Pedro Subdivision ROW, the LPA will turn southeast to follow the San Pedro Subdivision ROW and then transition to the PEROW south of the I-105 freeway. The LPA will then follow the Metro-owned PEROW to the southern terminus at the Pioneer Station in Artesia. Figure 2-2 depicts the alignment sections that will require freight track relocation. The LPA will be grade separated where warranted, as indicated on Figure 2-1.

² The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

Figure 2-1. Locally Preferred Alternative Alignment by Grade



Source: WSP and TAHA 2023

Figure 2-2. Existing Rail Right-of-Way Ownership



Source: WSP and TAHA 2023

2.1 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the project corridor (the corridor extends approximately 2 miles from each side of the four alternatives evaluated in the Draft EIS/EIR) and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable. Because the No Build Alternative provides the background transportation network against which the LPA's impacts are identified and evaluated, the No Build Alternative does not include the Project.

The No Build Alternative reflects the transportation network in 2042 and includes the existing transportation network along with planned transportation improvements that have been committed to and identified in the constrained Metro 2009 LRTP and the SCAG 2016 RTP/SCS, as well as additional projects funded by Measure M, a sales tax initiative approved by voters in November 2016. The No Build Alternative includes Measure M projects that are scheduled to be completed by 2042.

The required environmental baseline socioeconomic growth projections, including the reasonably foreseeable transportation network in 2042, were established in July 2017 when the preparation of the Draft EIS/EIR began. The SCAG 2016-2040 RTP/SCS was the adopted current regional growth forecast at the time the Draft EIS/EIR baseline was established. Specifically, the baseline year 2017 and future year 2042 population, housing, and employment are derived from the Transportation Analysis Zone-level estimates from the SCAG 2016-2040 RTP/SCS.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative based on the Metro 2009 LRTP and SCAG 2016 RTP/SCS.

Table 2.1. No Build Alternative – Existing Transportation Network and Planned Improvements

Project	To / From	Location Relative to Study Area
Rail (Existing)		
Metro Rail System (LRT and Heavy Rail Transit)	Various locations	Within Study Area
Metrolink (Southern California Regional Rail Authority) System	Various locations	Within Study Area
Rail (Under Construction/Planned)¹		
Metro Westside D Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C Line Extension	Norwalk to Expo/Crenshaw	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert Road Santa Monica to Peck Road	Within Study Area
Metro North-South Line/Regional Connector/Foothill Extension to Claremont Phase 2B	Long Beach to Claremont	Within Study Area
Metro Sepulveda Transit Corridor	Metro G Line to Metro E Line	Outside Study Area

Project	To / From	Location Relative to Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G Line	Outside Study Area
Los Angeles World Airport Automated People Mover	96th Street Station to LAX Terminals	Outside Study Area
Metrolink Capital Improvement Projects	Various projects	Within Study Area
California High-Speed Rail	Burbank to LA LA to Anaheim	Within Study Area
Link US ³	LAUS	Within Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁴	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro G Line (BRT)	Del Mar (Pasadena) to Chatsworth Del Mar (Pasadena) to Canoga Canoga to Chatsworth	Outside Study Area
Vermont Transit Corridor (BRT)	120th Street to Sunset Boulevard	Outside Study Area
North San Fernando Valley BRT	Chatsworth to North Hollywood	Outside Study Area
North Hollywood to Pasadena	North Hollywood to Pasadena	Outside Study Area
Highway (Existing)		
Highway System	Various locations	Within Study Area
Highway (Under Construction/Planned)		
High Desert Multi-Purpose Corridor	SR-14 to SR-18	Outside Study Area
I-5 North Capacity Enhancements	SR-14 to Lake Hughes Road	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Road	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-57/SR-60	Outside Study Area
I-710 South Corridor Project (Phases 1 and 2)	Ports of Long Beach and LA to SR-60	Within Study Area
I-105 Express Lane	I-405 to I-605	Within Study Area
I-5 Corridor Improvements	I-605 to I-710	Outside Study Area

Source: Metro 2018, WSP 2019

Notes: ¹ Where extensions are proposed for existing Metro rail lines, the origin/destination is defined for the operating scheme of the entire rail line following completion of the proposed extensions and not just the extension itself.

² The Metro C Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ Link US rail walk times included only.

⁴ The municipality bus network system is based on service patterns for Bellflower Bus, Cerritos on Wheels, Cudahy Area Rapid Transit, Get Around Town Express, Huntington Park Express, La Campana, Long Beach Transit, Los Angeles Department of Transportation, Norwalk Transit System, and the Orange County Transportation Authority.

BRT = bus rapid transit; LA = Los Angeles; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; LRT = light rail transit; SR = State Route; VA = Veterans Affairs

2.2 Locally Preferred Alternative

2.2.1 Refinements to the Locally Preferred Alternative

The LPA evaluated in this report is Alternative 3 from the Draft EIS/EIR with refinements to address stakeholder coordination and comments on the Draft EIS/EIR. Refinements to the LPA include the following:

- Shift the Slauson/A Line aerial station platform south and add a second set of vertical circulation and pedestrian circulation elements between the Slauson/A Line Station and the existing A Line Station. Additionally, a set of stairs was added between the A Line station and street level.
- Swap the location of the freight and LRT tracks within the La Habra Branch ROW compared to the Draft EIS/EIR design. Freight tracks will be located on the north side of the ROW and LRT tracks on the south side to accommodate potential freight connectivity to an existing industrial track on the north side of the ROW.
- Open or close at-grade crossings and implement left-turn restrictions over the LRT tracks in the City of Huntington Park:
 - Open crossings previously proposed for closure at Albany Street and Rugby Boulevard
 - Close crossings previously proposed to remain open at Malabar Street and Arbutus Avenue
 - Implement left-turn restrictions at Santa Fe Avenue, Pacific Boulevard, Miles Avenue, and State Street
- Modify roadway design at the southeast corner of Florence Avenue and California Avenue to avoid partial acquisition of infrastructure related to a water well.
- Redesign a freight spur track connection north of Rayo Avenue on the west side of the freight tracks to avoid impacts to a spur track.
- Close the private at-grade crossing at Miller Way. The private business will be displaced by the Project.
- Extend the LRT viaduct north of Imperial Highway to avoid impacts to a spur track and full acquisition of a property.
- Reconfigure the I-105/C Line Station parking facility by removing dedicated transit parking on the west side of the freight tracks and expanding the parking facility on the east side of the freight tracks to the north; also add a new driveway entrance to the parking facility at Century Boulevard.
- Eliminate demolition and reconstruction of the Arthur Avenue and Façade Avenue bridges; modify Façade Avenue to an emergency exit only from the I-105/C Line infill station (rather than a station entrance and exit).
- Modify the replacement freight bridge at I-105 to a four-span structure, consistent with the current bridge, rather than the previously proposed two-span structure.
- Replace the proposed pedestrian undercrossing with a pedestrian bridge at Paramount High School that will span the entire rail ROW.
- Realign the MSF site entrance on Somerset Boulevard to align with Bayou Avenue to allow for a signalized pedestrian crossing of Somerset Boulevard.
- Add protected left turn and a traffic signal on Clark Avenue at Los Angeles Street to accommodate dedicated turning movements to the community.

- Modify alignment of the LRT tracks and soundwall at the Bellflower Mobile Home Park to minimize parking loss and provide replacement parking elsewhere on the property to maintain the existing number of parking spaces.
- Redesign retaining walls on the southeast side of the 183rd Street/Gridley Road crossing from retained fill to columns.
- Incorporate the Artesia Historic District Recreation Trails as an existing, rather than future, condition in the Final EIS/EIR plan set.
- Add a design option that will close 186th Street but keep 187th Street open to traffic in the City of Artesia, and turn Corby Avenue into a cul-de-sac with an access driveway for the existing business.
- Modify the entrance to the Pioneer Station parking structure to align with Solana Place and shift structure north to provide alley egress resulting in an additional level on the Pioneer parking structure to maintain the number of parking spaces identified in the Draft EIS/EIR.
- Extend the median located north of the LRT tracks at the Pioneer Boulevard grade crossing to prohibit left turns from a shopping center driveway along the east side.
- Incorporate Mitigation Measures NOI-4 (Crossing Signal Bell Shrouds) and NOI-5 (Gate-Down-Bell-Stop Variance), recommended in the Draft EIS/EIR to further reduce noise at grade crossings, as Project Measure NOI PM-1 and NOI PM-2 in the Final EIS/EIR to be implemented as part of the LPA.
- Add Project Measure VA PM-8 (Residential Screening for Aerial Structures), which requires privacy screening along portions of the aerial structure adjacent to the rear of residential properties in the Cities of Paramount, Bellflower, and Cerritos if the soundwall in those locations will not be sufficiently tall to provide similar privacy screening.
- Add Project Measures BIO PM-1 (Invasive Plant Species Best Management Practices) and BIO PM-2 (Prohibition of Invasive Plant Species in Landscape Plans) to provide options to minimize the spread of invasive species during construction and prohibit the inclusion of invasive species in landscape plans; add Project Measure BIO PM-3 (LA Metro Tree Policy) to require adherence to LA Metro Tree Policy, adopted by Metro in October 2022.
- Add Project Measure CR PM-1 (Secretary of the Interior Standards Design Review), which requires review and approval of the design of the new LRT bridge and C Line station that will be constructed within the Century Freeway-Transitway Historic District and extension of the Union Pacific LA River Rail Bridge's existing concrete piers by a professional who meets the Secretary of the Interior's Professional Qualification Standards in architectural history, history, or architecture.

Refinements also included the following modifications to construction laydown/staging areas:

- Relocate the construction laydown area near State Street and Randolph Street to east of State Street in the railroad ROW.
- Relocate the laydown area at the southeast corner of Imperial Highway and Garfield Place to north of Imperial Highway within the San Pedro Subdivision ROW.
- Locate a construction laydown/staging area on the east side of the ROW between Rayo Avenue and Southern Avenue.

Additionally, refinements included changes to traction power substations (TPSS) site locations:

- Relocate TPSS Site 14 from the northwest corner of Randolph Street and State Street to the east within railroad ROW.
- Eliminate optional TPSS Sites 16E and 12E in the City of Huntington Park.
- Add Optional TPSS Site 7E within the reconfigured parking facility east of the tracks at the I-105/C Line Station parking facility.
- Relocate the proposed TPSS Site 2 from the northwest side of the intersection of 183rd Street/Gridley Road to the southeast side.

2.2.2 Alignment Configuration

This section summarizes the LPA alignment. The general characteristics of the LPA are summarized in Table 2.2. Figure 2-3 illustrates the freeway crossings along the alignment. Additionally, the LPA will require relocation of existing freight rail tracks within the ROW to maintain existing operations where freight tracks will be in a shared corridor with the LRT tracks. Figure 2-2 depicts the alignment sections that will require freight track relocation.

Table 2.2. Summary of LPA Components

Component	Quantity
Alignment length	14.5 miles
Length of at-grade and aerial	12.1 miles at-grade; 2.4 miles aerial ¹
Station configurations	9 along WSAB alignment, 1 at-grade infill station along C Line 3 aerial; 6 at-grade
Parking facilities	5 total: 4 surface lots and 1 parking structure (approximately 2,800 spaces)
At-grade crossings	30
Elevated street crossings	15
Freight crossings	6
Freeway crossings	4 (1 aerial/overcrossing at I-105; 3 freeway undercrossings ² at I-710, I-605, SR 91)
Freight realignment	8.7 miles
River crossings	3 (Rio Hondo, LA River and San Gabriel)
TPSS facilities	17
Maintenance and Storage Facility site	1 (City of Bellflower)

Source: WSP 2023

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

LA = Los Angeles; TPSS = traction power substation; WSAB = West Santa Ana Branch

Figure 2-3. Freeway Crossings



Source: WSP 2023

The total alignment length of the LPA will be approximately 14.5 miles, consisting of approximately 12.1 miles of at-grade and 2.4 miles of aerial alignment. The LPA will include nine new LRT stations along the WSAB alignment, of which six will be at-grade and three will be aerial. Additionally, the Project will add one new infill station along the C Line at I-105 to allow transfers between the WSAB alignment and the C Line. Five of the stations will include parking facilities, providing a total of approximately 2,800 dedicated transit parking spaces. Four of the parking facilities will be surface lots and the fifth will be a parking structure. The alignment will include 30 at-grade crossings, 4 freeway crossings (3 freeway undercrossings and 1 aerial freeway crossing), 3 river crossings, 15 aerial road crossings, and 6 freight crossings. The following further describes the LPA along the alignment.

Northern terminus (City of Los Angeles/Florence-Firestone community of LA County): The northern terminus of the LPA will begin at the Slauson/A Line Station, which will serve as a transfer point to the Metro A Line. Transfers between the Slauson/A Line Station and the existing Metro A Line will be accommodated via two pedestrian bridges between the two station platforms. The pedestrian bridges will be located at the southern and northern ends of the platforms and will be accessed by stairs, escalators, and/or elevators. Stairs, escalators, and/or elevators will also connect with the street level on the north side of the station, while stairs will connect with the street level on the south side of the station. An additional set of stairs will be added to the existing A Line Station providing access to street level. Tail tracks³ accommodating layover storage for a three-car train will extend approximately 1,000 feet north from the station.

La Habra Branch ROW⁴ (City of Huntington Park): South of the Slauson/A Line Station, the alignment will turn east along the existing UPRR owned La Habra Branch ROW in the median of Randolph Street. The alignment will be on the south side of the La Habra Branch ROW, and the freight tracks will be realigned but remain in the northern portion of the ROW. The alignment will transition to an at-grade configuration west of Alameda Street and will proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, and Malabar Street will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. The Pacific/Randolph Station will be located just east of Pacific Boulevard. From the Pacific/Randolph Station, the alignment will continue east at-grade. Arbutus Avenue and Rita Avenue will be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration.

San Pedro Subdivision ROW (Cities of Huntington Park, Bell, Cudahy, South Gate, Downey, and Paramount): At the San Pedro Subdivision ROW, the alignment will transition to an aerial configuration and turn south to cross over Randolph Street and the freight tracks, returning to an at-grade configuration north of Gage Avenue. The alignment will be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing track(s) will be relocated to the west side of the ROW. The alignment will continue at-grade within the San Pedro Subdivision ROW to the at-grade Florence/Salt Lake Station south of Florence Avenue.

³ Tail tracks are additional tracks that extend beyond the end of the mainline tracks and can be used for temporarily parking, storing, or reversing the direction of trains. While the tracks are designed to allow for layover if needed, trains will not sit at the end of the line.

⁴ The La Habra Branch may also be referred to as the La Habra Subdivision. La Habra Branch is used within this document.

The alignment will continue southeast from the at-grade Florence/Salt Lake Station within the San Pedro Subdivision ROW, crossing Otis Avenue, Santa Ana Street, and Ardine Street at-grade. The alignment will be located on the east side of the existing San Pedro Subdivision freight tracks, and the existing tracks will be relocated to the west side of the ROW. South of Ardine Street, the alignment will transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The Firestone Station will be located on an aerial structure between Atlantic Avenue and Firestone Boulevard. The Firestone Station will include a dedicated transit parking facility providing approximately 600 parking spaces with a vehicle underpass under the freight tracks to access the parking facility.

The alignment will then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment will continue south along the San Pedro Subdivision ROW, crossing Southern Avenue at-grade and continuing at-grade until it transitions to an aerial configuration to cross over the LA River. The LRT bridge will be constructed next to the existing freight bridge. South of the LA River, the alignment will transition to an at-grade configuration, then passing under the I-710 freeway through a new box tunnel structure. The alignment will then return to an aerial structure to cross over the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment will transition to an aerial structure to cross over a realigned spur track, Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment will transition to an at-grade configuration and serve the Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment will continue south in an at-grade configuration, crossing Gardendale Street and Main Street to serve the I-105/C Line Station, which will be located at-grade north of Century Boulevard. The I-105/C Line Station will include a dedicated transit parking facility providing approximately 340 to 360 parking spaces, depending on the location of the TPSS. The alignment will continue at-grade, crossing Century Boulevard, then will cross over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C Line Station will be constructed in the median of the I-105 freeway. The I-105/C Line Station will be connected to the new infill C Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. Vertical pedestrian access will be provided from the LRT bridge to the new C Line Station platform via stairs, escalators, and/or elevators. Emergency egress from the C Line Station will also be provided at Façade Avenue via stairs and elevators. To accommodate construction of the new station platform, the existing Metro C Line tracks will be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes will be reconfigured.

PEROW (Cities of Paramount, Bellflower, Cerritos, and Artesia): South of the I-105 freeway, the alignment will continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment will transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track will cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The Paramount/Rosecrans Station will be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track will be relocated to the northeast side of the alignment adjacent to the viaduct structure. The Paramount/Rosecrans Station will include a dedicated transit parking facility providing approximately 490 parking spaces located south of the alignment between Los Angeles Department of Water and Power property and Rosecrans Avenue.

The alignment will continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment will return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. The existing Paramount High School pedestrian bridge will be reconstructed over the LPA and freight tracks to maintain the connection between Paramount High School and the athletics fields. One of the adjacent freight storage tracks at the World Energy facility will be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility (Somerset Boulevard).

The alignment will cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment will parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment will continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The at-grade Bellflower Station will be located west of Bellflower Boulevard. The Bellflower Station will include a dedicated transit parking facility providing approximately 260 parking spaces.

East of Bellflower Boulevard, the Bellflower Bike Trail will be realigned to the south side of the PEROW to accommodate an existing historic building located near the southeast corner of Bellflower Boulevard and the PEROW. The realigned bike trail will then match the existing bike trail east of the historic building near Bellflower Boulevard. The LRT alignment will continue southeast within the PEROW and transition to an aerial configuration near Cornuta Avenue, crossing over Flower Street and Woodruff Avenue. The alignment will return to an at-grade configuration south of Woodruff Avenue. South of Woodruff Avenue, the Bellflower Bike Trail will be realigned along the north side of the PEROW. Continuing southeast, the LRT alignment will cross under the SR-91 freeway in an existing undercrossing. The alignment will cross over the San Gabriel River on a new bridge, replacing the existing abandoned freight bridge. South of the San Gabriel River, the alignment will transition back to an at-grade configuration before crossing Artesia Boulevard at-grade.

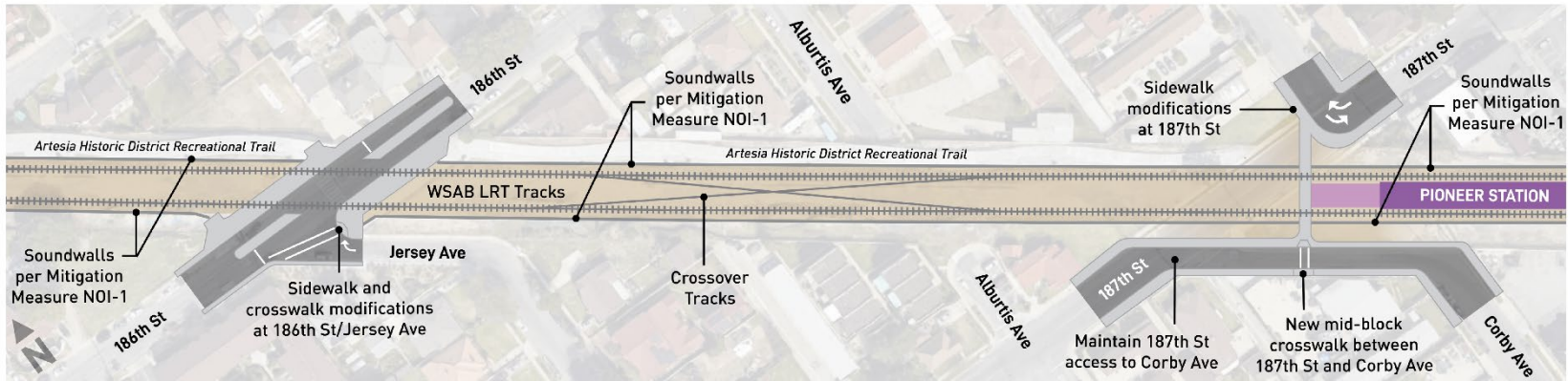
East of Artesia Boulevard, the alignment will cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment will continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment will transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment will return to an at-grade configuration and cross 186th Street and 187th Street at-grade. The alignment will then pass through the Pioneer Station on the north side of Pioneer Boulevard at-grade. The Pioneer Station will include a dedicated transit parking facility providing approximately 1,100 parking spaces. Tail tracks accommodating layover storage for a three-car train will extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating north of South Street.

2.2.3 Design Option – Close 186th Street

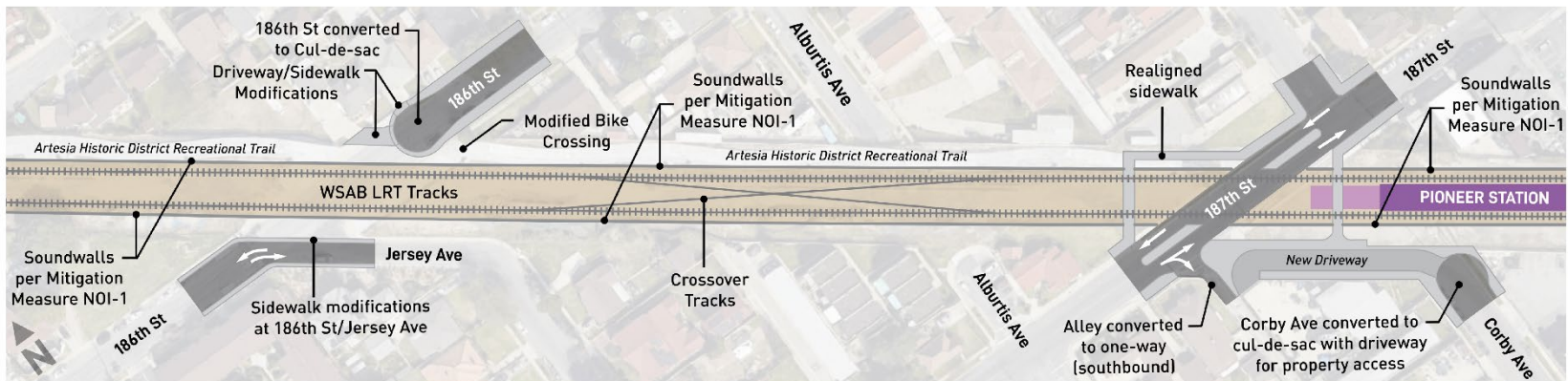
The LPA includes one design option:

- **Design Option:** Close 186th Street – The design option would close 186th Street but keep 187th Street open to traffic in the City of Artesia. Corby Avenue would become a cul-de-sac with an access driveway for the existing business (Figure 2-4).

Figure 2-4. Locally Preferred Alternative and Design Option: Close 186th Street



Locally Preferred Alternative



Design Option 1: Close 186th Street

Source: Cityworks Design and WSP 2023

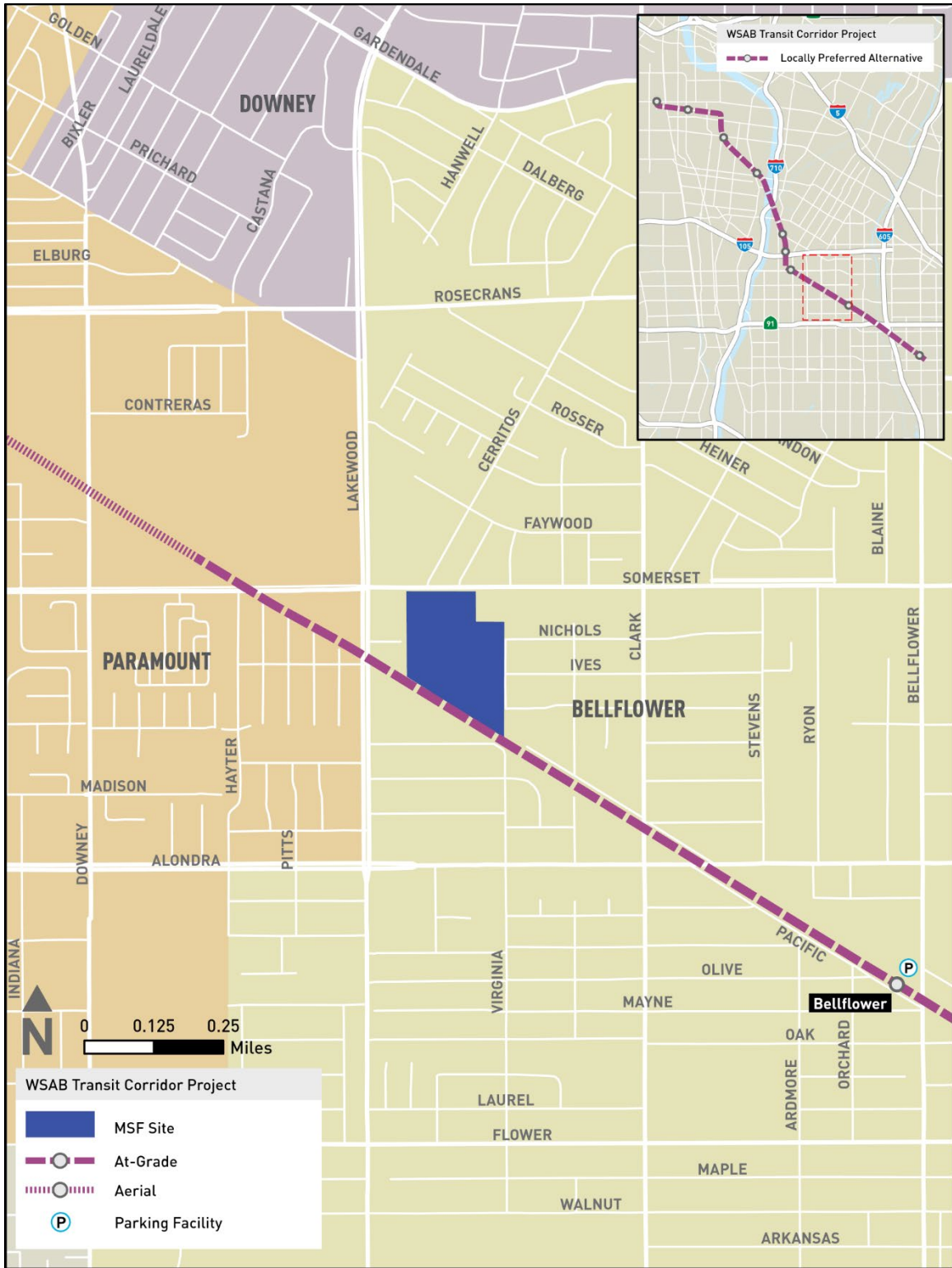
2.2.4 Maintenance and Storage Facility

Generally, each LRT project requires an MSF facility to provide daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRVs). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

In January 2022, the Metro Board identified the Bellflower MSF as the WSAB Project's MSF site. The MSF site is located in the City of Bellflower and is bounded by a mobile home community and industrial facilities to the west, Somerset Boulevard and apartment complexes to the north, residential homes to the east, and the PEROW and Bellflower Bike Trail to the south. Access to the site will be via a signalized driveway at Somerset Boulevard and Bayou Avenue (Figure 2-5). In total, the MSF site is approximately 21 acres and could accommodate up to 80 LRVs to serve the Project's operations plan.

The MSF will have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility will include a main shop building with administrative offices, a cleaning platform, a TPSS, employee parking, a vehicle wash facility, a paint and body shop, and other facilities as needed. The east and west yard leads (i.e., the tracks leading from the mainline to the facility) will have sufficient length for a three-car train set.

Figure 2-5. Maintenance and Storage Facility Site



Source: WSP and TAHA 2023

3 REGULATORY FRAMEWORK

This section discusses the applicable federal and state regulations that relate to Native American cultural resources and provide thresholds for determining effects to TCPs under the NHPA and impacts to TCRs under CEQA.

3.1 Federal

Federal protection for Native American resources applies to projects if any construction or other related project impacts occur on federally owned or managed lands, involve the crossing of state lines, or are federally funded. The following federal protections may apply to Native American cultural resources in the APE:

- NEPA, as amended (Public Law [P.L.] 91-190, 42 United States Code [USC] 4321-4347, January 1, 1970, as amended by P.L. 94-52, July 3, 1975; P.L. 94-83, August 9, 1975; and P.L. 97-258 Section 4(b), September 13, 1982). NEPA recognizes the continuing responsibility of the federal government to “preserve important historic, cultural, and natural aspects of our national heritage” (Section 101 [42 USC Section 4321], No. 382).
- NHPA of 1966 (16 USC 470 et seq.) is the cornerstone of the current federal cultural resources’ preservation program. NHPA proclaims that the historical and cultural foundations of the nation should be preserved as a living part of our community life in order to give a sense of orientation to the American people. NHPA expanded the policy enunciated by the Historic Sites Act to encompass resources meeting the NRHP criteria for state and local historical significance, in addition to national significance, thus providing the basis for an expanded NRHP maintained by the Secretary of the Interior. The main purpose of NHPA is to protect “historic properties,” defined as any prehistoric or historic districts, sites, buildings, structures, or objects included or eligible for inclusion in the NRHP. To be determined eligible for the NRHP, properties must be significant in American history, architecture, archaeology, engineering, or culture, and generally must be at least 50 years old. Historic properties may also include TCPs, which consist of physical properties or places (e.g., district, site, building, structure, or object) that are significant because of their association with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. All historic properties must also possess integrity of location, design, setting, materials, workmanship, feeling, or association, and meet at least one of the criteria set forth in the NRHP regulations (36 CFR Part 60).
- The American Indian Religious Freedom Act, P.L. No. 95-341, 92 Stat. 469 (August 11, 1978) requires consultation with Native American groups concerning actions on sacred sites or affecting access to sacred sites. It establishes federal policy to protect and preserve the right to free exercise of religion for American Indians, Eskimos, Aleuts, and Native Hawaiians. It allows these people to access sites, use and possess sacred objects, and to have the freedom to worship through ceremonial and traditional rites. In practical terms, the Act requires federal agencies to consider the impacts of their actions on religious sites and objects that are important to Native Americans, including Alaska Natives and Native Hawaiians, regardless of the eligibility for the NRHP.

- Executive Order 13007, Indian Sacred Sites, 61 Federal Register 26771, (May 29, 1996) applies to federal agencies that manage federal lands, defined as “any land or interests in land owned by the United States, including leasehold interests held by the United States, except Indian trust lands.” Agencies, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, must: (1) accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners; and (2) avoid adversely affecting the physical integrity of such sacred sites. Agencies shall maintain the confidentiality of sacred sites by virtue of their established religious significance to, or ceremonial use by, an Indian religion, provided the tribe or appropriately authoritative representative of an Indian religion has informed the agency of the existence of such a site. Executive Order 13007 requires federal agencies to consult on a government-to-government basis with tribes if the proposed project involves an Indian Sacred Site. This provides meaningful and timely input in development of regulatory policies on matters that significantly or uniquely affect their communities.

3.1.1 Section 106 of the NHPA

The definition of a federal undertaking in 36 CFR 800.16(y) includes projects requiring a federal permit, license, or approval and/or projects receiving federal funding. Cultural resources are considered during federal undertakings chiefly under Section 106 of the NHPA of 1966 (as amended) through one of its implementing regulations, 36 CFR 800 (Protection of Historic Properties), as well as NEPA. Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA and Section 106 36 CFR 800.3–800.10.

Section 106 of the NHPA (16 USC 470f) requires federal agencies to take into account the effects of their undertakings on historic properties, including TCPs, and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the effects to historic properties, including TCPs, are assessed, and mitigation measures are proposed to reduce any impacts to an acceptable level. TCPs are considered historic properties listed in or are eligible for listing in the NRHP per the criteria listed below (36 CFR 60.4; Advisory Council on Historic Preservation 2000):

- A) Are associated with events that have made a significant contribution to the broad patterns of our history
- B) Are associated with the lives of persons significant in our past
- C) Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- D) Have yielded, or may be likely to yield, information important in prehistory or history

To be eligible for listing on the NRHP, TCPs must have "integrity of location, design, setting, materials, workmanship, feeling, and association" (36 CFR Part 60). For a TCP to have integrity, the property must have an integral relationship to traditional cultural practices or beliefs and the condition of the property must be such that the relevant relationships survive (Parker and King 1998).

An adverse effect is found when an undertaking may alter any of the characteristics of a historic property that qualifies the property for inclusion in the NRHP in a manner that would diminish a property's integrity [36 CFR Section 800.5(a)(1)]. Adverse effects can be direct or indirect. Examples of adverse effects to TCPs may include: physical destruction or damage; relocation of the TCP; change in the character of the TCP's use or setting; introduction of incompatible visual, atmospheric, or audible elements; neglect and deterioration; or transfer, lease, or sale of a TCP out of federal control without adequate preservation restrictions.

3.1.1.1 Area of Potential Effect

The APE presented below is consistent with the APE for cultural resources, which encompasses potential effects to both built environment and archaeological historic properties, presented in the following documents prepared in support of the project:

- The *West Santa Ana Branch Transit Corridor Project Cultural Resources Survey Report—Rev 2* (Survey Report—Rev 2) (Metro 2023a)
- The *West Santa Ana Branch Transit Corridor Project Final Cultural Resources Effects Report* (Effects Report) (Metro 2023b)

The APE was established through consultation among the lead federal agency, the FTA; the lead CEQA agency, Metro; and SHPO in accordance with 36 CFR 800.16(d), which defines an APE as:

The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

Delineation of the APE occurred prior to the identification of the LPA for the Project and, therefore, includes a geographic area larger than that which is ultimately applicable to the LPA. The APE was delineated to encompass areas that may be directly or indirectly affected by the Project. This includes temporary construction impacts and permanent impacts. The APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The APE is described as being comprised of two components, a “direct APE” and an “architectural APE.” As the architectural APE was developed to define the study area associated with analysis of the Project's potential effects on built environment historic properties, it is not relevant to the analysis presented herein. Therefore, while not discussed further in this report, additional information related to the architectural APE can be found in Section 4.1, Area of Potential Effects of the Survey Report—Rev 2 (Metro 2023a) and Section 1.1.2.1, Area of Potential Effects of the Effects Report (Metro 2023b).

The direct APE encompasses the alignment right-of-way, as well as all areas where potential direct ground disturbance would occur, accounting for temporary (construction) and permanent project elements, including but not limited to, the following: full or partial parcel acquisitions, train control systems, TPSS sites, MSF site option, and bridge footings in flood control channels and waters of the United States. In underground portions of the Build Alternatives evaluated in the Draft EIS/EIR, the direct APE encompasses the street or parcels

directly above the tunnel areas, as well as any other areas where related ground disturbance may occur. For the at-grade and aerial portions of the Project, the direct APE includes the width of the existing or proposed ROW.

The initial APE was determined through consensus between the undertaking's lead federal agency (FTA), Metro, and SHPO. The APE map and delineation methodology were submitted to SHPO for review along with a SHPO consultation initiation letter dated December 21, 2018. A letter was received from SHPO on January 18, 2019, with comments on the APE. FTA provided supplemental information on the APE delineation to SHPO on April 26, 2019. On May 29, 2019, SHPO provided a letter stating that there are no further comments on the APE.

Following concurrence on the APE delineation in May 2019, project modifications resulted in expansion of the APE. In particular since 2022, the APE was expanded in select locations, primarily to account for consideration of temporary construction easements and minor design modifications as a result of stakeholder coordination and public comments received on the Draft EIS/EIR. Several parcels adjacent to the ROW, where these modifications are proposed, were originally included in the architectural APE but are now included in the direct APE to account for direct impacts from ground disturbance. Expansion of the APE followed the delineation methodology outlined above. However, in areas where small-scale, low-lying modifications consistent with the existing urban environment are proposed on parcels adjacent to road ROWs (for example, curb construction and sidewalk realignment) or where acquisitions may be needed to facilitate such modifications, the direct APE was expanded to encompass the construction footprint associated with those changes.

Additionally, portions of the direct APE coincide with existing roadway ROW. In these locations, the direct APE considers ground disturbance associated with construction of roadway modifications, for example changes to lane geometry or the addition of traffic signals or at-grade crossing equipment. The methodology employed in expanding the APE in these areas assumes that in these locations, the direct APE extends up to 10 feet on adjacent parcels to account for potential ground disturbance associated with driveway regrading and curb and/or sidewalk reconstruction.

As described in Section 8.1 of the Effects Report (Metro 2023b), FTA and Metro discussed delineation methods associated with the APE expansion that occurred following circulation of the Draft EIS/EIR with representatives from the SHPO's office in a meeting held on May 22, 2023. These methods were detailed in the Survey Report—Rev 2 (Metro 2023a), which was submitted to SHPO on May 11, 2023, and received concurrence from SHPO on June 29, 2023.

As originally delineated and presented in the Draft EIS/EIR, the vertical extent of the APE varied to encompass the depth of ground disturbance associated with tunneling and the maximum height of the Project in areas where the alignment was proposed to be aerial. It originally extended from approximately 115 feet below the existing ground surface to approximately 90 feet above the existing ground surface. However, following circulation of the Draft EIS/EIR and SHPO concurrence on the Survey Report—Rev 2, the depth of the APE was expanded from approximately 115 to approximately 150 feet below the existing ground surface to account for the depth associated with geotechnical borings necessary to support project construction. The height of the APE above grade remains approximately 90 feet.

A detailed APE map is included in Appendix D.

3.2 Assembly Bill 52 and California Environmental Quality Act

With the enactment of AB 52, the 1970 CEQA (PRC Section 5024) was expanded to include a new resource category – TCR. AB 52 establishes that “a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC Section 21084.3). Appendix G of the CEQA Guidelines contains the following questions related to TCRs:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code section 5020.1(k)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments and with respect to the interests and roles of project proponents, it is the intent AB 52 to accomplish all of the following:

- (1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities
- (2) Establish a new category of resources in CEQA called “Tribal Cultural Resources” or TCRs that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation
- (3) Establish examples of mitigation measures for TCRs that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible
- (4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the TCRs with which they are traditionally and culturally affiliated (Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and TCRs at issue should be included in environmental assessments for projects that may have a significant impact on those resources)
- (5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning TCRs, early in the CEQA environmental review process, so that TCRs can be identified, and culturally

appropriate mitigation and mitigation monitoring programs can be considered by the decision-making body of the lead agency

- (6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA
- (7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to TCRs and to reduce the potential for delay and conflicts in the environmental review process
- (8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, TCRs
- (9) Establish that a substantial adverse change to a TCR has a significant effect on the environment

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed in the jurisdiction of the lead agency.

4 AFFECTED ENVIRONMENT/EXISTING CONDITIONS

4.1 Ethnographic Setting

The Study Area is in the traditional territory of the Native American group known as the Gabrieliño, Tongva, or Kizh (Johnston 1962; Kroeber 1976; Bean and Smith 1978; McCawley 1996). What the Native Americans, who inhabited southern California, called themselves has long been a topic of discussion among scholars and living descendants of these people (Johnston 1962; Dakin 1978; McCawley 1996). For the purposes for the current study, the name Gabrieliño is used throughout the remainder of this section.

Gabrieliño territory included a large area in and around LA County, as well as the southern Channel Islands and coastlines from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including coastal marsh, coastal strand, prairie, chaparral, oak woodland, and pine forest (Bean and Smith 1978; McCawley 1996). The watersheds of the Rio Hondo, the LA, and the Santa Ana Rivers as well as many tributaries and creeks such as Ballona Creek, Tujunga Wash, Arroyo Seco, and others were within the territory of the Gabrieliño. The Gabrieliño a territory was bordered by several different Native American groups, including the Serrano to the north and northeast, the Tataviam to the north, the Chumash to the northwest, the Cahuilla to the east, and the Luiseño and Juaneño to the south and southeast.

The Gabrieliño language belongs to the Takic branch of the Uto-Aztecan language family (Campbell 2016), which can be traced to the Great Basin region. This language family includes dialects spoken by the nearby Juaneño and Luiseño but is considerably different from those of the Chumash people living to the north and the Diegueño (including Ipai, Tipai, and Kumeyaay) people living to the south.

Gabrieliño society was organized along patrilineal non-localized clans, a common Takic pattern. Each clan had a ceremonial leader and contained several lineages. The Gabrieliño established permanent villages and smaller satellite camps throughout their territory. At the time of Spanish contact, there were an estimated 5,000 mainland Gabrieliño, and village populations ranged from approximately 50 to 100 people (Bean and Smith 1978). Gabrieliño subsistence was oriented around acorns supplemented by the roots, leaves, seeds, and fruits of a wide variety of plants and animals. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects (Kroeber 1976; Bean and Smith 1978; McCawley 1996; Langenwalter et al. 2001).

The Gabrieliño employed a wide variety of tools and implements to gather and hunt food. The digging stick was used to extract roots and tubers and was frequently noted by early European explorers (Rawls 1984). Other tools included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Like the Chumash, the Gabrieliño made oceangoing plank canoes (known as a ti'at) capable of holding 6 to 14 people, and used them to fish, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (Miller 1991; McCawley 1996).

The Gabrieliño lived in circular domed structures made up of thatched tule covering a frame of wooden poles usually of willow. Size estimates vary for these houses, and very few have been identified in archaeological contexts; however, some are said to have been able to house

up to 50 people (Bean and Smith 1978). In cases where houses have been identified and recovered archaeologically, extramural features such as hearths and storage pits have been identified (Vargas et al. 2016).

Chinigchinich, the last in a series of heroic mythological figures, was central to Gabrieliño religious life at the time of Spanish contact (Kroeber 1976). The belief in Chinigchinich was spreading south among other Takic-speaking groups at the same time the Spanish were establishing Christian missions. Elements of Chinigchinich mythology suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996). Prior to European contact, deceased Gabrieliño were either buried or cremated, with burial more common on the Channel Islands and the adjacent mainland coast and cremation on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). However, after pressure from Spanish missionaries, cremation essentially ceased during the post-contact period (McCawley 1996).

4.2 SCCIC Record Search Results

The SCCIC record search identified nine prehistoric sites or sites with prehistoric components within one mile of the APE (Table 4.1); of those, two (P-19-001575 and P-19-003889) are within the direct APE. However, the record search was conducted prior to the identification of the LPA and therefore included a geographic area larger than that which is ultimately applicable to the LPA. The SCCIC record search identified one prehistoric site within 1 mile of the APE associated with the LPA; however, it is not located within the APE.

Table 4.1. SCCIC Results of Previously Recorded Native American Resources within One Mile of the APE

Primary/Trinomial Numbers	Description	NRHP and CRHR Status	Relation to Direct APE	Within One Mile of APE Associated with the LPA
19-000400; CA-LAN-000400	Isolated prehistoric ground stone artifacts	Not evaluated	Outside APE	Yes
P-19-000007; CA-LAN-000007/H	Prehistoric artifact scatter (bowl, pestle) with historic refuse and section of the Zanja Madre (historic-period water conveyance feature)	Recommended eligible for the NRHP (Criteria A, C, and D)	Outside APE	No
P-19-001575; CA-LAN-1575/H	Native American cemetery with historic features and refuse	Determined eligible for the NRHP (Criterion D); listed on the CRHR (Criterion 4)	Within APE	No

Primary/Trinomial Numbers	Description	NRHP and CRHR Status	Relation to Direct APE	Within One Mile of APE Associated with the LPA
P-19-002121; CA-LAN-2121/H	Large historic refuse scatter with two chert core fragments	Not evaluated	Outside APE	No
P-19-003889; CA-LAN-3889/H	Historic refuse scatter with a prehistoric chert core and two possible prehistoric pestles	Recommended ineligible for the CRHR; presumed ineligible for NRHP and CRHR	Within APE	No
P-19-004662; CA-LAN-4662	Prehistoric human bone fragment (redeposited)	Not evaluated	Outside APE	No
P-19-100515	Historic refuse scatter with three shell fragments commonly associated with prehistoric Native American sites	Not evaluated	Outside APE	No
P-19-120013	Historic and prehistoric trash scatter including shell, charcoal, mammal bone	Not evaluated	Outside APE	No
P-19-120015	Prehistoric burial feature	Previously recommended/presumed ineligible for NRHP and CRHR	Outside APE	No

Source: Rincon 2019

Notes: APE = Area of Potential Effects; CRHR = California Register of Historical Resources; LPA = Locally Preferred Alternative; NRHP = National Register of Historic Places

4.3 NAHC Sacred Lands File Search Results

Searches of the SLF by the NAHC indicate that Native American sites are located in the Study Area. However, the SLF search was undertaken prior to identification of the LPA and therefore included a geographic area larger than that which is ultimately applicable to the LPA. The NAHC requested that the Kizh Nation be contacted to obtain additional information regarding these sites. Documents related to the SLF searches and NAHC responses are included in Appendix A.

4.4 AB 52 Consultation Results

As part of the AB 52 consultation process, the Kizh Nation provided information on Native American cultural resources located within the direct APE. No specific TCRs were identified during these consultation efforts. While it is assumed that P-19-1575 (CA-LAN-1575/H), located near LAUS, is a TCR as it contains a Native American cemetery and is listed in the CRHR, this location is not applicable to the LPA.

Tribal representatives indicated that historic maps depict several trade routes that intersect or appear to be located in the vicinity of the direct APE. They note that there is a potential to encounter human remains in these areas. Tribal representatives also noted the presence of waterways and bodies of water that were high attractants to prehistoric Native American groups residing in the area. Because of their use by Native American peoples, these portions of the direct APE have a higher-than-average potential for encountering unanticipated TCRs (i.e., Native American artifacts and human remains) during ground-disturbing activities.

4.5 Section 106 Consultation Results

The Section 106 consultation performed for this study did not identify any known or potential Native American TCPs. The results of the Section 106 consultation, as they pertain to identified and potential locations of archaeological sites, are discussed in the Survey Report–Rev 2 (Metro 2023a) and the Effects Report (Metro 2023b).

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

This section discusses the potential adverse effects to unanticipated TCPs that may occur from operation of the Project. Potential effects to TCPs were assessed within areas of proposed ground disturbance, which for the purposes of this study, correspond to the direct APE associated with the LPA.

As discussed in Section 4.5, the Section 106 consultation performed for this study did not identify any known or potential Native American TCPs. The results of the Section 106 consultation, as it pertains to identified and potential locations of archaeological sites are discussed in the Survey Report—Rev 2 (Metro 2023a) and the Effects Report (Metro 2023b).

5.1 No Build Alternative

Under the No Build Alternative, no new infrastructure, including WSAB, would be constructed with the exception of the following: projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2042, and identified in the constrained Metro 2009 Long Range Transportation Plan and the SCAG RTP/SCS, as well as additional projects funded by Measure M. As the No Build Alternative includes no ground disturbance, no effects to known or unanticipated TCPs would result.

5.2 Locally Preferred Alternative

No TCPs have been identified in the APE associated with the LPA. Direct physical effects to unknown TCPs will be negligible because there will be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the Project under the LPA. Additionally, the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* prepared for the Project indicated that operation of the Project will not result in an adverse noise or vibration effect according to FTA standards (Metro 2024a). Therefore, noise and vibration effects associated with the ongoing maintenance and operation of the Project are not expected to affect unknown subsurface TCPs. As a result, no effects to unanticipated TCPs will result from operation of the Project.

5.3 Design Option: Close 186th Street

No TCPs have been identified in the APE associated with the design option. Therefore, similar to operation of the LPA without the design option, there would be no adverse effects to TCPs resulting from operation of the LPA with the design option. Also similar to the LPA without the design option, direct physical effects to unknown TCPs would be negligible because there would be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the LPA with the design option. As a result, no effects to known or unanticipated TCPs would result from operation of the design option.

5.4 Maintenance and Storage Facility

No TCPs have been identified in the APE associated with the MSF site. Therefore, operation of the MSF site will have no effect on known TCPs. Direct physical effects to unknown TCPs will be negligible because there will be minimal, if any, ground disturbance associated with

the ongoing maintenance and operation of the MSF site. Additionally, the Final Noise and Vibration Impact Analysis Report (Metro 2024a) indicated that operation of the MSF will not result in adverse noise or vibration effects according to FTA standards. Therefore, noise and vibration effects associated with the ongoing maintenance and operation of the MSF are not expected to affect unknown subsurface TCPs. As a result, no effects to known or unanticipated TCPs will result from operation of the MSF.

5.5 U.S. Army Corps of Engineer Facilities

No TCPs have been identified in the APE in the vicinity of the United States Army Corps of Engineers (USACE) facilities. Therefore, there will be no adverse effects to TCPs within USACE facilities resulting from operation of the LPA. Direct physical effects to unknown TCPs will be negligible because there will be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the LPA at the USACE facilities. As a result, no effects to known or unanticipated TCPs will result within any USACE facilities.

5.6 California Department of Transportation Facilities

No TCPs have been identified in the APE in the vicinity of the Caltrans facilities. Therefore, there will be no adverse effects to TCPs within Caltrans facilities resulting from operation of the LPA. Direct physical effects to unknown TCPs will be negligible because there will be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the LPA at the Caltrans facilities. As a result, no effects to known or unanticipated TCPs will result within any Caltrans facilities.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, operational impacts to known or unanticipated TCRs were analyzed in accordance with Appendix G of the *CEQA Guidelines*, as follows:

6.1 Threshold TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

6.1.1 No Project Alternative

Under the No Project Alternative, no ground disturbance would occur and there would be no change to existing conditions. Therefore, there would be no impact to known or unanticipated TCRs.

6.1.1.1 Mitigation Measures

No impacts to known or unanticipated TCRs would occur under the No Project Alternative; therefore, no mitigation measures are required.

6.1.1.2 Impacts Remaining After Mitigation

No impacts would occur.

6.1.2 Locally Preferred Alternative

No TCRs have been identified in the APE associated with the LPA. Therefore, no impact to known TCRs will occur due to the Project. Direct physical impacts to unanticipated TCRs will be negligible because there will be minimal, if any, ground disturbance associated with operation of the LPA. Additionally, the Final Noise and Vibration Impact Analysis Report (Metro 2024a) indicated that operation of the Project will not result in a significant noise or

vibration impact according to FTA standards. Therefore, noise and vibration impacts associated with the ongoing maintenance and operation of the Project are not expected to impact known or unknown subsurface TCRs. As a result, no impacts to known or unanticipated TCRs will result from operation of the Project.

6.1.2.1 Mitigation Measures

No impacts to known or unanticipated TCRs will occur under operation of the Project; therefore, no mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

No impacts will occur.

6.1.3 Maintenance and Storage Facility

No TCRs have been identified in the APE associated with the MSF site. Therefore, no impacts to known TCRs will result from operation of the MSF site. No ground-disturbing activities are proposed at the MSF site during the operation phase of the Project. Therefore, direct physical impacts to unanticipated TCRs will be negligible. The Final Noise and Vibration Impact Analysis Report (Metro 2024a) indicated that operation of the Project will not result in a significant noise or vibration impact according to FTA standards. Therefore, noise and vibration impacts associated with the ongoing maintenance and operation of the Project are not expected to impact known or unknown subsurface TCRs. No impacts to known or unanticipated TCRs will result from operation of the MSF site.

6.1.3.1 Mitigation Measures

No impacts to known or unanticipated TCRs will occur under the operation of the MSF site; therefore, no mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

No impacts will occur.

6.1.4 Design Option: Close 186th Street

No TCRs have been identified in the APE in the vicinity of the design option. Therefore, similar to operation of the LPA without the design option, operation of the LPA with the design option would not result in impacts to known TCRs. Additionally, similar to the LPA without the design option, no ground-disturbing activities are proposed at 186th Street during operation or maintenance of the LPA with the design option. As a result, there would be no direct or indirect impacts to known or unanticipated TCRs, and mitigation is not required.

6.1.4.1 Mitigation Measures

No impacts to known or unanticipated TCRs will occur from implementation of the design option; therefore, no mitigation measures are required.

6.1.4.2 Impacts Remaining After Mitigation

No impacts will occur.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the WSAB Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2024b).

7.2 Construction Methodology

To satisfy Section 106, effects to TCPs are analyzed in accordance with the Criteria of Adverse Effect, defined in 36 CFR Part 800.5, which states that an adverse effect is found when: an undertaking may alter, directly or indirectly, any characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. In accordance with 36 CFR Part 800.5, the effects of this undertaking were assessed in consultation with the SHPO and Indian tribes. No TCPs were identified as part of the WSAB Project.

To satisfy CEQA requirements, impacts to TCPs are analyzed in accordance with Appendix G of the *CEQA Guidelines* and considered significant if the Project has the potential to: cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1 (k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

7.3 Construction Effects

7.3.1 No Build Alternative

Under the No Build Alternative, no new infrastructure, including the Project, would be constructed with the exception of the following: projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2042, and identified in the constrained Metro 2009 Long Range Transportation Plan and the SCAG RTP/SCS, as well as additional projects funded by Measure M. As the No Build Alternative includes no ground disturbance, no effects to known or unanticipated TCPs would result.

7.3.2 Locally Preferred Alternative

No TCPs have been identified in the APE associated with the LPA. It is possible however that previously undocumented TCPs could be encountered during construction activities. The alteration, removal, or destruction of unknown TCPs as a result of construction of the LPA will result in an adverse effect for the purposes of Section 106.

7.3.3 Design Option: Close 186th Street

In the vicinity of 186th Street, construction activities associated with the design option would be substantially similar to those for the LPA without the design option. No TCPs have been identified in the APE within or near the design option. As such, similar to construction of the LPA without the design option, construction activities associated with the LPA with the design option would result in no effects to known TCPs. It is possible that previously undocumented TCPs could be encountered during construction activities. The alteration, removal, or destruction of unknown TCPs as a result of construction of the design option would represent an adverse effect for the purposes of Section 106.

7.3.4 Maintenance and Storage Facility

No TCPs have been documented within the APE associated with the MSF site. As such, activities associated with construction of the MSF site will result in no effects to known TCPs. It is possible that previously undocumented TCPs could be encountered during construction activities. The alteration, removal, or destruction of unknown TCPs as a result of construction on the MSF site will represent an adverse effect for the purposes of Section 106.

7.3.5 U.S. Army Corps of Engineer Facilities

No TCPs have been identified in the APE in the vicinity of the USACE facilities. As such, activities associated with construction of the LPA will result in no effects to known TCPs within USACE facilities. It is possible that previously undocumented TCPs could be encountered during construction activities within USACE facilities. The alteration, removal, or destruction of unknown TCPs as a result of construction within USACE facilities will represent an adverse effect for the purposes of Section 106, if such resources are present.

7.3.6 California Department of Transportation Facilities

No TCPs have been identified in the APE in the vicinity of Caltrans facilities. As such, activities associated with construction of the LPA within Caltrans facilities will result in no effects to known TCPs. It is possible that previously undocumented TCPs could be encountered during construction activities within Caltrans facilities. The alteration, removal, or destruction of unknown TCPs as a result of construction within any Caltrans facilities will represent an adverse effect for the purposes of Section 106, if such resources are present.

7.4 California Environmental Quality Act Determination

To satisfy CEQA requirements, impacts to TCRs were analyzed in accordance with Appendix G of the *CEQA Guidelines*, as follows:

7.4.1 Threshold TCR-CON-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

7.4.1.1 No Project Alternative

Under the No Project Alternative, neither WSAB nor any other projects would be constructed, and the existing transportation network would remain. Under the No Project Alternative, no ground disturbance would occur and there would be no impacts to known or unanticipated TCRs.

Mitigation Measures

Under the No Project Alternative, no impacts to known or unanticipated TCRs would occur and no mitigation measures are required.

Impacts Remaining After Mitigation

No impacts would occur.

7.4.1.2 Locally Preferred Alternative

No known TCRs have been documented in the direct APE associated with the LPA. However, previously undocumented TCRs could be encountered during construction activities and have the potential to be physically impacted by construction of the Project.

Mitigation Measures

Implementation of Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources), and CR-1 (Development of Cultural Resources Monitoring and Discovery Program) (see Section 8.2.2 for additional detail) will reduce potential significant impacts to unanticipated TCRs to a less than significant level.

Impacts Remaining After Mitigation

Impacts will be less than significant with mitigation incorporated.

7.4.1.3 Maintenance and Storage Facility

No TCRs have been documented within the direct APE associated with the MSF site. As such, construction activities associated with the MSF site will not result in impacts to known

TCRs. It is possible that previously undocumented TCRs could be encountered during construction activities and may have the potential to be impacted.

Mitigation Measures

Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources), and CR-1 (Development of Cultural Resources Monitoring and Discovery Program) (see Section 8.2.2 for further detail) will be implemented to mitigate potential significant impacts associated with construction of the MSF site on unknown TCRs to a less than significant level.

Impacts Remaining After Mitigation

Impacts will be less than significant with mitigation incorporated.

7.4.1.4 Design Option Close 186th Street

In the vicinity of 186th Street, construction activities associated with the design option would be substantially similar to those for the LPA without the design option. No TCRs have been documented within the direct APE within the vicinity of the design option. As such, similar to construction of the LPA without the design option, construction activities associated with the LPA with the design option would not result in impacts to known TCRs. It is possible that previously undocumented TCRs could be encountered during construction activities, if present. If unanticipated TCRs are directly altered, removed, or destroyed by construction of the design option, a significant impact would occur.

Mitigation Measures

Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources), and CR-1 (Development of Cultural Resources Monitoring and Discovery Program) (see Section 8 for further detail) would be implemented to mitigate potential significant impacts associated with construction of the LPA with the design option on unknown TCRs to a less than significant level.

Impacts Remaining After Mitigation

Impacts would be less than significant with mitigation incorporated.

8 PROJECT MEASURES AND MITIGATION MEASURES

8.1 Project Measures

This study did not indicate that project measures are required to lessen project-related impacts to TCPs.

8.2 Mitigation Measures

8.2.1 Operation

Results of the effects/impacts analysis presented in Section 5 indicate that there is no or minimal ground disturbance associated with operation or maintenance of the LPA and MSF, with or without the design option. The LPA will result in no effects/impacts to known or unanticipated TCP/TCRs. Therefore, no mitigation measures are necessary for application to the operation phase of the Project.

8.2.2 Construction

Results of the effects/impacts analysis presented in Section 7 indicate that ground-disturbing activities associated with construction of the LPA could result in significant impacts to potentially unknown TCP/TCRs. These potentially significant impacts will be reduced with implementation of the following mitigation measures:

- **TCR-1– Native American Monitoring.** Because of the potential to encounter previously undocumented Traditional Cultural Properties and/or Tribal Cultural Resources, a Native American monitor will be retained by Los Angeles County Metropolitan Transportation Authority (Metro) to monitor project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling, trenching) that occur within areas that are identified as having a moderate-to-high potential for containing prehistoric Native American remains, as specified in the Cultural Resources Monitoring and Discovery Program (CRMDP), as described in Mitigation Measure CR-1 (Development of Cultural Resources Monitoring and Discovery Program). The appropriate Native American monitors will be selected based on the tribal consultation under Assembly Bill 52 and Section 106. Monitoring staff will be identified in the CRMDP. Monitoring procedures and the role and responsibilities of the Native American monitor will be outlined in the CRMDP. In the event that the Native American monitor identifies a cultural resource of Native American origin during construction, the monitor will be given the authority to temporarily halt ground-disturbing activities (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) will be provided an opportunity to participate in the documentation and evaluation of the find and development of treatment, as necessary.
- **TCR-2– Unanticipated Discovery of Traditional Cultural Properties/Tribal Cultural Resources.** In the event that cultural resources of Native American origin are identified during construction, all earth-disturbing work within a 50-foot radius of the find will be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American

representative, based on the nature of the find, is consulted. The specific procedures to be followed in the event of an unanticipated discovery of cultural resources of Native American origin will be identified in the Cultural Resources Monitoring and Discovery Program, as described in Mitigation Measure CR-1 (Development of Cultural Resources Monitoring and Discovery Program). If Metro determines that the resource is a Traditional Cultural Property and/or Tribal Cultural Resource and is found significant under CEQA/Section 106, a treatment plan will be prepared and implemented in accordance with state guidelines and in consultation with Native American groups, as described below.

The treatment plan will be developed by a Secretary of the Interior qualified archaeologist in consultation with the State Historic Preservation Officer (SHPO) and with Native American contacts, as applicable. Metro will be responsible for ensuring that the treatment plan is developed and consultation with stakeholders (e.g., tribes, SHPO) is completed. The treatment plan will be developed to ensure treatment of archaeological historic properties/historical resources meets the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation, the California Office of Historic Preservation's Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Guidelines for Archaeological Research Design (1991), the Advisory Council on Historic Preservation's publication Treatment of Archaeological Properties: A Handbook, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 106 of the National Historic Preservation Act.

The treatment plan will include the following: procedures required should archaeological historic properties/historical resources be determined to no longer be extant, methods for avoidance should avoidance be determined feasible upon discovery, and Phase III data recovery methods in the event that avoidance is infeasible. Phase III data recovery methods within the treatment plan would include, but not be limited to, research questions to be addressed by the study of each site, a description of methods including excavation methods, data analysis, reporting requirements, and final disposition of recovered materials. The Phase III data recovery methods will also identify the thresholds at which point data redundancy is achieved. Phase III data recovery will ensure each site is adequately documented in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The treatment plan will be implemented when a determination is made that a property/resource cannot be avoided and will be adversely affected/significantly impacted by the Project.

- **CR-1—Development of Cultural Resources Monitoring and Discovery Program.**

Prior to the start of any ground-disturbing activity, an archaeologist that meets the Secretary of Interior’s Professional Qualification Standards in Archaeology will prepare and implement a Cultural Resources Monitoring and Discovery Program (CRMDP) for the Project. The CRMDP will include the requirements of Mitigation Measures CR-2 through CR-4 and the following:

- A summary of the results of the West Santa Ana Branch Transit Corridor Project Final Cultural Resources Survey Report—Rev 2 and the West Santa Ana Branch Transit Corridor Project Revised Final Cultural Resources Effects Report.
- Procedures for avoidance of unanticipated discoveries where possible.
- Procedures for preservation in place of unanticipated discoveries where possible.
- Provisions of cultural resources awareness training to construction workers that will be implemented as part of Mitigation Measure CR-2 (Archaeological Work Environmental Awareness Program).
- Provisions for archaeological and Native American monitoring of ground disturbance related to construction of the Project.
- Summary of the treatment procedures for unanticipated discoveries, as specified in Mitigation Measure CR-4 (Treatment of Unanticipated Discoveries). This will include general research questions to be addressed by any studies, field, and laboratory methods for the gathering of data to evaluate sites for the California Register of Historical Resources and/or National Register of Historic Places, and requirements for addressing any sites identified as significant.
- Procedures for Native American coordination and input.
- Procedures for the treatment of human remains, if applicable, as outlined in existing regulations. These procedures will include, but not be limited to, communication protocol for contacting the coroner and preparation of a human remains treatment plan in consultation with the Most Likely Descendant(s).
- Guidelines for the reporting of monitoring and treatment results.

9 REFERENCES

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APPENDIX A NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710



July 27, 2017

Hannah Haas
Rincon Consultants, Inc.

Sent by E-mail: hhaas@rinconconsultants.com

RE: Proposed LA Metro's Union Station to Cerritos Line EIR Project; Los Angeles, South Gate, Whittier, and Los Alamitos USGS Quadrangles, Los Angeles County, California

Dear Ms. Haas:

Attached is a list of tribes that have cultural and traditional affiliation to the areas of potential project effect (APE) referenced above. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult, as may be required under particular state statutes. If a response has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow-up with a telephone call to ensure that the project information has been received.

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. Sites have been located within the Los Angeles quadrangle of the APE you provided that may be impacted by the project. Please immediately contact the Gabrieleno Band of Mission Indians – Kizh Nation at (626) 926-4131 for more information about these sites.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Gayle Totton".

Gayle Totton, M.A., PhD.

Associate Governmental Program Analyst

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Native American Heritage Commission
Native American Contact List
Los Angeles County
7/27/2017

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Indians - Kizh Nation**

Andrew Salas, Chairperson
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Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno

**Juaneno Band of Mission
Indians Acjachemen Nation -
Belardes**

Matias Belardes, Chairperson
32161 Avenida Los Amigos
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Juaneno

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
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GTTribalcouncil@aol.com

Gabrieleno

Gabrielino /Tongva Nation

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106 1/2 Judge John Aiso St.,
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Gabrielino

**Gabrielino Tongva Indians of
California Tribal Council**

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Gabrielino

Gabrielino-Tongva Tribe

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Gabrielino

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Juaneno

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed LA Metro's Union Station to Cerritos Line EIR Project, Los Angeles County.

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



September 11, 2018

Tiffany Clark
Rincon Consultants

Sent by Email: tclark@rinconconsultants.com

Re : LA Metros Union Station to Cerritos Line, Los Angeles County

Dear Ms. Clark,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results indicate Native American cultural sites are present. Please contact the Gabriolino band of Mission Indians Kizh Nation. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native American tribes who may also have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at frank.lienert@nahc.ca.gov.

Sincerely,



Frank Lienert
Associate Governmental Program Analyst

**Native American Heritage Commission
Native American Contacts
September 11, 2018**

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales. Chairperson
P.O. Box 693
San Gabriel , CA 91778
GTtribalcouncil@aol.com
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Gabrielino Tonava

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Charles Alvarez. Councilmember
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Gabrielino Tonava

Gabrielino-Tongva Tribe
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Gabrielino

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(626) 926-4131

Gabrielino

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

This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
LA Metros Union Station to Cerritos Line, Los Angeles County

NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710



July 25, 2017

Andrina Dominguez
Los Angeles County Metropolitan Transportation Authority (LACMTA)

Sent by E-mail: dominguezan@metro.net

RE: Proposed West Santa Ana Branch Project, City of Los Angeles, Communities of Florence, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Artesia, and Cerritos; Los Angeles County, California

Dear Ms. Dominguez:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at <http://nahc.ca.gov/wp-content/uploads/2015/04/Sacred-Lands-File-NA-Contact-Form.pdf>.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
7/25/2017

**Gabrieleno Band of Mission
Indians - Kizh Nation**

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**Gabrieleno/Tongva San Gabriel
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**Juaneno Band of Mission
Indians Acjachemen Nation -
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This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.96 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed West Santa Ana Branch Project, Los Angeles County.

APPENDIX B ASSEMBLY BILL 52 CONSULTATION CORRESPONDENCE (NON-CONFIDENTIAL)

Appendix B-Section 1: Assembly Bill 52 Consultation Letters Sent by Metro on October 16, 2018



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 16, 2018

Charles Alvarez
Gabrielino-Tongva Tribe
23454 Vanowen Street
West Hills, CA 91307
roadkingcharles@aol.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Alvarez,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

PROPOSED PROJECT

The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Environmental Impact Report (EIR) will consider two possible Build Alternatives with different alignments in the northern section — Alternatives E, Alameda Underground and Alternative G, Downtown Transit Core. The Build Alternatives follow along the same alignment in the southern section, via the San Pedro Branch and the Metro-Owned (PEROW) Right-of-Way.

Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
 2. Project Vicinity Map
 3. Project Study Area Map



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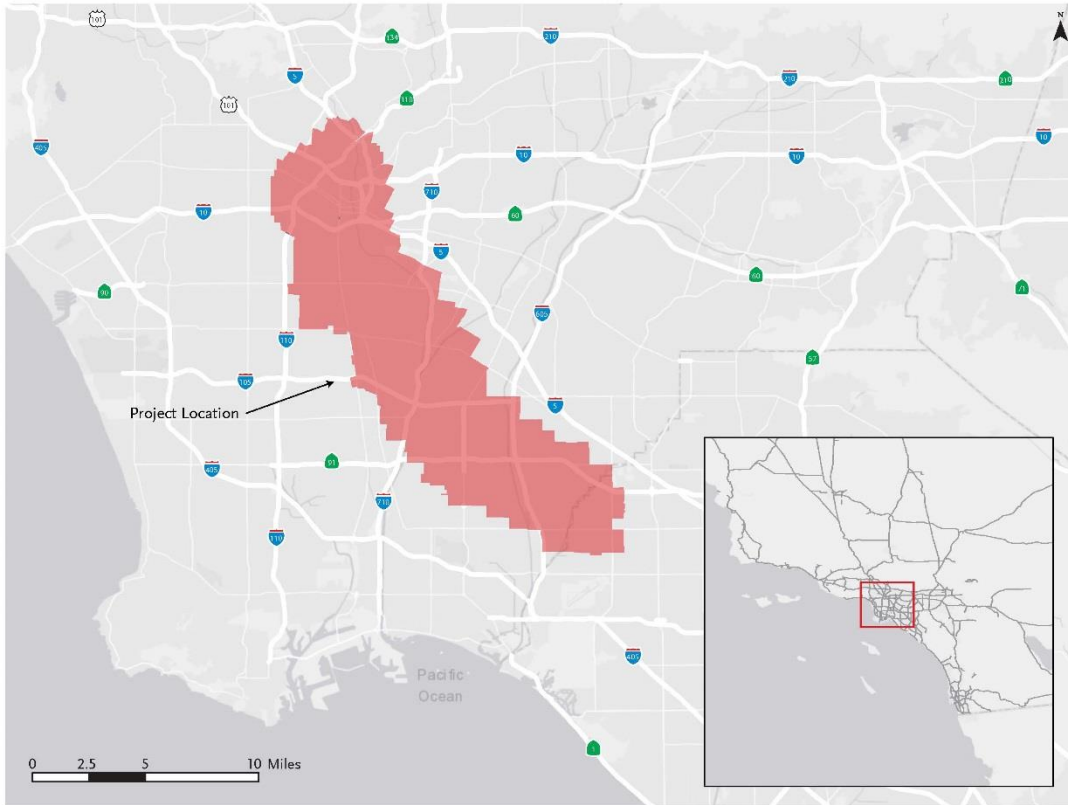
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Ivan Gonzalez



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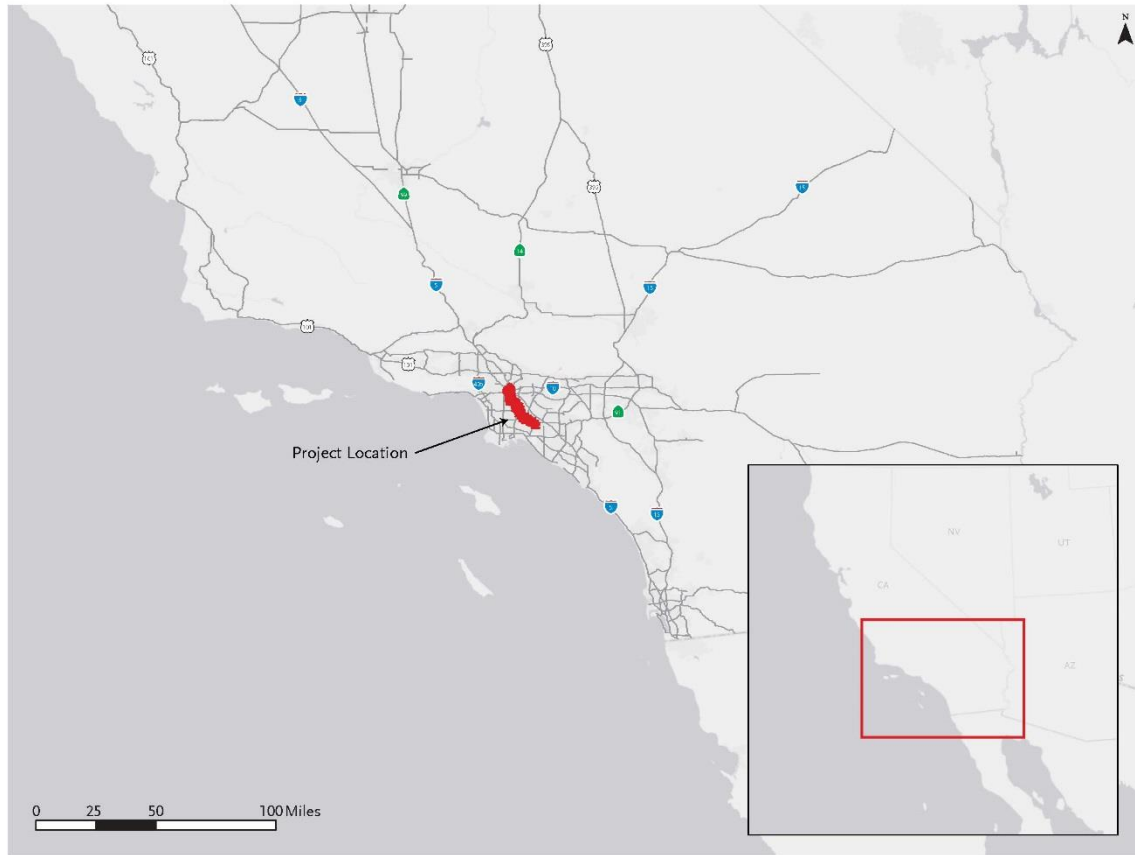
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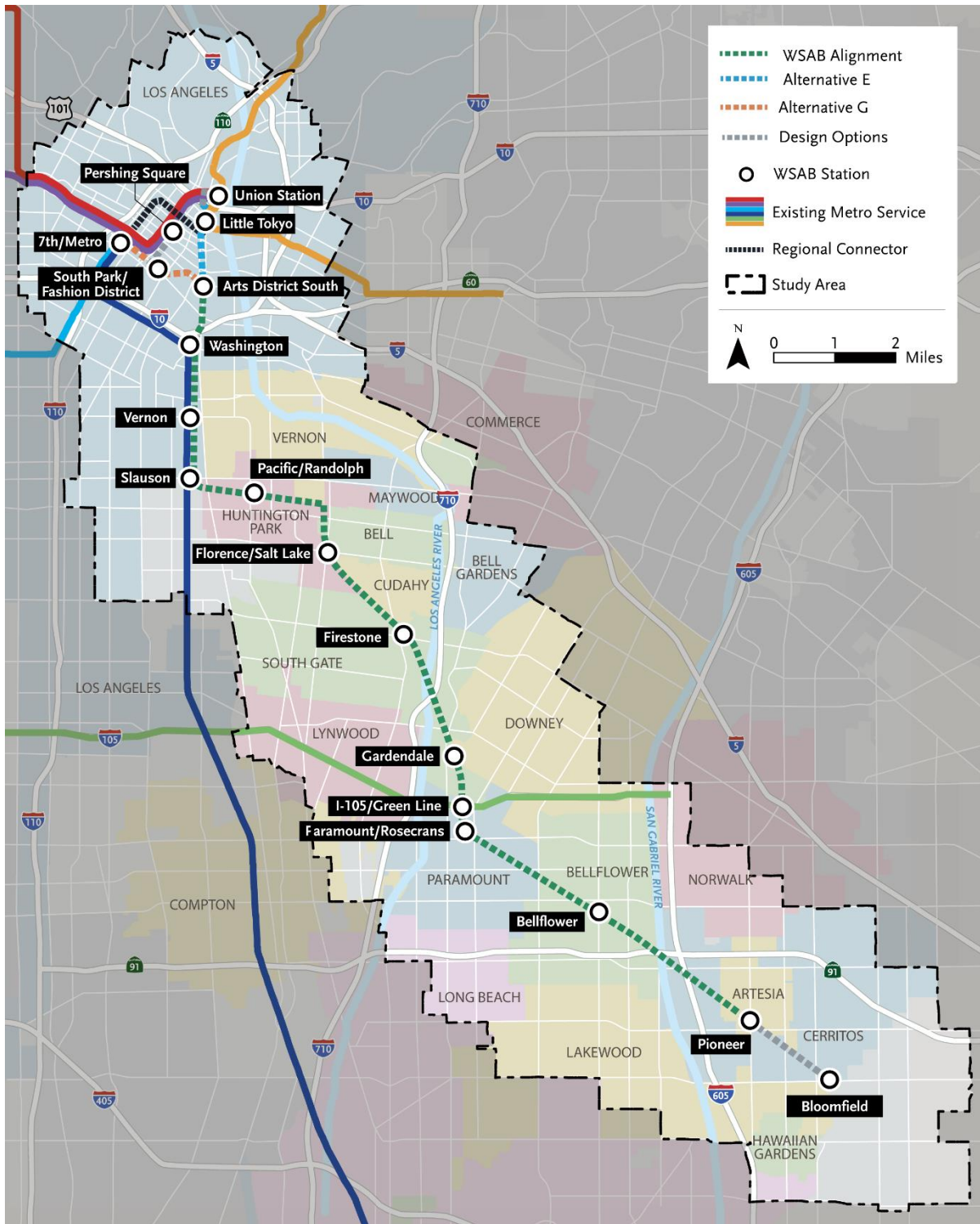
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Figure 3. Project Study Area Map





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October 16, 2018

Chairperson Matias Belardes
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
32161 Avenida Los Amigos
San Juan Capistrano, CA 92675

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subs. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Belardes,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

Below is a description of the proposed project, maps showing the project location, (Figures 1 through 3) and the contact information for Meghna Khanna, Metro Project Manager.

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The proposed Project is a new 19-mile light rail transit (LRT) line that would connect Downtown Los Angeles to southeast Los Angeles (LA) County, serving the cities and communities of Arts District, Los Angeles, unincorporated Florence-Firestone community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Project Alternatives include the No Build Alternative and two Build Alternatives, described below. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which was established to help identify land use patterns, demographic context, and travel patterns along the alignment. The WSAB environmental study is anticipated to analyze potential impacts within approximately 500 feet of the proposed alignment and stations. Additional locational data can be provided upon your request.

The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for



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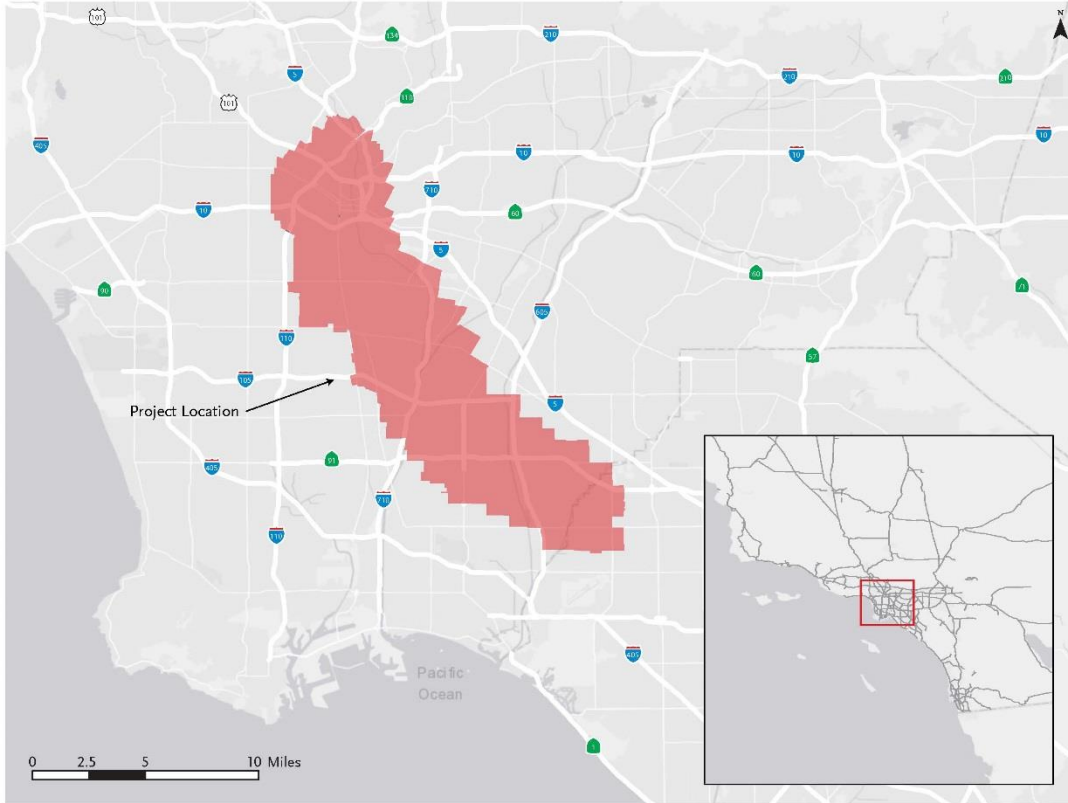
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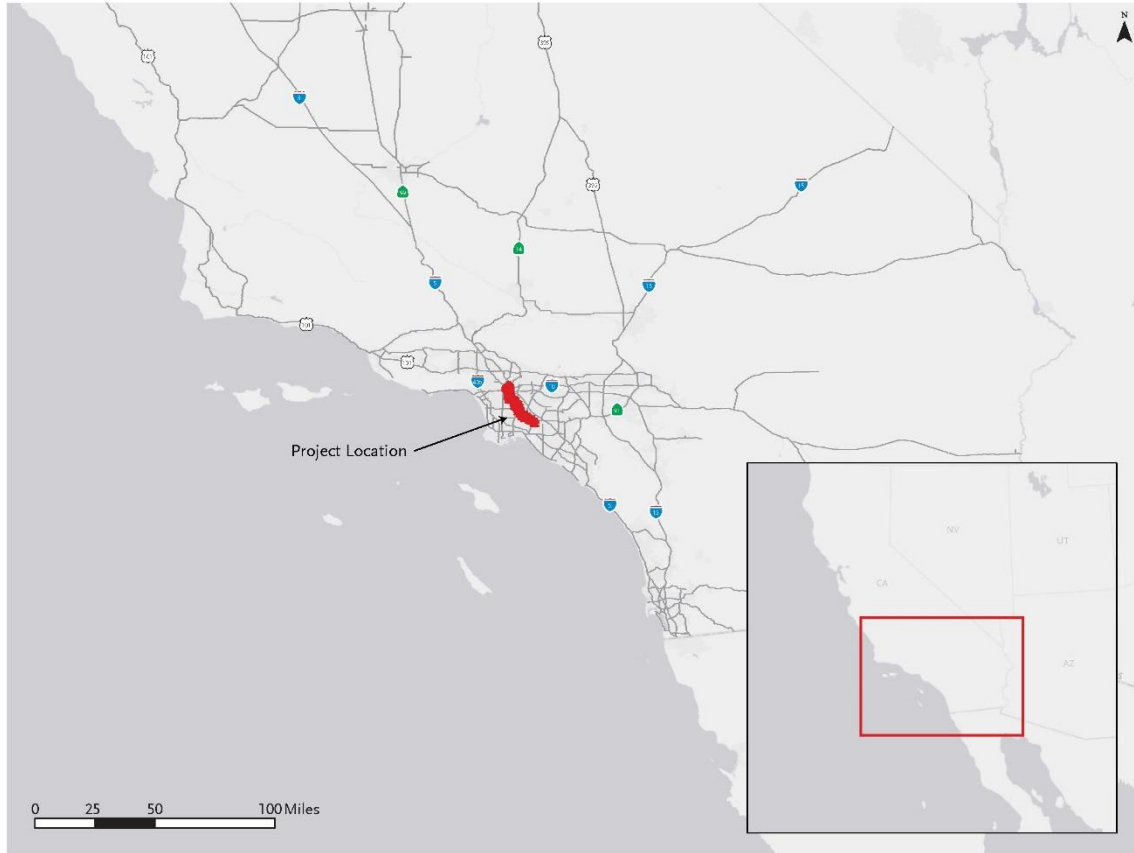
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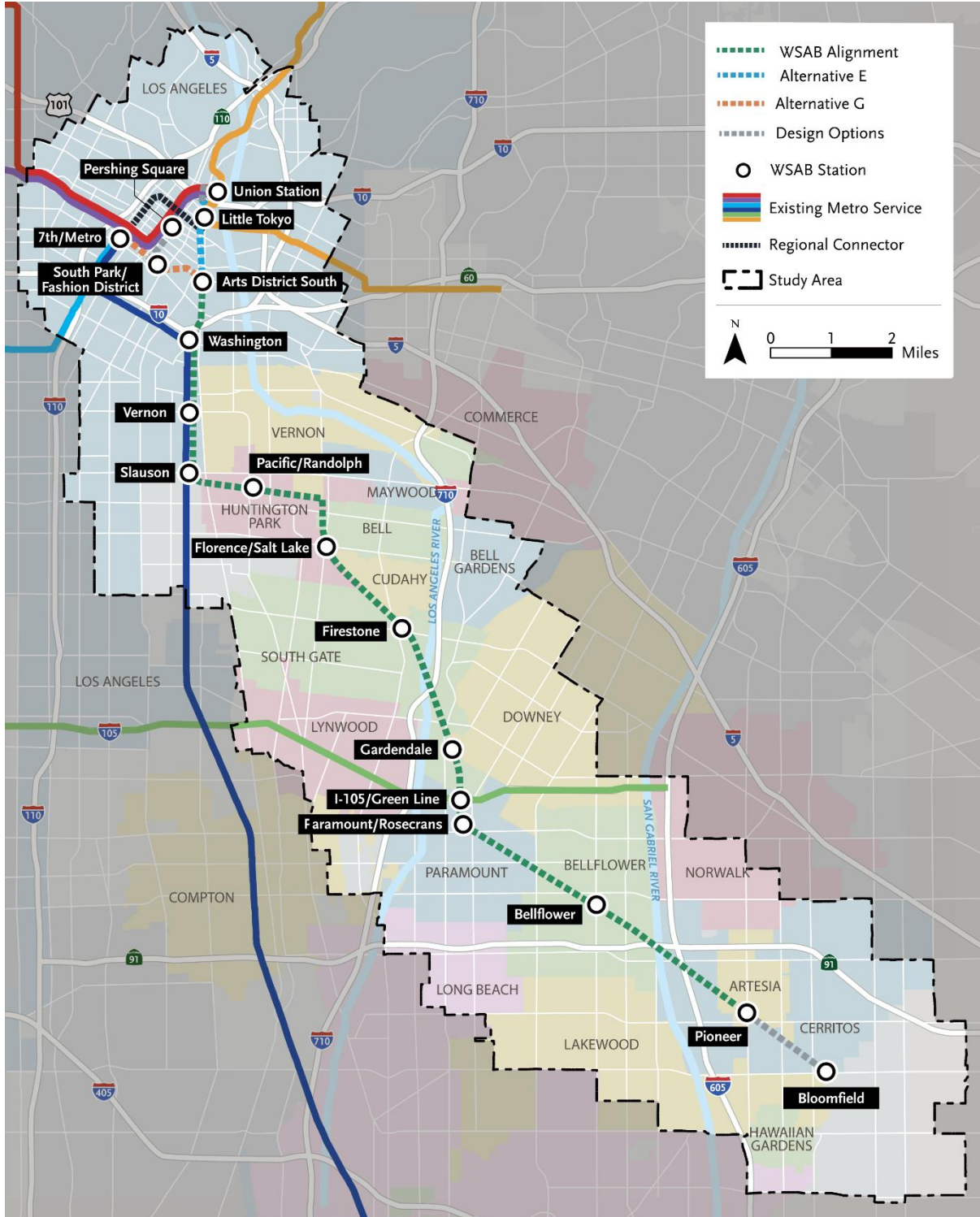
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Figure 3. Study Area Map





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October 16, 2018

Mr. Anthony Morales
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA 91778
GTtribalcouncil@aol.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subs. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
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Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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cc:

Laura Cornejo

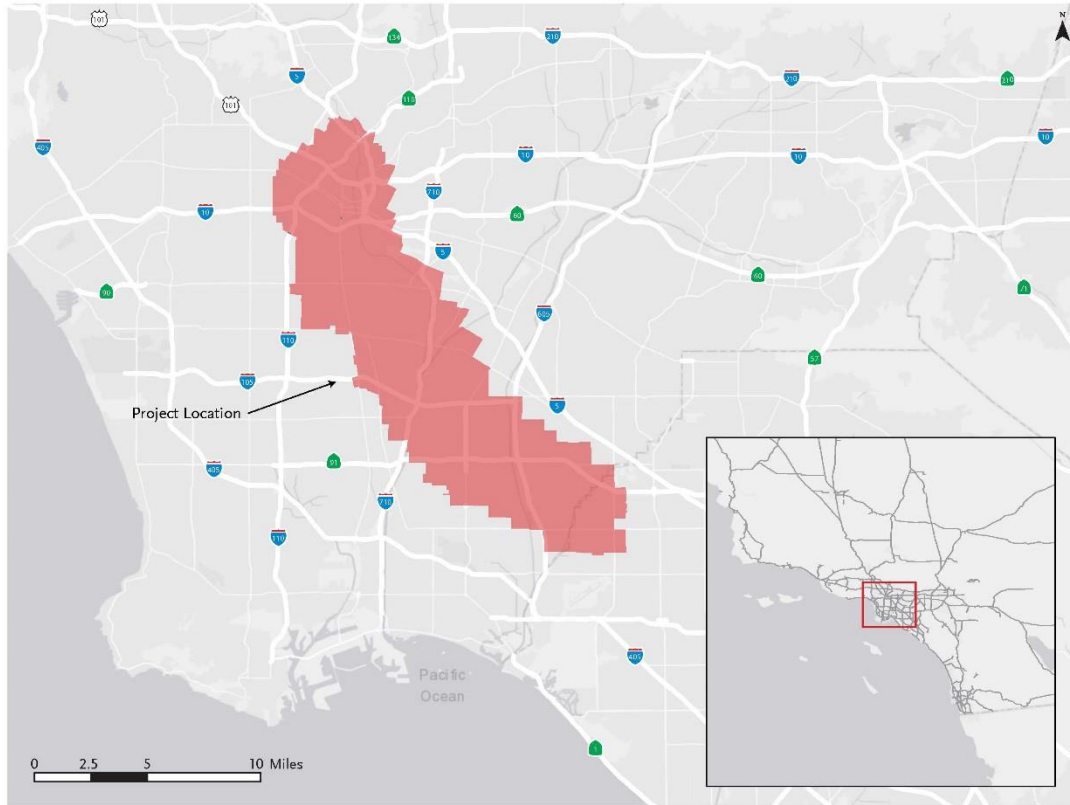
Teresa Wong

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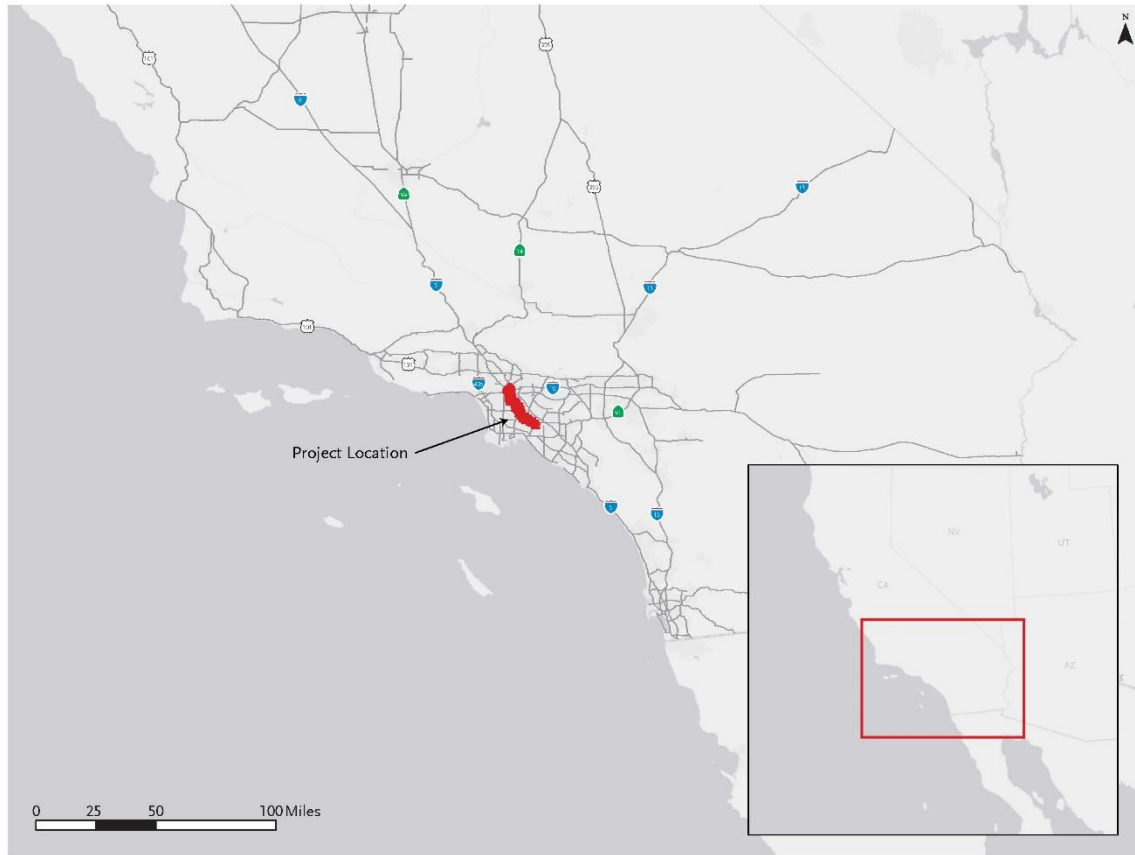
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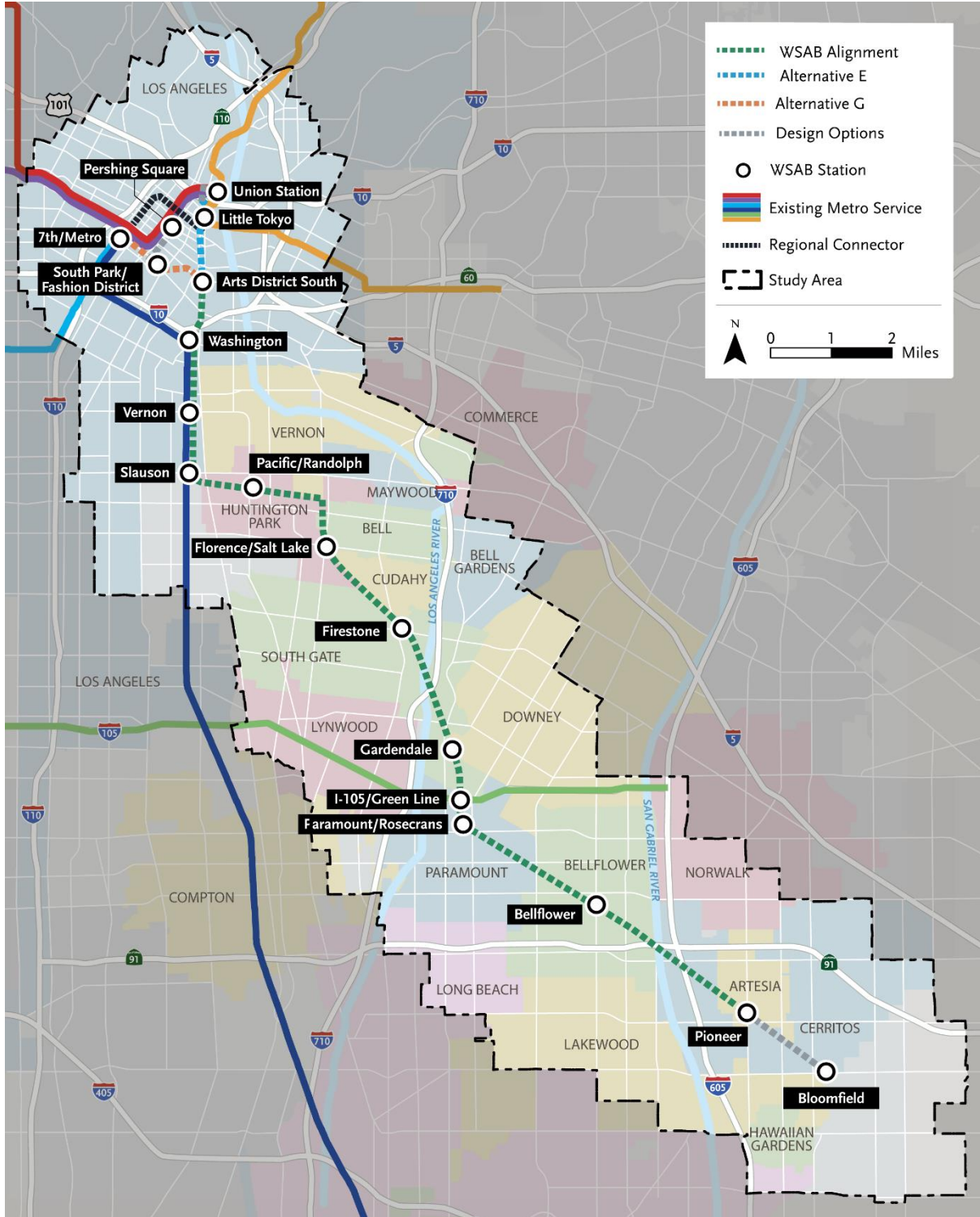
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October 16, 2018

Chairperson Robert Dorame
Gabrielino Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA 90707
gtongva@gmail.com

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Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
 2. Project Vicinity Map
 3. Project Study Area Map



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Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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cc:

Laura Cornejo

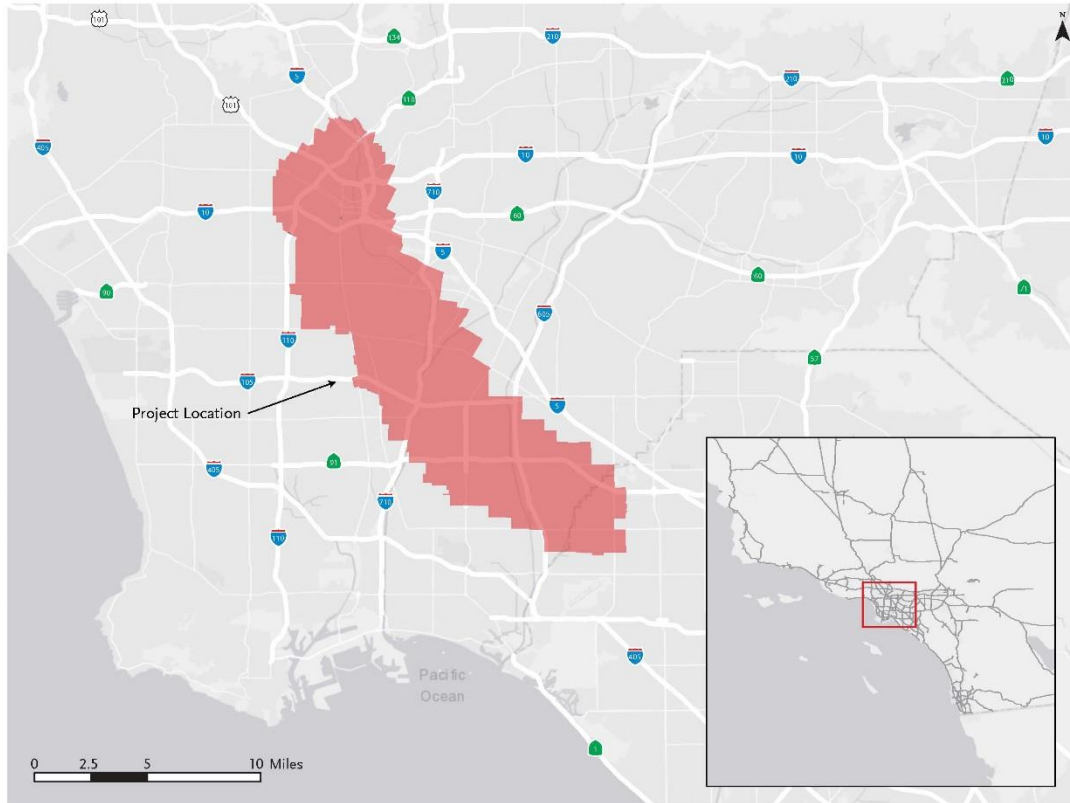
Teresa Wong

Ivan Gonzalez



Metro

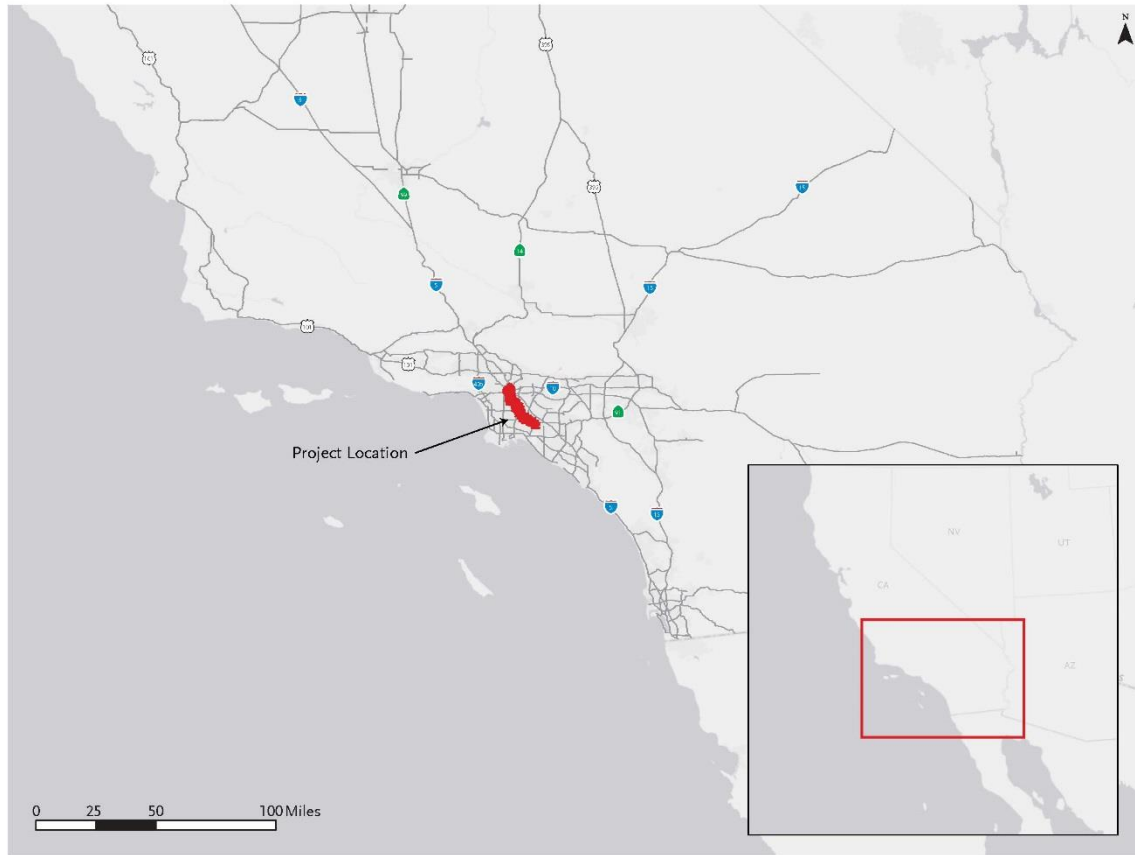
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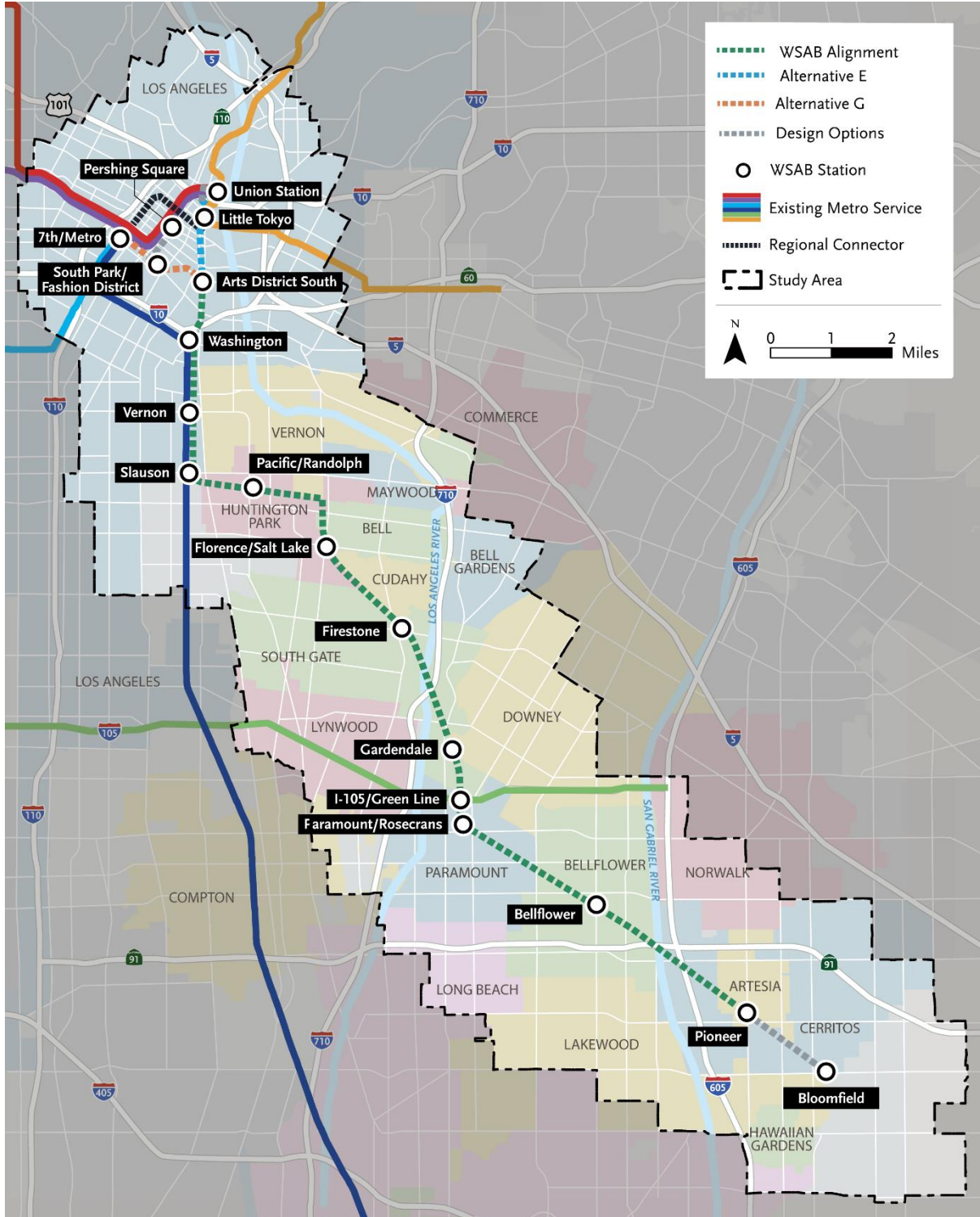
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Figure 3. Project Study Area Map





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October 16, 2018

Chairperson Sandonne Goad
Gabrielino/ Tongva Nations
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012
sgoad@gabrielino-tongva.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subs. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Goad,

The Los Angeles County Metropolitan Transportation Authority (Metro) is undertaking the West Santa Ana Branch (WSAB) Transit Corridor Project. Metro, in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the project. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. Metro is the local Lead Agency under the California Environmental Quality Act (CEQA). The proposed project must comply with California Public Resources Code §21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated. This letter serves to notify and invite you to consult on the WSAB Transit Corridor Project, in accordance with AB 52.

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The proposed project will provide reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within Downtown Los Angeles, and portions of the Gateway Cities subregion. This new transit service will increase mobility and connectivity for transit-dependent communities; reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.



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Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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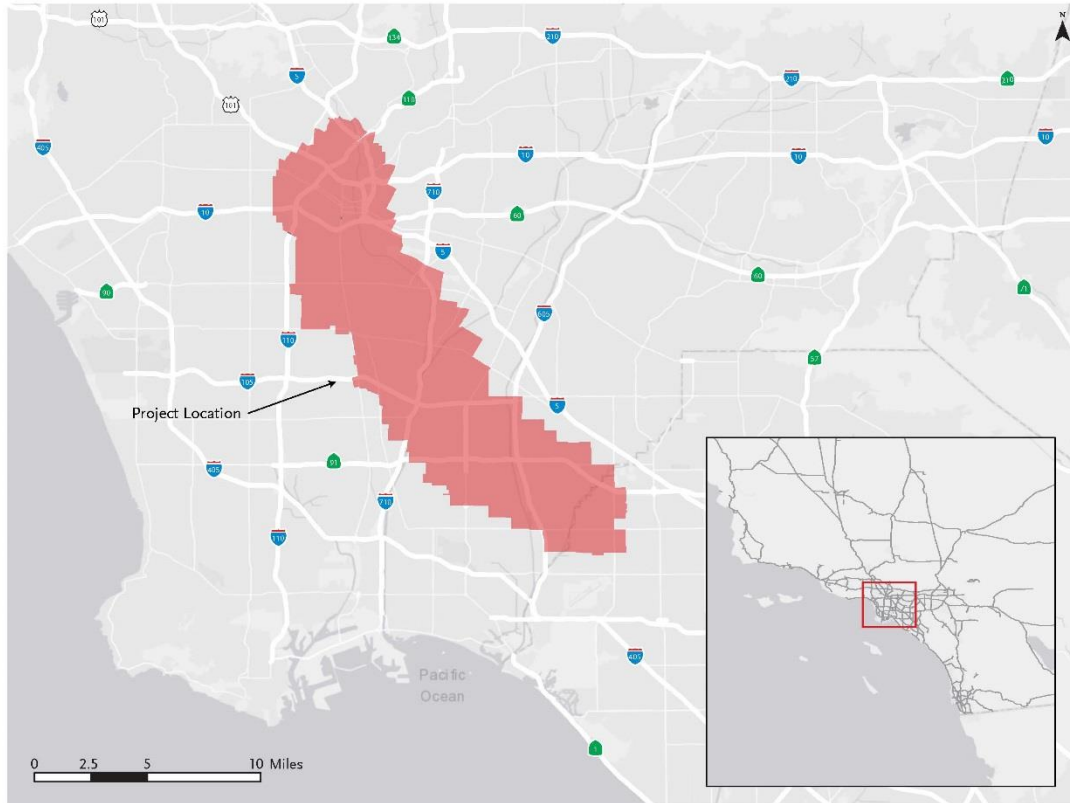
Teresa Wong

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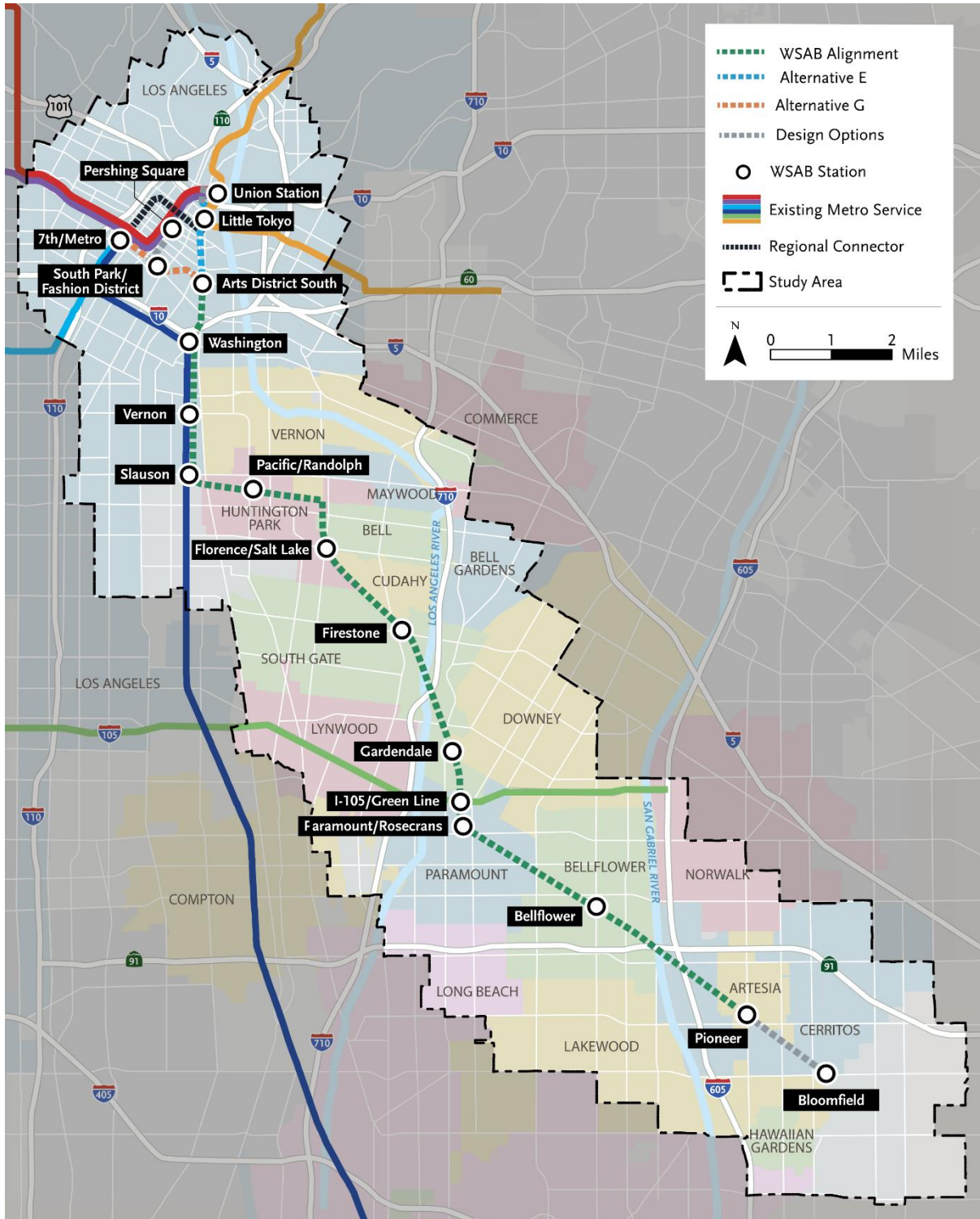
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October 16, 2018

Chairperson Andrew Salas
Gabrieleno Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subs. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Mr. Salas,

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

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Project Manager

Los Angeles County Metropolitan Transportation Authority

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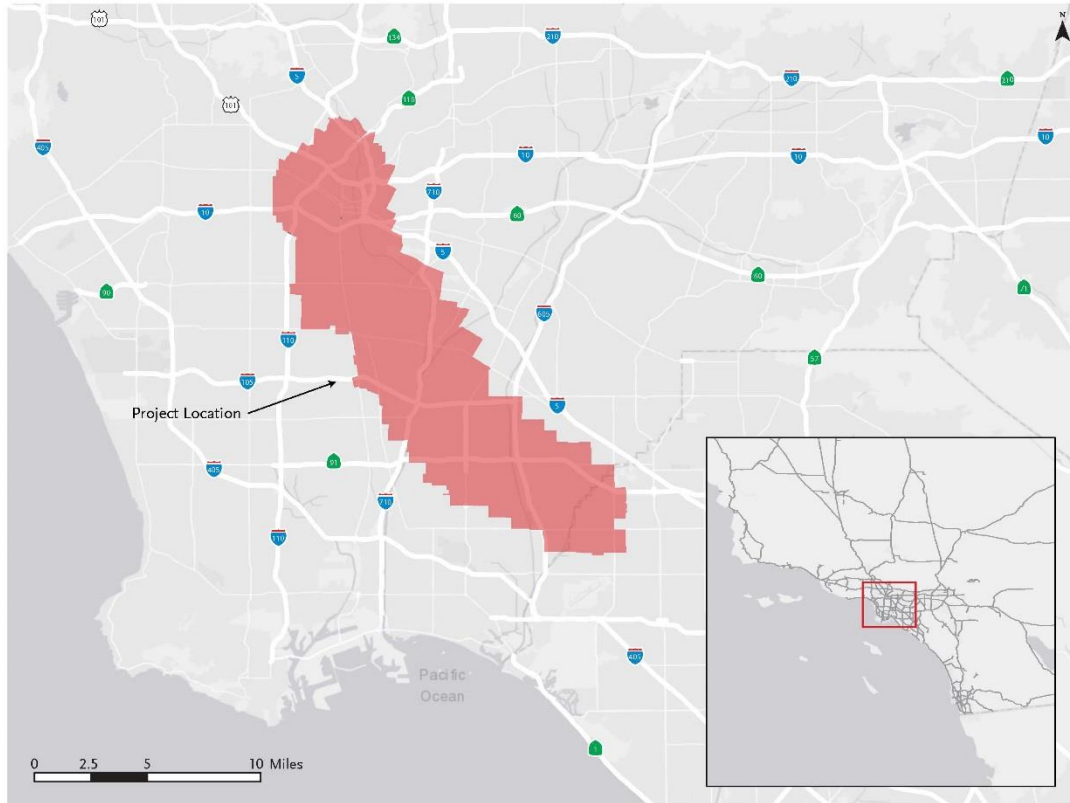
Teresa Wong

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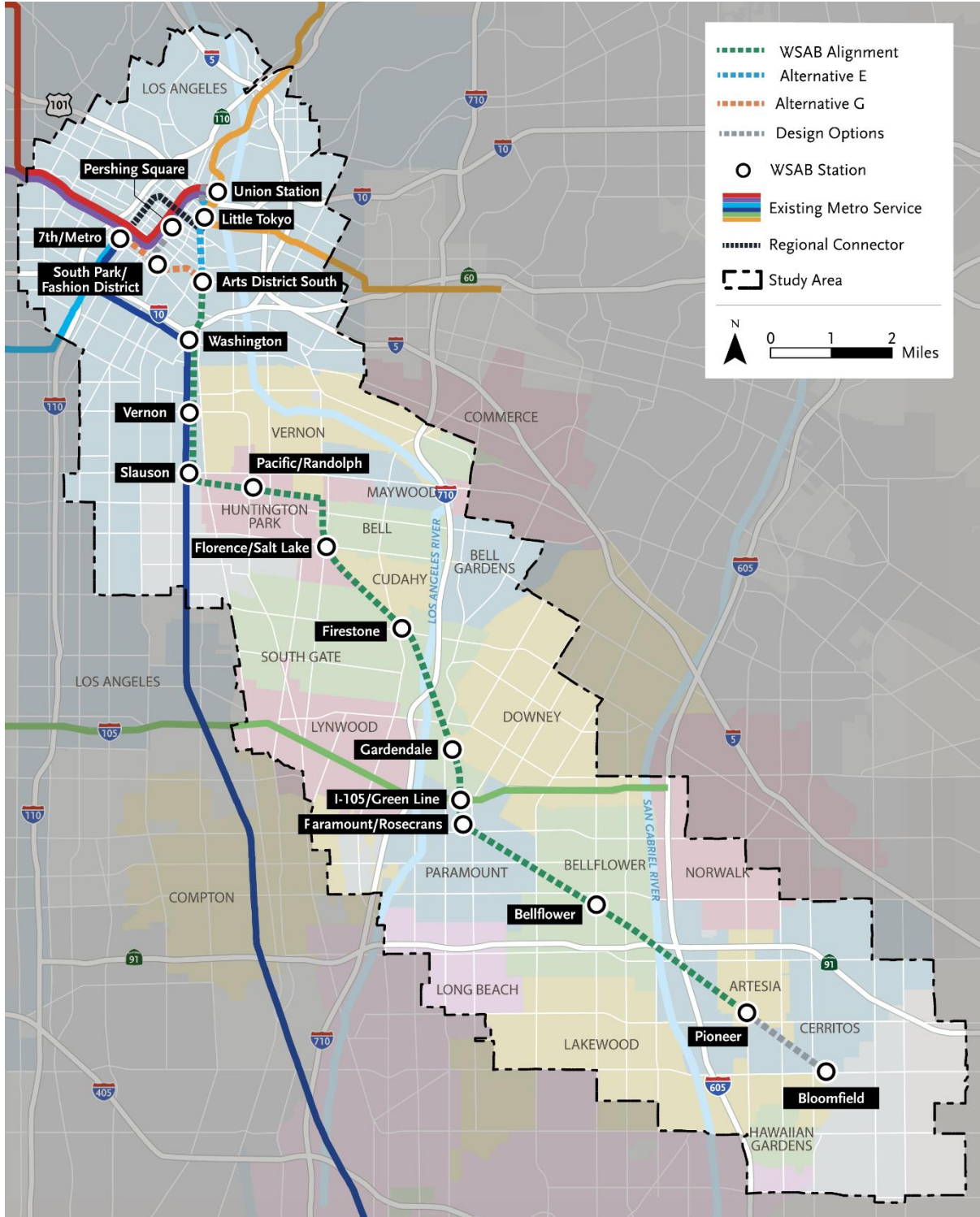
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Metropolitan Transportation Authority

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October 16, 2018

Joyce Perry
Juaneno Band of Mission Indians
4955 Paseo Segovia
Irvine, CA 92603
kaamalam@gmail.com

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
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Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

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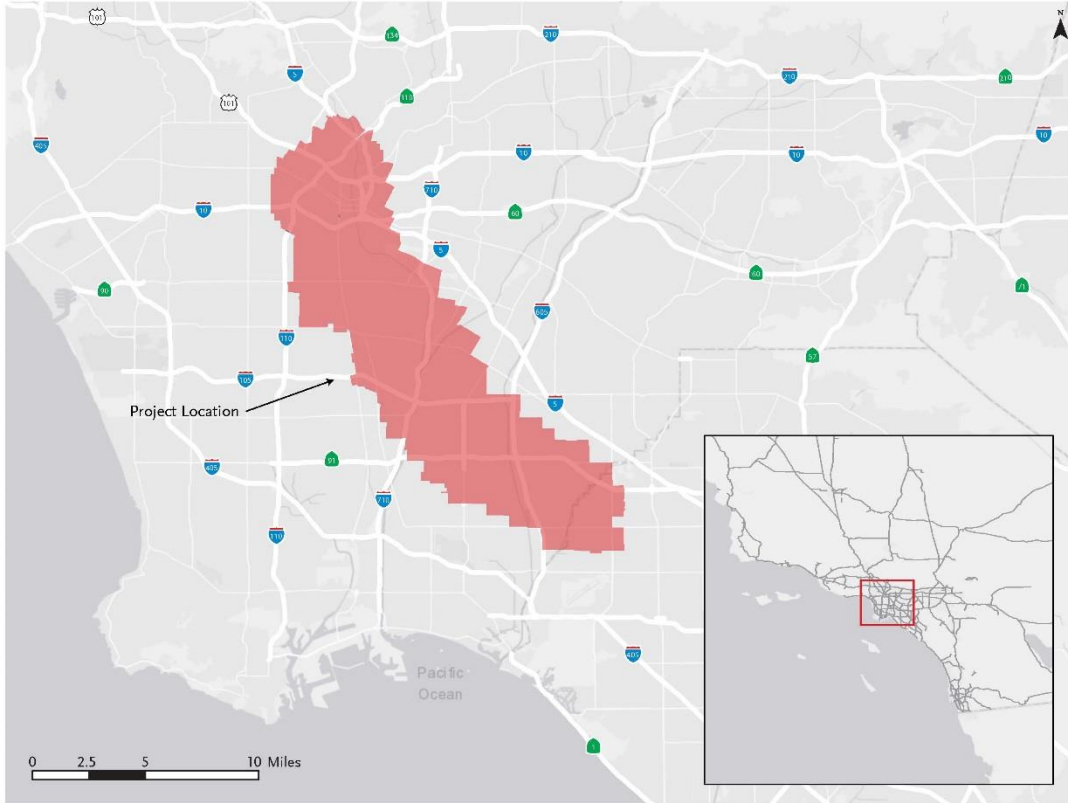
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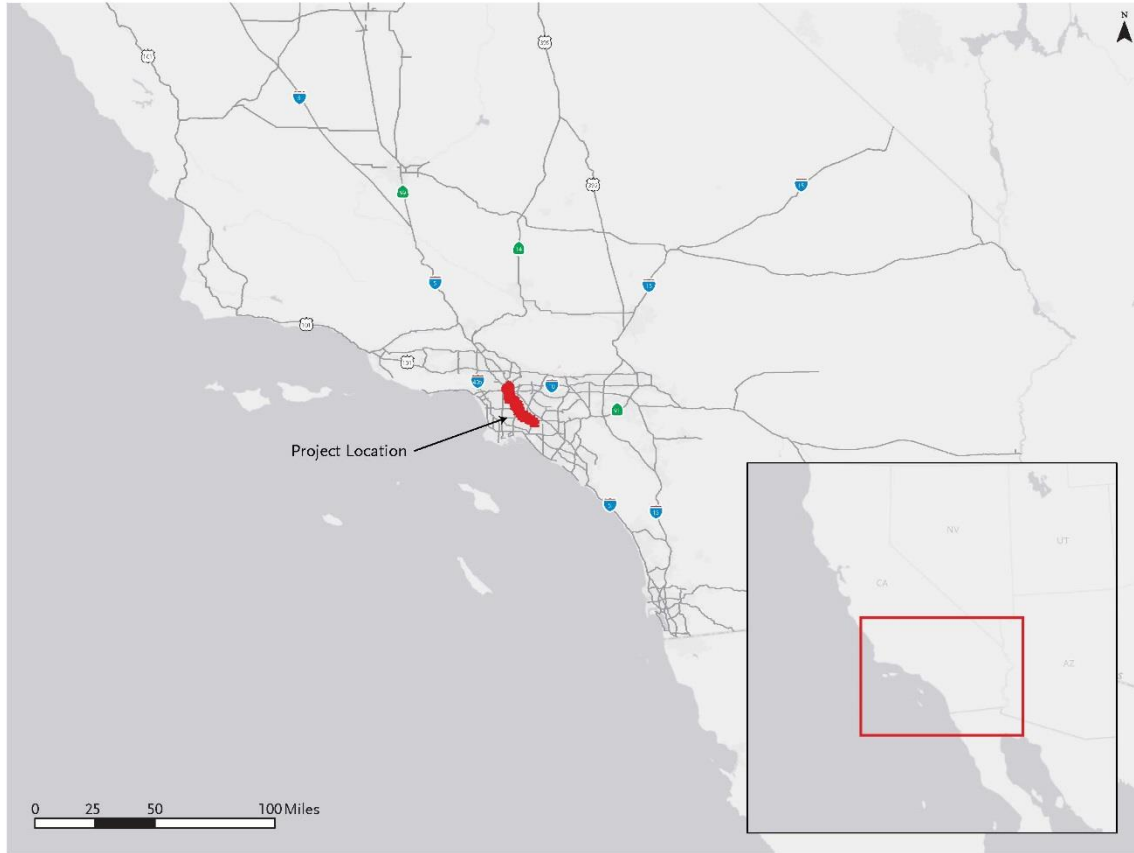
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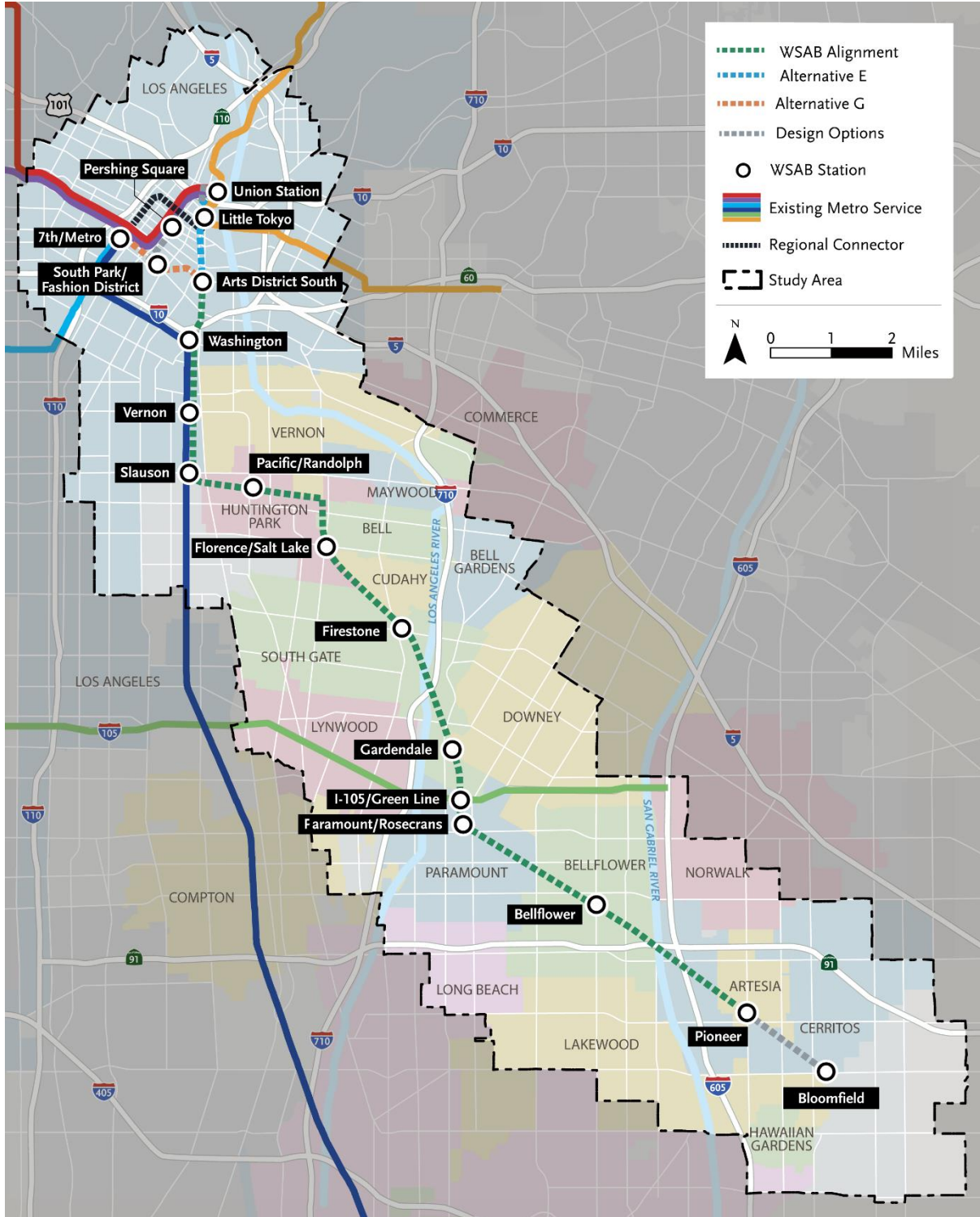
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Metro

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October 16, 2018

Chairperson Linda Candelaria
Gabrielino-Tognva Tribe
80839 Camino Santa Juliana
Indio, CA 92203
lcandelaria@gabrielinotribe.org

Re: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

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The Environmental Impact Report (EIR) will consider two possible Build Alternatives with different alignments in the northern section — Alternatives E, Alameda Underground and Alternative G, Downtown Transit Core. The Build Alternatives follow along the same alignment in the southern section, via the San Pedro Branch and the Metro-Owned (PEROW) Right-of-Way.

Alternative E extends approximately 19 miles between Los Angeles Union Station (LAUS) and Pioneer Station in the City of Artesia. The alignment would begin with a terminus station at the Forecourt at LAUS. The alignment would then cross underneath the US-101 Freeway, south of LAUS and continue underground south of Commercial Street beneath Alameda Street. Between Traction Avenue and 1st Street, an optional underground Little Tokyo Station may provide a connection to the 1st/Central Regional Connector station, which is currently under construction as part of the Regional Connector Project. The alignment then continues underground on Alameda Street to the Arts District South Station, which would be under Alameda Street between 6th Street and 7th Street. Alternative E would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternative G alignment also extends approximately 20 miles between the Downtown Transit Core area and the City of Artesia. The alignment would begin with an underground station at 8th and Flower where an underground pedestrian connection would be provided to the existing 7th Street/Metro Center Station. The alignment would continue underneath 8th Street to San Pedro Street, where the alignment would swing north towards 7th Street underneath privately-owned properties. At 7th Street, the alignment turns south to the Arts District South Station beneath Alameda Street between 7th and 8th Streets. The Arts District South Station would be located under Alameda Street between 6th Street and 7th Street and would then continue south under Alameda Street to 8th Street where the alignment would curve to the west under the Alameda Tower property between 8th Street and Olympic Boulevard. The alignment would then continue under the Alameda Tower property between 8th Street and Olympic Boulevard. South of Olympic Boulevard the alignment transitions to street level just north of 15th Street, along Long Beach Avenue.

Alternatives E and G follow the same alignment beginning south of Florence Avenue. The Alternatives continue for approximately 11 miles. The southern portion of the alignment follows an existing rail right-of-way, including the San Pedro Branch, which is owned by the Ports of Long Beach and Los Angeles, and the Pacific Electric ROW (PEROW), which is owned by Metro. Grade-separated configurations (e.g., aerials, bridges and underpasses) are proposed to cross physical barriers such as rivers, freeways, freight track and track storage facilities, and major roadway crossings (as warranted per analysis).

In addition to the two Build Alternatives, three design options are proposed for the Project. In the northern section, Alternative E includes a terminus station option at LAUS to the east of the existing Metropolitan Water District (MWD) headquarters. Alternative G includes a potential terminus option at Pershing Square.

The proposed Project APE is being delineated to encompass areas that may be directly affected by the Project. The proposed APE includes all areas that may be subject to direct or indirect effects, that may result from construction or implementation of the Project. The width of the proposed APE varies with the level of proposed disturbance (LOD). The proposed LOD



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encompasses proposed at-grade, aerial and underground alignments or areas of direct ground disturbance. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as Central Instrument Houses, Traction Power Substation sites, ventilation structures, maintenance and operations facilities, and construction staging areas. Archeological investigations will occur within the LOD.

LEAD AGENCY POINT OF CONTACT

Los Angeles County Metropolitan Transportation Authority
Meghna Khanna, Project Manager
One Gateway Plaza (Mail Stop 99-22-4)
Los Angeles, California 90012
Email: KhannaM@metro.net

As part of the process of identifying cultural resources issues for this project, the Native American Heritage Commission (NAHC) was contacted and a Sacred Lands File (SLF) search was requested, as well as a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project area. The NAHC replied on July 27, 2017, and stated that the SLF search had been completed with “positive results.” The NAHC suggested we contact you to discuss this project further.

Pursuant to PRC § 21080.3.1, you have 30 days from the receipt of this notice to request consultation, in writing to Metro, regarding the West Santa Ana Branch Transit Corridor Project. Please include the name of the Project in the subject heading and the name of a contact person in your organization, if applicable. The proposed project is also subject to Section 106 of the National Historic Preservation Act (36 CFR Section 106 § 800). Metro will initiate Section 106 consultation separately in the near future.

Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
 2. Project Vicinity Map
 3. Project Study Area Map



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cc:

Laura Cornejo

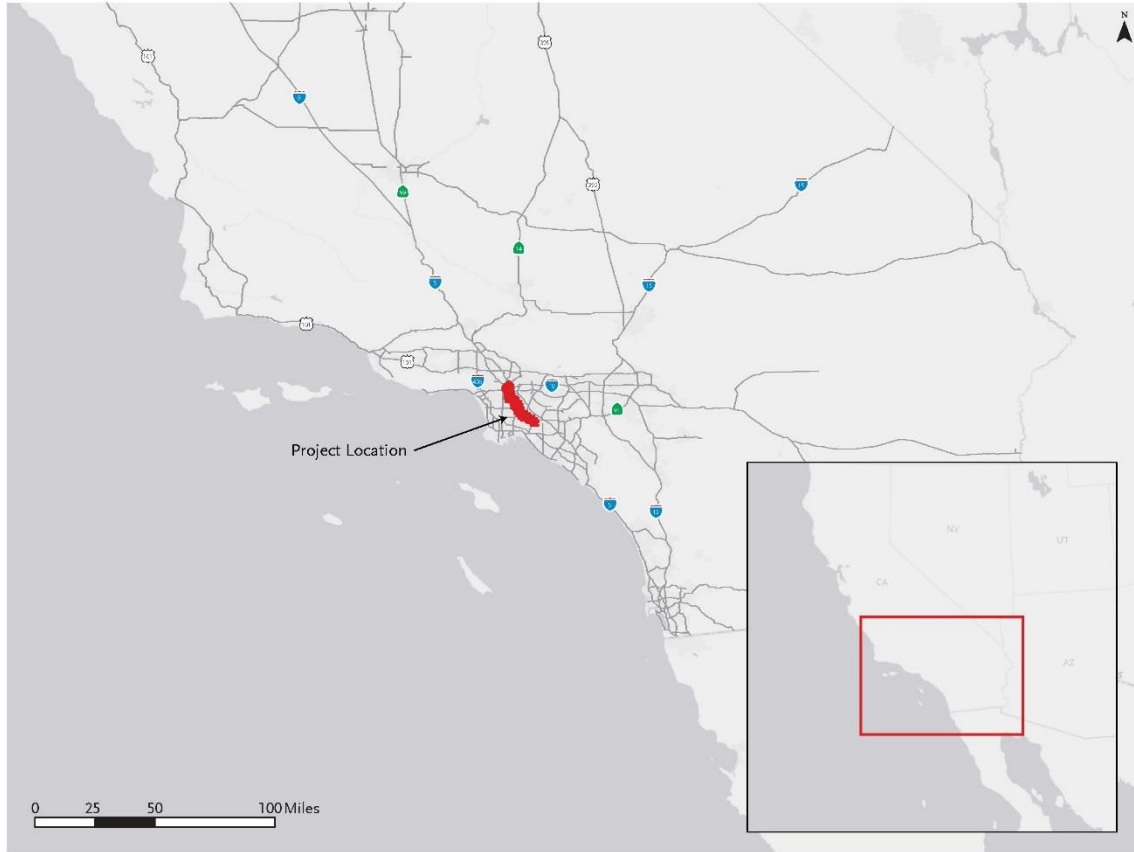
Teresa Wong

Ivan Gonzalez



Metro

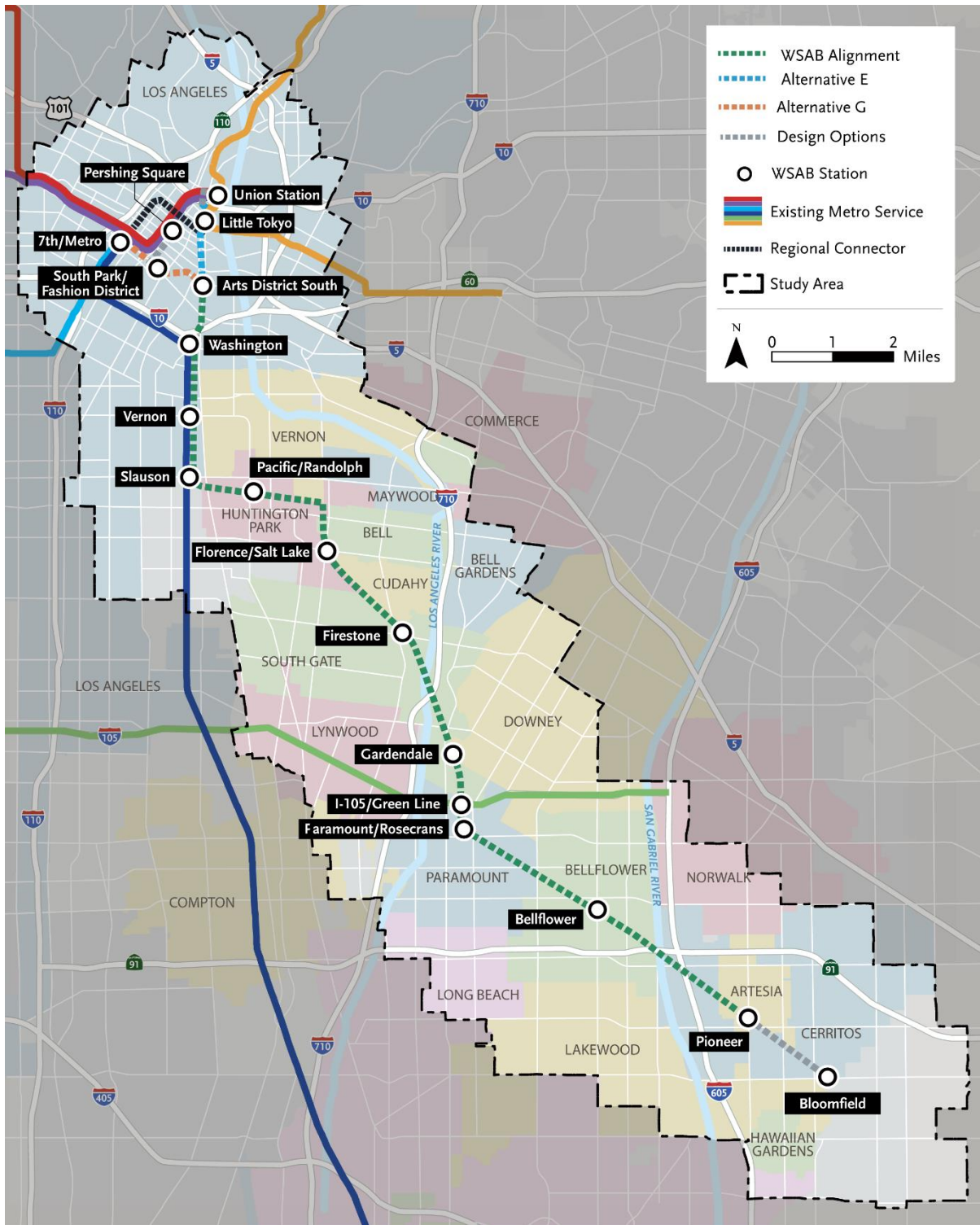
Figure 2. Project Vicinity Map





Metro

Figure 3. Project Study Area Map



Appendix B-Section 2: Assembly Bill 52 Consultation Between Metro and the Gabrieleño Band of Mission Indians – Kizh Nation (October 2018 through August 2019)

From: Administration Gabrieleno Indians [<mailto:admin@gabrielenoindians.org>]
Sent: Wednesday, November 14, 2018 10:30 AM
To: Khanna, Meghna
Subject: Re: WSAB AB52 Notification Letter

Dear Khanna,

If there will be any ground disturbance taking place regarding to the letters our tribal government would like to consult with your lead agency.

Thank you

Sincerely,

Brandy Salas
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



From: Administration Gabrieleno Indians [<mailto:admin@gabrielenoindians.org>]
Sent: Tuesday, November 27, 2018 2:00 PM
To: Khanna, Meghna
Cc: Matthew Teutimez; gabrielenoindians@yahoo.com
Subject: Re: Invitation: Consultation with LA Metro Meghna, Senior Director, re: ... @ Fri Nov 16, 2018 3pm - 4pm (PST) (khannam@metro.net)

Meghna,

Thank you for your time during today's consultation.

Attached is a screenshot of *some* of the Tribal Cultural Resources mentioned in the consultation for your project location. This screenshot shows an overview of the entire project area with Union Station noted in the north and the City of Artesia circled in red in the south, but during our in person meeting we will be able to provide you with more specific information about specific locations along the alignment.

- Historical Map 1938 (Google Earth overlay screenshot). This map shows ancient trade routes, prominent village locations, prominent waterways, Historical locations, etc (Legend attached). Trade routes were heavily used by our Tribe for movement of trade items, visiting of family, going to ceremony, accessing recreation areas, and accessing foraging areas. Within and around them contained seasonal or permanent ramadas or trade depots, seasonal and permanent habitation areas, and often contain isolated burials and cremations from folks who died along the trail and are not associated with a village community burial site or ceremonial burial site. Railroads were placed on top of our Tribe's traditional trade routes because when the first railroad planners came out west, the topography was too varied to place the rail lines just anywhere, so they chose the paths of least resistance that already existed which were our traditional trade routes that were flattened by human travel over thousands of years of use. As well, all water sources and waterways were used by our Tribe for life sustenance. Along these watercourses and water bodies occurred perennial villages, seasonal or permanent hamlets, seasonal or permanent trade depots, ceremonial and religious prayer sites, and burials and cremation sites of our ancestors. These activities occurred around water, both inland and coastal, because these water areas create unique habitats and riparian corridors that provide an abundance of food and medicine resources along with aesthetically peaceful areas with running water, shade trees, and shelter. Water bodies were high attractants for human activity and the banks and shores of these water bodies have a higher than average potential for encountering Tribal Cultural Resources of artifacts and human remains during ground disturbing activities.

All of these features shown in this screenshot of the 1938 map and described above occur along your alignment and have a high potential to impact Tribal Cultural Resources still present within the soil from the thousands of years of prehistoric activities that occurred within and around these Tribal Cultural landscapes. Therefore, to avoid impacting or destroying Tribal Cultural Resources that may be inadvertently unearthed during the project's ground disturbing activities, we would like to work along side you and your agency to protect and preserve some of California's last remaining tribal cultural resources. We look forward to our in person meeting.

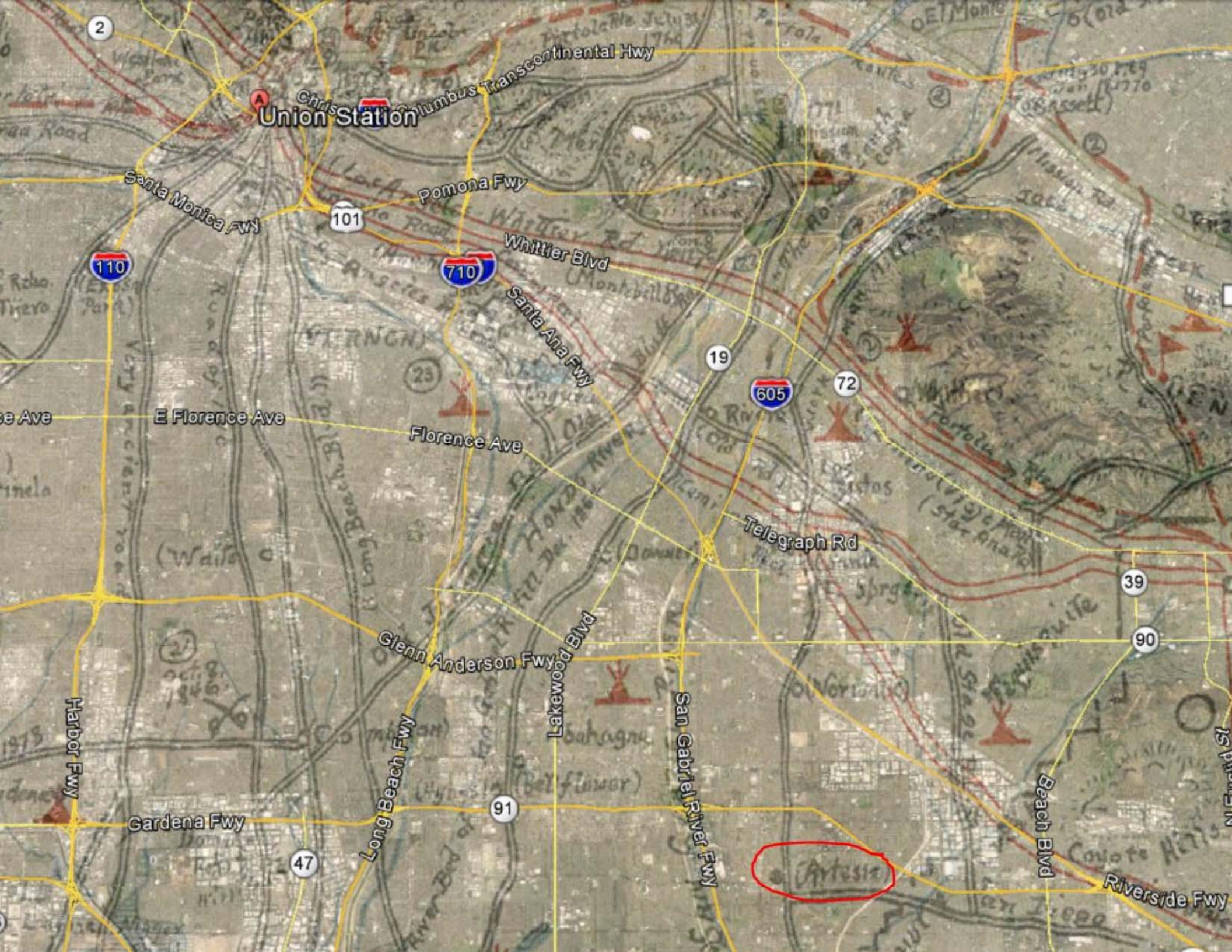
Sincerely,
Admin Specialist

Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



NOTICE: This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited. If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

-LAEmHhHzdJ



Union Station

101

710

19

605

72

39

90

91

47

2

110

Columbus Transcontinental Hwy

Chris

Pomona Fwy

Whittier Blvd

Santa Ana Fwy

E Florence Ave

Florence Ave

Telegraph Rd

Glenn Anderson Fwy

Lakewood Blvd

San Gabriel River Fwy

Beach Blvd

Riverside Fwy

Harbor Fwy

Gardena Fwy

Long Beach Fwy

Artesia

T.2S
T.3S

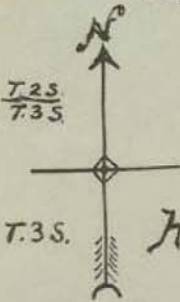
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T.5S



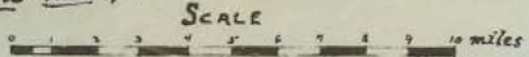
Historic Sites - OLD HIGHWAYS - ALSO, Battle-Fields.

- SPANISH - MEXICAN - EARLY AMERICAN -
IN
OLD

LOS ANGELES COUNTY.

- LEGEND:**
- o-
- Portola's First Exploring Route - - - - -
 - Camps and Dates - - - - -
 - El Camino Real (Official Spanish Roads) - - - - -
 - Mission Roads (Created Highways, May, 1851) - - - - -
 - Old Roads - - - - - (" " " " "),
(Ancient) together with a few established bef. 1890 - - - - -
 - Dead Line = 1860 A.D. - - - - -

- Explanation**
- X - Battle-Field
 - X - Indian Fight
 - Indian Village
 - Gold Mine



R91.7941 L88 Ki

Mem:

Towns in parentheses were not founded until after 1870. Shown here only for location purposes.

County Boundary shown is that of 1936. In 1851 L.A. Co. included the parts of San Bernardino Co. and Orange Co. shown on this map. S. Bdn. Co. was cut off L.A. Co. in 1853; Orange Co. in 1889.

Compiled by

Geo. W. Kirkman
August 2, 1937
Los Angeles, California.

R.18W.

R.18W.
R.17W.

R.17W.

R.16W.

R.16W.
R.15W.

R.15W.

R.15W.
R.14W.

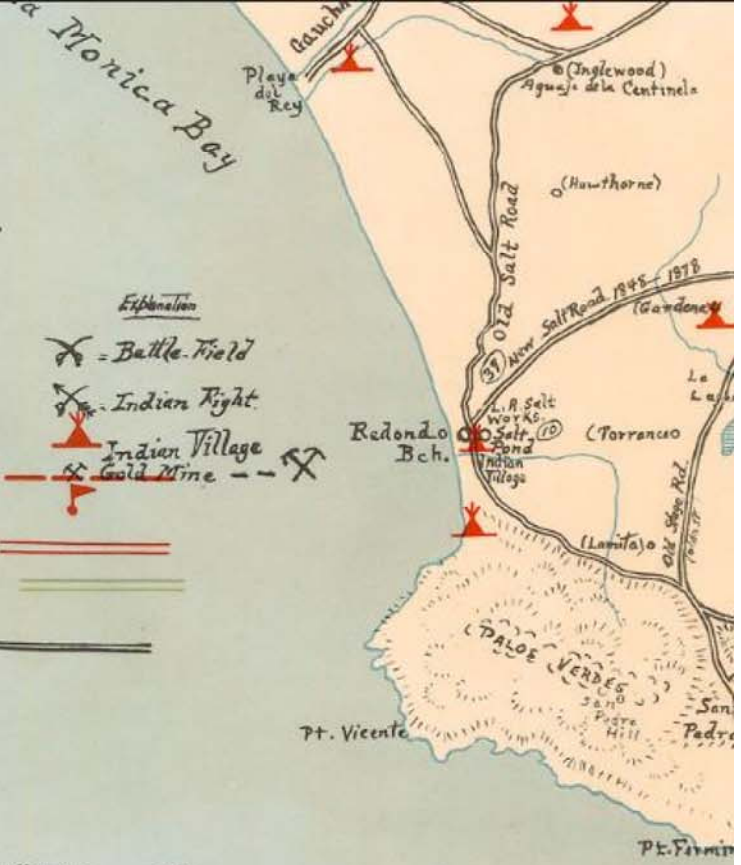
R.14W.

For The Map Room
of the History Dept.
Los Angeles Public Library

In appreciation of the many kindnesses shown me, during many years of research, by the History Librarians.

George W. Kirkman

Los Angeles, April 5, 1938.





GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians / Gabrielino Tribal Council
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012

November 30, 2018

Re: AB52 Consultation request for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project

Dear Meghna Khanna,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. For this reason, the NAHC will always refer the lead agency to the respective Native American Tribe of the area. The NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and can provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area.

Additionally, CEQA now defines Tribal Cultural Resources (TCRs) as their own independent element separate from archaeological resources. Environmental documents shall now address a separate Tribal Cultural Resource section which includes a thorough analysis of the impacts to only Tribal Cultural Resources (TCRs) and includes independent mitigation measures created with Tribal input during AB-52 consultations. As a result, all mitigation measures, conditions of approval and agreements regarding TCRs (i.e. prehistoric resources) shall be handled solely with the Tribal Government and not through an Environmental/Archaeological firm.

In effort to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email admin@gabrielenoindians.org to schedule an appointment.

*** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>*

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

Rachel Perzel

To: Carlson, Kristin
Subject: RE: [EXT] FW: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation

From: Khanna, Meghna
Sent: Monday, March 11, 2019 1:01 PM
To: 'Administration Gabrieleno'
Cc: Matthew Teutimez; gabrielenoindians@yahoo.com
Subject: RE: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation
Importance: High

Hello Mr. Salas and Matt,

Attached are the minutes from our meeting on January 24, 2019 on the West Santa Ana Branch Project.

Also, attached is the previous email that I received from you on 11/27 showing screenshot and providing some details. It would be very helpful if you could provide any additional maps or mitigation language that we should incorporate in our environmental document before **COB on 03/13**.

Thank you for your help and consultation to date!

Meghna Khanna, AICP

LA Metro
Senior Director, Countywide Planning & Development
Mobility Corridors
213.922.3931
metro.net | facebook.com/losangelesmetro | @metrolosangeles
Metro provides excellence in service and support.

From: Administration Gabrieleno [<mailto:admin@gabrielenoindians.org>]
Sent: Tuesday, February 12, 2019 12:12 PM
To: Khanna, Meghna
Subject: Re: AB52 Consultation: Gabrieleno Band of Mission Indians - Kizh Nation

Hello Meghna

Mr. Salas and Matt Teautimez waited on the line for 10 min . Please get back to us to reschedule a time and date.

Thank you

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area

On Fri, Nov 30, 2018 at 12:45 PM Khanna, Meghna <KhannaM@metro.net> wrote:

Original People of Los Angeles County



Map of territories of Original Peoples with county boundaries in Southern California.



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April 15, 2018

Chairperson Andrew Salas
Gabrieleno Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

Subject: AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Chairperson Salas:

On October 16, 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) sent a notification letter to the Gabrieleno Band of Mission Indians – Kizh Nation inviting the tribe to consult under Assembly Bill (AB) 52 for the proposed West Santa Ana Branch Transit Corridor Project (Project). Metro received an email response from the Gabrieleno Band of Mission Indians – Kizh Nation on November 14, 2018, stating their tribal government would like to be consulted if any ground disturbance would take place as part of the Project. On November 30, 2018, Metro received a follow-up letter from the tribe formally requesting AB 52 consultation for the Project.

Metro initiated AB 52 consultation with the Gabrieleno Band of Mission Indians – Kizh Nation on November 16, 2018. During the teleconference meeting, tribal representatives stated Tribal Cultural Resources were located within the vicinity of the Project alignment. Following the teleconference, the Gabrieleno Band of Mission Indians – Kizh Nation emailed Metro a historic map showing the general locations of Native American trails and villages, along with major waterways, near the Project alignment.

Metro and tribal representatives participated in a second AB 52 consultation meeting via teleconference on January 24, 2019. The Gabrieleno Band of Mission Indians – Kizh Nation representatives stated that because the Project corridor lies within the vicinity of ancestral trade routes that may have associated burial features, the tribe considers the Project corridor to be part of a cultural landscape. Given the length of the Project corridor, Metro requested that the Gabrieleno Band of Mission Indians – Kizh Nation provide more specific information on those portions of the alignment that they consider to be particularly sensitive for Tribal Cultural Resources. In addition, Metro also requested a copy of any mitigation language the tribe would like to provide to reduce Project impacts.

Metro sent a follow-up email to the Gabrieleno Band of Mission Indians – Kizh Nation on March 11, 2019 requesting that the tribe provide additional maps or mitigation language to be included in the environmental document. In its email, Metro attached the summary of the January 24, 2019 meeting and requested a response from the tribe by March 13, 2019. Metro also made follow up calls to the Gabrieleno Band of Mission Indians – Kizh Nation and left voicemail messages.

Please consider this a final request for additional maps and/or mitigation language. Metro is respectively requesting that the Gabrieleno Band of Mission Indians – Kizh Nation respond to this

letter by May 16, 2019 in order to continue the AB 52 consultation process. If Metro receives no response from the tribe by May 16, 2019 we assume that the Gabrieleno Band of Mission Indians – Kizh Nation has no additional maps and/or mitigation language for the environmental document.

Very respectfully,

Meghna Khanna

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

From: Administration Gabrieleno <admin@gabrielenoindians.org>

Sent: Monday, April 22, 2019 11:45:14 AM

To: Khanna, Meghna

Subject: Mitigation Measures

Hello Meghna

Here is the requested mitigation

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area



Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, **MUST** be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section 15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleno Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleno Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants

(approved 9/13/05): By acting as a liaison between Native American, archaeologist, developers, contactors and public agency, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extent of knowledge that should be expected.

Mitigation Guidelines for Tribal Cultural Resources (TCRs): CEQA now defines TCRs as an independent element separate from archaeological resources. Environmental documents shall address a separate Tribal Cultural Resources section that includes a thorough analysis of the impacts to only TCRs and includes separate and independent mitigation measures created with tribal input under AB-52 consultations. Therefore, all agreements, mitigation, and conditions of approval regarding TCRs shall be handled solely with the Tribal Government and conversely all agreements, mitigation, and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.



MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and

Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects:

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.



Resource Assessment & Continuation of Work Protocol:

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.



Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

Acceptance of Tribal Government Recommended Mitigation Measures:

By _____
Lead Agency Representative Signature

Date: _____

Revised: August 2018



Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.





Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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July 19, 2019

Chairperson Andrew Salas
Gabrieleño Band of Mission Indians-Kizh Nation
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com

Subject: Proposed Mitigation for AB 52 Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b), (d) and (e) for Los Angeles County Metropolitan Transportation Authority's West Santa Ana Branch Transit Corridor Project, Los Angeles County, California

Dear Chairperson Salas:

This letter is in response to the mitigation provided by the Gabrieleño Band of Mission Indians—Kizh Nation (Kizh Nation) to the Los Angeles County Metropolitan Transportation Authority (Metro) on April 22, 2019. This letter presents proposed Tribal Cultural Resource (TCR) mitigation measures that have been developed by Metro in consultation the Kizh Nation as part of Assembly Bill (AB) 52 process for the proposed West Santa Ana Branch Transit Corridor Project (Project). Metro is providing the Kizh Nation with a copy of the proposed mitigation measures for review and comment in advance of a scheduled meeting with the tribe on August 9, 2019. The purpose of the meeting will be to discuss the proposed mitigation and make necessary revisions in order to obtain agreement with the Kizh Nation on those measures to be recommended for inclusion in the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). Once mitigation measures are agreed upon, Metro will formally conclude AB 52 consultation for the Project.

Metro initiated AB 52 consultation with the Kizh Nation on November 16, 2018. Following a teleconference on January 24, 2019 and subsequent correspondence with the Kizh Nation, Metro received a letter from Chairperson Salas on April 22, 2019, containing proposed mitigation measures related to potential Project impacts on TCRs (see Attachment A). The mitigation proposed by the Kizh Nation is summarized as follows:

- Retain a Native American Monitor/Consultant
- Unanticipated Discoveries of Tribal Cultural and Archaeological Resources
- Public Resources Code Sections 21083.2(b)
- Unanticipated Discoveries of Human Remains and Associated Funerary Objects
- Resource Assessment & Continuation of Work Protocol
- Kizh-Gabrieleño Procedures for Burials and Funerary Remains
- Treatment Measures
- Professional Standards

Metro reviewed the measures proposed by the Kizh Nation. The following measures were developed incorporating various aspects of the Kizh Nation's proposed mitigation measures that relate to TCRs:



Metro

- **TCR-1. Conduct Native American Monitoring.** Because of the potential to encounter previously undocumented Tribal Cultural Resources, a Native American monitor shall be retained to monitor project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur within areas that are identified as having a moderate to high potential for containing intact prehistoric Native American remains. The specific areas subject to Native American monitoring shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in **Mitigation Measure CR-1 (Development of Cultural Mitigation and Monitoring Program)**. The appropriate Native American monitors shall be selected based on ongoing consultation under AB 52 and shall be identified in the CRMMP. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies a cultural resources of Native American origin, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If treatment of the unanticipated discovery is required, then the consulting tribe(s) shall be provided an opportunity to review and provide input on the treatment plan.
- **TCR-2. Unanticipated Discovery of Tribal Cultural Resources.** In the event that cultural resources of Native American origin are identified during construction, all earth-disturbing work in the vicinity of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. The specific procedures to be followed in the event of an unanticipated discovery of cultural resources of Native American origin shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in **Mitigation Measure CR-1 (Development of Cultural Mitigation and Monitoring Program)**. If Metro determines that the resource is a tribal cultural resource and thus significant under CEQA, a treatment plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative.
- **CR-1–Development of Cultural Resource Mitigation and Monitoring Program.** Prior to the start of any ground-disturbing activity, the qualified archaeologist that meets the Secretary of Interior’s Qualification Standards in Archaeology shall prepare and implement a Cultural Resources Mitigation and Monitoring Program (CRMMP) for the Project. The CRMMP shall include:
 - An archaeological sensitivity analysis that assesses the potential of direct APE to contain unknown buried prehistoric and historic period archaeological resources
 - Provisions for the education of construction workers
 - Provisions for archaeological and Native American monitoring of ground disturbance related to construction of the Project
 - Procedures to be followed in the event of discovery of archaeological resources, including the evaluation and mitigation of archaeological discoveries
 - Protocols for Native American coordination and input



Metro

- Appropriate treatment of human remains, if applicable
- Reporting of monitoring and mitigation results
- **CR-2–Treatment of Known Significant Archaeological Resources.** Destruction of a resource that is eligible for listing in the NRHP or CRHR would be a significant adverse effect. Eight archaeological sites (P-19-001575, P-19-002849, P-19-003181, P-19-003588, P-19-003862, P-19-004171, P-19-004201, and P-19-004202) have been documented within the direct APE that are eligible or presumed eligible for listing in both the NRHP (Criterion D) and the CRHR (Criterion 4). Avoidance and preservation in place is the preferred mitigation for these archaeological sites. If avoidance is not feasible, then a data recovery treatment plan shall be prepared and implemented for the significant archaeological sites that will be directly impacted by project construction. The data recovery effort will be determined on a case by case basis depending on the archaeological resources affected and the level of potential disturbance. The data recovery plan shall be designed by a Secretary of the Interior qualified archaeologist in consultation with the lead agency and shall include methods of excavations, analysis, and report writing. It shall also provide procedures for the curation of any collection material and associated Project material at a facility meeting federal standards.

It should be noted that Metro did not include some of the Kizh Nation’s proposed mitigation measures, specifically those that relate to the discovery and treatment of Native American human remains, which are covered by State of California law. If human remains are found, the Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). Because a MLD has not yet been identified for the Project, Metro prefers not to include the mitigation measures related the Kizh-Gabrieleño procedures for burials and funerary remains or associated treatment measures.

Metro respectfully requests that the Kizh Nation review the mitigation measures presented above so that any proposed revisions may be discussed during the upcoming meeting. If the mitigation measures as currently written are agreeable to the Kizh Nation, then Metro requests that this agreement be conveyed in writing in order to formally conclude the consultation process. Pursuant to AB 52, the agreed upon mitigation measures will be recommended for inclusion in the Draft EIS/EIR that is being prepared for the Project. We look forward to continuing to consult with you on this Project.

Very respectfully,

On behalf of

Meghna Khanna
Project Manager
Los Angeles County Metropolitan Transportation Authority



Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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Metro

Attachment A: April 22, 2019 consultation letter



Gabrieleno Band of Mission Indians – Kizh Nation

Protection of Tribal Cultural Resources (TCRs)

Most Important Things for Agencies to Know About AB52:

- An EIR, MND, or ND can not be certified until AB-52 tribal consultation has concluded.
- Agreed mitigation measures with the tribe, **MUST** be recommended for inclusion in the environmental document.
- Signature confirming acceptance of these mitigation measures recommended by our Tribal Government is required within 14 days of receipt to conclude AB52 consultation.

Tribal Cultural Resources Mitigation Measures within Kizh Nation Tribal Territory:

Note: To avoid compliance issues with the following laws, all Native American Monitoring shall be conducted by a documented lineal descendant from the ancestral Tribe of the project area (NAGPRA Law 10.14)

- The Native American Graves Protection and Repatriation Act (NAGPRA), Public Law-101-601, 25 U.S.C. 3001 et seq., 104 Stat. 3048.
- CEQA Guidelines Section 15064.5, PRC 5097.98 (d)(1).
- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).

If you are receiving these measures, The Gabrieleno Band of Mission Indians Kizh -Nation are the direct lineal descendants of your project area. The Kizh Nation ONLY responds and consults on projects within their ANCESTRAL tribal territory. Therefore, to remain in compliance with above referenced laws and to enable our Tribe with the ability to protect and preserve our last remaining and irreplaceable Tribal Cultural Resources, it is recommended that the project applicant retain a qualified professional tribal monitor/consultant from the Gabrieleno Band of Mission Indians Kizh -Nation. The Kizh Nation possesses Tribal archives including documented historical information as well as multiple members who possess unique knowledge derived from oral tradition passed down through generations of the Tribe in order to provide the expertise needed to identify whether a project is located within a culturally sensitive area given its proximity to village areas, commerce areas, recreation areas, ceremonial areas, and burial locations.

Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants

(approved 9/13/05): By acting as a liaison between Native American, archaeologist, developers, contactors and public agency, a Native American monitor/consultant can ensure that cultural features are treated appropriately from the Native American point of view. This can help others involved in a project to coordinate mitigation measures. These guidelines are intended to provide prospective monitors/consultants, and people who hire monitors/consultants, with an understanding of the scope and extent of knowledge that should be expected.

Mitigation Guidelines for Tribal Cultural Resources (TCRs): CEQA now defines TCRs as an independent element separate from archaeological resources. Environmental documents shall address a separate Tribal Cultural Resources section that includes a thorough analysis of the impacts to only TCRs and includes separate and independent mitigation measures created with tribal input under AB-52 consultations. Therefore, all agreements, mitigation, and conditions of approval regarding TCRs shall be handled solely with the Tribal Government and conversely all agreements, mitigation, and conditions of approval regarding Archaeological Resources shall be handled by an Archaeological resource company.



MITIGATION MEASURES

Retain a Native American Monitor/Consultant: The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and

Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

Unanticipated Discovery of Human Remains and Associated Funerary Objects:

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.



Resource Assessment & Continuation of Work Protocol:

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

Kizh-Gabrieleno Procedures for burials and funerary remains:

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Treatment Measures:

Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.



Professional Standards: Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

Acceptance of Tribal Government Recommended Mitigation Measures:

By _____
Lead Agency Representative Signature

Date: _____

Revised: August 2018



Attachment A

Kizh Nation Ancestral Tribal Territory extended along the coast from Malibu Creek in Los Angeles County down to Aliso Creek in Orange County and encompassed the Channel Islands of Catalina (Pimugna), San Nicolas (Haraasnga), and San Clemente (Kiinkenga). Our inland border was the San Gabriel Mountains (Hidakupa) and eastwardly our territory extended to parts of San Bernardino (Waatsngna), Orange, and Riverside counties.



From: Administration Gabrieleno <admin@gabrielenoindians.org>
Date: August 8, 2019 at 6:43:43 PM PDT
To: "Gonzalez, Ivan D." <GonzalezIv@metro.net>
Cc: "gabrielenoindians@yahoo.com" <gabrielenoindians@yahoo.com>, "Khanna, Meghna" <KhannaM@metro.net>, "Jeff.Goodling@wsp.com" <Jeff.Goodling@wsp.com>, "Kristin.Carlson@wsp.com" <Kristin.Carlson@wsp.com>, Gina Escalante <Gina.Escalante@wsp.com>, "scarmack@rinconconsultants.com" <scarmack@rinconconsultants.com>, "Lam, Brian" <LamB@metro.net>, Andy Salas <chairman@gabrielenoindians.org>, Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>
Subject: Re: Metro WSAB - AB 52 Consultation Follow-up Meeting

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

Mr. Gonzalez and Ms. Khanna,

Thank you for all your efforts during this AB52 consultation for Metro's West Santa Ana Branch Transit Corridor Project. Our Tribal Government has reviewed the proposed mitigation measures that Metro has developed in consultation with us and we have no comments or revisions to the revised text presented in the July 19, 2019 letter sent to Chairman Salas. We are in agreement with those measures to be recommended for inclusion in the Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR). Therefore, with mutual agreement of the mitigation measures, we can formally conclude the consultation process for this project.

Best regards,
Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org



Attachments area

On Mon, Jul 22, 2019 at 9:48 AM Gonzalez, Ivan D. <GonzalezIv@metro.net> wrote:
Hello All,

Please see the call in number below and the attached letter for your review ahead of this meeting.

Meeting call in number (605) 475-4038 Access code 422267.

From: Andy Salas [<mailto:chairman@gabrielenoindians.org>]
Sent: Thursday, August 08, 2019 6:46 PM
To: Gonzalez, Ivan D. <Gonzalezlv@metro.net>
Cc: gabrielenoindians@yahoo.com; Khanna, Meghna <KhannaM@metro.net>; Goodling, Jeff <Jeff.Goodling@wsp.com>; Carlson, Kristin <Kristin.Carlson@wsp.com>; Escalante, Gina V. <Gina.Escalante@wsp.com>; scarmack@rinconconsultants.com; Lam, Brian <LamB@metro.net>; Matthew Teutimez <Matthew.Teutimez@gabrielenoindians.org>
Subject: Re: Metro WSAB - AB 52 Consultation Follow-up Meeting

Due to mutual agreement of the mitigation measures there will be no need for a meeting Friday August 9 at 11am.

Thank you

Sincerely,
Andrew Salas, Chairman
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
Cell: (626)926-4131
website: www.gabrielenoindians.org

On Thu, Aug 8, 2019 at 6:43 PM Administration Gabrieleno <admin@gabrielenoindians.org> wrote:

Mr. Gonzalez and Ms. Khanna,

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Appendix C-Section 1: Section 106 Native American Consultation Letters Sent by FTA on
December 21, 2018



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
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American Samoa,
Northern Mariana Islands

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415-734-9489 (fax)

DEC 21 2018

Mr. Andrew Salas, Chairperson
Gabieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, CA, 91723

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Mr. Salas:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
--------------	------------------	------	--------------------------	---

NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

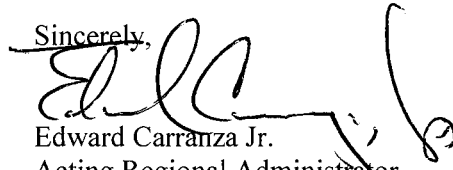
- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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DEC 21 2018

Mr. Robert Dorame, Chairperson
Gabrielino/Tongva Indians of California Tribal Council
P.O. Box 490
Bellflower, CA, 90707

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Mr. Dorame:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
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Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

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Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

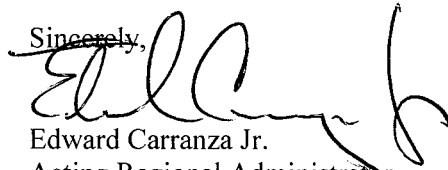
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,



Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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DEC 21 2018

Mr. Sandonne Goad, Chairperson 106
Gabrielino/Tongva Nation
½ Judge John Aiso St, #231
Los Angeles, CA, 90012

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Mr. Goad:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

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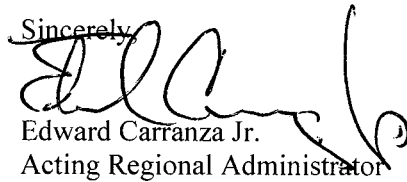
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If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
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DEC 21 2018

Mr. Charles Alvarez, Councilmember
Gabrielino/Tongva Tribe
23454 Vanowen Street
West Hills, CA, 91307

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Mr. Alvarez:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

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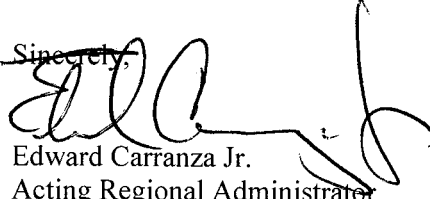
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If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

~~Sincerely,~~

Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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DEC 21 2018

Ms. Linda Candelaria, Chairperson
Gabrielino/Tongva Tribe
80839 Camino Santa Juliana
Indio, CA, 92203

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Ms. Candelaria:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

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Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

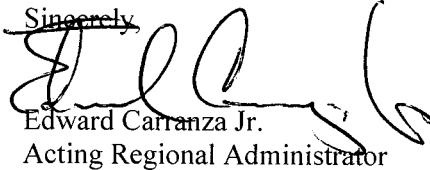
- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

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~~Sincerely,~~

Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

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DEC 21 2018

Mr. Matias Belardes, Chairperson
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
32161 Avenida Los Amigos
San Juan Capistrano, CA, 92675

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Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

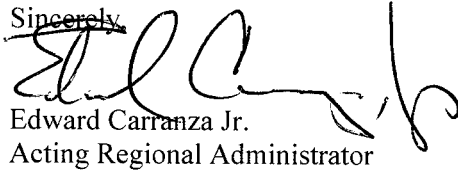
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,



Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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DEC 21 2018

Ms. Joyce Perry, Tribal Manager
Juaneno Band of Mission Indians Acjachemen Nation-Belardes
4955 Paseo Segovia
Irvine, CA, 92603

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Ms. Perry:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
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Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
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Total Number of Proposed New Parking Spaces				1,594

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Randolph Street to Gage Avenue (aerial)

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Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

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Randolph Street to Gage Avenue (aerial)

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The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

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I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

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- Laydown Yards: 0 to 1 feet
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- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
11	N of 8th St between Figueroa Flower St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
12	N of 8th St between Flower St and Hope St	Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
16	SW of 8th St and Santee St	Parking Lot	South Park/Fashion District Station	Commercial/ Business Park
17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
42	NW corner of 188th and Pioneer Blvd	Commercial	Pioneer Parking lot	Commercial/ Industrial

Area of Potential Effects

A proposed APE has been established in accordance with 36 CFR Part 800.3. The APE is defined as:

“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

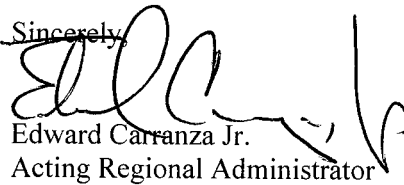
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edward Carranza Jr.', written over the word 'Sincerely,'.

Edward Carranza Jr.
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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DEC 21 2018

Mr. Anthony Morales, Chairperson
San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Re: Section 106 Consultation for the West Santa
Ana Branch Transit Corridor Project

Dear Mr. Morales:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch Transit Corridor Project (Project) in Los Angeles County. The FTA serves as the Federal Lead Agency under the National Environmental Policy Act (NEPA) and for compliance with Section 106 of the National Historic Preservation Act. LACMTA is the local Lead Agency under the California Environmental Quality Act (CEQA). The Project will be a federal undertaking because the FTA will be providing financial assistance.

We are contacting interested parties, including Native American tribes per 36 CFR Part 800.2(c)(4) and other consulting parties per 36 CFR Part 800.2(c)(5) regarding prehistoric sites, sacred sites, and/or traditional cultural properties located in the vicinity of the Project Area. You have been identified as a party with interest or knowledge of the Project study area. The Native American Heritage Commission (NAHC) has been contacted regarding the Project and recommended that we contact you. Consistent with 36 CFR Part 800.4, this letter includes information regarding the identification of prehistoric sites, sacred sites, and/or traditional cultural properties in the Area of Potential Effect (APE).

Project Description

The West Santa Branch Transit Corridor (WSAB) Project (the Project) proposes a new light rail transit (LRT) line that would extend approximately 19 miles from downtown Los Angeles to southeast Los Angeles County (See Attachments A, B, and C), serving the cities and communities of Arts District, Little Tokyo, Los Angeles, unincorporated Florence-Firestone community of Los Angeles County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. The Project would provide reliable, fixed guideway transit service that would increase mobility and connectivity, reduce travel times on local and regional transportation networks; and accommodate substantial future employment and population growth.

The Project corridor is characterized by Northern and Southern Sections. The Northern Section would traverse the cities of Los Angeles, Vernon, Huntington Park, and the unincorporated Florence-Firestone community of LA County. The Southern Section traverses the cities of Huntington Park, South Gate, Downey, Artesia and Cerritos. The Southern Section alignment remains common for both Build Alternatives E and G.

Under NEPA, two Build Alternatives (Alternative E and Alternative G) are being evaluating and carried forward from the alternatives analysis phase, as well as a No Build Alternative. Alternative E would terminate at Union Station Forecourt. Alternative G would terminate in the Downtown Transit Core. The Build Alternatives share a common alignment south of Olympic Boulevard.

Alternative E, Alameda Underground – This alternative would extend approximately 19 miles between Los Angeles Union Station (LAUS) and the City of Artesia. Alternative E would follow Alameda Street south and be entirely below-grade from LAUS to Olympic Boulevard. South of Olympic Boulevard, Alternative E would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative E would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW (from Randolph to Gage) east and then turn south to follow the San Pedro Subdivision ROW to the Alternative E terminus in Artesia. Alternative E includes two design options:

Design Option 1: LAUS at the Metropolitan Water District (MWD) – The LAUS station box would be located east of LAUS and the Metropolitan Water District building, below the baggage area parking facility.

Design Option 2: Remove the Little Tokyo Station – Under this design option, the Little Tokyo Station would not be constructed and there would be no direct connection to the Regional Connector Station in the Little Tokyo community.

Alternative E would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade, and 4.1 miles of aerial alignment. Alternative E would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Alternative G, Downtown Transit Core – This alternative would extend approximately 19 miles between the 7th St/Metro Center Station in downtown Los Angeles and the City of Artesia. Alternative G would follow 8th Street east and Alameda Street south and be entirely below-grade from 7th Street/Metro Center to Olympic Boulevard. South of Olympic Boulevard, Alternative G would cross the I-10 freeway in an aerial structure to the existing Metro Blue Line. Alternative G would then transition to a primarily at-grade configuration to follow the La Habra Branch ROW east and then turn south to follow the San Pedro Subdivision ROW to the Alternative G terminus in Artesia.

Alternative G would consist of approximately 2.3 miles of underground, 12.8 miles of at-grade and 4.1 miles of aerial alignment. Alternative G would include 12 new LRT stations, 3 of which would be underground, 6 would be at-grade, and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 1,600 new transit parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 25 elevated road crossings, and 10 elevated rail crossings.

Stations

Each of the Build Alternatives proposes up to a total of 12 planned stations with design options along the alignment, including the option to relocate the LAUS termini station and the option to remove the Little Tokyo Station. The stations are discussed in Table 1 below.

Table 1 Station Locations

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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NORTHERN SECTION

Alternative E: Alameda Underground

LAUS	LAUS Forecourt Design Option 1 LAUS behind the existing MWD Building	City of Los Angeles	Underground	No new parking – Existing parking at LAUS
Little Tokyo (Optional)	Traction Avenue and 1 st St.	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St.	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/ Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

Alternative G: Downtown Transit Core

Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
7 th Street/ Metro Center	7 th St/Metro Center at 8 th St/Flower St with an underground pedestrian connection to 7 th St/Metro Center Station (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
South Park/Fashion District	8 th Street between Los Angeles Street and Santee Street (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Arts District South	Alameda Street between 6 th St. and 7 th St. (between 8 th St and Olympic Blvd)	City of Los Angeles	Underground	No parking proposed
Slauson	Slauson Ave/Long Beach Ave (between Olympic Blvd and Slauson Ave)	City of Los Angeles/ Unincorporated LA County	Aerial	No parking proposed
Pacific/Randolph	Pacific Ave/Randolph St	City of Huntington Park	At-grade	No parking proposed

SOUTHERN SECTION (SAME FOR ALTERNATIVE E AND G)

Florence/ Salt Lake	Florence Ave/Salt Lake Ave	City of Huntington Park/City of Cudahy	At-grade	No parking proposed
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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
Firestone	Between Atlantic Ave and Firestone Blvd	City of South Gate	Aerial	171
Gardendale	Gardendale St/Dakota Ave	City of Downey	At-grade	No parking proposed
I-105 /Green Line	I-105 Freeway/Green Line Station	City of South Gate/City of Paramount	Aerial	228
Paramount/Rosecrans	Paramount Blvd/Rosecrans Ave	City of Paramount	Aerial	490
Bellflower	Bellflower Blvd/Pacific Ave	City of Bellflower	At-grade	263
Pioneer	Pioneer Blvd/186 th St	City of Artesia	At-grade	442
Total Number of Proposed New Parking Spaces				1,594

Grade Separations and Crossings

Within the Northern Section, Alternative E, Alameda Underground would be entirely underground from LAUS to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Los Angeles Union Station to South of Olympic Boulevard (underground)

- Maximum depth is approximately 115 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

Within the Northern Section, Alternative G, Downtown Transit Core would be entirely underground from 7th St/Metro Center Station to south of Olympic Boulevard. South of Olympic Boulevard, the alignment would be at-grade except for the following grade-separated locations:

Downtown Transit Core to South of Olympic Boulevard (underground)

- Maximum depth is approximately 80 feet

Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

- Approximately 40 feet

The Southern Section would extend for approximately 11 miles primarily at-grade with the following grade-separations:

South of Ardine Street (Atlantic Avenue and Firestone Boulevard) (aerial)

- Approximately 40 feet

South of Southern Avenue (over the Los Angeles River) to north of I-710 (aerial)

- Approximately 50 feet

South of I-710 (over the Rio Hondo Channel) to south of the Rio Hondo Channel (aerial)

- Approximately 40 feet

Imperial Highway and Garfield Avenue (aerial)

- Approximately 35 feet

I-105/Green Line crossing (aerial)

- Approximately 40 feet

South of I-105 (over Paramount freight line and Paramount Boulevard/Rosecrans Avenue) to Paramount High School (aerial)

- Approximately 40 feet

Paramount High School (over Downey Avenue) to Somerset Boulevard (aerial)

- Approximately 35 feet

Cornuta Avenue (over Woodruff Avenue/Flower Street) to Flora Vista Street (aerial)

- Approximately 40 feet

SR-91 (underpass at-grade)

South of SR-91 (over the San Gabriel River) to north of Artesia Boulevard (aerial)

- Approximately 30 feet

I-605 (underpass at-grade)

Cerritos/Artesia city line (over Gridley Road/183rd Street) to 186th Street (aerial)

- Approximately 40 feet

Ground Disturbance

Ground disturbing activities would occur throughout the project. The Build Alternatives would be constructed primarily underground in the Northern Section while the Southern Section would primarily

consist of at-grade and aerial construction. All ground disturbing activities would be located entirely within the public and/or rail ROW, or on sites that would be acquired for construction through temporary construction easements, parking facilities, maintenance and storage facility, or TPSS sites. Proposed construction staging and laydown areas are also proposed entirely within the Project area. Table 2 lists potential staging and laydown area options currently in review. The proposed construction staging and laydown areas would be primarily located within the rail ROW, at the proposed parking facility sites and the maintenance and storage facility site. Utility relocations would not exceed 5 to 10 feet of disturbance from ground elevation. Construction of the underground segments would require the use of a Tunnel Boring Machine (TBM) and/or use of the cut-and-cover method. The cut-and-cover sections at underground stations would relocate utilities that could be up to 25 feet below ground elevation. Disturbed ground would be backfilled with the same material or clean fill. Concrete encasement of ductbanks would be provided where needed. Attachment D includes major utility relocations within the Project APE.

The following provides approximate average ground disturbance depths:

- TBM: 115 feet
- Laydown Yards: 0 to 1 feet
- TPSS: 4 feet: (foundations and spread footings may be deeper)
- MSF Yard Tracks and Parking/Roads: 2 to 4 feet
- MSF Buildings: 3-10 feet
- Utility Relocations: 5-25 feet

Table 2 Construction Staging and Laydown Areas

No.	Location	Location Description	Project Component	Surrounding Land Use
1	E of Bauchet St N of Cesar Chavez Ave	United States Postal Service Parking Lot	LAUS – Forecourt	Industrial
2	E of Alameda St South of N Los Angeles St	LAUS Parking Lot B	LAUS – Forecourt	Commercial
3	E of Alameda St North of N Los Angeles St. and South of Cesar Chavez Ave	La Petite Academy of Los Angeles Parking Lot	LAUS – Forecourt	Commercial/ Education
4	E of LAUS, N of US-101 freeway, W	LAUS Parking Lot P and landscape	LAUS – Forecourt	Industrial

	of Gold Line Platform			
5	South of 101 at the corner of N. Alameda St and E 1st St	Regional Connector Staging Site	Little Tokyo Station	Residential/ Commercial
6	Corner of Alameda St and 2nd St	Office Depot Parking Lot	Little Tokyo Station	Commercial
7	W. side of Alameda St between 6th & 7th St	Bus Facility, partial sidewalk, and southbound lanes	Arts District South Station	Industrial/ Commercial
8	E side of Alameda St, Corner of 7th St and Alameda	Bus Facility, partial sidewalk, one northbound lane, commercial buildings	Arts District South Station	Industrial/ Commercial
9	N of 8th St between Francisco St and Figueroa St	Located on vacant parcel between Target parking structure and 777 S Figueroa St, Los Angeles, CA 90017. Partial lane and sidewalk	8th St/Flower St Station	Commercial/ Business Park
10	SE Corner of 8th St and S Figueroa St	Parking Lot	8th St/Flower St Station	Commercial/ Business Park
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13	S side of 8th St between Main St and Los Angeles St	Partial westbound lane and sidewalk	South Park/Fashion District Station	Commercial/ Business Park
14	S side of 8th St between Los	Partial lane street and sidewalk	South Park/Fashion District Station	Commercial/ Business Park

	Angeles St and Santee St			
15	N end of Santee St	End of local Street	South Park/Fashion District Station	Commercial/ Business Park
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17	E and W side of Long Beach Ave between Olympic Blvd and 14th Street	Commercial/Industrial	TBM Launch Portal	Industrial
18	In-between 14th St and Olympic Blvd on Long Beach Ave	Metro Bus Facility Partial strip of street and sidewalk	TBM Launch Portal	Commercial/ Industrial
19	Properties and Street between Olympic and 14th St	Industrial/Commercial/street and sidewalk	TBM Launch Pit	Commercial/ Industrial
20	W side of Long Beach Ave between 14th and 15th St	Industrial/Commercial	TBM Launch Pit	Commercial/ Industrial
21	W side of Long Beach Ave, beneath I-10 Freeway	Freeway Underpass	TBM Staging Area	Industrial
22	NE Corner of Long Beach Ave. and Washington Blvd	Parking lot and industrial property 1700 Long Beach Ave, Los Angeles	Long Beach Blvd Viaduct	Industrial
23	NW Corner of Long Beach Ave. and Washington Blvd	Industrial building	Long Beach Blvd Viaduct	Industrial
24	20th St between Compton Ave and Long Beach Ave	Fueling Facility	Long Beach Blvd Viaduct	Industrial

25	NE corner of Long Beach Ave. and Vernon Ave	Light Industrial	Long Beach Blvd Viaduct	Industrial
26	NE corner of Long Beach Ave. and Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
27	SE corner of Long Beach Ave, north of Slauson Ave	Industrial	Long Beach Blvd Viaduct	Industrial
28	SE Corner of Slauson and Randolph St	Industrial	Long Beach Blvd Viaduct	Industrial
29	Existing RR ROW at Bissell St. and Randolph St E of Salt Lake Ave	Railroad ROW	Randolph Grade Separation	Industrial
30	NE of Firestone Blvd at Neville Ave and Mason St. along Railroad ROW	Warehousing/Logistics	Firestone Station and Grade Separation	Industrial
31	W of Salt Lake Ave at end of Wood Ave	Vacant	Los Angeles River Bridge	Industrial
32	E of Salt Lake Ave between Duncan Way and Wood Ave	Vacant	Los Angeles River Bridge	Industrial
33	SW Frontage Road, adjacent to I-710	Industrial	LA River Bridge & I-710 Undercrossing	Industrial, Residential, Recreational
34	S. of Miller Way, adjacent to I-710	Light Industrial Storage	I-710 Undercrossing & Rio Hondo Channel Bridge	Industrial

35	NE corner of Railroad ROW and Garfield Ave, S of Imperial HWY	Vacant	LA River Bridge & I-710 Undercrossing	Industrial
36	E of Center St between Lincoln and Nevada	Parking Lot/ Commercial/Recycling	I-105 Station	Commercial/ Industrial
37	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Railroad ROW	Paramount Station and Grade Separation	Commercial/ Industrial
38	N of Rosecrans Ave S of San Pedro Sub Division Railroad ROW	Commercial & Industrial GCR Tires & Service 7801 E Rosecrans, Paramount, CA 90723	Paramount Station and Grade Separation	Commercial/ Industrial
39	NE corner of Downey Ave and RR ROW	Industrial Paramount Refinery	Downey Grade Separation	Commercial/ Industrial
40	NW corner of Bellflower Blvd and Railroad ROW	Commercial and Parking Lot	Bellflower Station	Commercial/ Industrial
41	SW Corner of San Gabriel River and SR-91	Vacant	San Gabriel River Bridge	Commercial/ Industrial
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Area of Potential Effects

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“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The proposed Project APE (See Attachment D) has been delineated to encompass areas that contain historic properties that may be directly or indirectly affected by any of the Project Build Alternatives or design options. This includes temporary construction impacts and permanent impacts. The proposed APE includes all areas that may be subject to direct or indirect effects, including potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the Project.

The direct APE encompasses all areas where demolition, ground disturbance, permanent and temporary construction, staging, and acquisitions would occur. The direct APE encompasses areas with potential direct ground disturbance, accounting for project elements such as at-grade track work, and aerial and underground structures. The proposed direct APE also includes areas with permanent site improvements such as station locations, proposed parking areas, project elements such as train control, traction power substation sites, ventilation structures, maintenance and storage facilities, and construction staging areas. The proposed APE varies with the level of proposed disturbance (LOD). The APE extends from approximately the existing ground surface to 50 feet above the existing ground surface and approximately 115 feet below the existing ground surface.

The proposed indirect APE includes all areas that may be subject to potential visual, noise, vibration, and/or ground settlement effects that may result from construction or implementation of the proposed Project. In areas where the proposed alignment would be at-grade, within existing railroad ROW or LACTMA-owned ROW, the indirect APE encompasses the same area as the direct APE, as the introduction of a rail system in areas where rail historically functioned would not have an increased potential to cause indirect impacts to historic properties. In areas where the proposed alignment is underground, aerial or not within existing railroad ROW, the indirect APE is defined as the first row of adjacent parcels. If the design of the alternatives is modified, the APE will be revised accordingly, in consultation with LACMTA and SHPO. See APE Map, Attachment D.

Surveys and Evaluation

In accordance with 36 CFR Part 800.4(a)(2) all existing and potential archaeological resources and built environment resources that are located within a project's APE will be identified. Within the APE, FTA and LACMTA will identify historic properties, which are those that are listed in or eligible for inclusion in the National Register and/or California Register of Historical Resources (California Register). Historic property identification efforts will be conducted in accordance with guidelines established by the FTA, the National Park Service and the California Office of Historic Preservation and will be conducted by qualified archaeologists and architectural historians who meet the National Park Service Professional Qualification Standards (PQS). The cultural resources field investigations will follow California OHP guidelines for documenting historic resources and the appropriate National Park Service National Register Bulletins for evaluating historic properties.

Background research will be conducted to provide context for the identification of potential historic properties and to verify field data. This will include the preparation of a cultural resources records search through the California Historic Resource Information System, located at the South Central Coastal Information Center (SCCIC), California State University, Fullerton. The SCCIC records search will identify previous cultural resources work and previously recorded cultural resources within a 0.5-mile radius of the project APE. The California Historical Resources Information System (CHRIS) search included a review of the Archaeological Determinations of Eligibility list and available historical maps, which will assist in determining the potential to encounter archaeological resources in areas with no ground visibility. The SCCIC records search will be supplemented with local survey data including SurveyLA and archival research including but not limited to historic aerial photographs, building permit data, city directories and newspaper articles.

An intensive-level survey will be conducted to determine precisely what historic properties exist the Project APE. The intensive survey will document:

- The kinds of properties that are extant;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage and
- A record of the precise location of all properties identified.

Upon completion of the SCCIC records search, an intensive-level survey of the APE will be completed. Field documentation will consist of digital photographs and notes using tablets. The archaeological field survey will include surveyors walking within areas with exposed ground surface. The architectural history fieldwork will include a survey of each property containing built environment resources.

The Project has a base year of 2018. The estimated opening date is currently 2028 under the P3 accelerated funding scenario described above. It is anticipated that the Project would be completed in a single phase by 2028. The proposed undertaking extends 19 miles from downtown Los Angeles to the City of Artesia, largely through heavily developed areas along existing railroad corridors that are surrounding by commercial and industrial properties. There are a significant number of properties that will become 50 before the project is completed, FTA and LACTMA have developed the following streamlined approach, as follows:

- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties lacking integrity will be exempt from evaluation. Preparation of DPRs will be substituted with an appendix table depicting a photo of each property. The table will summarize basic information about the exempted property including construction date, parcel number, address and a description of the alterations which warrant the exemption. Only properties that are substantially altered and/or clearly would not be eligible for listing in the NRHP and CRHR would be exempted. An example of the proposed exemption table is included in Attachment E.
- Properties with survey eligibility findings that were completed within the past 5 years will not be updated, unless there are substantial changes to the property identified during the field survey. The previous documentation will be included as an appendix to the Cultural Resources Impacts Report.
- Properties previously determined ineligible for the NRHP and CRHR which have not been surveyed within the past 10 years will be updated with a DPR update form and reevaluated.
- Related properties (i.e., residential tracts, large industrial complexes) will be recorded on a DPR523D District Record and continuation sheets ad potential districts instead of recording each individual building on a DPR523A form.

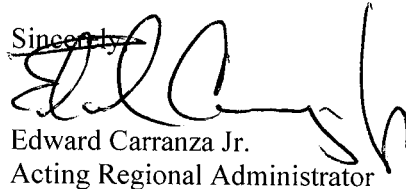
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE and methodology. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. FTA requests that you please review the enclosed information. If you have any additional information on prehistoric sites, sacred sites, and/or traditional cultural properties in the APE or if you have any comments, we would appreciate a response within thirty (30) days of your receipt of this letter.

If you have questions or wish to discuss this project, please contact Candice Hughes, Environmental Protection Specialist, at (213) 629-8613, or transmit e-mail to candice.hughes@dot.gov, or contact Adam Stephenson, Transportation Program Specialist, by phone at (213) 202-3957 or by email at adam.stephenson@dot.gov.

~~Sincerely,~~



Edward Carranza Jr.
Acting Regional Administrator

APPENDIX C SECTION 106 CONSULTATION CORRESPONDENCE

Appendix C-Section 2: Section 106 Native American Consultation Correspondence



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

U.S. Department of Transportation

January 3, 2019

Re: Section 106 for the West Santa Ana Branch Transit Corridor Project

Dear Candice Hughes,

Please find this letter as a written request for consultation regarding the West Santa Ana Branch Transit Corridor Project in the Los Angeles County. Your project lies within our ancestral tribal territory, meaning descending from, a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission, ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the Native American Heritage Commission (NAHC) will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our potential tribal cultural resources on your project site, at the consultation, we will be providing information pertaining to the significance of tribal cultural resources and the significance of the project's impacts to these resources. We will provide a variety of resources including, but not limited to; ethnography notes, maps, and oral history. We will also be prepared to discuss mitigation measures we feel are appropriate to protect our tribal cultural resources from substantial adverse change to their significance.

Consultation appointments are available during standard business hours on Wednesdays and Thursdays at our offices at 901 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com

From: [Adrian Morales](#)
To: [Hughes, Candice \(FTA\)](#); [Stephenson, Adam \(FTA\)](#)
Cc: [Arlene Morales](#)
Subject: Section 106 Consultation for the West Santa Ana Branch Transit Corridor Project
Date: Monday, February 11, 2019 3:09:34 PM

To:
Candice Hughes,
Environmental Protection Specialist

Adam Stephenson,
Transportation Program Specialist

U. S. Department of Transportation
Federal Transit Administration

Greetings,

Thank you for the correspondence regarding the above named project. The tribal council representatives has taken into account the preliminary project information provided and do concur with the project's Areas of Potential Effects (APE), and the methodology to identify cultural resources. However depending on positive post research results to identify Tribal Cultural Resources, and after consultation the tribe may reconsider concurrence of the project's APE. Tribal records do indicate having specific knowledge of Tribal Cultural Resources in close proximity that may exist within the project's APE limits, and therefore might be impacted by the project's undertakings. Recommendations to the FTA:

- * Continuance of Tribal Consultation with the Gabrieleno Tongva San Gabriel Band of Mission Indians during the environmental study process.
- * SCCIC & CHRIS records and all other informational data sources be inclusive of a one mile radius search.
- * Tribal Consultation prior to any extended archaeological surveys including all sub surface testings.

Direct contact:
moralesadrian66@yahoo.com

Please continue to send all project correspondences to:

Anthony Morales, Chairperson
Gabrieleno / Tongva San Gabriel Band of Mission Indians
P. O. Box 693
San Gabriel, CA. 91778

Sincerely,

Adrian Morales

Tribal Consultations, Cultural Resource Management

Gabrieleno Tongva San Gabriel Band of Mission Indians

[Sent from Yahoo Mail on Android](#)

From: Hughes, Candice (FTA)
To: ["gtongva@gmail.com"](mailto:gtongva@gmail.com)
Subject: West Santa Ana Branch Project (FTA and LACMTA)
Date: Tuesday, January 29, 2019 10:58:00 AM
Attachments: [Gabrielino Tongva Indians of CA Initiation Consultation.pdf](#)
Importance: High

Good Morning Robert,

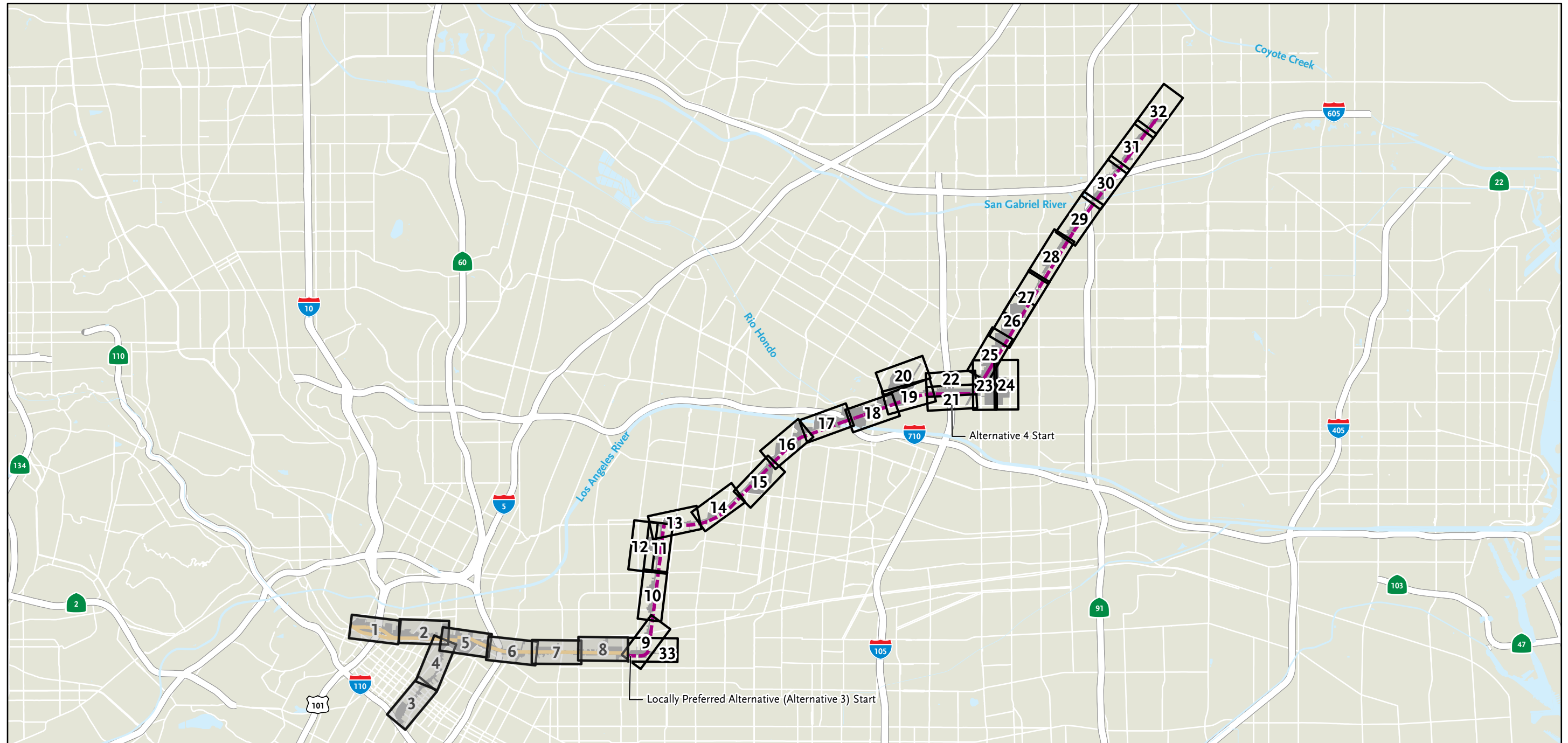
Thank you for speaking with me this morning about the West Santa Ana Branch Project (WSAB) with the Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA).

I am the Environmental Protection Specialist for FTA of Region 9. FTA mailed the Gabrieleno/Tongva Tribe a Native American Tribal Consultation letter for the West Santa Ana Branch Project on December 21, 2018. The 30-day review period has ended. Would the Gabrielino/Tongva Indians of California Tribal Council like to be included for future consultation as the project progresses?






Please contact me if you have any questions. Thank you!

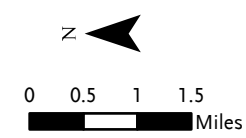
Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 440
Los Angeles, CA, 90017-5467
(213) 629-8613

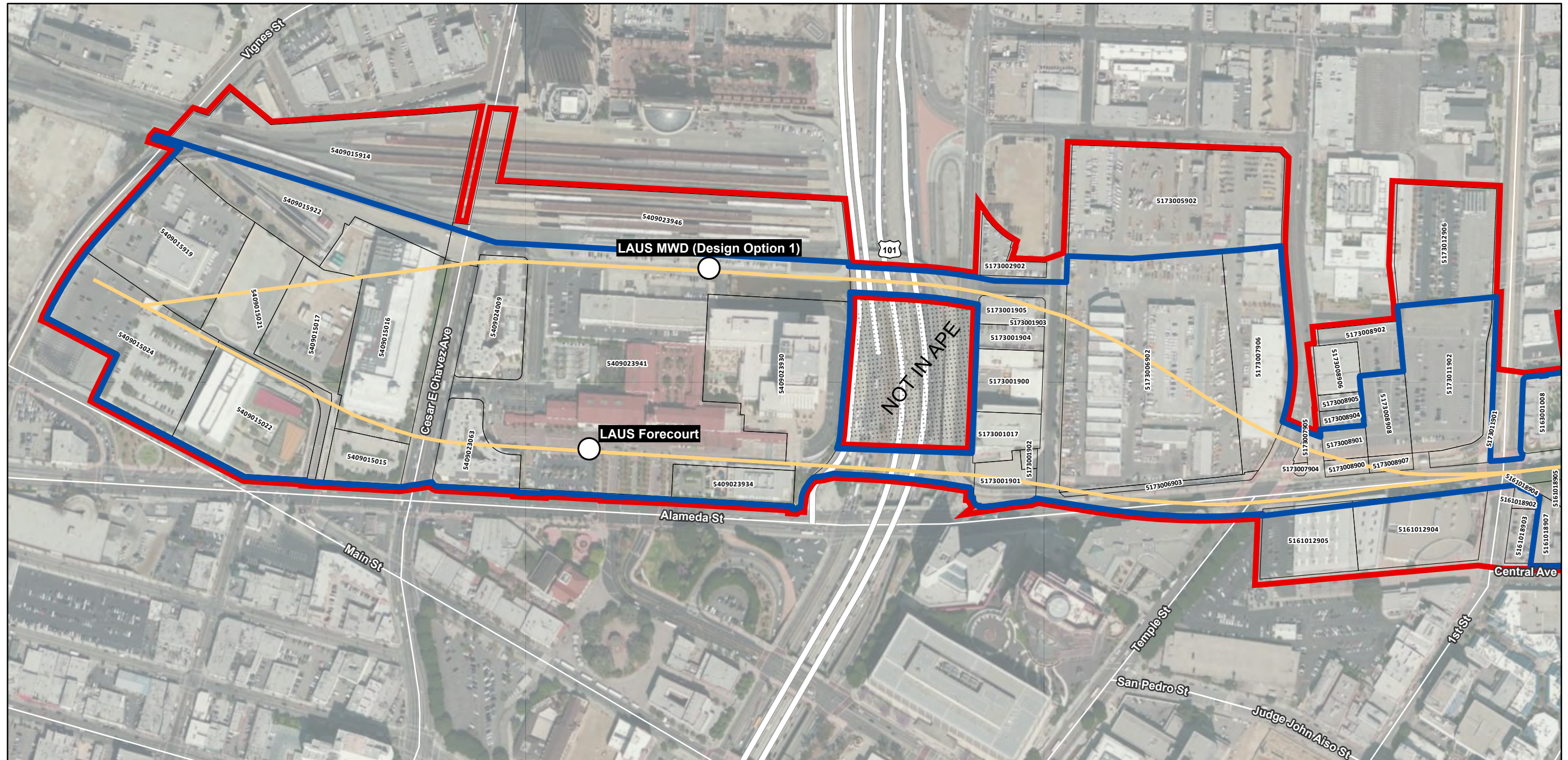
APPENDIX D AREA OF POTENTIAL EFFECTS MAP



Project Data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- | | |
|---|---|
|  Sheet Index | West Santa Ana Branch (WSAB) Proposed |
|  Sheet Index - Located Outside the Locally Preferred Alternative |  Draft EIS/EIR Build Alternatives 1 and 2 |
|  Architectural APE |  Locally Preferred Alternative (Draft EIS/EIR Alternative 3) |

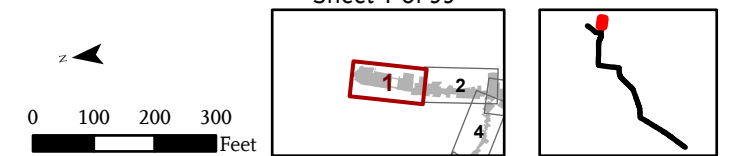


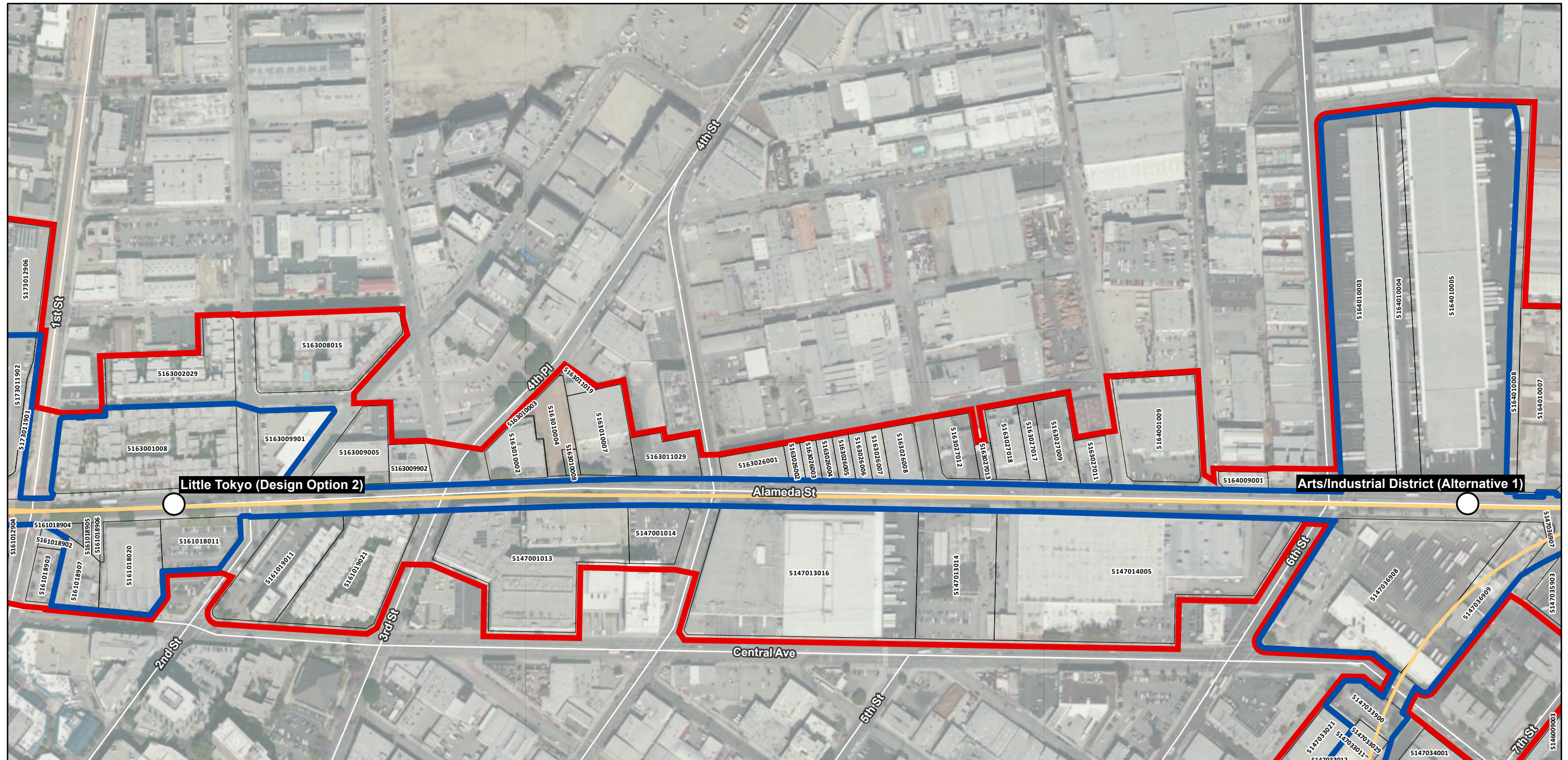


Project Data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Architectural APE
- Parcels
- Station
- Draft EIS/EIR Build Alternatives 1 and 2

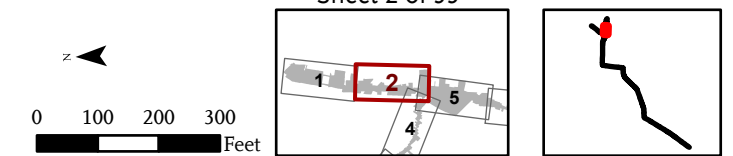
Sheet 1 of 33





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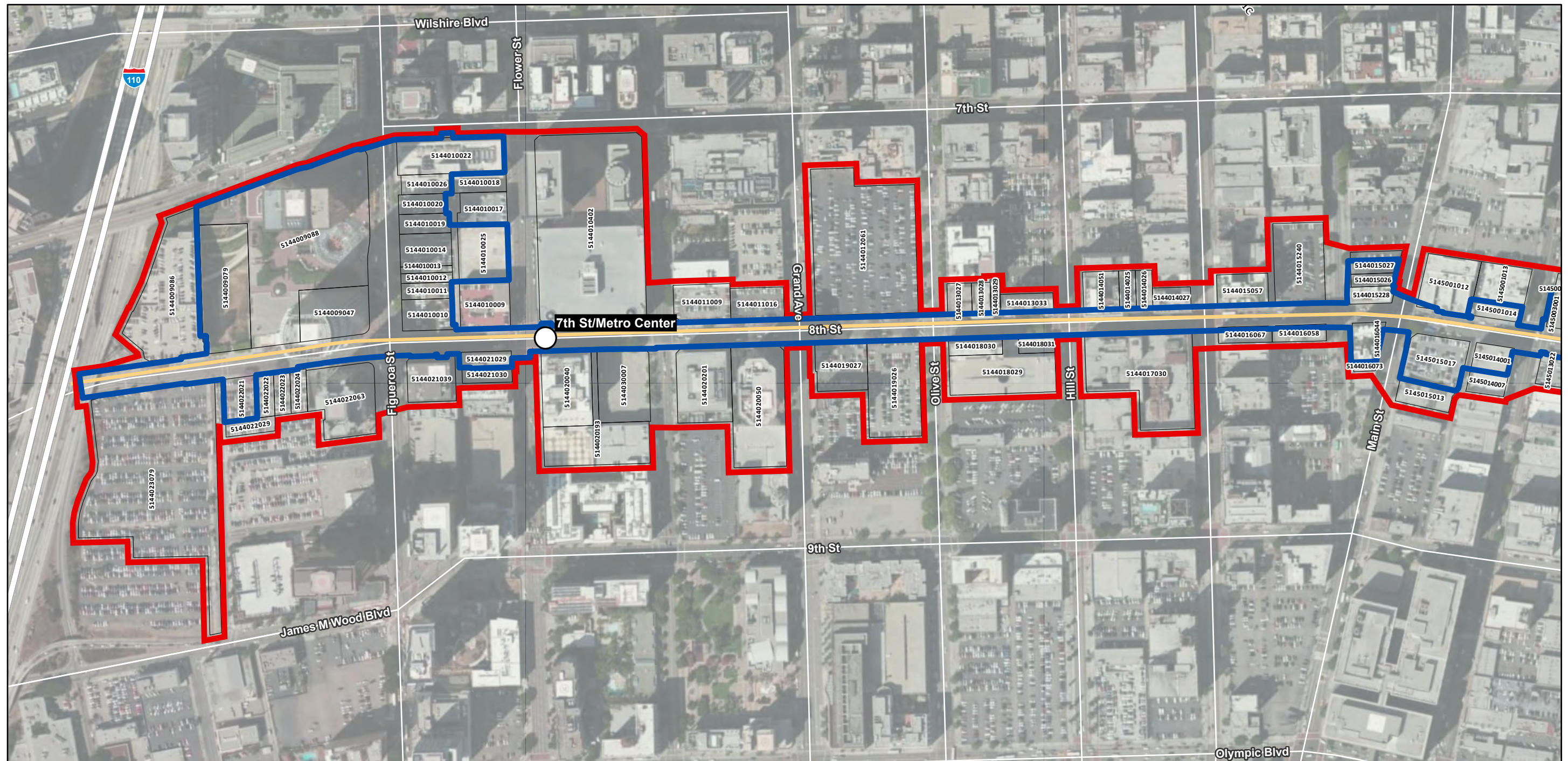
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- ▬ Architectural APE
- Parcels
- Station
- ▬ Draft EIS/EIR Build Alternatives 1 and 2



West Santa Ana Branch Transit Corridor Project

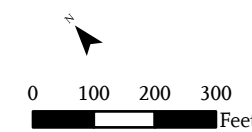
Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

March 2024

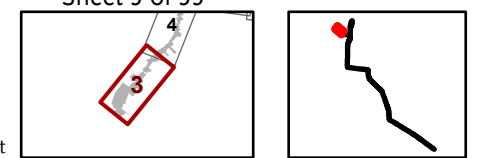


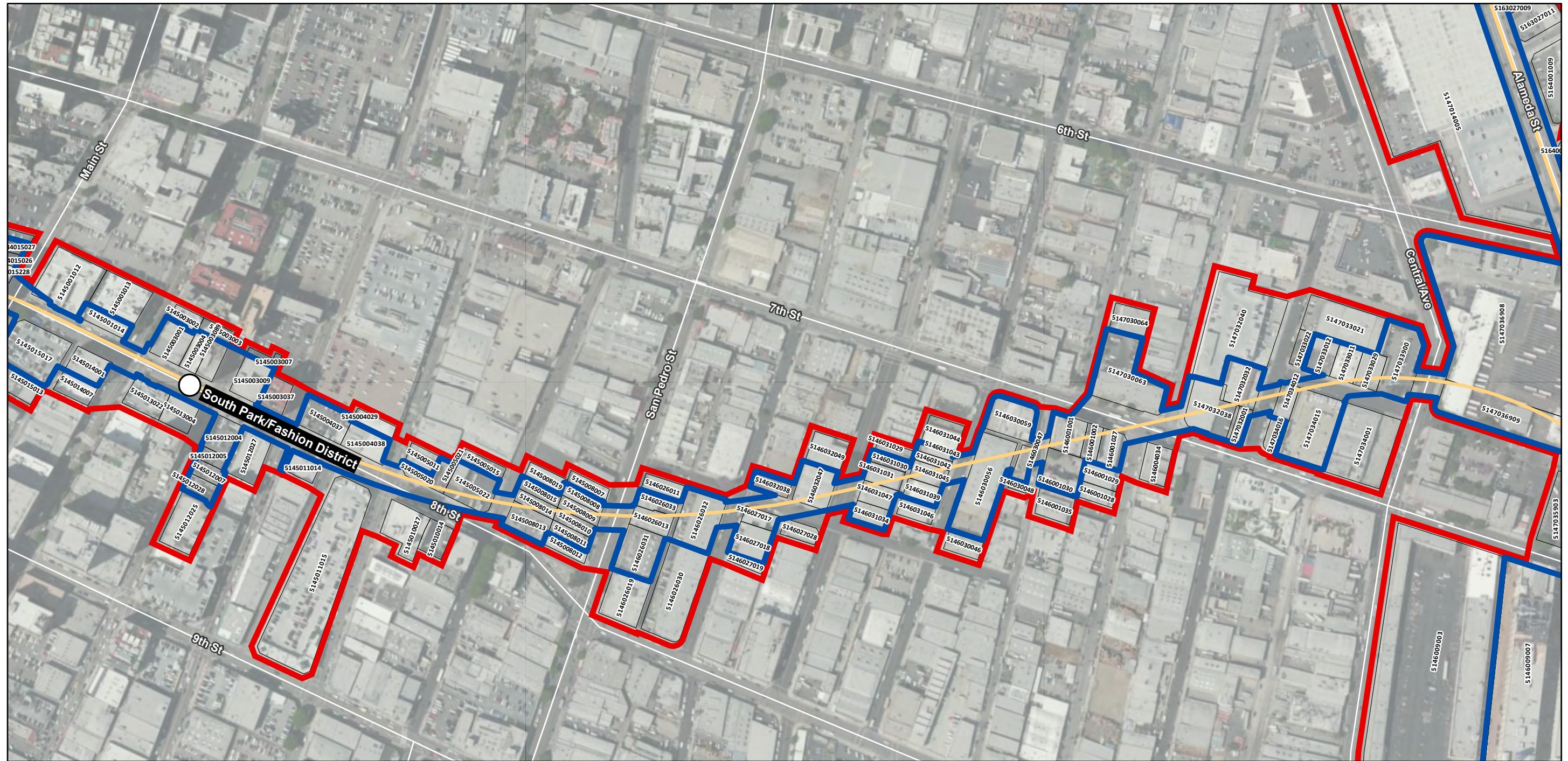
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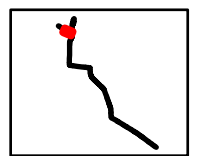
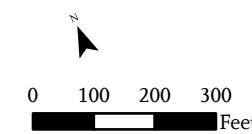


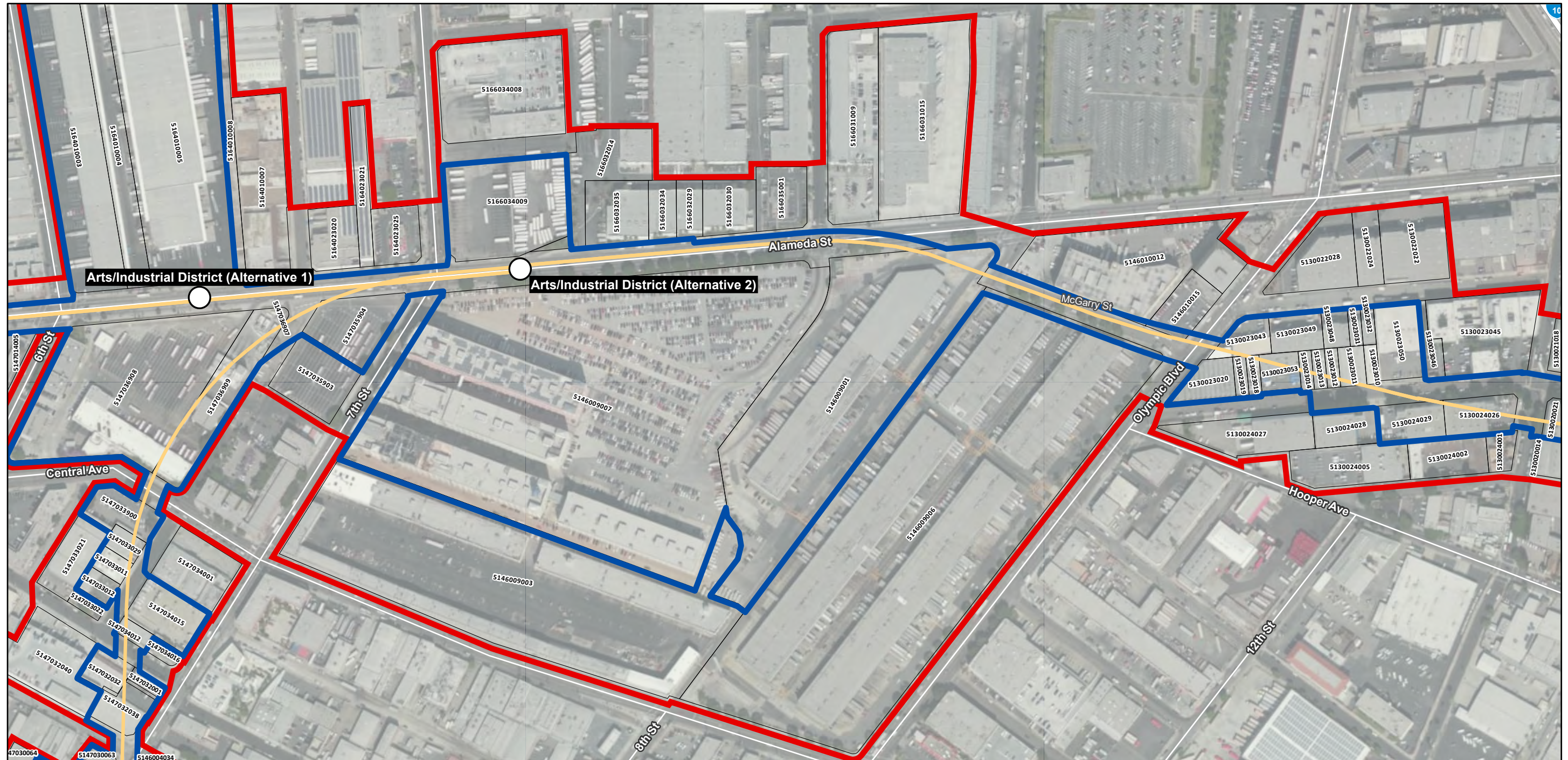


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- Direct APE
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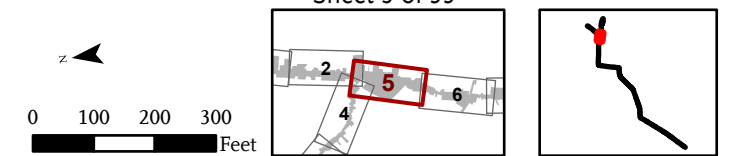


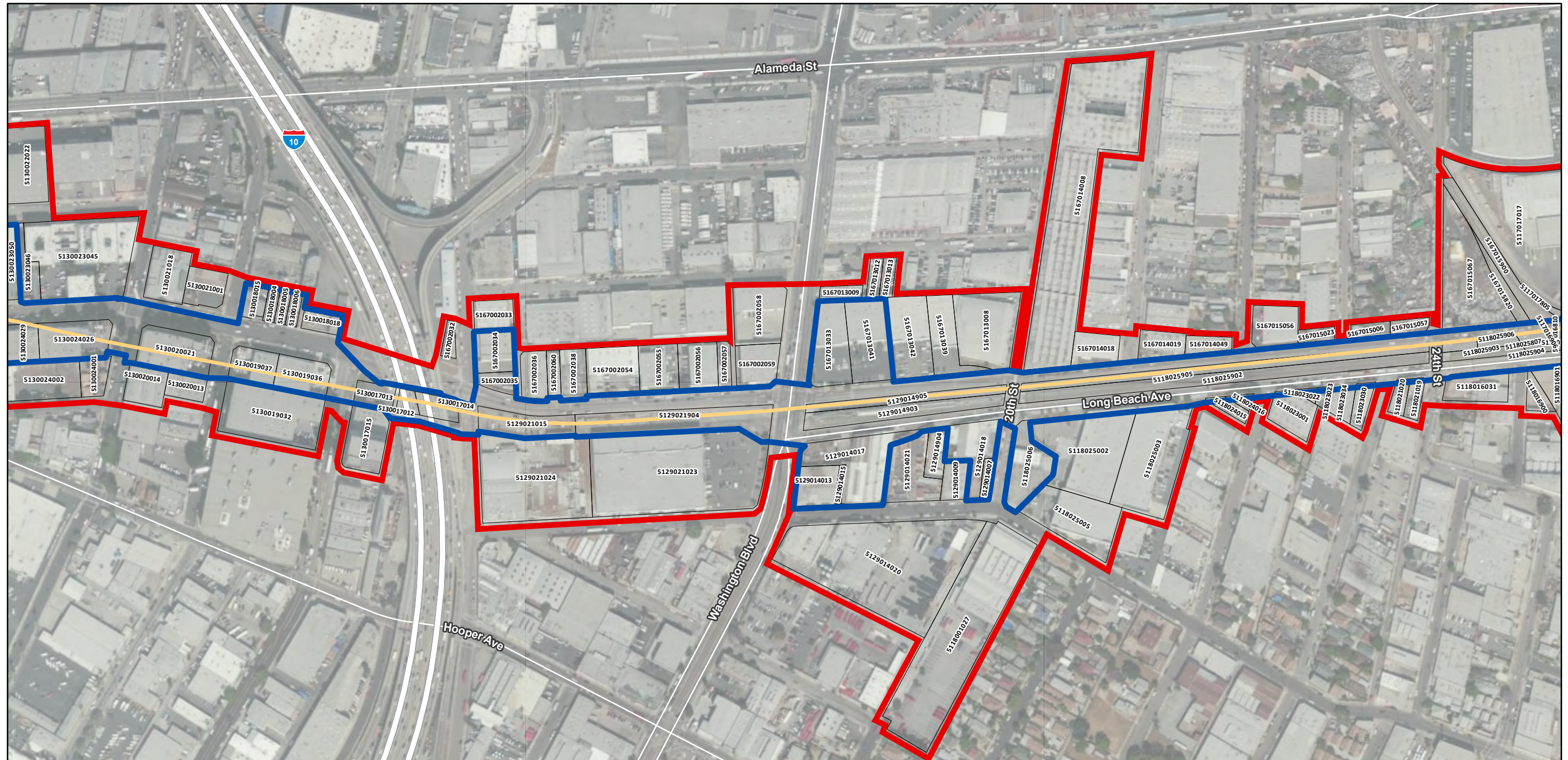


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- Direct APE
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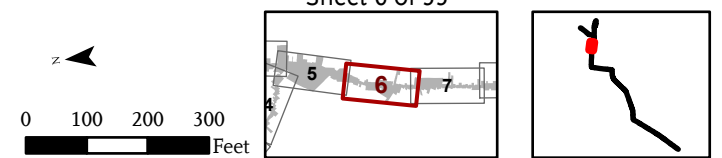




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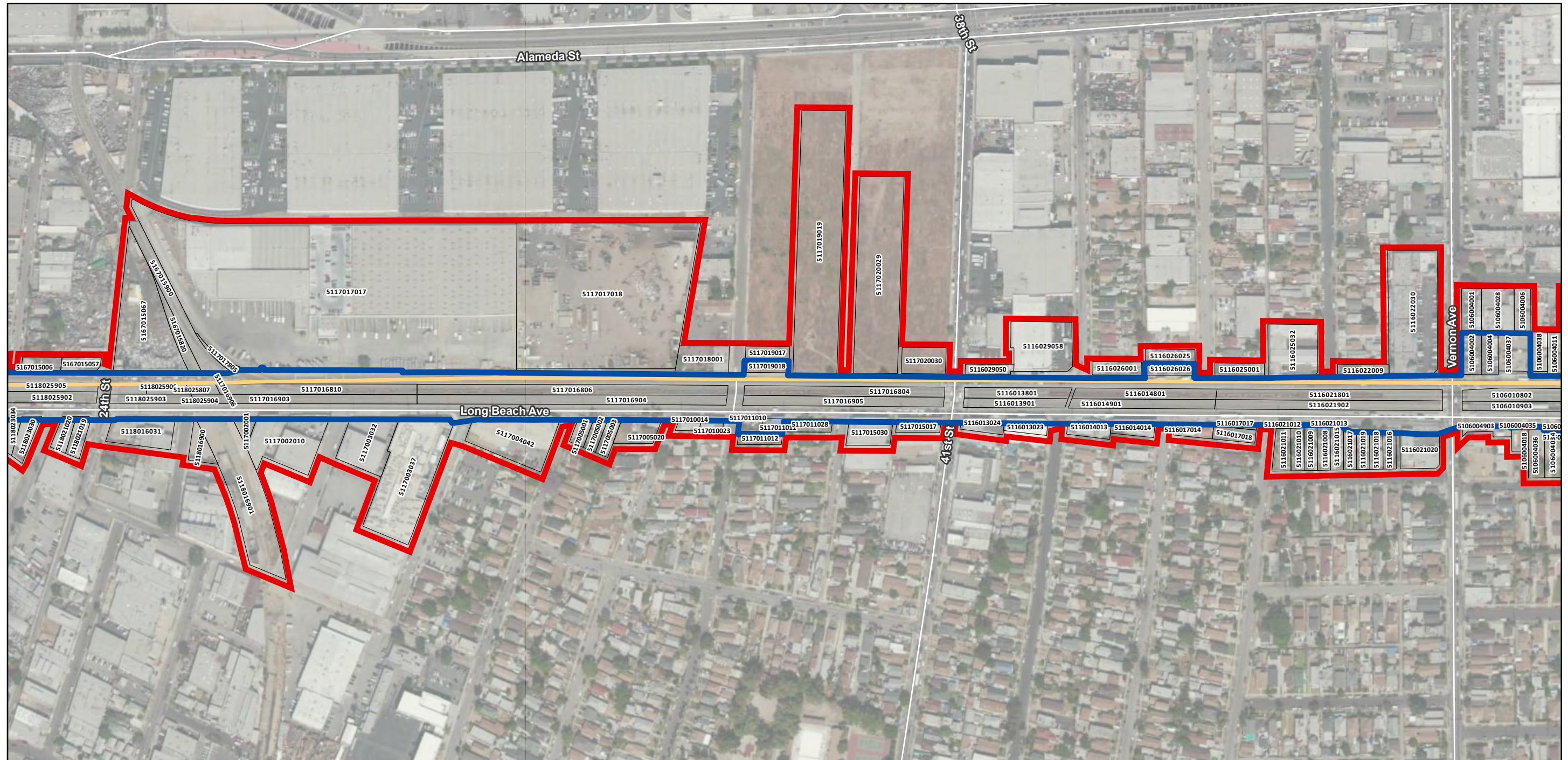
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West Santa Ana Branch Transit Corridor Project

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

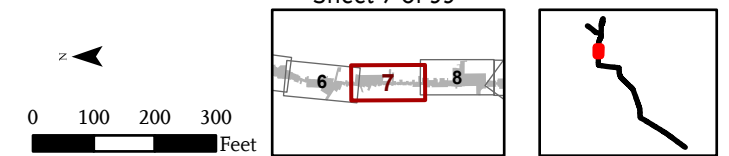
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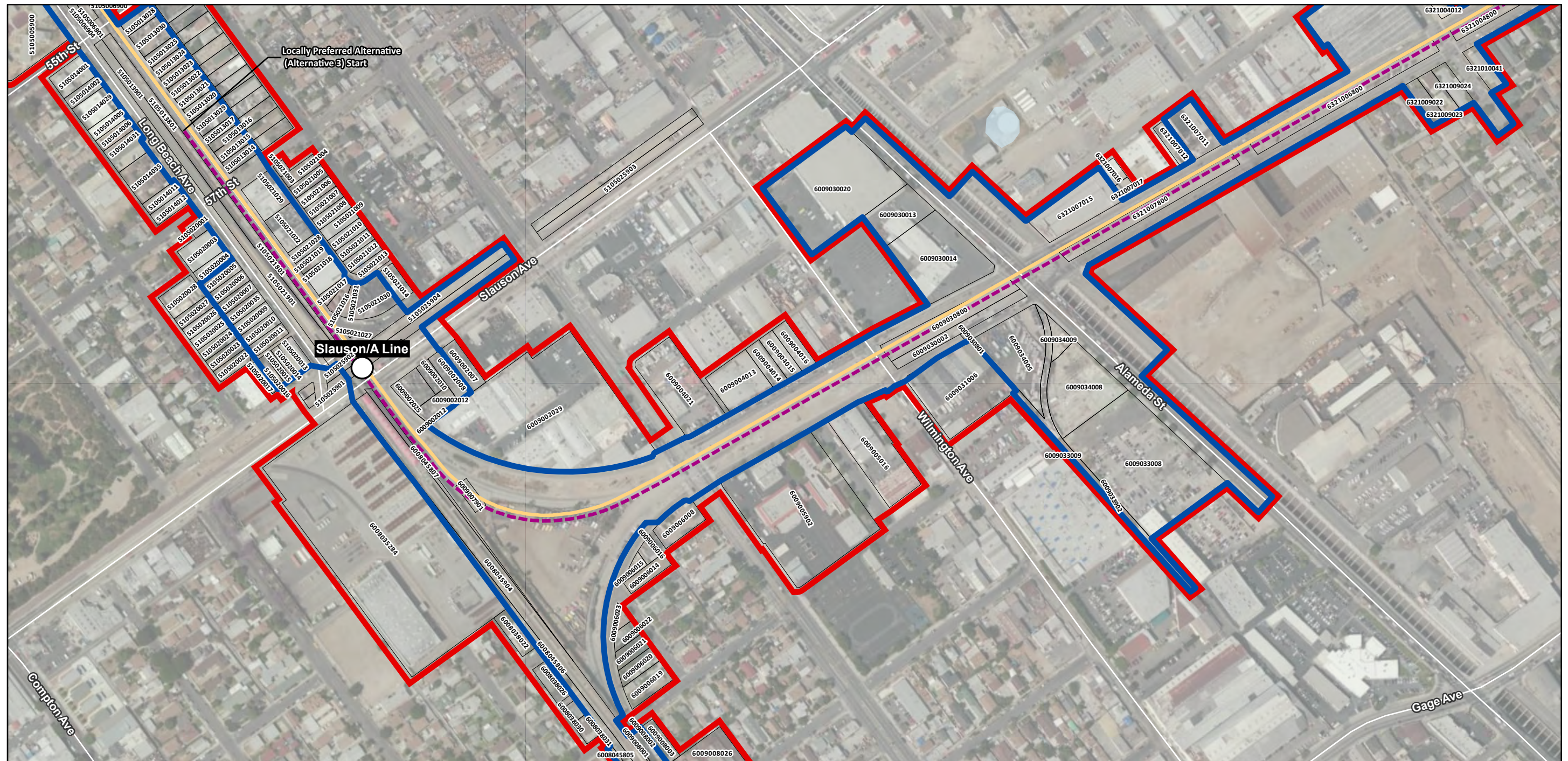


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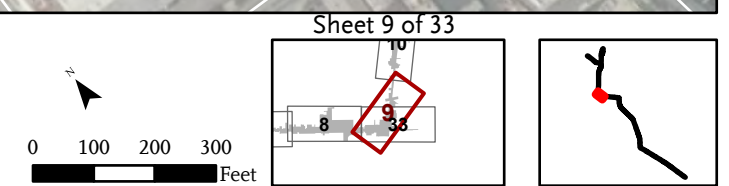
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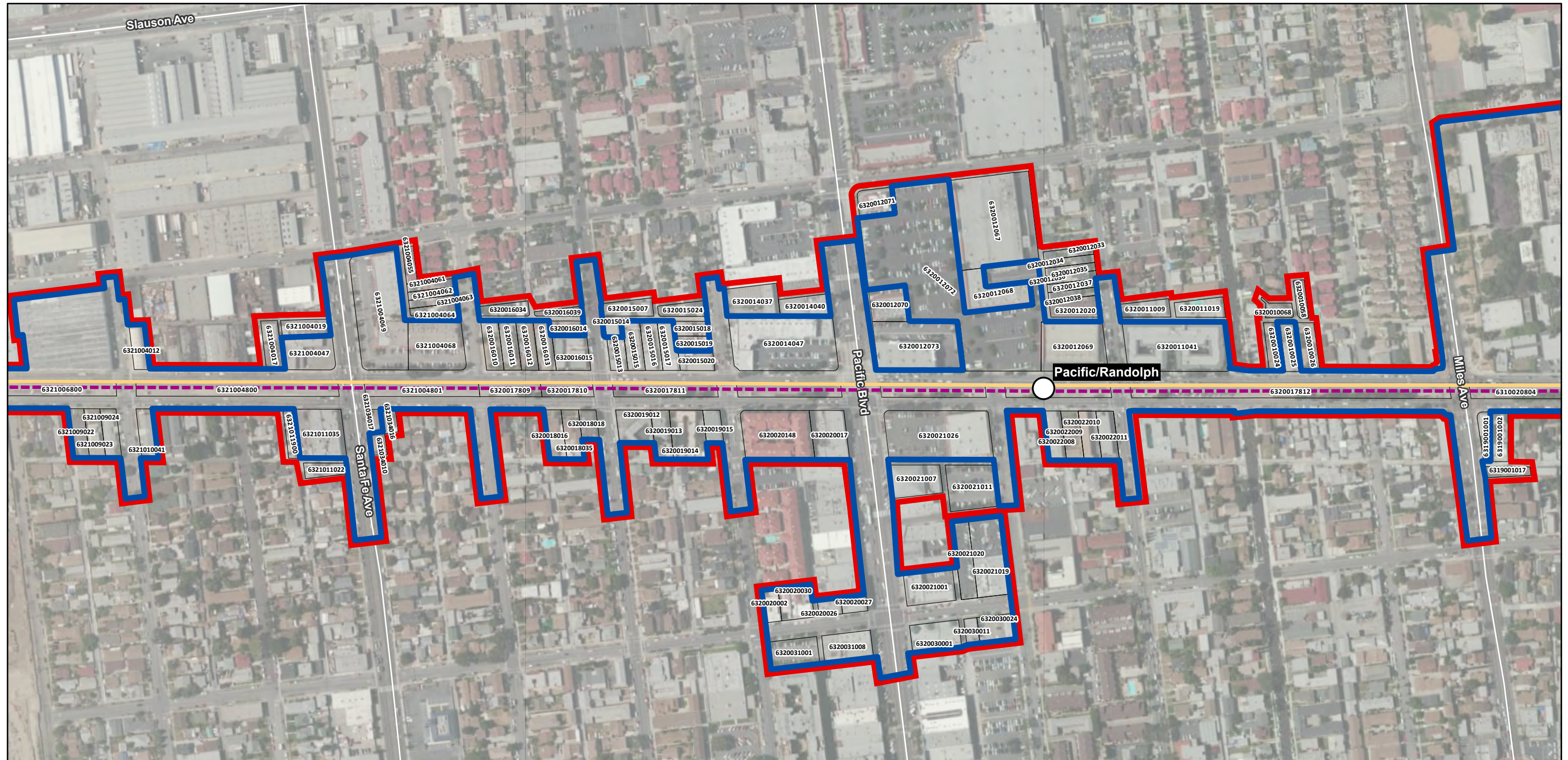
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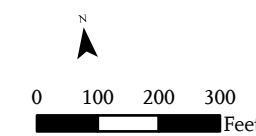
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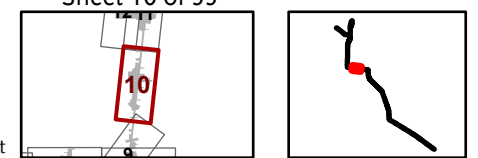


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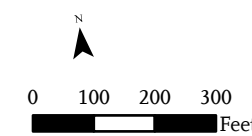
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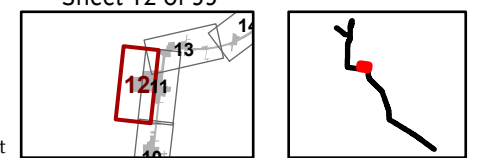


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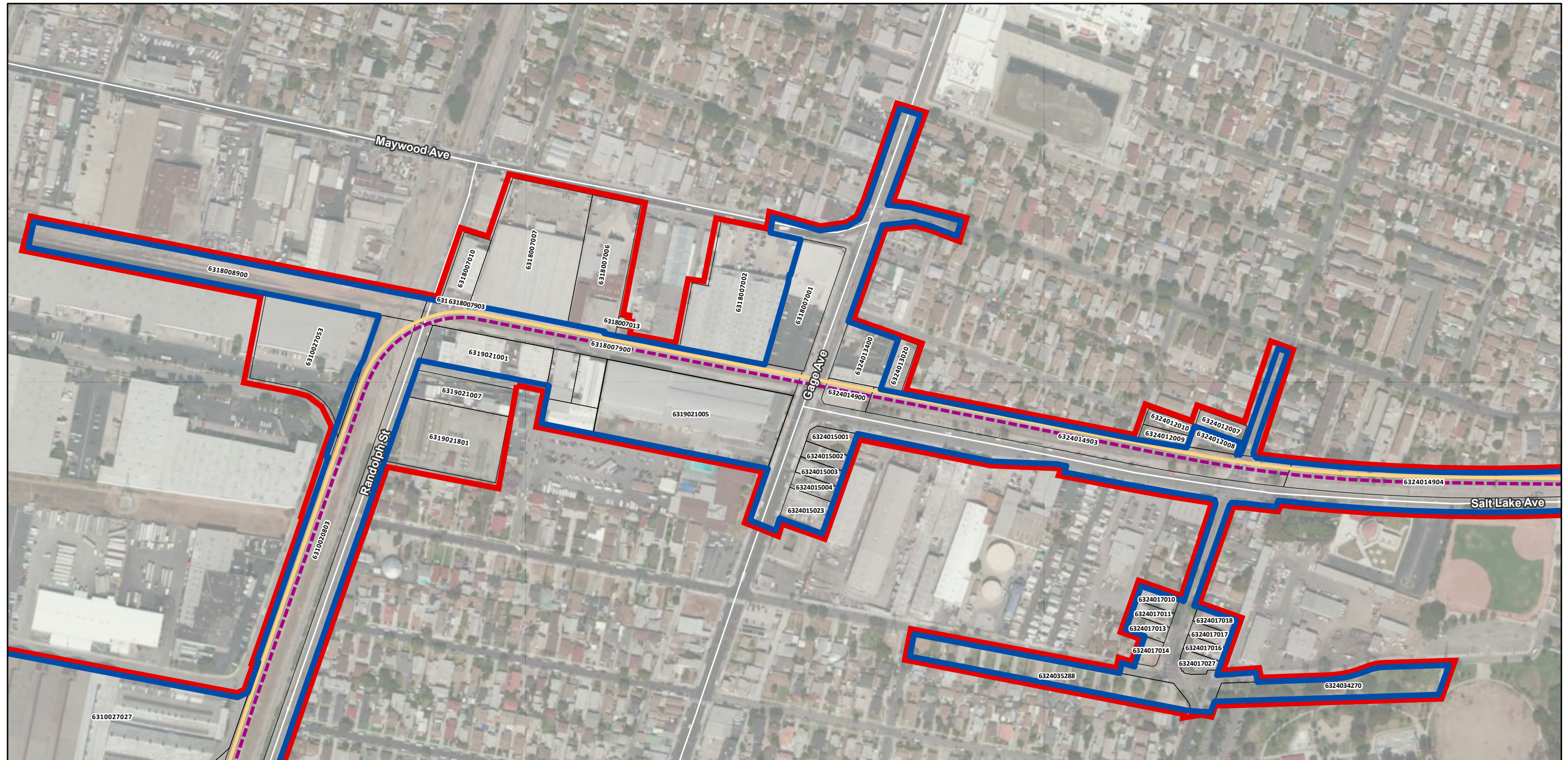
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West Santa Ana Branch Transit Corridor Project

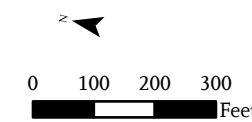
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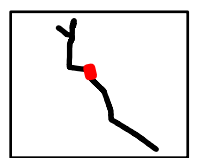
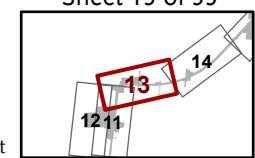


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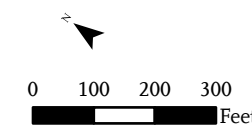
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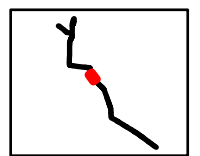
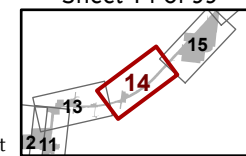


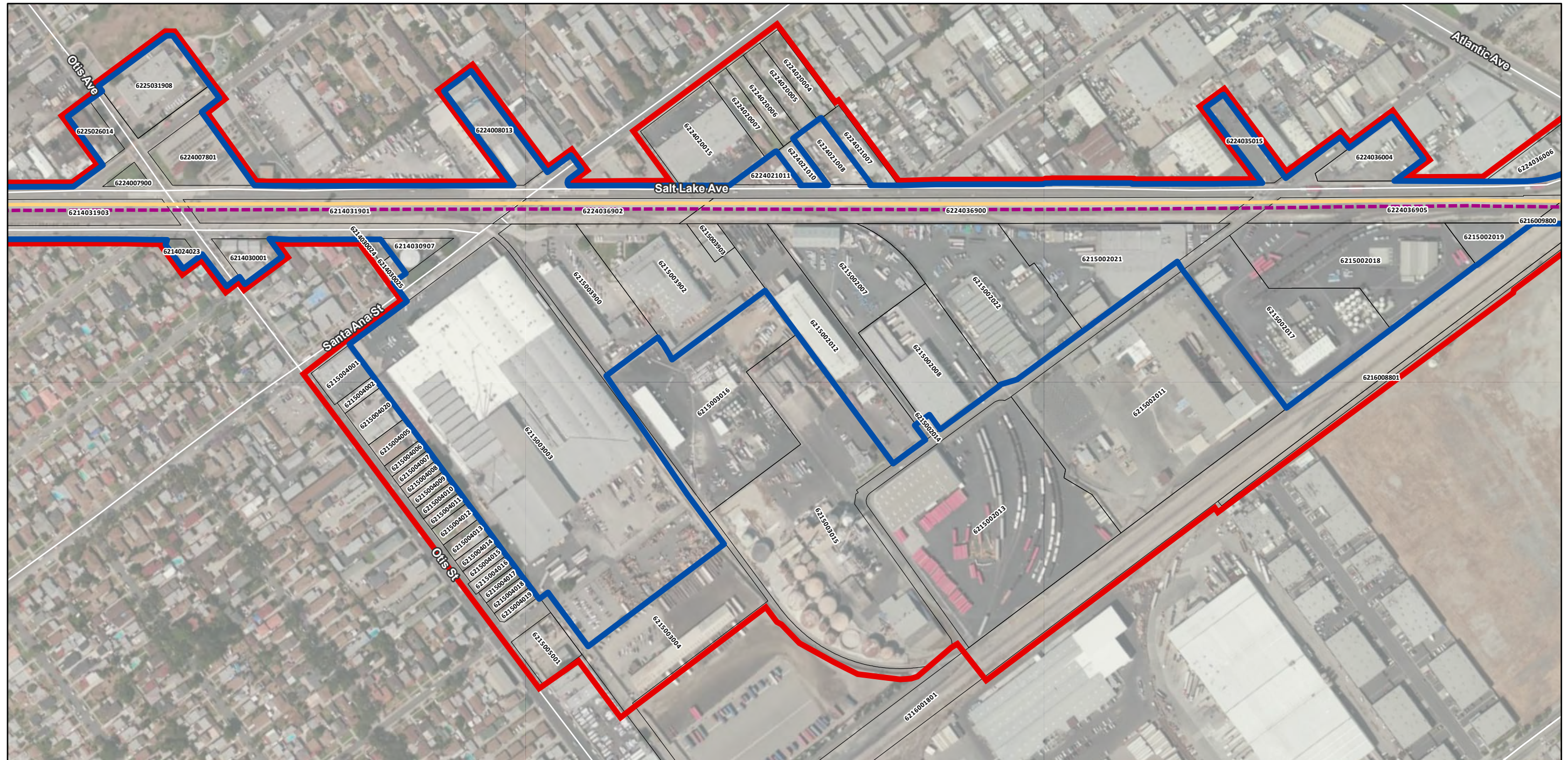
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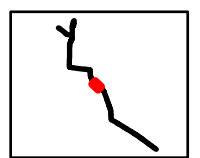
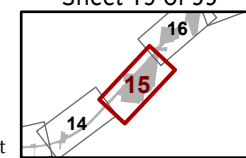
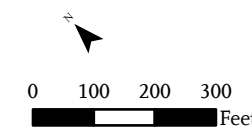


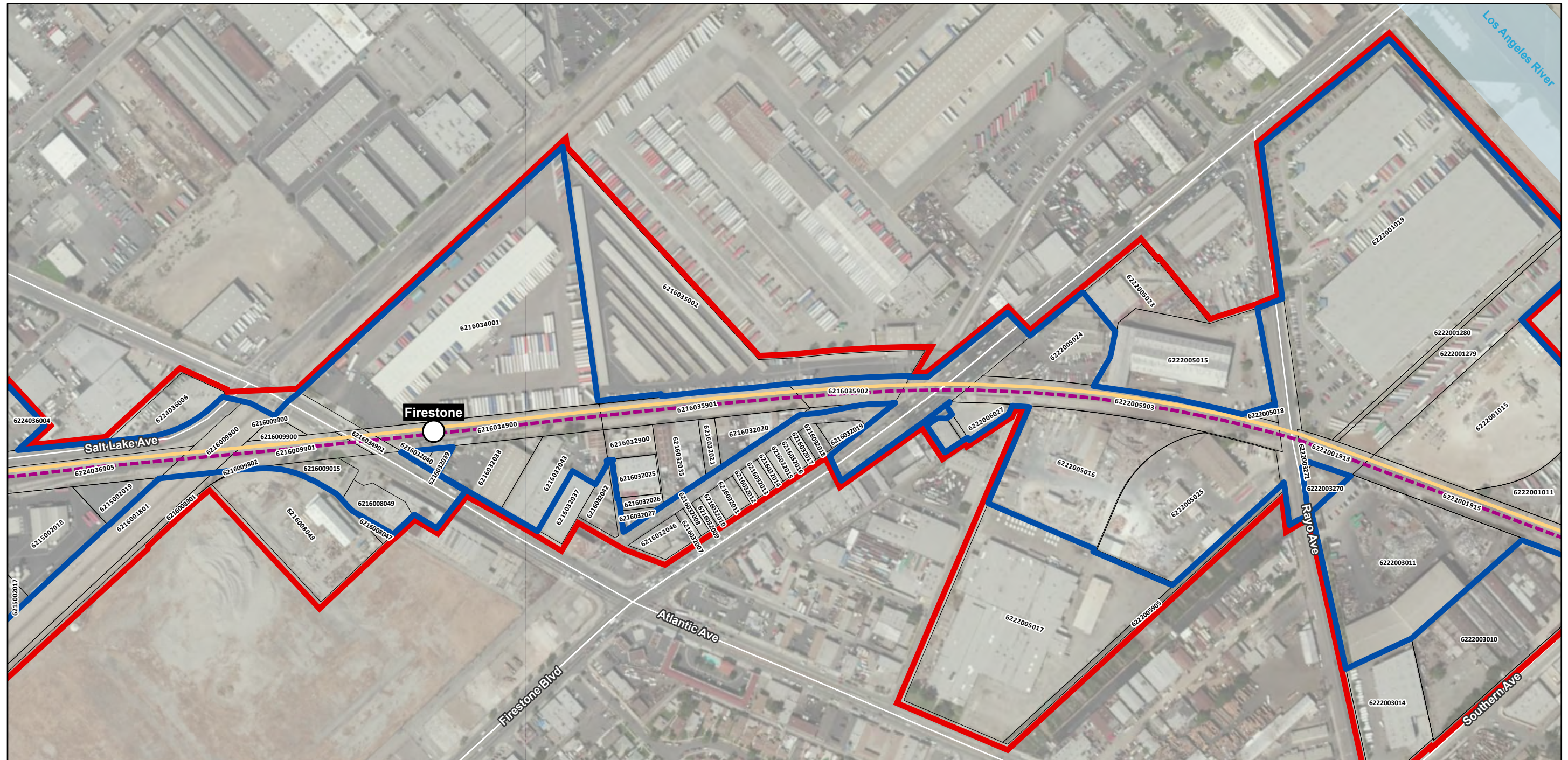


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



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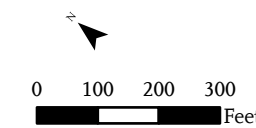
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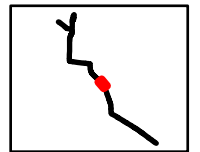
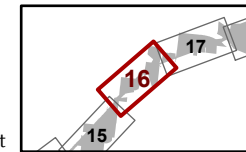


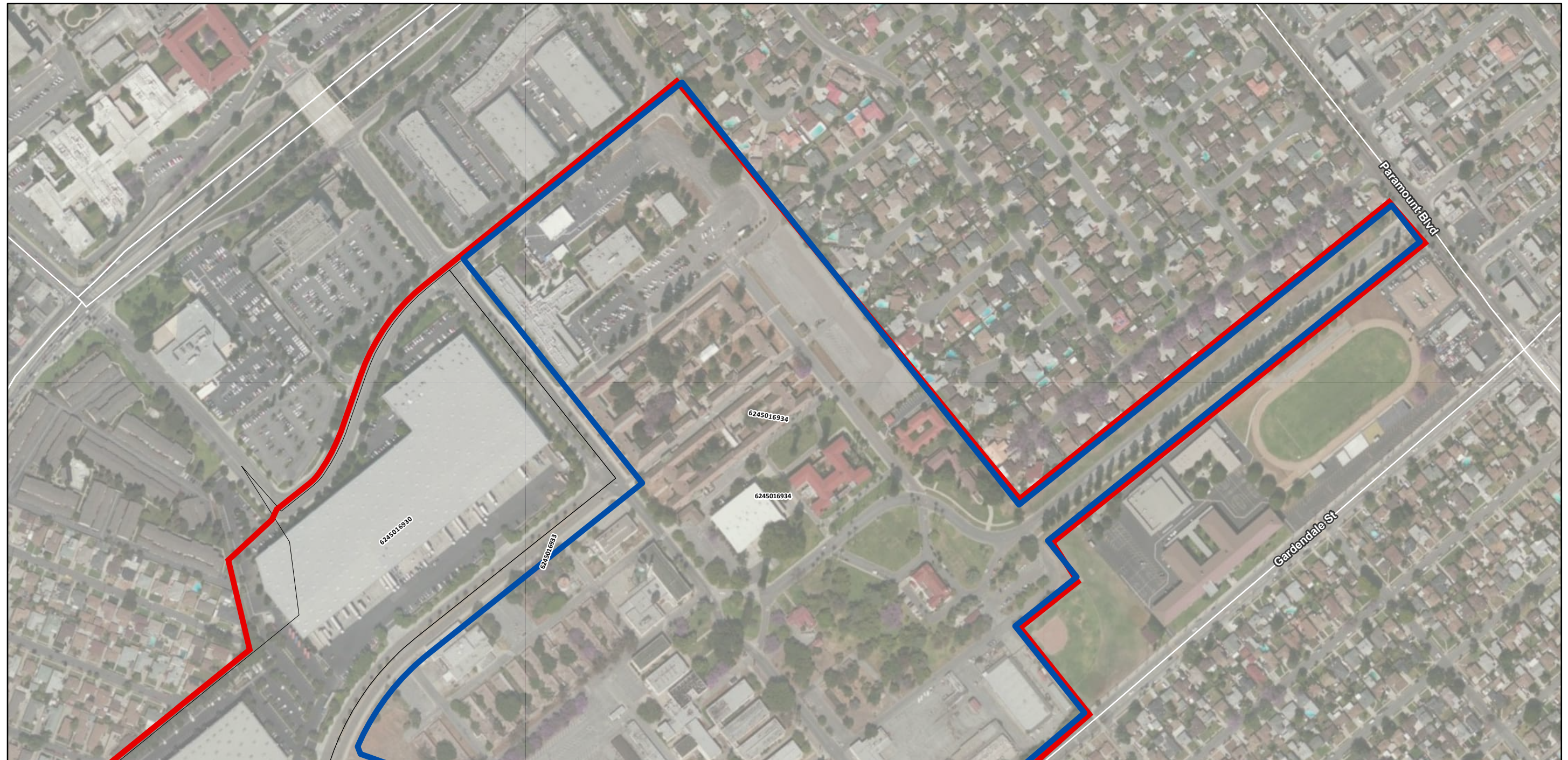
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-  Direct APE
-  Architectural APE
-  Parcels
-  Station
-  Draft EIS/EIR Build Alternatives 1 and 2
-  Locally Preferred Alternative (Draft EIS/EIR Alternative 3)



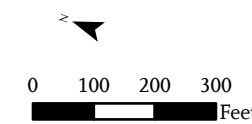
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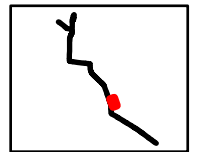
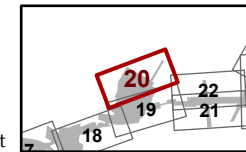


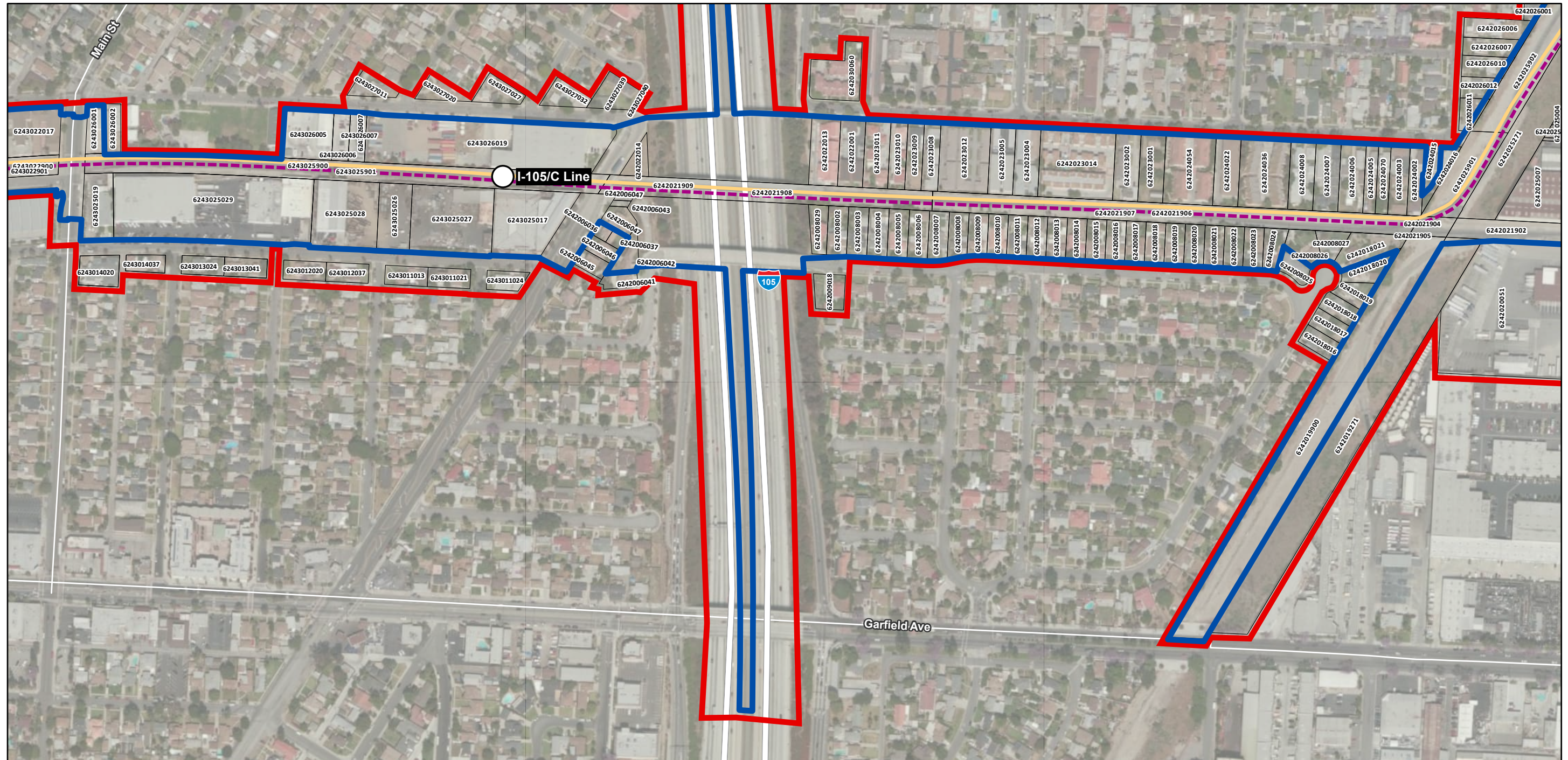
Project Data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

- Direct APE
- Draft EIS/EIR Build Alternatives 1 and 2
- Architectural APE
- Parcels



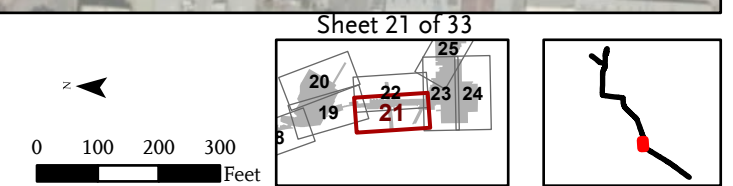
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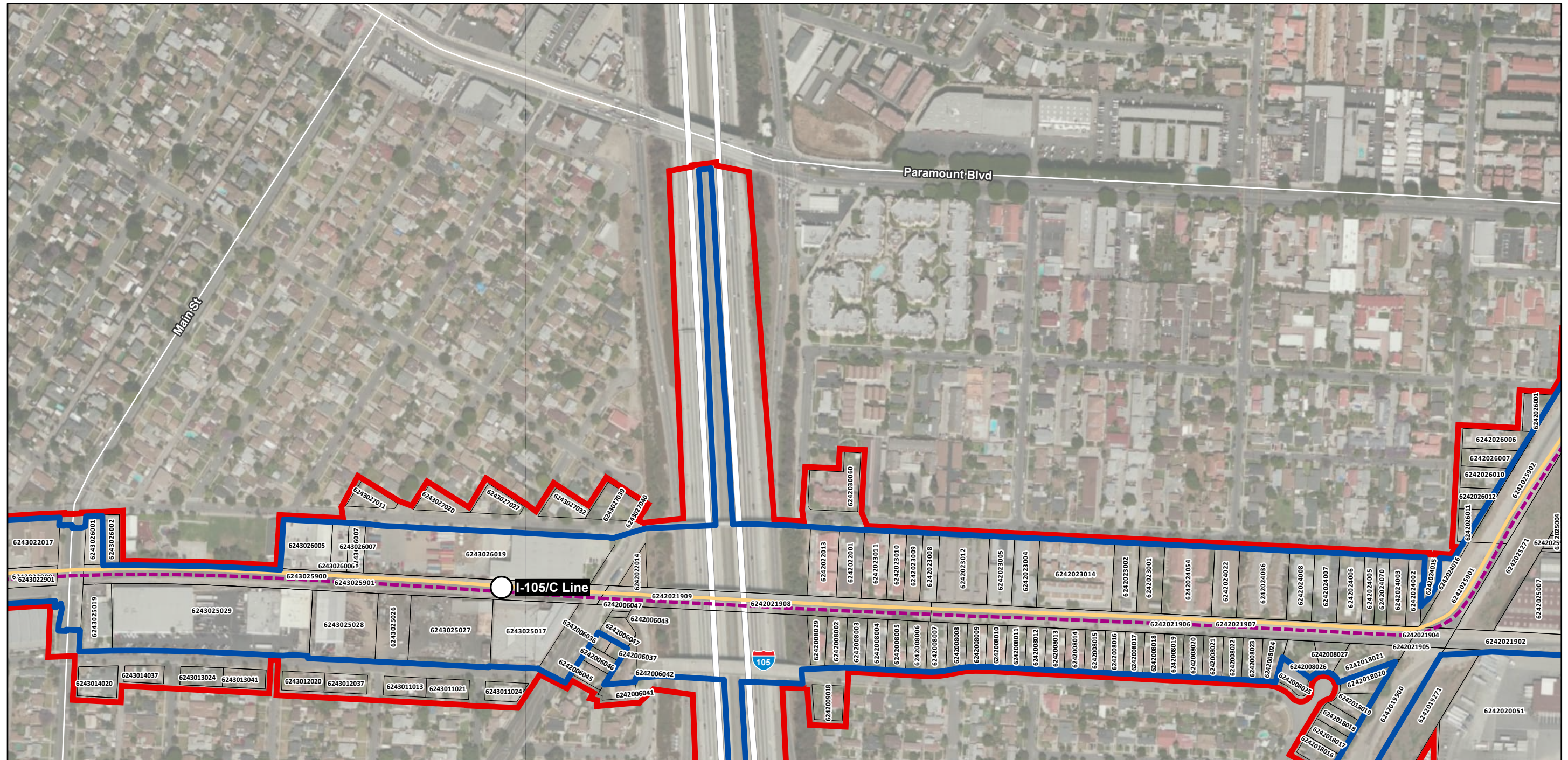
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West Santa Ana Branch Transit Corridor Project

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report



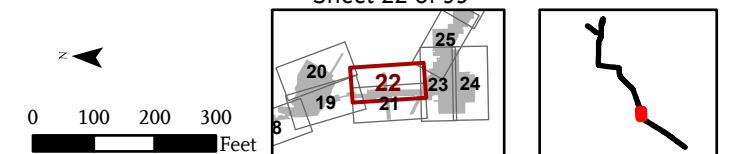
Project Data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

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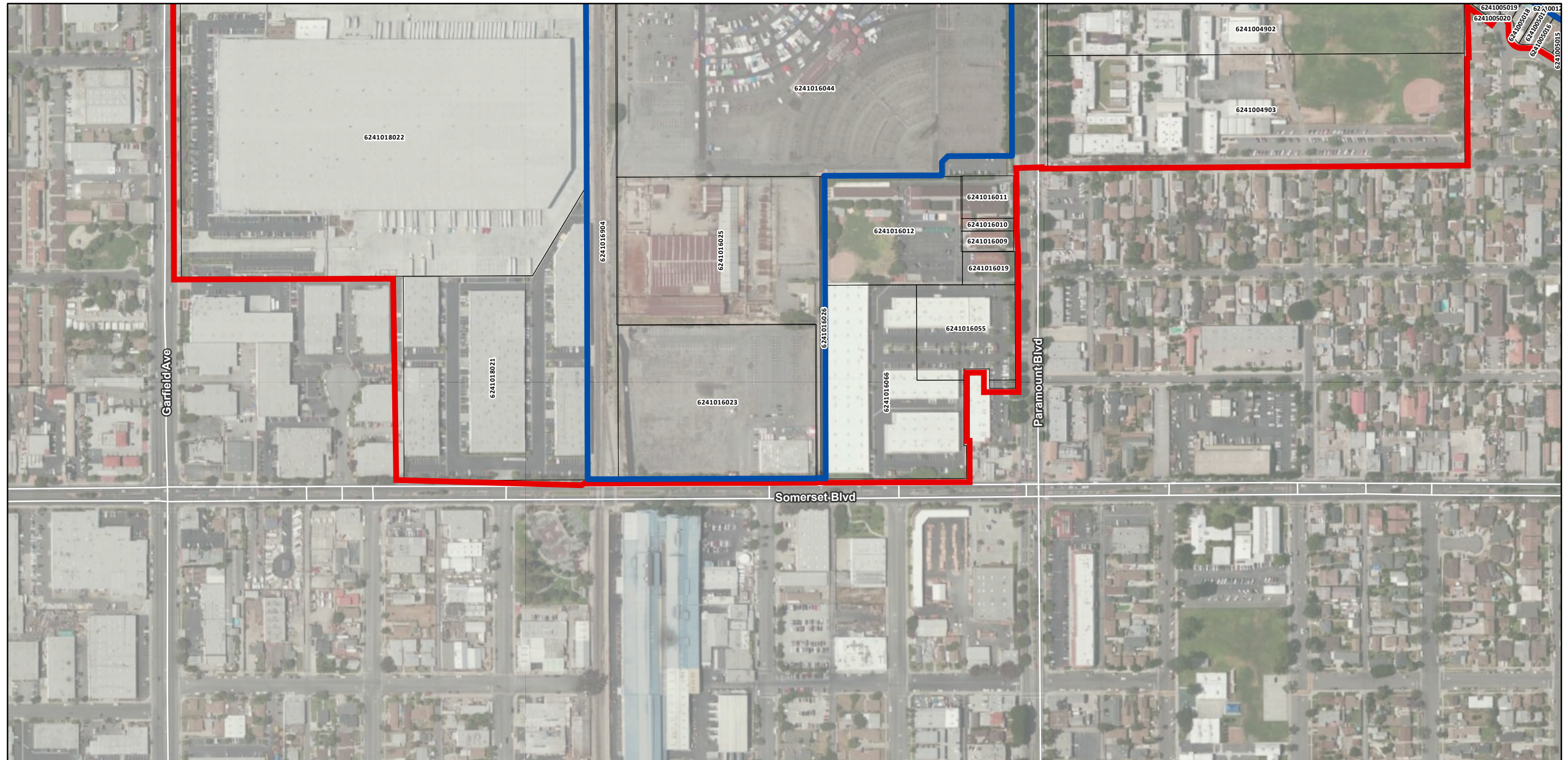
West Santa Ana Branch Transit Corridor Project

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

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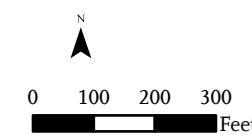


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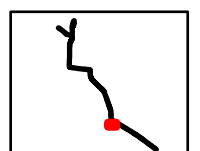
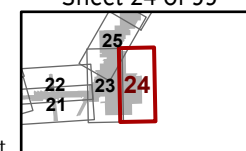


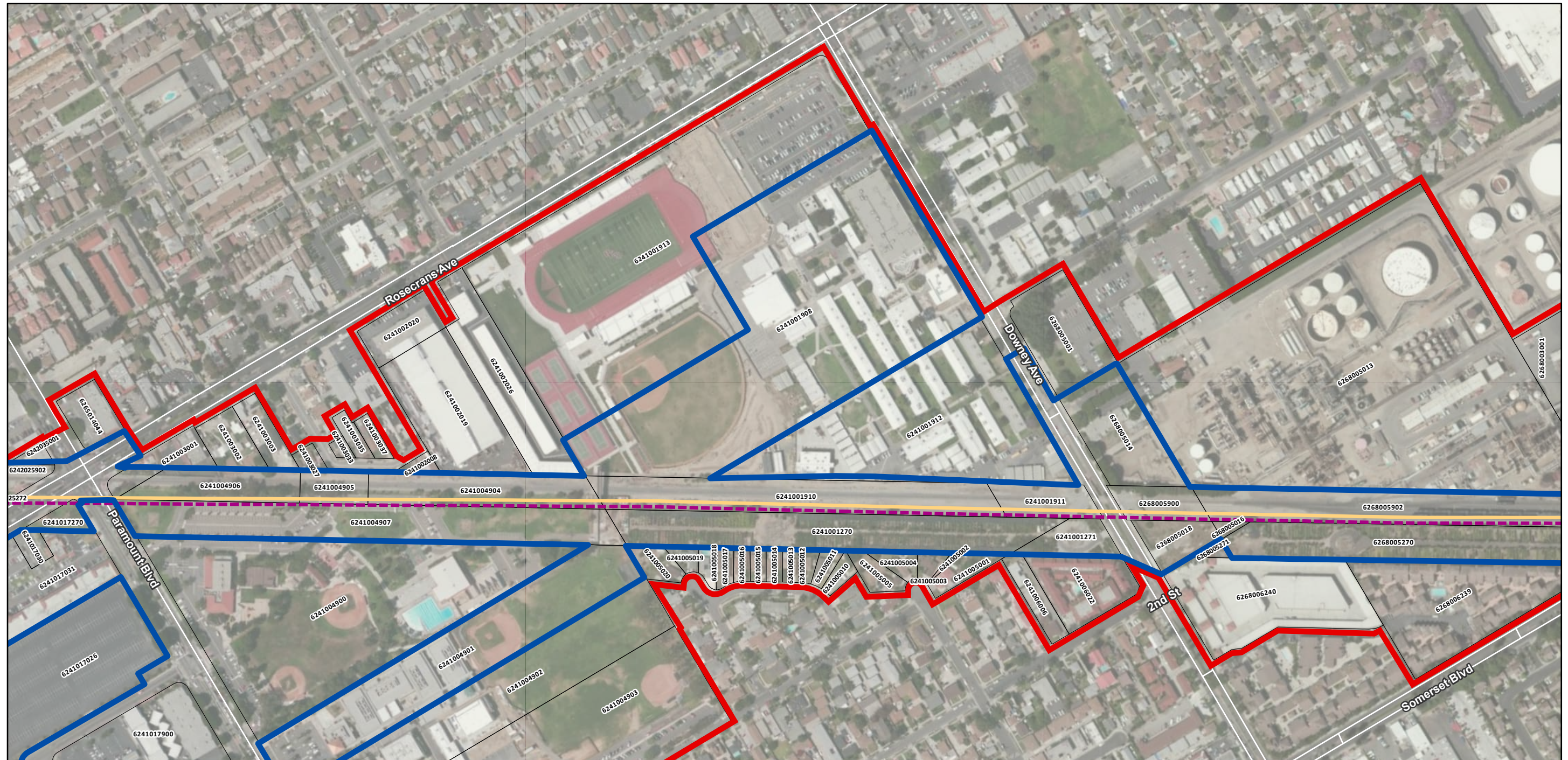
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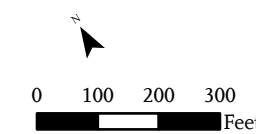
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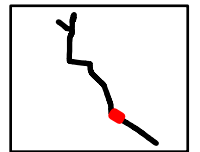


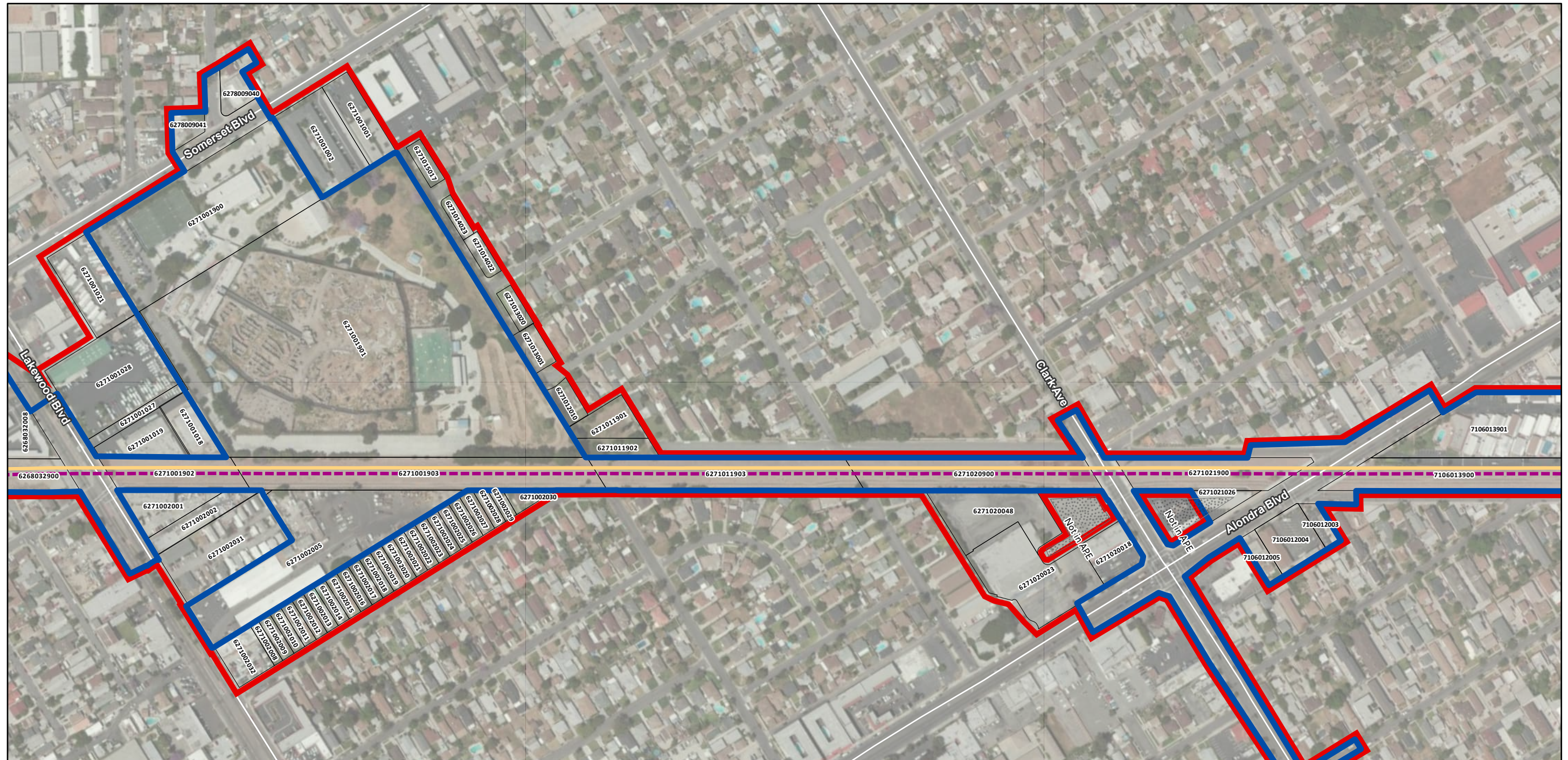
Project Data from LACMTA, 2023/04; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2023.

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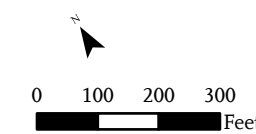
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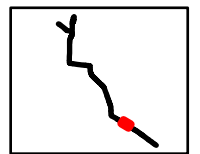
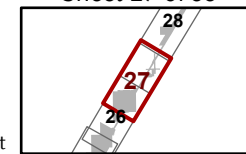


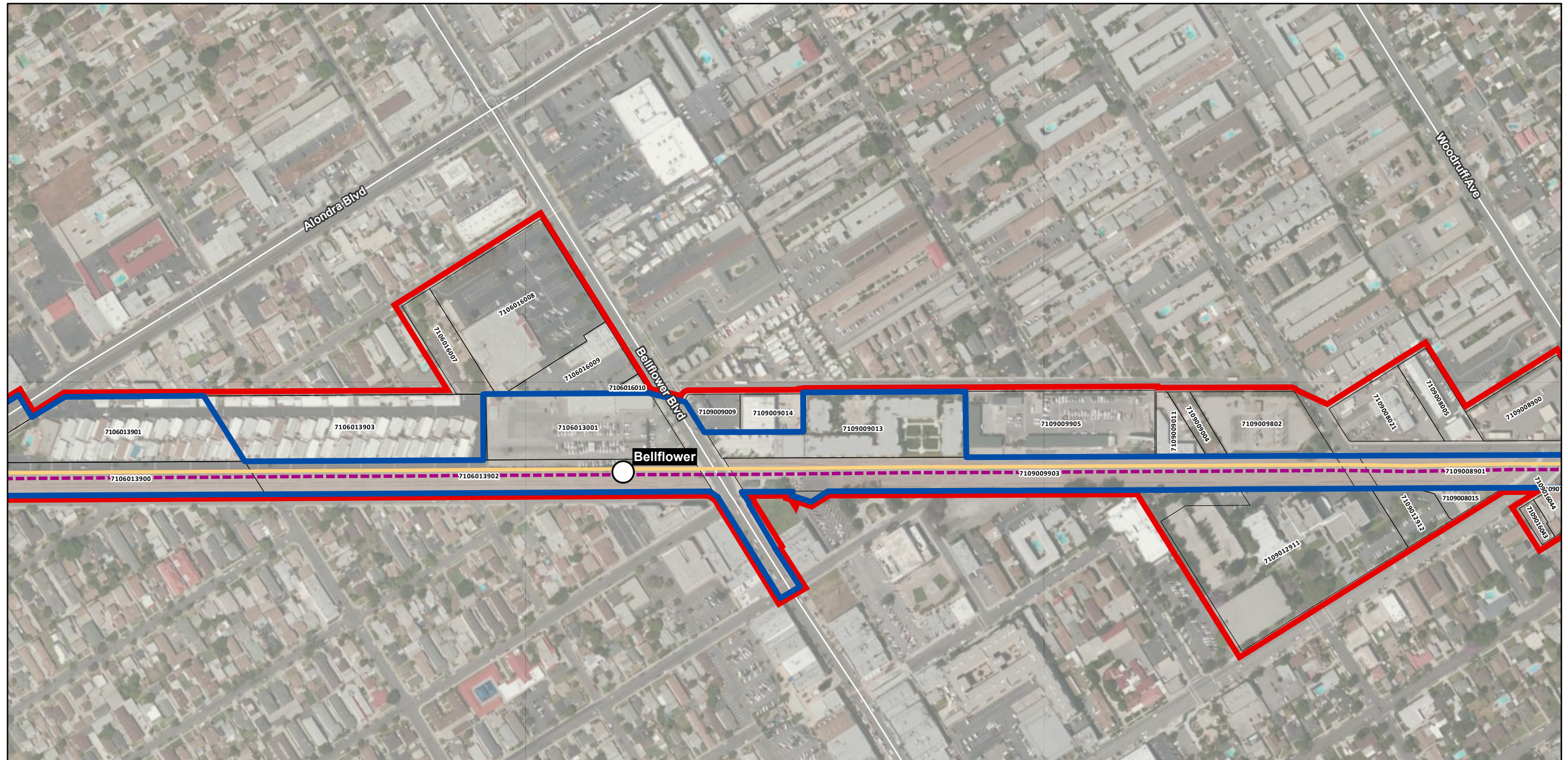
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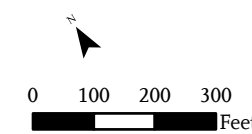
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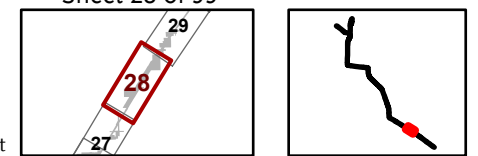


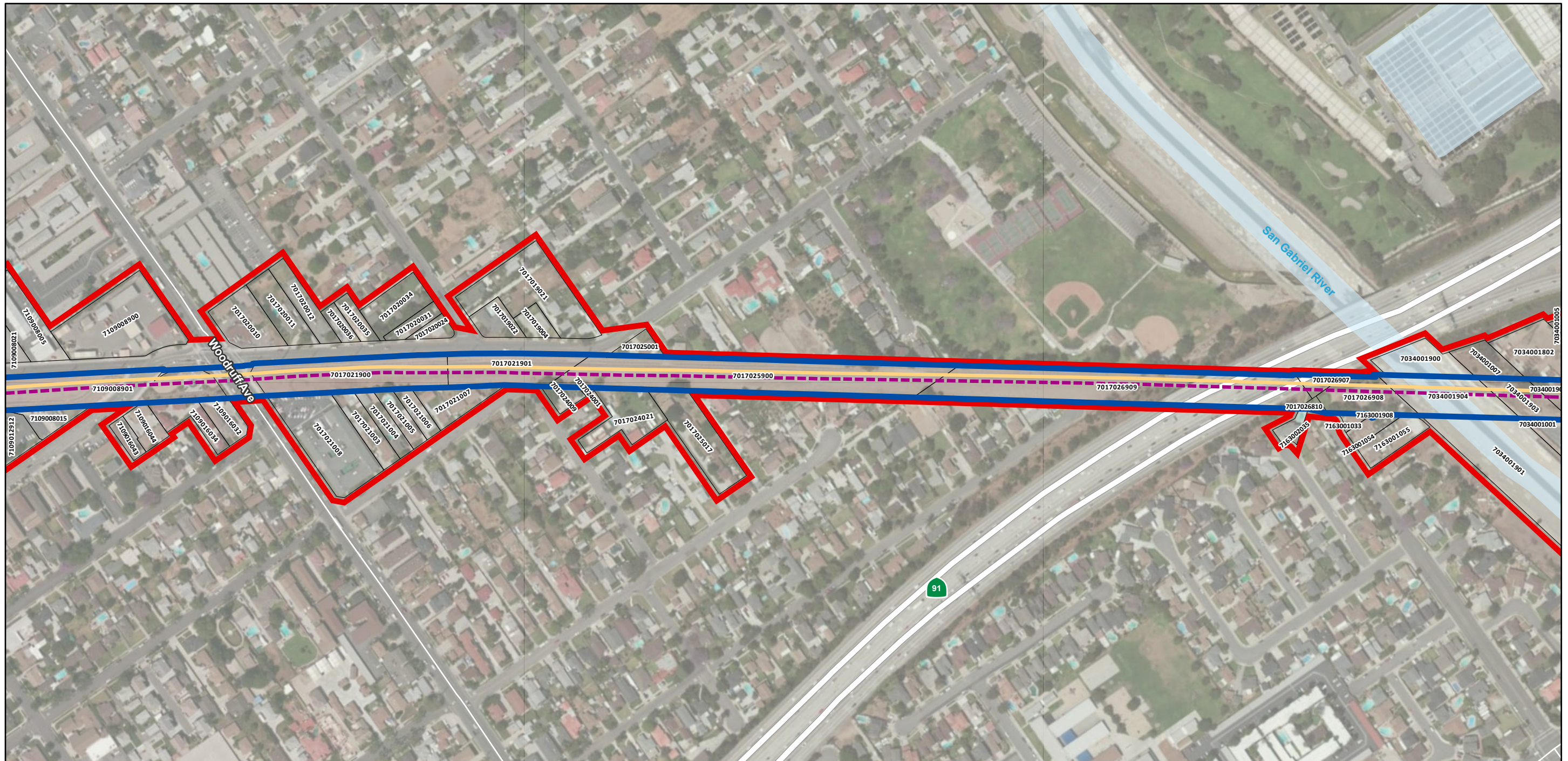
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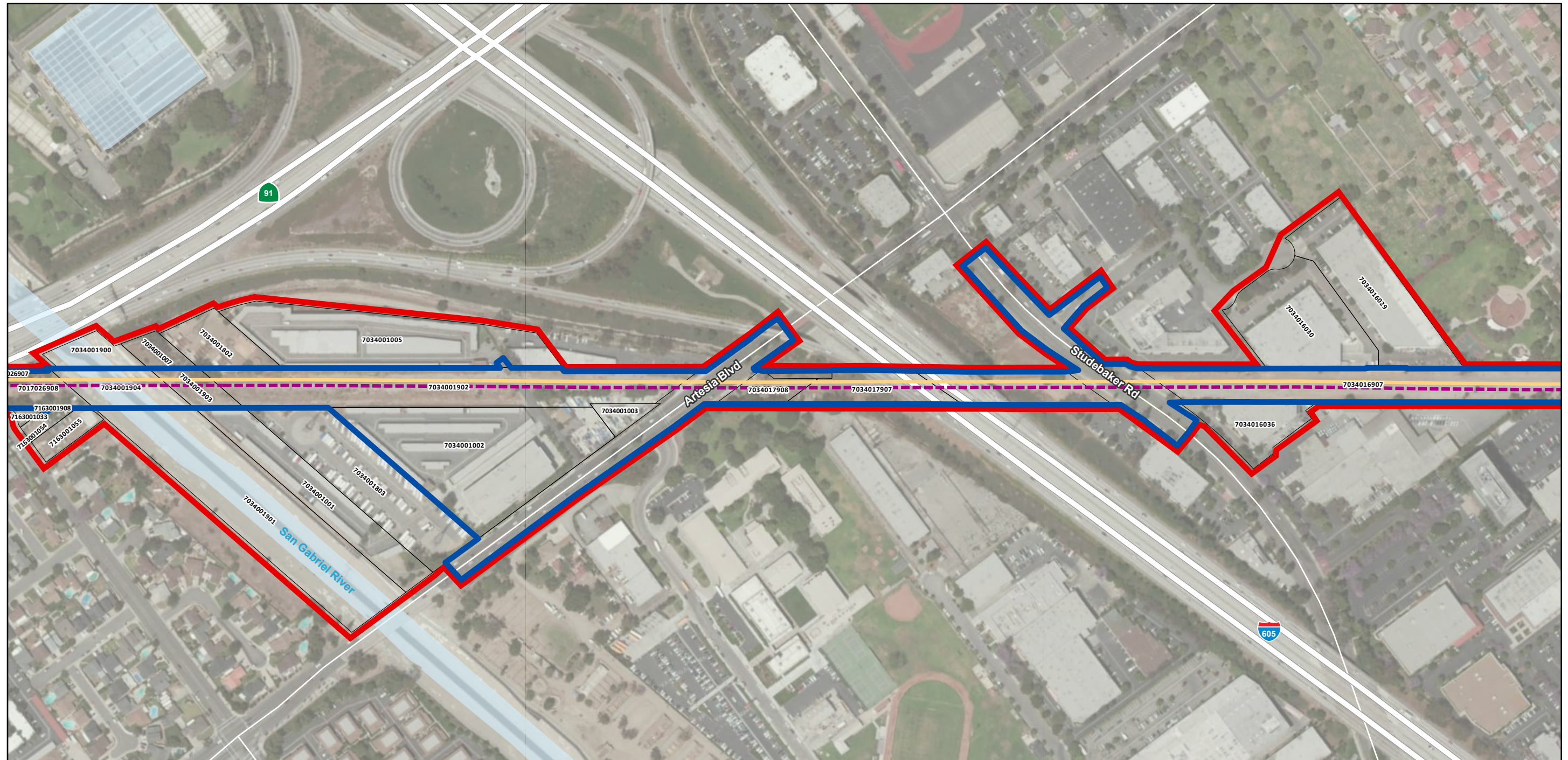


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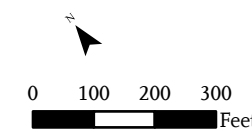
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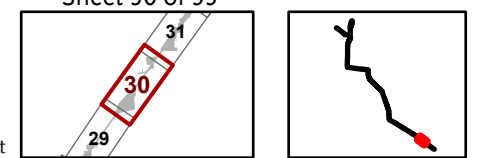


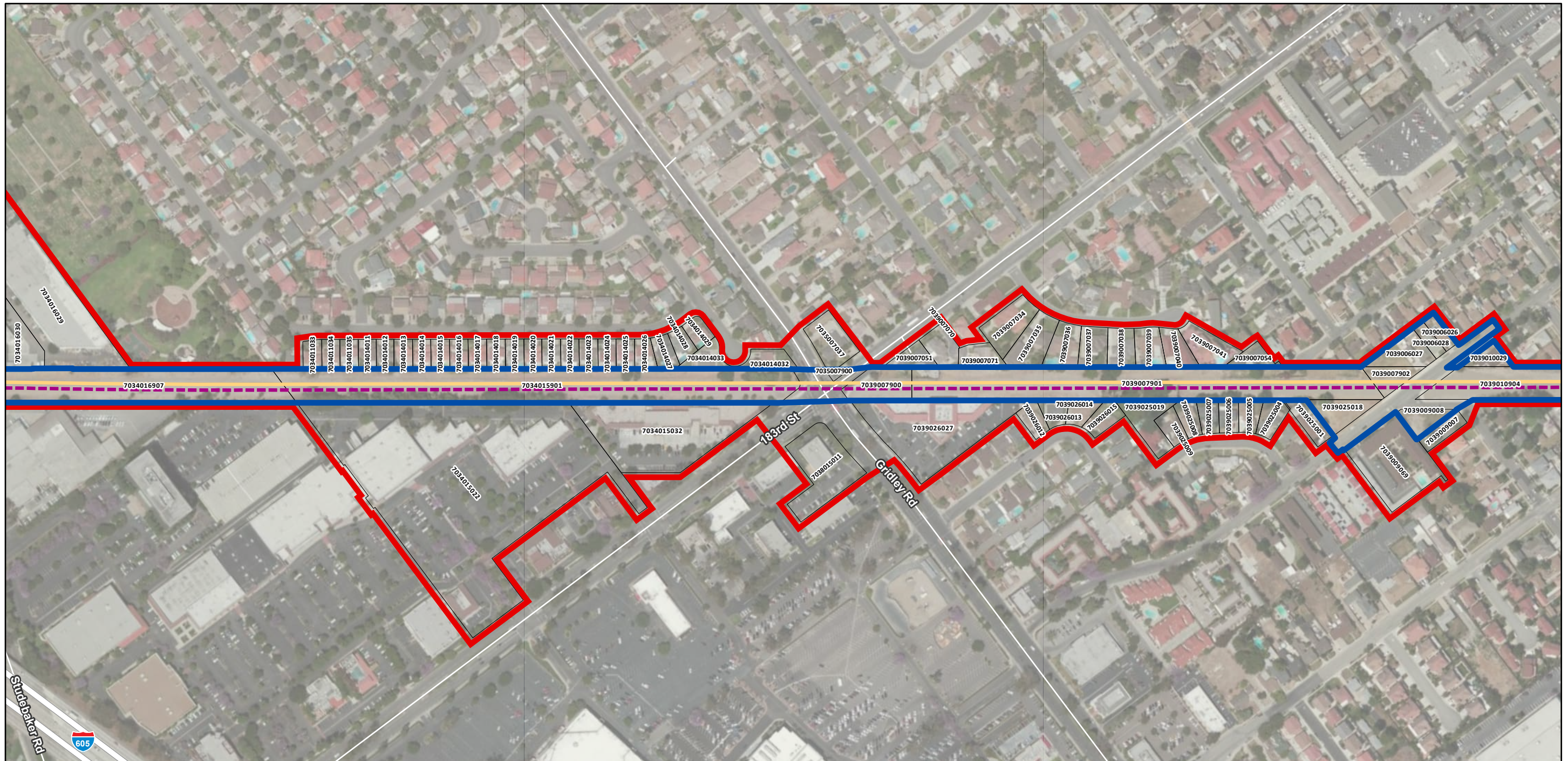
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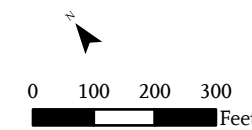
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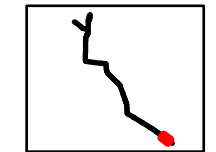
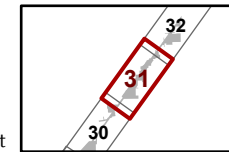


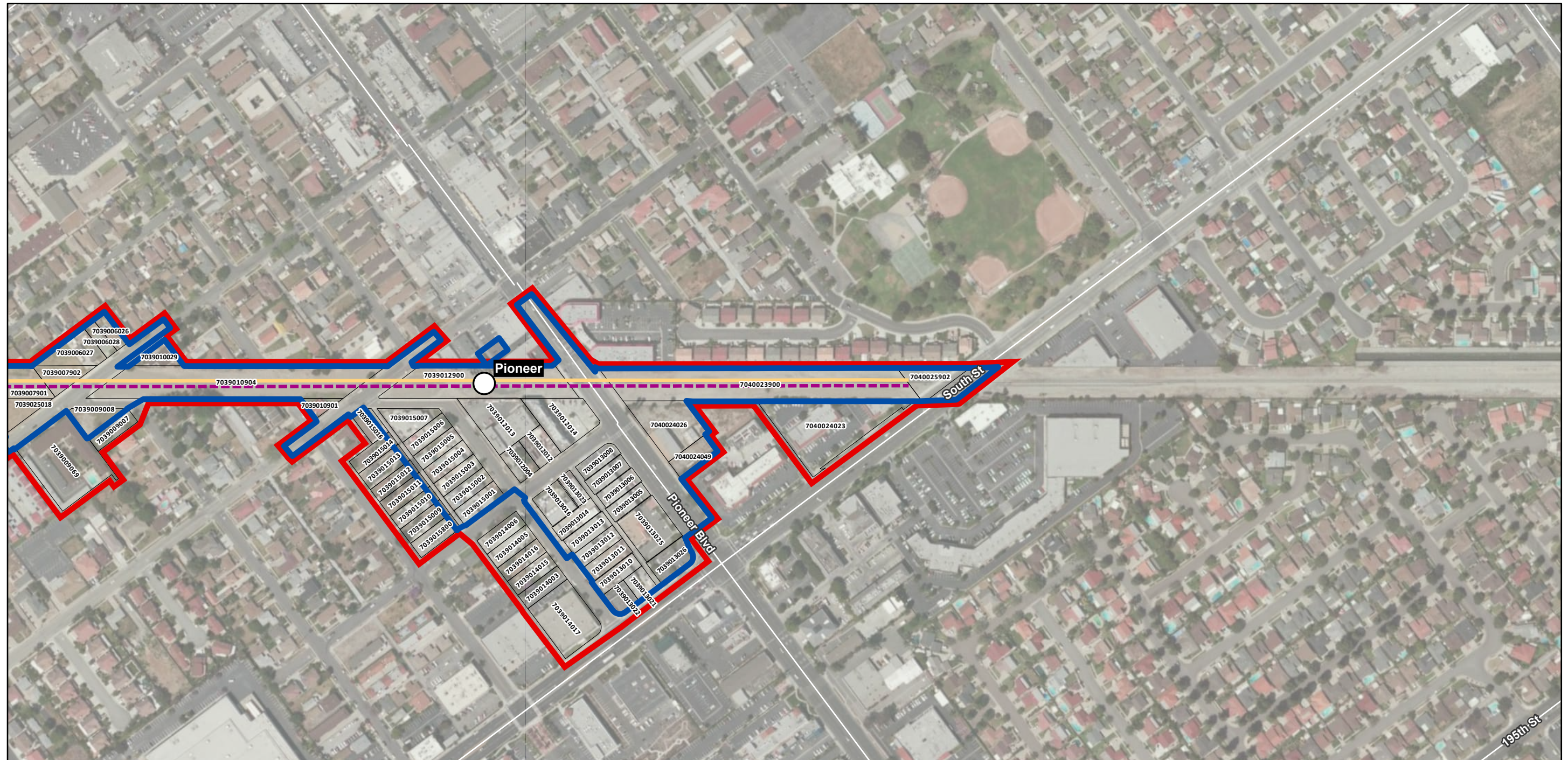
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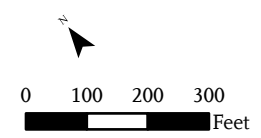
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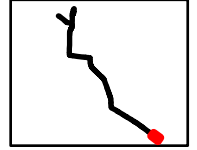
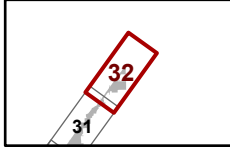


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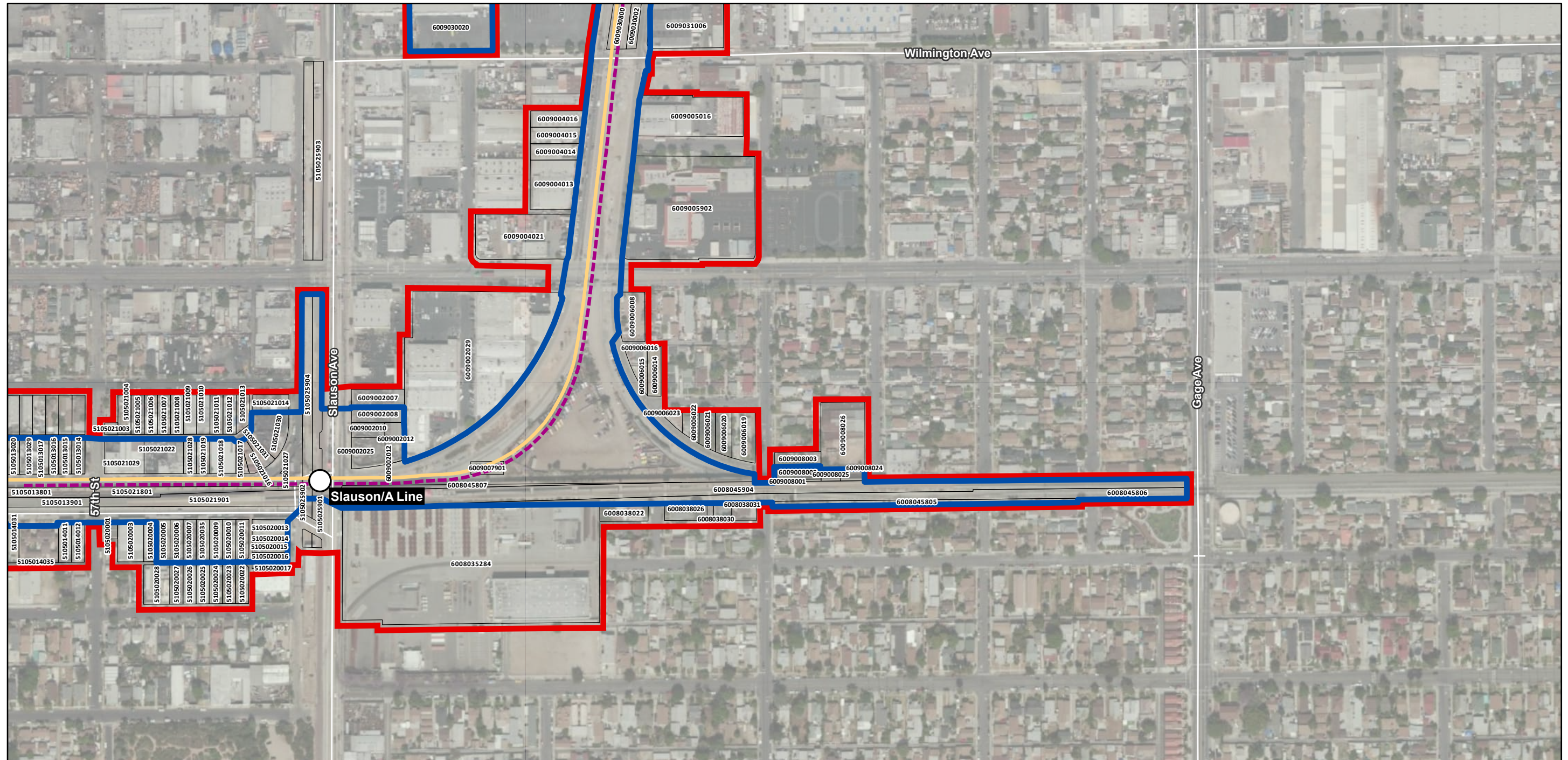
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West Santa Ana Branch Transit Corridor Project

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

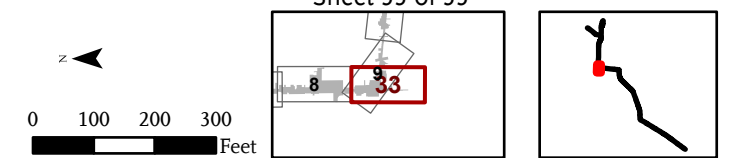
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West Santa Ana Branch Transit Corridor Project

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March 2024