

West Santa Ana Branch Transit Corridor

Draft EIS/EIR Appendix Z

Final Traditional Cultural Properties and Tribal Cultural Resources Impact
Analysis Report



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR Appendix Z
Final Traditional Cultural Properties and
Tribal Cultural Resources Impact
Analysis Report

Prepared for:



Metro[®]

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Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
BRT	bus rapid transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CHSRA	California High-Speed Rail Authority
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
GCCOG	Gateway Cities Council of Governments
LPA	locally preferred alternative
LRT	light rail transit
LRTP	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MRDC	Metro Rail Design Criteria
MSD	maintenance and storage facility
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NRHP	National Register of Historic Places
OCTA	Orange County Transportation Authority
PEROW/WSAB	Pacific Electric Right-of-Way/West Santa Ana Branch
ROD	Record of Decision
ROW	right-of-way
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
TCP	Traditional Cultural Property
TCR	Traditional Cultural Resource
TPSS	traction power substation
TRS	Technical Refinement Study
UPRR	Union Pacific Railroad
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 that would extend from four possible northern termini in southeast Los Angeles (LA) County to a southern terminus in the City of Artesia, traversing densely populated, low-income, and heavily transit-dependent communities. The Project would provide reliable, fixed guideway transit service that would 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, Orangeline Development Authority (now known as Eco-Rapid Transit), the Gateway Cities Council of Governments, the Los Angeles County Metropolitan Transportation Authority (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 WSAB Technical Refinement Study 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 Metro C (Green) Line Station
- Southern Terminus at Pioneer Station in Artesia

In September 2016, Metro initiated the WSAB Transit Corridor Environmental Study with the goal of obtaining environmental clearance of the Project under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

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 (BRT).

Metro issued a Notice of Preparation (NOP) on May 25, 2017, with a revised NOP issued on June 14, 2017, extending the comment period. 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 2018a). 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 Build Alternatives E and G for further evaluation (now referred to as Alternatives 1 and 2, respectively, in this report).

On July 11, 2018, Metro issued a revised and recirculated CEQA Notice of Preparation, thereby initiating a scoping comment period. The purpose of the revised Notice of Preparation was to inform the public of the Metro Board's decision to carry forward Alternatives 1 and 2 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 in August 24, 2018; over 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 refinements to the project description at their November 2018 meeting.

1.3 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 (NRHP) and Tribal Cultural Resources under the California Environmental Quality Act (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 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 Impact/Environmental Consequences
- Section 6 – CEQA Determination

- Section 7 – Construction Impacts
- Section 8 – Project Measures and Mitigation Measures
- Section 9 – References

1.4 General Background

1.4.1 Traditional Cultural Properties

A Traditional Cultural Property (TCP) describes a property eligible for inclusion in the 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.

1.4.2 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. Public Resource Code 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 or a local register of historical resources as defined in the Public Resources Code 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 Public Resource Code Section 5024.1(c)

1.5 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 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 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 resources, 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 CRHR, or in a local register of historical resources as defined in Public Resources Code 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 Public Resources Code 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.

1.5.1 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 OHP Archaeological Determinations of Eligibility, and the California Department of Transportation (Caltrans) State and Local Bridge Surveys in addition to available historic U.S. Geological Survey 7.5- and 15-minute quadrangle maps.

1.5.2 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

1.5.3 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, Juaneno 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, Juaneno 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).

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. However, it is assumed that P-19-1575 (CA-LAN-1575/H), located near LAUS in Alternative 1, is a TCR for the purposes of this Project, as it contains a Native American cemetery and is listed in the CRHR.

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.

1.5.4 Section 106 Consultation

On December 21, 2018, the 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, Gabrielivño/Tongva Nation
- Robert Dorame, Chairperson, Gabrieliño Tongva Indians of California Tribal Councilñ
- Charles Alvarez, Councilmember, Gabrieliño-Tongva
- Linda Candelaria, Chairperson, Gabrieleño/Tongva Tribe
- Matias Belardes, Chairperson, Juaneno Band of Mission Indians Acjachemen Nation – Belardesñ
- Joyce Perry, Juaneno 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 source 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 four Build Alternatives studied in the WSAB Transit Corridor Draft EIS/EIR, including design options, station locations, and maintenance and storage facility (MSF) site options. The Build Alternatives were developed through a comprehensive alternatives analysis process and meet the purpose and need of the Project.

The No Build Alternative and four Build Alternatives are generally defined as follows:

- **No Build Alternative** - Reflects the transportation network in the 2042 horizon year without the proposed Build Alternatives. 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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), as well as additional projects funded by Measure M that would be completed by 2042.
- **Build Alternatives:** The Build Alternatives consist of a new LRT line that would extend from different termini in the north to the same terminus in the City of Artesia in the south. The Build Alternatives are referred to as:
 - Alternative 1: Los Angeles Union Station to Pioneer Station; the northern terminus would be located underground at Los Angeles Union Station (LAUS) Forecourt
 - Alternative 2: 7th Street/Metro Center to Pioneer Station; the northern terminus would be located underground at 8th Street between Figueroa Street and Flower Street near 7th Street/Metro Center Station
 - Alternative 3: Slauson/A (Blue) Line to Pioneer Station; the northern terminus would be located just north of the intersection of Long Beach Avenue and Slauson Avenue in the City of Los Angeles, connecting to the current A (Blue) Line Slauson Station
 - Alternative 4: I-105/C (Green) Line to Pioneer Station; the northern terminus would be located at I-105 in the city of South Gate, connecting to the C (Green) Line along the I-105

Two design options are under consideration for Alternative 1. Design Option 1 would locate the northern terminus station box at the LAUS Metropolitan Water District (MWD) east of LAUS and the MWD building, below the baggage area parking facility. Design Option 2 would add the Little Tokyo Station along the WSAB alignment. The Design Options are further discussed in Section 2.3.6.

Figure 2-1 presents the four Build Alternatives and the design options. In the north, Alternative 1 would terminate at LAUS and primarily follow Alameda Avenue south underground to the proposed Arts/Industrial District Station. Alternative 2 would terminate near the existing 7th Street/Metro Center Station in the Downtown Transit Core and would primarily follow 8th Street east underground to the proposed Arts/Industrial District Station.

Figure 2-1. Project Alternatives



Source: Metro, 2020

From the Arts/Industrial District Station to the southern terminus at Pioneer Station, Alternatives 1 and 2 share a common alignment. South of Olympic Boulevard, the Alternatives 1 and 2 would transition from an underground configuration to an aerial configuration, cross over the Interstate (I-) 10 freeway and then parallel the existing Metro A (Blue) Line along the Wilmington Branch ROW as it proceeds south. South of Slauson Avenue, which would serve as the northern terminus for Alternative 3, Alternatives 1, 2, and 3 would turn east and transition to an at-grade configuration to follow the La Habra Branch ROW along Randolph Street. At the San Pedro Subdivision ROW, Alternatives 1, 2, and 3 would turn southeast to follow the San Pedro Subdivision ROW and then transition to the Pacific Electric Right-of-Way (PEROW), south of the I-105 freeway. The northern terminus for Alternative 4 would be located at the I-105/C (Green) Line. Alternatives 1, 2, 3, and 4 would then follow the PEROW to the southern terminus at the proposed Pioneer Station in Artesia. The Build Alternatives would be grade-separated where warranted, as indicated on Figure 2-2.

Figure 2-2. Project Alignment by Alignment Type



Source: Metro, 2020

2.1 Geographic Sections

The approximately 19-mile corridor is divided into two geographic sections—the Northern and Southern Sections. The boundary between the Northern and Southern Sections occurs at Florence Avenue in the City of Huntington Park.

2.1.1 Northern Section

The Northern Section includes approximately 8 miles of Alternatives 1 and 2 and 3.8 miles of Alternative 3. Alternative 4 is not within the Northern Section. The Northern Section covers the geographic area from downtown Los Angeles to Florence Avenue in the City of Huntington Park and would generally traverse the Cities of Los Angeles, Vernon, Huntington Park, and Bell, and the unincorporated Florence-Firestone community of LA County (Figure 2-3). Alternatives 1 and 2 would traverse portions of the Wilmington Branch (between approximately Martin Luther King Jr Boulevard along Long Beach Avenue to Slauson Avenue). Alternatives 1, 2, and 3 would traverse portions of the La Habra Branch ROW (between Slauson Avenue along Randolph Street to Salt Lake Avenue) and San Pedro Subdivision ROW (between Randolph Street to approximately Paramount Boulevard).

Figure 2-3. Northern Section



Source: Metro, 2020

2.1.2 Southern Section

The Southern Section includes approximately 11 miles of Alternatives 1, 2, and 3 and includes all 6.6 miles of Alternative 4. The Southern Section covers the geographic area from south of Florence Avenue in the City of Huntington Park to the City of Artesia and would generally traverse the Cities of Huntington Park, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, and Artesia (Figure 2-4). In the Southern Section, all four Build Alternatives would utilize portions of the San Pedro Subdivision and the Metro-owned PEROW (between approximately Paramount Boulevard to South Street).

Figure 2-4. Southern Section



Source: Metro, 2020

2.2 No Build Alternative

For the NEPA evaluation, the No Build Alternative is evaluated in the context of the existing transportation facilities in the Study Area (the Study Area extends approximately 2 miles from either side of the proposed alignment) 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 Build Alternatives' 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.

Table 2.1 lists the existing transportation network and planned improvements included as part of the No Build Alternative.

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 (Purple) Line Extension	Wilshire/Western to Westwood/VA Hospital	Outside Study Area
Metro C (Green) Line Extension ² to Torrance	96th Street Station to Torrance	Outside Study Area
Metro C (Green) Line Extension	Norwalk to Expo/Crenshaw ³	Outside Study Area
Metro East-West Line/Regional Connector/Eastside Phase 2	Santa Monica to Lambert 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 (Orange) Line to Metro E (Expo) Line	Outside Study Area
Metro East San Fernando Valley Transit Corridor	Sylmar to Metro G (Orange) 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 ⁴	LAUS	Within Study Area

2 Project Description

Project	To / From	Location Relative to Study Area
Bus (Existing)		
Metro Bus System (including BRT, Express, and local)	Various locations	Within Study Area
Municipality Bus System ⁵	Various locations	Within Study Area
Bus (Under Construction/Planned)		
Metro G (Orange) 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 Rd	Outside Study Area
SR-71 Gap Closure	I-10 to Rio Rancho Rd	Outside Study Area
Sepulveda Pass Express Lane	I-10 to US-101	Outside Study Area
SR-57/SR-60 Interchange Improvements	SR-70/SR-60	Outside Study Area
I-710 South Corridor Project (Phase 1 & 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 Metro C (Green) Line extension to Torrance includes new construction from Redondo Beach to Torrance; however, the line will operate from Torrance to 96th Street.

³ The currently under construction Metro Crenshaw/LAX Line will operate as the Metro C (Green) Line.

⁴ Link US rail walk times included only.

⁵ 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; LAUS = Los Angeles Union Station; LAX = Los Angeles International Airport; VA = Veterans Affairs

2.3 Build Alternatives

2.3.1 Proposed Alignment Configuration for the Build Alternatives

This section describes the alignment for each of the Build Alternatives. The general characteristics of the four Build Alternatives are summarized in Table 2.2. Figure 2-5 illustrates the freeway crossings along the alignment. Additionally, the Build Alternatives would require relocation of existing freight rail tracks within the ROW to maintain existing operations where there would be overlap with the proposed light rail tracks. Figure 2-6 depicts the alignment sections that would share operation with freight and the corresponding ownership.

Table 2.2. Summary of Build Alternative Components

Component	Quantity			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment Length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations Configurations	11 3 aerial; 6 at-grade; 2 underground ³	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking Facilities	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	5 (approximately 2,780 spaces)	4 (approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	12.2 miles at-grade; 2.6 miles aerial ¹	5.6 miles at-grade; 1.0 miles aerial ¹
At-grade crossings	31	31	31	11
Freight crossings	10	10	9	2
Freeway Crossings	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	6 (3 freeway undercrossings ² at I-710; I-605, SR-91)	4 (3 freeway undercrossings ² at I-710; I-605, SR-91)	3 (2 freeway undercrossings ² at I-605, SR-91)
Elevated Street Crossings	25	25	15	7
River Crossings	3	3	3	1
TPSS Facilities	22 ³	23	17	7
Maintenance and Storage Facility site options	2	2	2	2

Source: WSP, 2020

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

² The light rail tracks crossing beneath freeway structures.

³ Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1

Figure 2-5. Freeway Crossings



Source: WSP, 2020

Figure 2-6. Existing Rail Right-of-Way Ownership and Relocation



Source: WSP, 2020

2.3.2 Alternative 1

The total alignment length of Alternative 1 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 1 would include 11 new LRT stations, 2 of which would be underground, 6 would be at-grade, and 3 would be aerial. Under Design Option 2, Alternative 1 would have 12 new LRT stations, and the Little Tokyo Station would be an additional underground station. Five of the stations would include parking facilities, providing a total of up to 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 1 would begin at a proposed underground station at/near LAUS either beneath the LAUS Forecourt or, under Design Option 1, east of the MWD building beneath the baggage area parking facility (Section 2.3.6). Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. A tunnel extraction portal would be located within the tail tracks for both Alternative 1 terminus station options.

From LAUS, the alignment would continue underground crossing under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between 1st Street and 2nd Street (note: under Design Option 2, Little Tokyo Station would be constructed). From the optional Little Tokyo Station, the alignment would continue underground beneath Alameda Street to the proposed Arts/Industrial District Station under Alameda Street between 6th Street and Industrial Street. (Note, Alternative 2 would have the same alignment as Alternative 1 from this point south. Refer to Section 2.3.3 for additional information on Alternative 2.)

The underground alignment would continue south under Alameda Street to 8th Street, where the alignment would curve to the west and transition to an aerial alignment south of Olympic Boulevard. The alignment would cross over the I-10 freeway in an aerial viaduct structure and continue south, parallel to the existing Metro A (Blue) Line at Washington Boulevard. The alignment would continue in an aerial configuration along the eastern half of Long Beach Avenue within the UPRR-owned Wilmington Branch ROW, east of the existing Metro A (Blue) Line and continue south to the proposed Slauson/A Line Station. The aerial alignment would pass over the existing pedestrian bridge at E. 53rd Street. The Slauson/A Line Station would serve as a transfer point to the Metro A (Blue) Line via a pedestrian bridge. The vertical circulation would be connected at street level on the north side of the station via stairs, escalators, and elevators. (The Slauson/A Line Station would serve as the northern terminus for Alternative 3; refer to Section 2.3.4 for additional information on Alternative 3.)

South of the Slauson/A Line Station, the alignment would turn east along the existing La Habra Branch ROW (also owned by UPRR) in the median of Randolph Street. The alignment would be on the north side of the La Habra Branch ROW and would require the relocation of existing freight tracks to the southern portion of the ROW. The alignment would transition to an at-grade configuration at Alameda Street and would proceed east along the Randolph Street median. Wilmington Avenue, Regent Street, Albany Street, and Rugby Avenue would be closed to traffic crossing the ROW, altering

the intersection design to a right-in, right-out configuration. The proposed Pacific/Randolph Station would be located just east of Pacific Boulevard.

From the Pacific/Randolph Station, the alignment would continue east at-grade. Rita Avenue would be closed to traffic crossing the ROW, altering the intersection design to a right-in, right-out configuration. At the San Pedro Subdivision ROW, the alignment would 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 would be located on the east side of the existing San Pedro Subdivision ROW freight tracks, and the existing tracks would be relocated to the west side of the ROW. The alignment would continue at-grade within the San Pedro Subdivision ROW to the proposed at-grade Florence/Salt Lake Station south of the Salt Lake Avenue/Florence Avenue intersection.

South of Florence Avenue, the alignment would extend from the proposed Florence/Salt Lake Station in the City of Huntington Park to the proposed Pioneer Station in the City of Artesia, as shown in Figure 2-4. The alignment would continue southeast from the proposed 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 would be located on the east side of the existing San Pedro Subdivision freight tracks and the existing tracks would be relocated to the west side of the ROW. South of Ardine Street, the alignment would transition to an aerial structure to cross over the existing UPRR tracks and Atlantic Avenue. The proposed Firestone Station would be located on an aerial structure between Atlantic Avenue and Florence Boulevard.

The alignment would then cross over Firestone Boulevard and transition back to an at-grade configuration prior to crossing Rayo Avenue at-grade. The alignment would 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 proposed LRT bridge would be constructed next to the existing freight bridge. South of the LA River, the alignment would transition to an at-grade configuration crossing Frontage Road at-grade, then passing under the I-710 freeway through the existing box tunnel structure and then crossing Miller Way. The alignment would then return to an aerial structure to cross the Rio Hondo Channel. South of the Rio Hondo Channel, the alignment would briefly transition back to an at-grade configuration and then return to an aerial structure to cross over Imperial Highway and Garfield Avenue. South of Garfield Avenue, the alignment would transition to an at-grade configuration and serve the proposed Gardendale Station north of Gardendale Street.

From the Gardendale Station, the alignment would continue south in an at-grade configuration, crossing Gardendale Street and Main Street to connect to the proposed I-105/C Line Station, which would be located at-grade north of Century Boulevard. This station would be connected to the new infill C (Green) Line Station in the middle of the freeway via a pedestrian walkway on the new LRT bridge. The alignment would continue at-grade, crossing Century Boulevard and then over the I-105 freeway in an aerial configuration within the existing San Pedro Subdivision ROW bridge footprint. A new Metro C (Green) Line Station would be constructed in the median of the I-105 freeway. Vertical pedestrian access would be provided from the LRT bridge to the proposed I-105/C Line Station platform via stairs and elevators. To accommodate the construction of the new station platform, the existing Metro C (Green) Line tracks would be widened and, as part of the I-105 Express Lanes Project, the I-105 lanes would be reconfigured. (The I-105/C Line Station would serve

as the northern terminus for Alternative 4; refer to Section 2.3.5 for additional information on this alternative.)

South of the I-105 freeway, the alignment would continue at-grade within the San Pedro Subdivision ROW. In order to maintain freight operations and allow for freight train crossings, the alignment would transition to an aerial configuration as it turns southeast and enter the PEROW. The existing freight track would cross beneath the aerial alignment and align on the north side of the PEROW east of the San Pedro Subdivision ROW. The proposed Paramount/Rosecrans Station would be located in an aerial configuration west of Paramount Boulevard and north of Rosecrans Avenue. The existing freight track would be relocated to the east side of the alignment beneath the station viaduct.

The alignment would continue southeast in an aerial configuration over the Paramount Boulevard/Rosecrans Avenue intersection and descend to an at-grade configuration. The alignment would return to an aerial configuration to cross over Downey Avenue descending back to an at-grade configuration north of Somerset Boulevard. One of the adjacent freight storage tracks at Paramount Refinery Yard would be relocated to accommodate the new LRT tracks and maintain storage capacity. There are no active freight tracks south of the World Energy facility.

The alignment would cross Somerset Boulevard at-grade. South of Somerset Boulevard, the at-grade alignment would parallel the existing Bellflower Bike Trail that is currently aligned on the south side of the PEROW. The alignment would continue at-grade crossing Lakewood Boulevard, Clark Avenue, and Alondra Boulevard. The proposed at-grade Bellflower Station would be located west of Bellflower Boulevard.

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

East of Artesia Boulevard the alignment would cross beneath the I-605 freeway in an existing underpass. Southeast of the underpass, the alignment would continue at-grade, crossing Studebaker Road. North of Gridley Road, the alignment would transition to an aerial configuration to cross over 183rd Street and Gridley Road. The alignment would return to an at-grade configuration at 185th Street, crossing 186th Street and 187th Street at-grade. The alignment would then pass through the proposed Pioneer Station on the north side of Pioneer Boulevard at-grade. Tail tracks accommodating layover storage for a three-car train would extend approximately 1,000 feet south from the station, crossing Pioneer Boulevard and terminating west of South Street.

2.3.3 Alternative 2

The total alignment length of Alternative 2 would be approximately 19.3 miles, consisting of approximately 2.3 miles of underground, 12.3 miles of at-grade, and 4.7 miles of aerial alignment. Alternative 2 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 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 2 aerial freeway crossings, 1 underground freeway crossing, 3 river crossings, 25 aerial road crossings, and 10 freight crossings.

In the north, Alternative 2 would begin at the proposed WSAB 7th Street/Metro Center Station, which would be located underground beneath 8th Street between Figueroa Street and Flower Street. A pedestrian tunnel would provide connection to the existing 7th Street/Metro Center Station. Tail tracks, including a double crossover, would extend approximately 900 feet beyond the station, ending east of the I-110 freeway. From the 7th Street/Metro Center Station, the underground alignment would proceed southeast beneath 8th Street to the South Park/Fashion District Station, which would be located west of Main Street beneath 8th Street.

From the South Park/Fashion District Station, the underground alignment would continue under 8th Street to San Pedro Street, where the alignment would turn east toward 7th Street, crossing under privately owned properties. The tunnel alignment would cross under 7th Street and then turn south at Alameda Street. The alignment would continue south beneath Alameda Street to the Arts/Industrial District Station located under Alameda Street between 7th Street and Center Street. A double crossover would be located south of the station box, south of Center Street. From this point, the alignment of Alternative 2 would follow the same alignment as Alternative 1, which is described further in Section 2.3.2.

2.3.4 Alternative 3

The total alignment length of Alternative 3 would be approximately 14.8 miles, consisting of approximately 12.2 miles of at-grade, and 2.6 miles of aerial alignment. Alternative 3 would include 9 new LRT stations, 6 would be at-grade and 3 would be aerial. Five of the stations would include parking facilities, providing a total of approximately 2,780 new parking spaces. The alignment would include 31 at-grade crossings, 3 freeway undercrossings, 1 aerial freeway crossing, 3 river crossings, 15 aerial road crossings, and 9 freight crossings. In the north, Alternative 3 would begin at the Slauson/A Line Station and follow the same alignment as Alternatives 1 and 2, described in Section 2.3.2.

2.3.5 Alternative 4

The total alignment length of Alternative 4 would be approximately 6.6 miles, consisting of approximately 5.6 miles of at-grade and 1.0 mile of aerial alignment. Alternative 3 would include 4 new LRT stations, 3 would be at-grade, and 1 would be aerial. Four of the stations would include parking facilities, providing a total of approximately 2,180 new parking spaces. The alignment would include 11 at-grade crossings, 2 freeway undercrossings, 1 aerial freeway crossing, 1 river crossing, 7 aerial road crossings, and 2 freight crossings. In the north, Alternative 4 would begin at the I-105/C Line Station and follow the same alignment as Alternatives 1, 2, and 3, described in Section 2.3.2.

2.3.6 Design Options

Alternative 1 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 MWD building, below the baggage area parking facility instead of beneath the LAUS Forecourt. Crossovers would be located on the north and south ends of the station box with tail tracks extending approximately 1,200 feet north of the station box. From LAUS, the underground alignment would cross under the US-101 freeway and the existing Metro L (Gold) Line aerial structure and continue south beneath Alameda Street to the optional Little Tokyo Station between Traction Avenue and 1st Street. The underground alignment between LAUS and the Little Tokyo Station would be located to the east of the base alignment.
- **Design Option 2:** Add the Little Tokyo Station – Under this design option, the Little Tokyo Station would be constructed as an underground station and there would be a direct connection to the Regional Connector Station in the Little Tokyo community. The alignment would proceed underground directly from LAUS to the Arts/Industrial District Station primarily beneath Alameda Street.

2.3.7 Maintenance and Storage Facility

MSFs accommodate daily servicing and cleaning, inspection and repairs, and storage of light rail vehicles (LRV). Activities may take place in the MSF throughout the day and night depending upon train schedules, workload, and the maintenance requirements.

Two MSF options are evaluated; however, only one MSF would be constructed as part of the Project. The MSF would have storage tracks, each with sufficient length to store three-car train sets and a maintenance-of-way vehicle storage. The facility would include a main shop building with administrative offices, a cleaning platform, a traction power substation (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) would have sufficient length for a three-car train set. In total, the MSF would need to accommodate approximately 80 LRVs to serve the Project's operations plan.

Two potential locations for the MSF have been identified—one in the City of Bellflower and one in the City of Paramount. These options are described further in the following sections.

2.3.8 Bellflower MSF Option

The Bellflower MSF site option is bounded by 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. The site is approximately 21 acres in area and can accommodate up to 80 vehicles (Figure 2-7).

2.3.9 Paramount MSF Option

The Paramount MSF site option is bounded by the San Pedro Subdivision ROW on the west, Somerset Boulevard to the south, industrial and commercial uses on the east, and All American City Way to the north. The site is 22 acres and could accommodate up to 80 vehicles (Figure 2-7).

Figure 2-7. Maintenance and Storage Facility Options



Source: WSP, 2020

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 National Historic Preservation Act (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 Code of Federal Regulations [CFR] Part 60).
- The American Indian Religious Freedom Act, Public Law 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 is defined in Section 106 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 APE was approved by the California State Historic Preservation Officer (SHPO) on May 29, 2019.

The APE has been delineated to encompass areas that contain historic properties, including properties with cultural and traditional tribal affiliations (i.e., TCPs and TCRs), that may be directly or indirectly affected by any of the Build Alternatives and design options (Appendix D). 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 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 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 APE varies with the level of proposed disturbance. The direct 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 architectural (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 Metro-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 impacts to historic properties. In areas where the alignment is underground, aerial or not within existing railroad ROW, the architectural 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 Metro and SHPO.

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). According to 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 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 six 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. Located along Alternative 1, much of P-19-001575 lies underneath extant buildings associated with Union Station and was originally recorded as a historic archaeological site consisting of artifacts, architectural remains, and other cultural features associated with the nineteenth and twentieth century Chinatown. Subsequent investigations at the site resulted in the discovery and documentation of a Native American cemetery consisting of 14 interments and 5 cremations (Goldberg et al., 1999). As part of the Link Union Station Project (Metro 2019a and 2019b), P-19-001575 was determined eligible with SHPO concurrence for listing on the NRHP under Criterion D and the CRHR under Criterion 4. P-19-003889 has been previously recommended ineligible for listing on the CRHR (Game et al., 2007); for the purposes of this study, the site is assumed to be ineligible for listing on the NRHP.

P-19-003889 is a multi-component site lying east of Long Beach Avenue near 41st Place within Alternative 1 and 2. The site is primarily composed of a historic refuse scatter dating to the early twentieth century. The prehistoric component of the site contains a single chert core (i.e., flaked stone artifact that results from the practice of lithic reduction) and two basalt pestles, the latter of which appear to be modern *tejolotes*. Phase II testing at the site found that P-19-003889 is a highly disturbed surface scatter with little evidence of subsurface deposits or features. The site was recommended as ineligible for listing on the CRHR (Game et al. 2007); for the purposes of this study, the site is assumed to be ineligible for listing on the NRHP.

Table 4.1. SCCIC Results of Previously Recorded Native American Resources within 1-mile of the APE

Primary/ Trinomial Numbers	Description	NRHP and CRHR Status	Project Alternative	Relation to Direct APE
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)	Alternative 1	Outside APE
19-000400; CA-LAN-000400	Isolated prehistoric ground stone artifacts	Not evaluated	Alternative 1, 2, 3, and 4	Outside APE
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)	Alternative 1	Within APE
P-19-002121; CA-LAN-2121/H	Large historic refuse scatter with two chert core fragments	Not evaluated	Alternative 1	Outside APE
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	Alternatives 1 and 2	Within APE
P-19-004662; CA-LAN-4662	Prehistoric human bone fragment (redeposited)	Not evaluated	Alternative 1	Outside APE
P-19-100515	Historic refuse scatter with three shell fragments commonly associated with prehistoric Native American sites	Not evaluated	Alternative 1	Outside APE

Primary/ Trinomial Numbers	Description	NRHP and CRHR Status	Project Alternative	Relation to Direct APE
P-19-120013	Historic and prehistoric trash scatter including shell, charcoal, mammal bone	Not evaluated	Alternative 1	Outside APE
P-19-120015	Prehistoric burial feature	Previously recommended/pre-sumed ineligible for NRHP and CRHR	Alternative 1	Outside APE

Source: Rincon, 2019

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. 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. However, it is assumed that P-19-1575 (CA-LAN-1575/H), located near LAUS in Alternative 1, is a TCR for the purposes of this Project, as it contains a Native American cemetery and is listed on the CRHR.

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 *West Santa Ana Branch Transit Corridor Project Final Cultural Resources Survey Report—Rev 1* (Metro 2021a) and the *West Santa Ana Branch Transit Corridor Project Revised Preliminary Cultural Resources Effects Report* (Metro 2021b).

5 ENVIRONMENTAL IMPACTS/ENVIRONMENTAL CONSEQUENCES

This section discusses the potential adverse effects to known and 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. There would be minimal, if any, ground disturbance associated with the ongoing maintenance and operation of the Project and, therefore, there is no potential for TCPs to be physically altered or destroyed. Additionally, the *West Santa Ana Branch Transit Corridor Project Final Noise and Vibration Impact Analysis Report* (Noise and Vibration Impact Report) prepared for the Project indicated that operation of the Project would not result in an adverse noise or vibration effect according to FTA standards (Metro 2021c). Therefore, noise and vibration effects associated with the ongoing maintenance and operation of the Project are not expected to affect subsurface TCPs.

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 *West Santa Ana Branch Transit Corridor Project Final Cultural Resources Survey Report—Rev 1* (Metro 2021a) and the *West Santa Ana Branch Transit Corridor Project Revised Preliminary Cultural Resources Effects Report* (Metro 2021b).

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 Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy, 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 Build Alternatives

No TCPs have been identified in the APE associated with the Build Alternatives (i.e. Alternatives 1, 2, 3, and 4). Therefore, operation of the Project under these alternatives would have no effect on known TCPs. 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 Project under the Build Alternatives. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in an adverse noise or vibration effect according to FTA standards (Metro 2020d). 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 known or unanticipated TCPs would result from operation of the Project under the Build Alternatives.

5.3 Design Options

The Project includes two design options. Design Option 1 would relocate the LAUS Station entrance east of the MWD building and Design Option 2 would add the Little Tokyo Station.

Zero TCPs have been identified in the APE associated with Design option 1 or 2. Therefore, operation of Design Option 1 and/or 2 would have no effect on known TCPs. 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 Project under Design Options 1 and 2. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in an adverse noise or vibration effect according to FTA standards (Metro 2020d). 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 known or unanticipated TCPs would result from operation of the Project under Design Options 1 or 2.

5.4 Maintenance and Storage Facility

Two potential locations for the MSF site options have been identified and evaluated – one in the City of Bellflower and one in the City of Paramount; however only one site option would be selected as part of the Project.

No TCPs have been identified in the APE for either the Paramount or the Bellflower MSF site option. Therefore, operation of either MSF site option would have no effect on known TCPs. 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 either MSF site option. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in an adverse noise or vibration effect according to FTA standards (Metro 2020d). 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 known or unanticipated TCPs would result from operation of either MSF site option.

6 CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION

To satisfy CEQA requirements, operational impacts to known and unanticipated TCRs were analyzed in accordance with Appendix G of the *CEQA Guidelines*.

6.1 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 in a local register of historical resources as defined in Public Resources Code 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 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 Alternative 1

One presumed TCR (P-19-001575) has been identified in the APE for Alternative 1; it consists of buried archaeological remains of Native American origin. Direct physical impacts to this presumed TCR or unanticipated TCRs would be negligible because there would be minimal, if any, ground disturbance associated with the operation of Alternative 1. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in a significant noise or vibration impact according to FTA standards (Metro 2020d). 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 would result from operation of the Project under Alternative 1.

6.1.2.1 Mitigation Measures

No impacts to known or unanticipated TCRs would occur during operation Alternative 1; therefore, no mitigation measures are required.

6.1.2.2 Impacts Remaining After Mitigation

No impacts would occur.

6.1.3 Alternatives 2, 3, and 4

No TCRs have been identified in Alternatives 2, 3, and 4. Therefore no impact to known TCRs would occur due to the Project under Alternatives 2, 3, and 4. Direct physical impacts to unanticipated TCRs would be negligible because there would be minimal, if any, ground disturbance associated with the operation of Alternatives 2, 3, and 4. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in a significant noise or vibration impact according to FTA standards (Metro 2020d). 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 would result from operation of the Project under Alternative 2, 3, and 4.

6.1.3.1 Mitigation Measures

No impacts to known or unanticipated TCRs would occur under the operation of Alternatives 2, 3, and 4; therefore, no mitigation measures are required.

6.1.3.2 Impacts Remaining After Mitigation

No impacts would occur.

6.1.4 Design Options

6.1.4.1 Design Option 1

One presumed TCR (P-19-001575) that consists of buried archaeological remains of Native American origin has been identified in the APE for Design Option 1. Direct physical impacts to this TCR or unanticipated TCRs would be negligible because there would be minimal, if any, ground disturbance associated with the operation of Design Option 1. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in a significant noise or vibration impact according to FTA standards (Metro 2020d). 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 would result from operation of Design Option 1.

6.1.4.2 Design Option 2

No TCRs have been identified in the APE for Design Option 2. Therefore, there would be no impacts to known TCRs as a result of the operation of Design Option 2. Direct physical impacts to the unanticipated TCRs would be negligible because there would be minimal, if any, ground disturbance associated with the operation of Design Option 2. Additionally, the Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in a significant noise or vibration impact according to FTA standards (Metro 2020d). 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 would result from operation of Design Option 2.

6.1.4.3 Mitigation Measures

No impacts to known or unanticipated TCRs would occur under the operation of Design Options 1 and 2; therefore, no mitigation measures are required.

6.1.4.4 Impacts Remaining After Mitigation

No impacts would occur.

6.1.5 Maintenance and Storage Facility

Two MSF Site Options have been identified and evaluated—one in Bellflower and the other in Paramount. No TCRs have been identified in the APE for either MSF Site Option. Therefore, no impacts to known TCRs would result from the operation of either MSF Site Option. No ground-disturbing activities are proposed at the Bellflower or Paramount MSF Site Option during the operation phase of the Project. Therefore, direct physical impacts to unanticipated TCRs would be negligible. The Noise and Vibration Impact Report prepared for the Project indicated that operation of the Project would not result in a significant noise or vibration impact according to FTA standards (Metro 2020d). 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 would result from operation of the Bellflower or Paramount MSF Site Option.

6.1.5.1 Mitigation Measures

No impacts to known or unanticipated TCRs would occur under the operation of the Bellflower or Paramount MSF Site Option; therefore, no mitigation measures are required.

6.1.5.2 Impacts Remaining After Mitigation

No impacts would occur.

7 CONSTRUCTION IMPACTS

7.1 Construction Activities

Construction activities associated with the West Santa Ana Branch Project are detailed in the *West Santa Ana Branch Transit Corridor Project Construction Methods Report* (Metro 2021a).

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 resources, 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 CRHR, or in a local register of historical resources as defined in Public Resources Code 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 Public Resources Code 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 Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy, 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 Build Alternatives

No TCPs have been identified in the APE for the Build Alternatives (i.e., Alternatives 1 2, 3, and 4). 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 the construction of Alternatives 1 2, 3, or 4 would result in an adverse effect for the purposes of Section 106.

7.3.3 Design Options

No TCPs have been identified in the APE for either Design Option. As such, activities associated with the construction of Design Options 1 or 2 would result in no effect 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 the construction of either Design Option would result in an adverse effect for the purposes of Section 106.

7.3.4 Maintenance and Storage Facility

No TCPs have been documented within the APE for either MSF Site Option. As such, activities associated with the construction of either of the MSF Site 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 the construction of either MSF location would represent an adverse effect for the purposes of Section 106.

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*.

7.4.1 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 in a local register of historical resources as defined in Public Resources Code 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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 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 Alternative 1

One presumed TCR (P-19-001575) has been identified in the APE for Alternative 1. Substantial ground disturbance is associated with the construction of Alternative 1 and the proposed depth of construction activities may extend up to 130 feet below the present ground surface. As such, construction activities have the potential to impact archaeological deposits associated with P-19-001575. In addition to potential impacts to P-19-001575, previously undocumented TCRs could be encountered during construction activities and have the potential to be physically impacted.

Mitigation Measures

Implementation of Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1 (Development of Cultural Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources) (see Section 8 for further detail) would reduce potential significant impacts to known and unanticipated TCRs to a less than significant level.

Impacts Remaining After Mitigation

Impacts would be less than significant with mitigation incorporated.

7.4.1.3 Alternatives 2, 3, and 4.

No known TCRs have been documented in the direct APE for Alternatives 2, 3 and 4. However, previously undocumented TCRs could be encountered during construction activities and have the potential to be physically impacted by the construction of these Alternatives.

Mitigation Measures

Implementation of Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), and CR-1 (Development of Cultural Mitigation and Monitoring Program) (see Section 8 for additional detail) would reduce potential significant impacts to unanticipated TCRs to a less than significant level.

Impacts Remaining After Mitigation

Impacts would be less than significant with mitigation incorporated.

7.4.1.4 Design Options

Design Option 1

One presumed TCR is located in the direct APE for Design Option 1 (P-19-001575). The construction of Design Option 1 would involve substantial ground disturbance associated with the installation of the underground alignment, station box, and crossovers. These activities, have the potential to alter, remove, or destroy significant archaeological resources within the direct APE. Subsurface Native American remains associated with P-19-001575 may be subject to direct physical alteration. In addition to potential impacts to P-19-001575, previously undocumented TCRs could be encountered during the construction of Design Option 1 and may have the potential to be physically impacted.

Design Option 2

No TCRs have been identified in the APE for Design Option 2. It is possible however that previously undocumented TCRs could be encountered during construction activities and may have the potential to be impacted.

Mitigation Measures

Potential impacts to known and unknown TCRs would be mitigated through the implementation of TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1-(Development of Cultural Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources) (see Section 8 for further detail).

Impacts Remaining After Mitigation

Impacts would be less than significant with mitigation incorporated.

7.4.1.5 Maintenance and Storage Facility

No TCP/TCRs have been documented within the direct APE associated with either MSF location. As such, construction activities associated with the construction of the MSF Site Options would 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 Tribal Cultural Resources), and CR-1 (Development of Cultural Mitigation and Monitoring Program) (see Section 8 for further detail), would be implemented to mitigate potential significant impacts associated with the construction of the MSF Site Options 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 appropriate 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, as there is no ground disturbance associated with the operation of Alternatives 1, 2, 3, and 4; Design Options 1 and 2; and the Bellflower and Paramount MSF Site Options, operation of the Project would 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 the construction of the Project could result in significant impacts to known and potentially unknown TCRs. These potentially significant impacts would be reduced with implementation of the following mitigation measures:

- **TCR-1– Native American Monitoring.** Because of the potential to encounter previously undocumented Tribal Cultural Resources, a Native American monitor would be retained by Los Angeles County Metropolitan Transportation Authority (Metro) to monitor project-related, ground-disturbing construction activities that have the potential to uncover previously known and unknown archaeological resources. These activities include, but would not be limited to, pavement removal, grading, and trenching that extend beyond the limits of prior disturbance. Activities such as drilling that do not allow for soil visibility during excavation would be spot-checked but would not require a full-time monitor. Frequency and timing of spot checks would be dependent upon the construction schedule. Monitoring and spot-checking would be required up to a depth of 20 feet. The appropriate Native American monitors would be selected based on the tribal consultation under Assembly Bill 52 and Section 106. Monitoring procedures and the role and responsibilities of the Native American monitor would be outlined in the CRMMP. In the event that the Native American monitor identifies a cultural resource of Native American origin during construction, the monitor would 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) would 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 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 would 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 would be identified in the Cultural Resources Monitoring and Mitigation Plan, 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 is found significant under California Environmental Quality Act, a treatment plan would be prepared and implemented in accordance with state guidelines and in consultation with Native American groups as required by CR-2. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archaeologist 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, an archaeologist that meets the Secretary of Interior’s Professional Qualification Standards in Archaeology would prepare a Cultural Resources Mitigation and Monitoring Program (CRMMP) for the Project that would be implemented during construction. The CRMMP would include the requirements of Mitigation Measures CR-2 through CR-5 and the following:

- A summary of the results of the West Santa Ana Branch Transit Corridor Project Final Cultural Resources Survey Report and West Santa Ana Branch Transit Corridor Project Revised Preliminary Cultural Resources Effects Report.
- Procedures for avoidance of unanticipated discoveries where possible
- Procedures for preservation of unanticipated discoveries where possible.
- Provisions of cultural resources awareness training to construction workers that would be implemented as part of Mitigation Measure CR-3 (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-5 (Treatment of Unanticipated Discoveries). This would 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 Historic 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 would 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 Descendent(s).
- Guidelines for the reporting of monitoring and treatment results

- **CR-2–Treatment Plan for Known Significant Archaeological Resources.**

Upon selection of a project alternative, treatment plans would be developed on a case-by-case basis for the five archaeological historic properties/historical resources that may be adversely effected/significantly impacted by the Project (P-19-001575, P-19-002849, P-19-003181, P-19-004171, and P-19-004202). If the selected alternative would not result in a

potential adverse effect/significant impact to archaeological historic properties/historical resources (i.e., if no archaeological historic properties/historical resources exist in the chosen alternative), treatment plans would not be required. If the selected alternative includes previously recorded archaeological historic properties/historical resources, treatment plans would be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. Treatment plans may be modified and updated should a discovery provide new information that may affect treatment methods. Treatment plans would be developed with the intent of extracting sufficient data, through a combination of past studies and current testing, to achieve data redundancy. Data redundancy would be achieved at the point at which information is redundant and documentation efforts have reached a point of diminishing returns (National Park Service 1983).

Given that known archaeological historic properties/historical resources are currently located under existing developments, the full extent of their boundaries and conditions is not currently known. Therefore, treatment plans would address the following scenarios: the given archaeological historic property/historical resource remains present in its previously recorded condition, the given archaeological historic property/historical resource is no longer extant, the given archaeological historic property/historical resource is encountered in conditions inconsistent with its existing site description.

The treatment plans would be developed by a Secretary of the Interior qualified archaeologist in consultation with the SHPO and with Native American contacts, as applicable. Metro would be responsible for ensuring that treatment plans are developed and consultation with stakeholders (e.g., tribes, SHPO) is completed. Treatment plans would 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 110 of the National Historic Preservation Act.

The treatment plans would 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 would also identify the thresholds at which point data redundancy is achieved. Phase III data recovery would 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 would be implemented when a determination is made that a property/resource cannot be avoided and would be adversely affected/significantly impacted by the Project.

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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**

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Gabrieleno

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

Matias Belardes, Chairperson
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Juaneno

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

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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 Gabrielino 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**

Gabrieleno/Tongva San Gabriel Band of Mission Indians
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Gabrielino Tonava

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Gabrielino

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Gabrielino Tonava

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Gabrielino

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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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gabrielenoindians@yahoo.com

**Gabrieleno/Tongva San Gabriel
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Phone: (949) 293 - 8522

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

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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.

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.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
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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

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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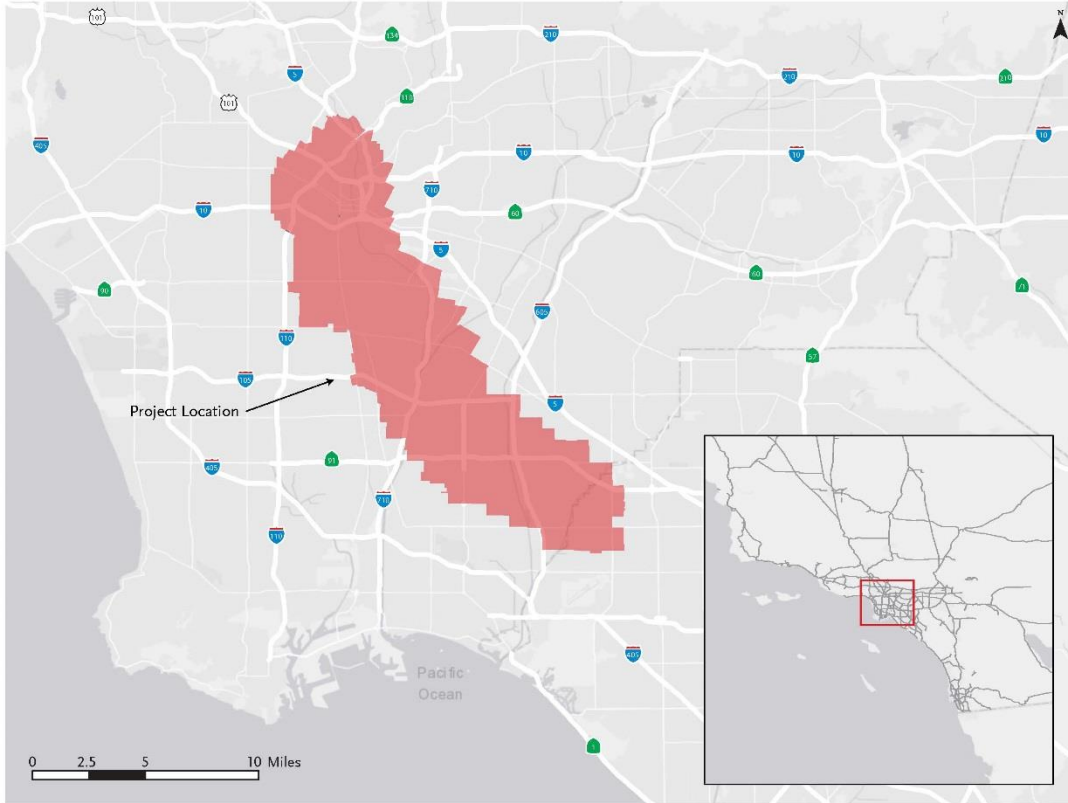
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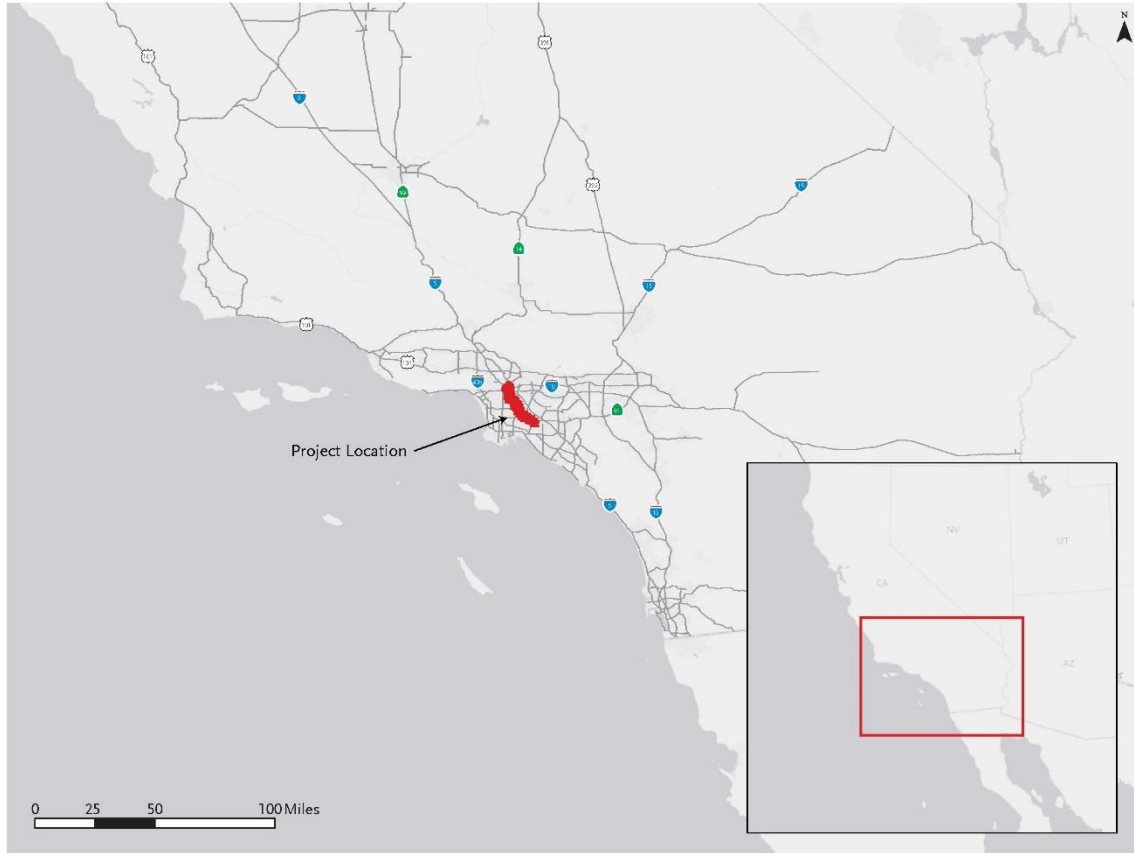
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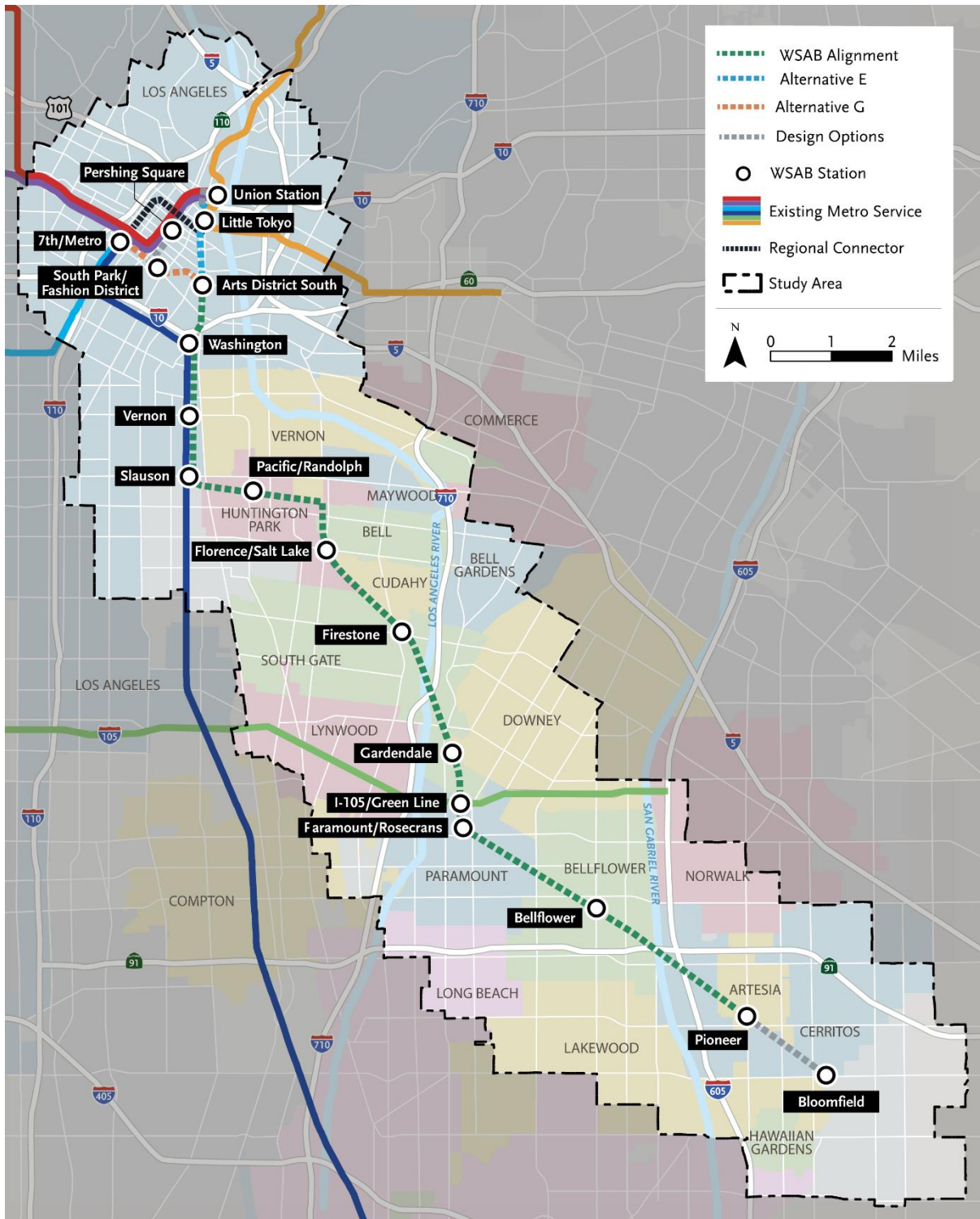
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Figure 3. Project Study Area Map





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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, 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. 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.

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



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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.

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.



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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

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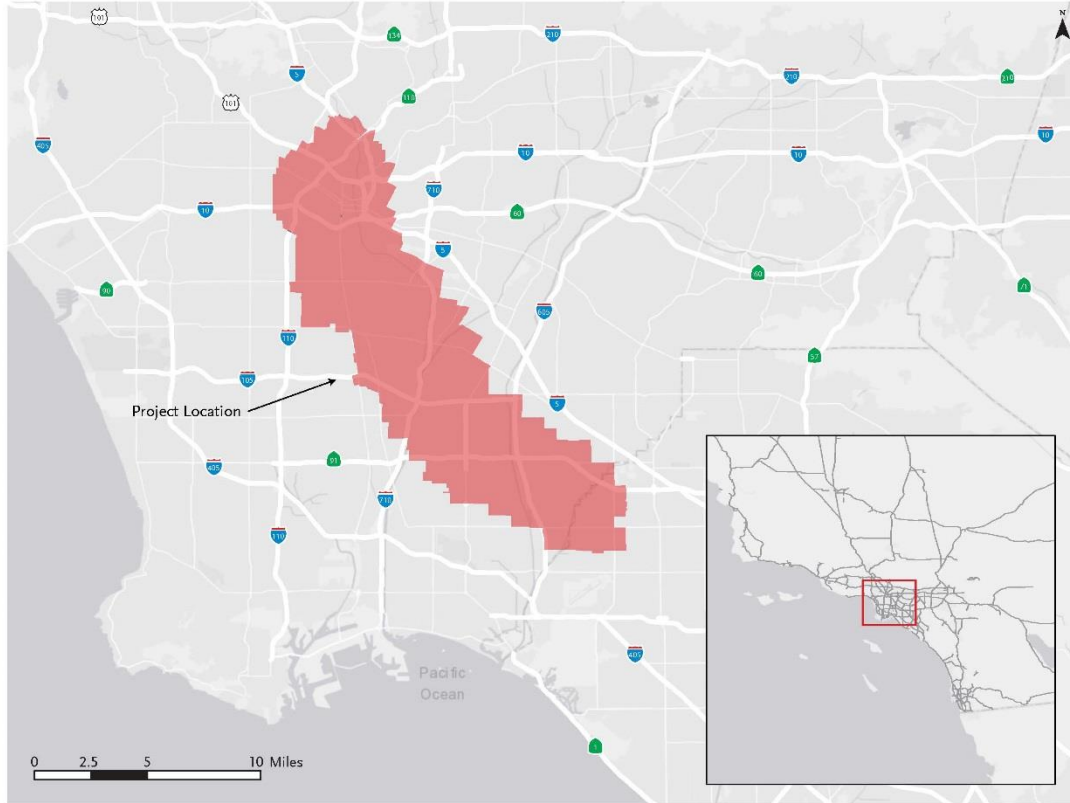
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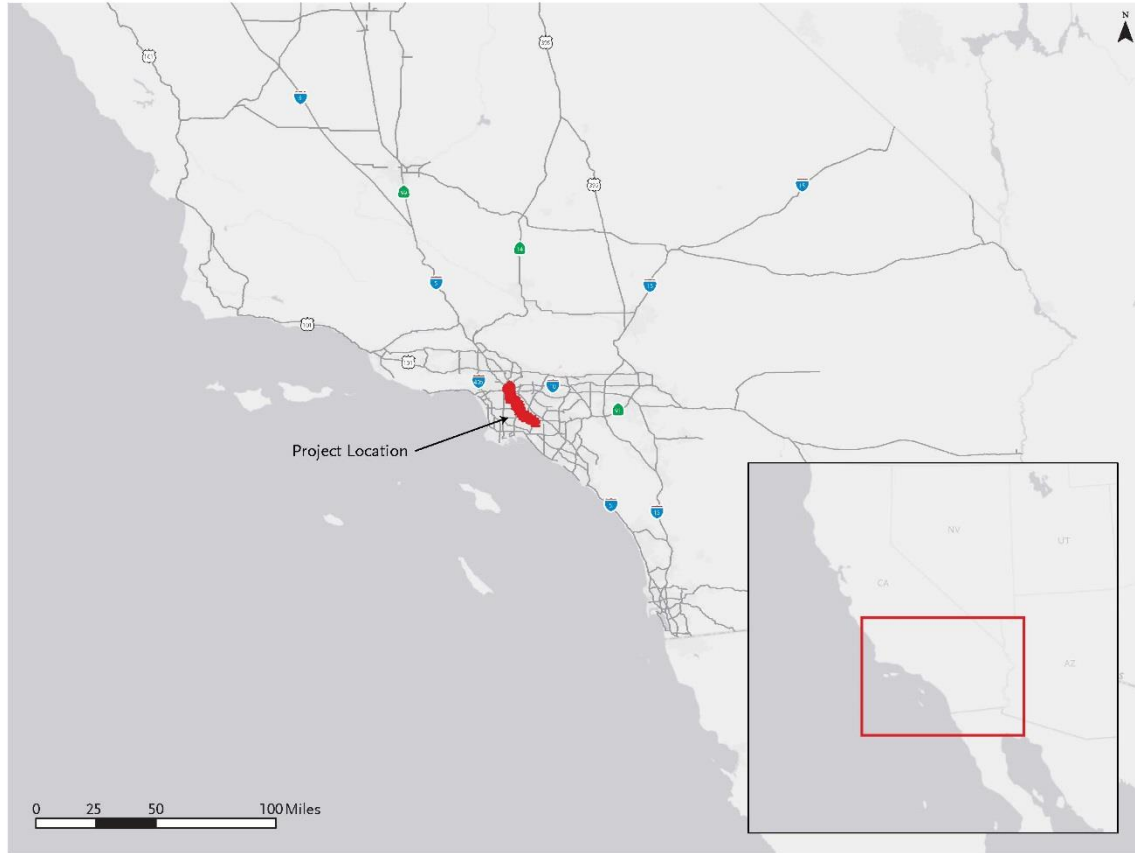
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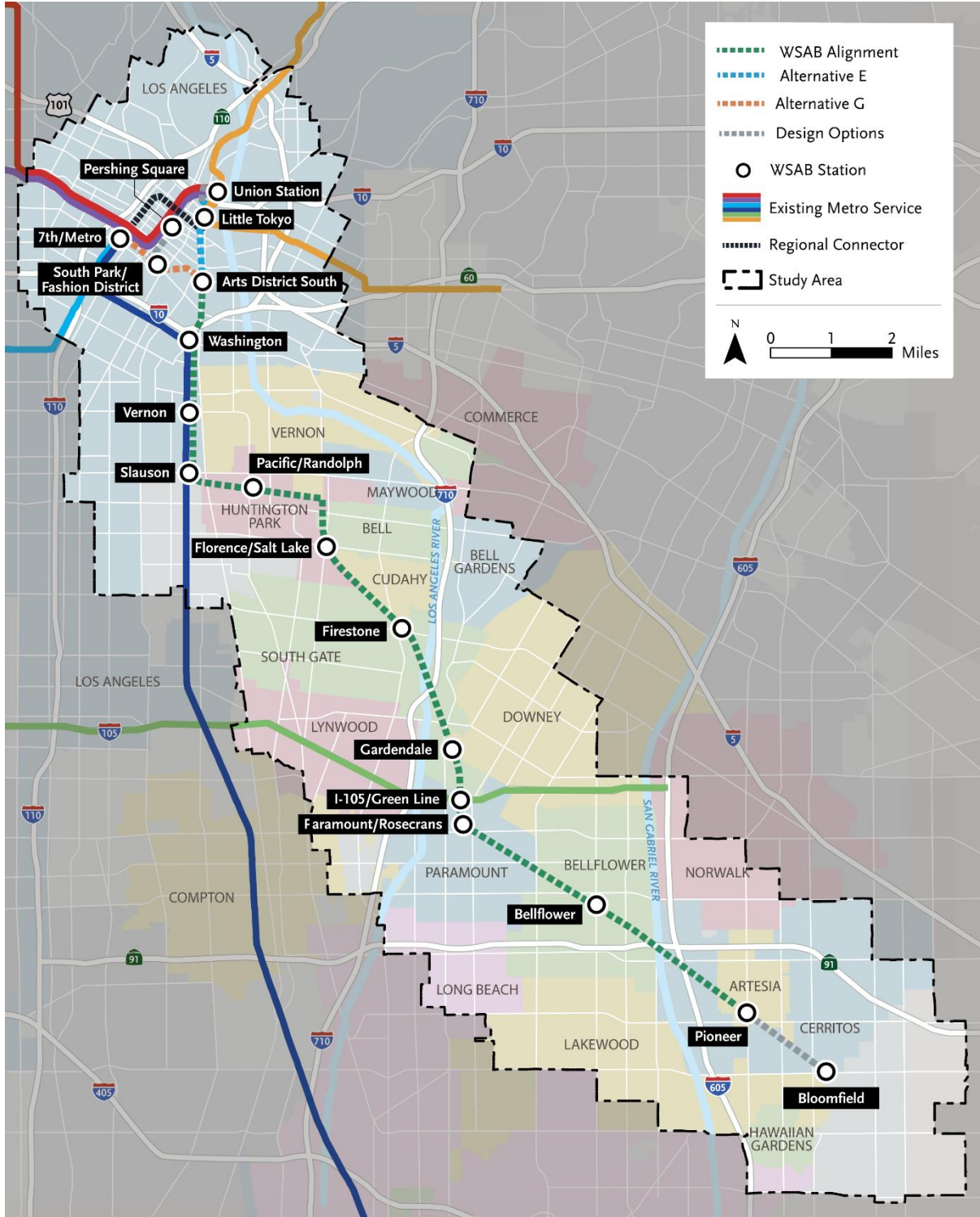
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Figure 3. Study Area Map





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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

Dear Mr. Morales,

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



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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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cc:

Laura Cornejo

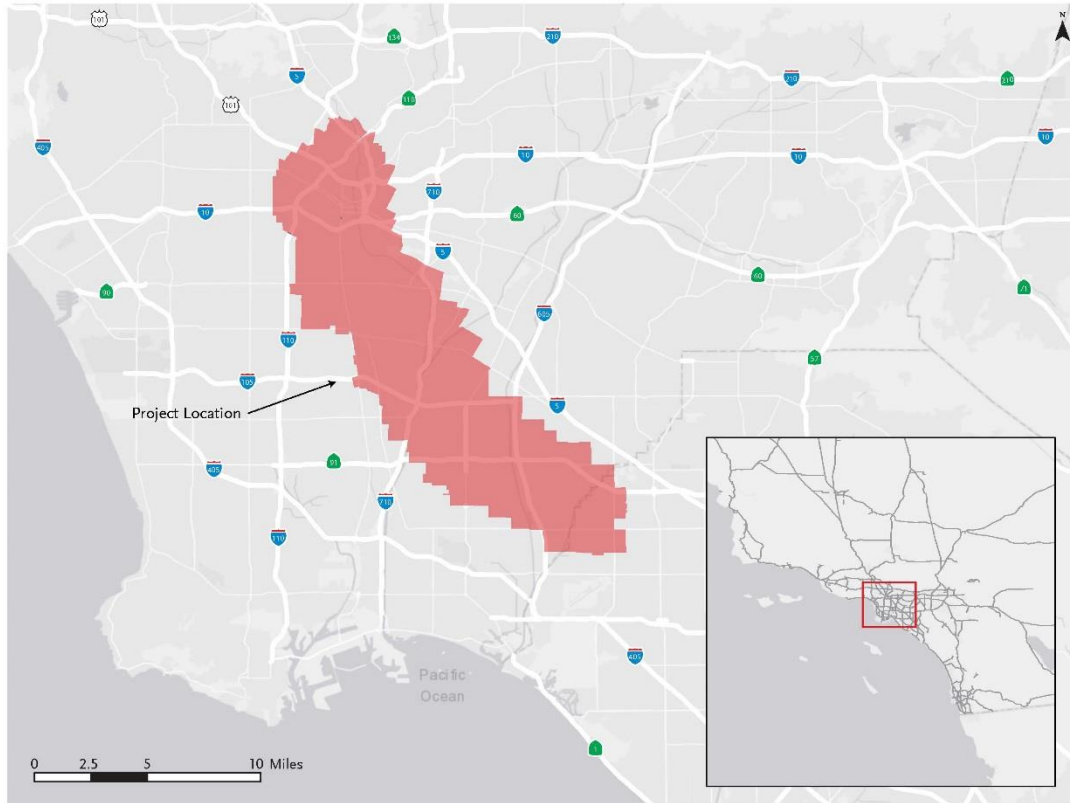
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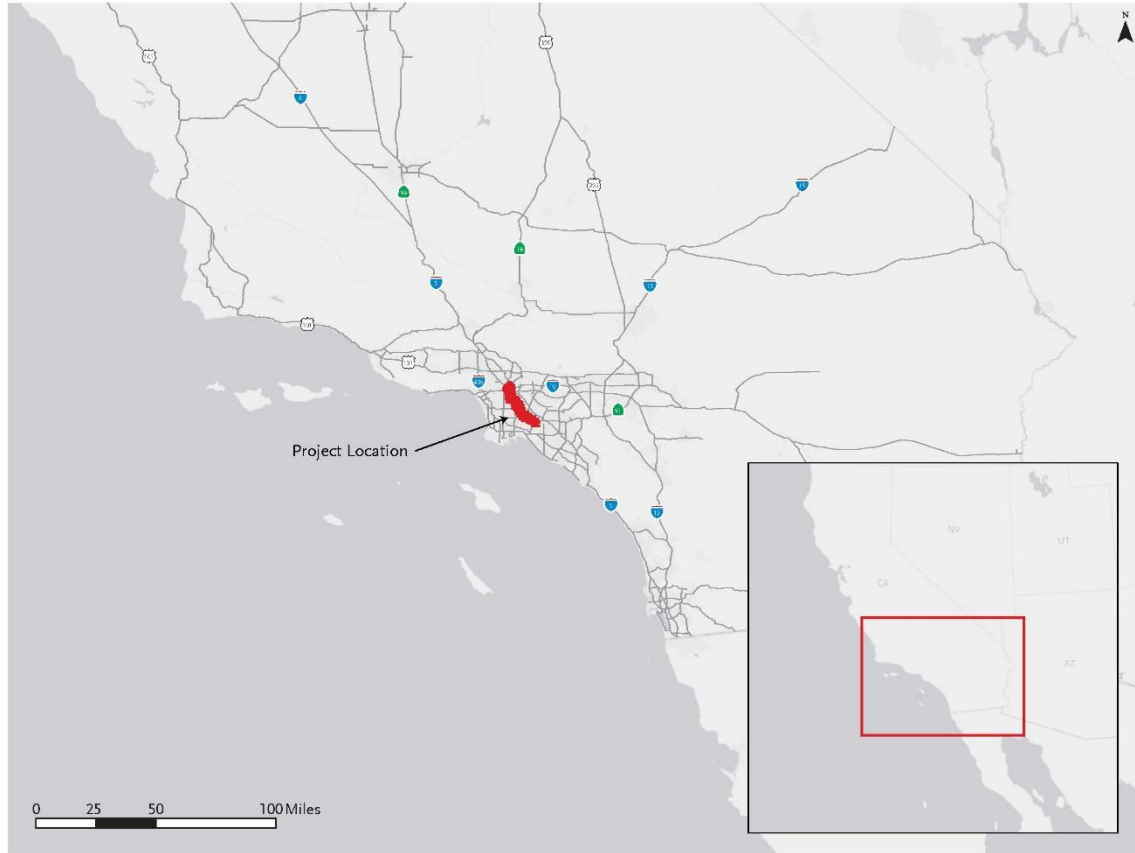
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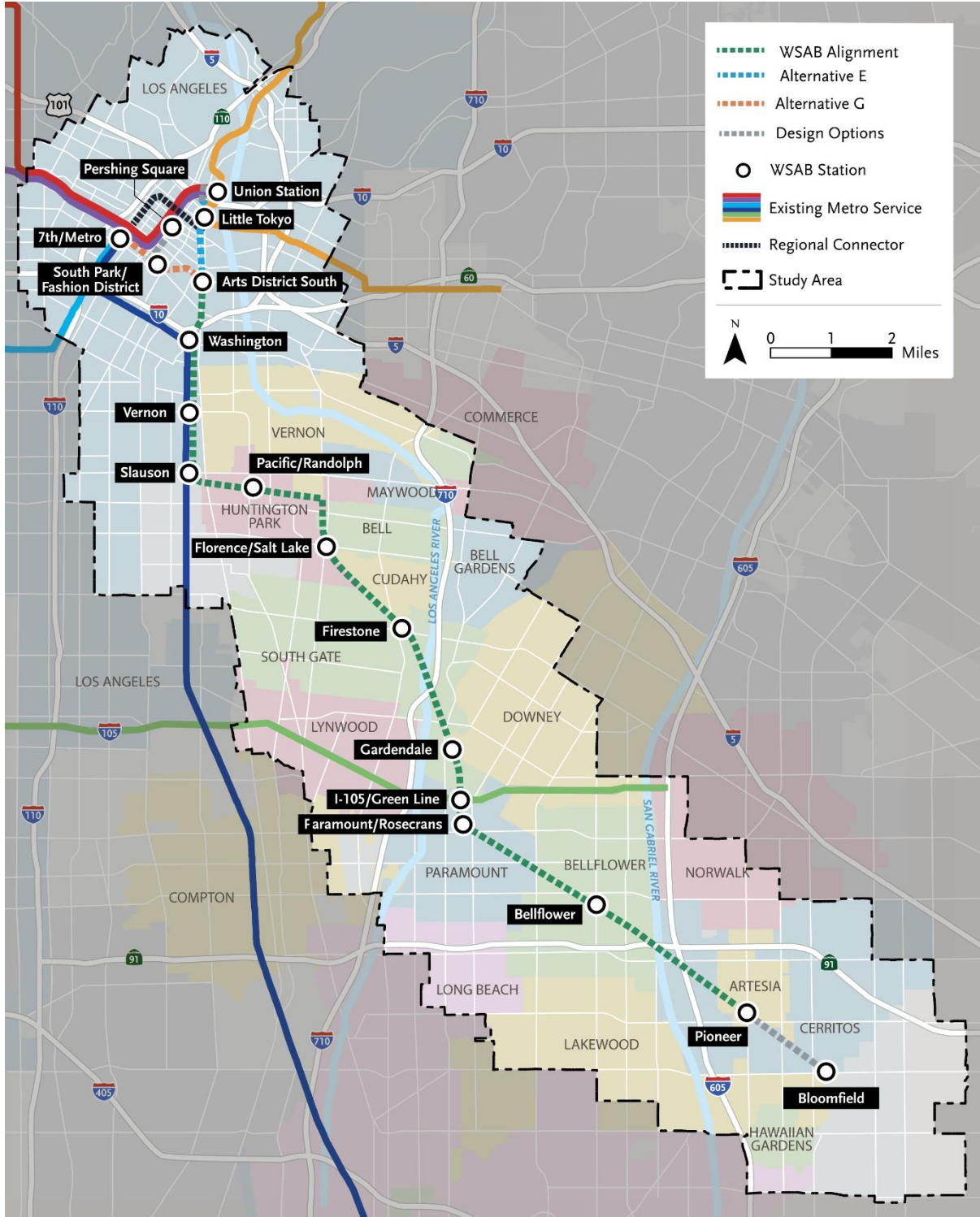
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October 16, 2018

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

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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Project Manager

Los Angeles County Metropolitan Transportation Authority

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cc:

Laura Cornejo

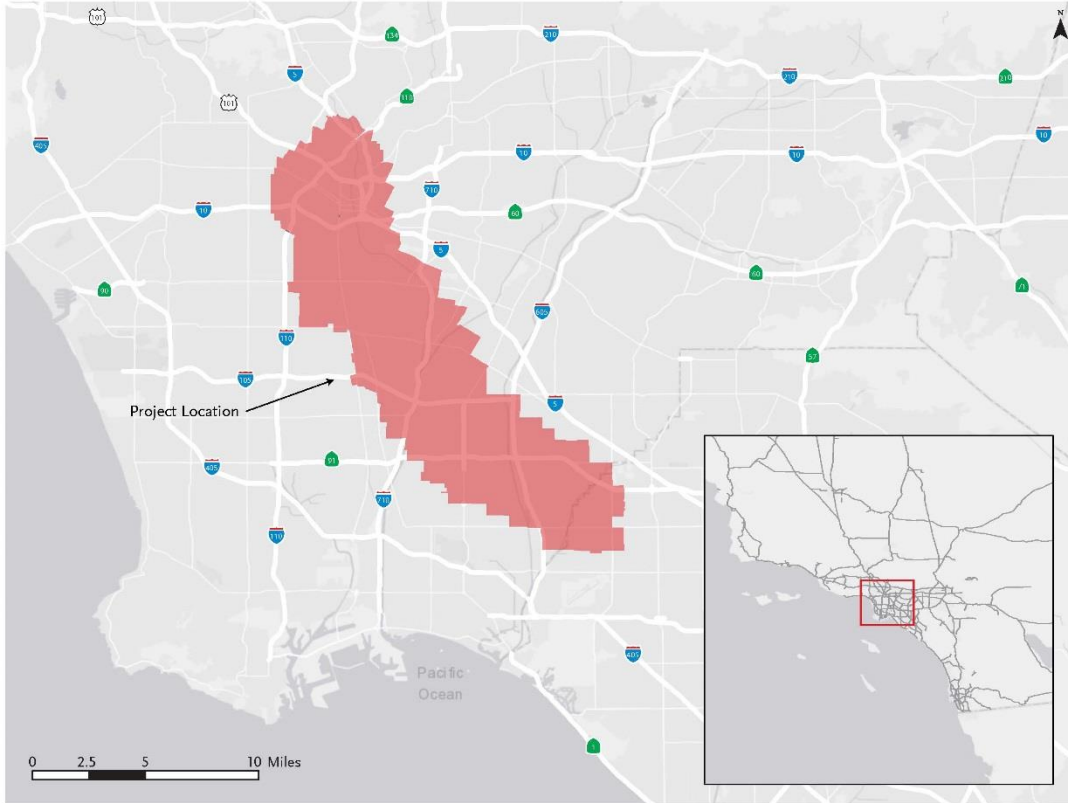
Teresa Wong

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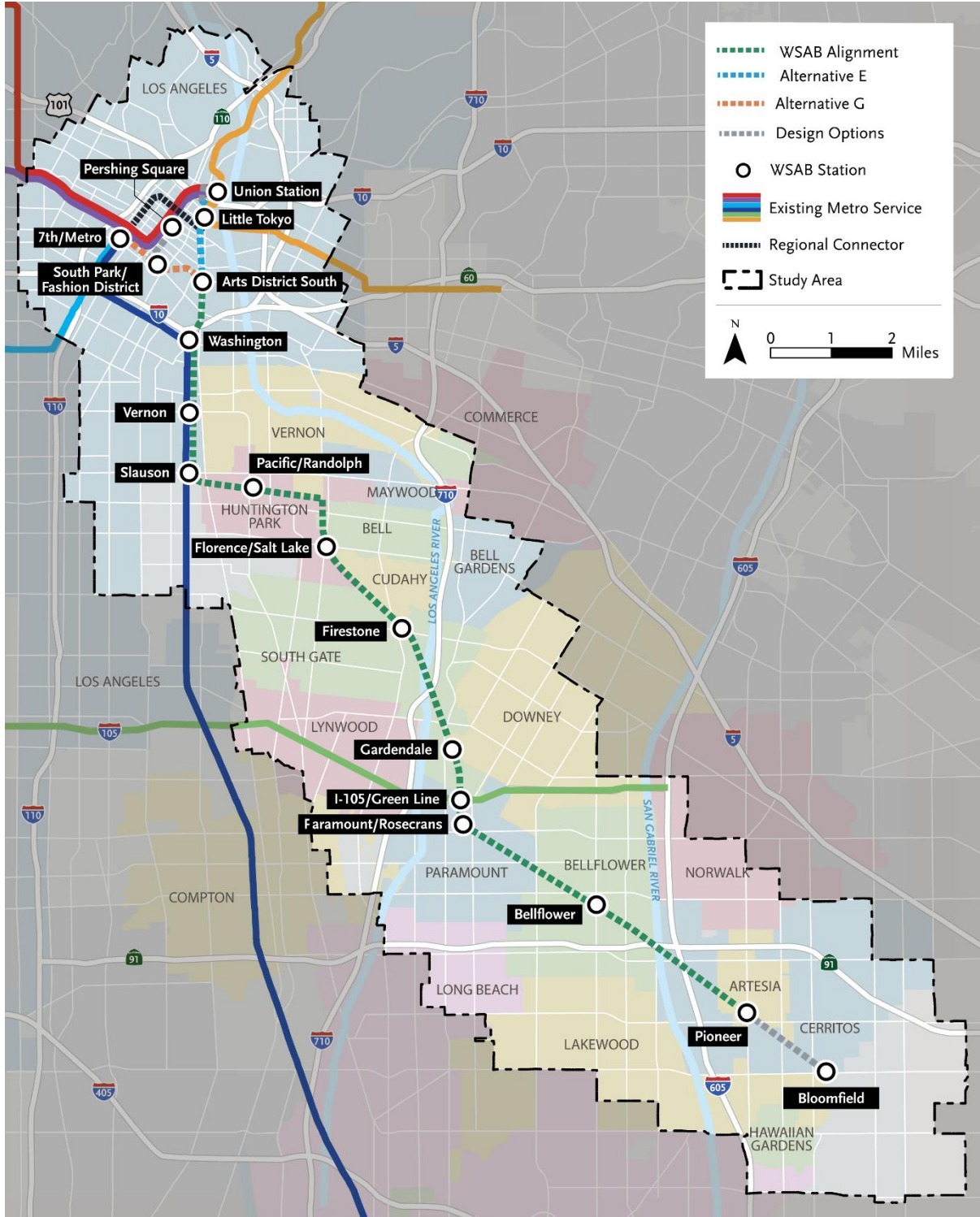
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October 16, 2018

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, 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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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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Very respectfully,

Meghna Khanna
Project Manager

Los Angeles County Metropolitan Transportation Authority

Figures: 1. Project Location Map
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cc:

Laura Cornejo

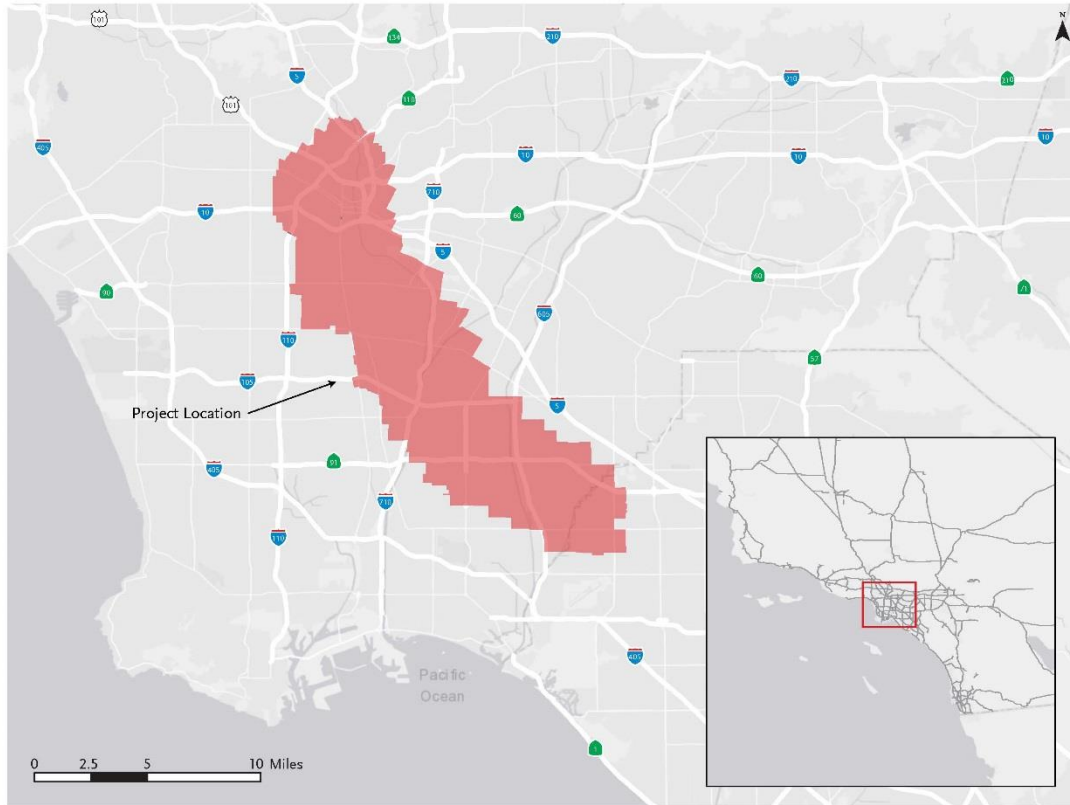
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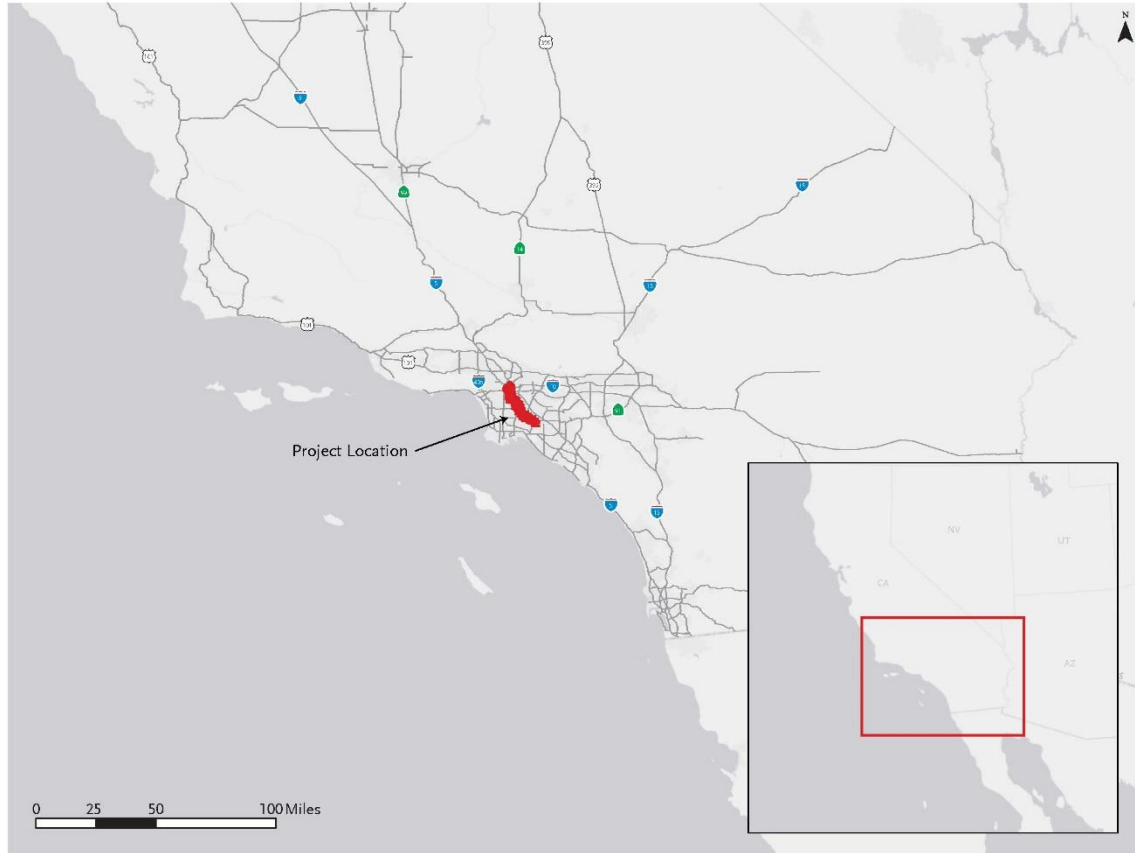
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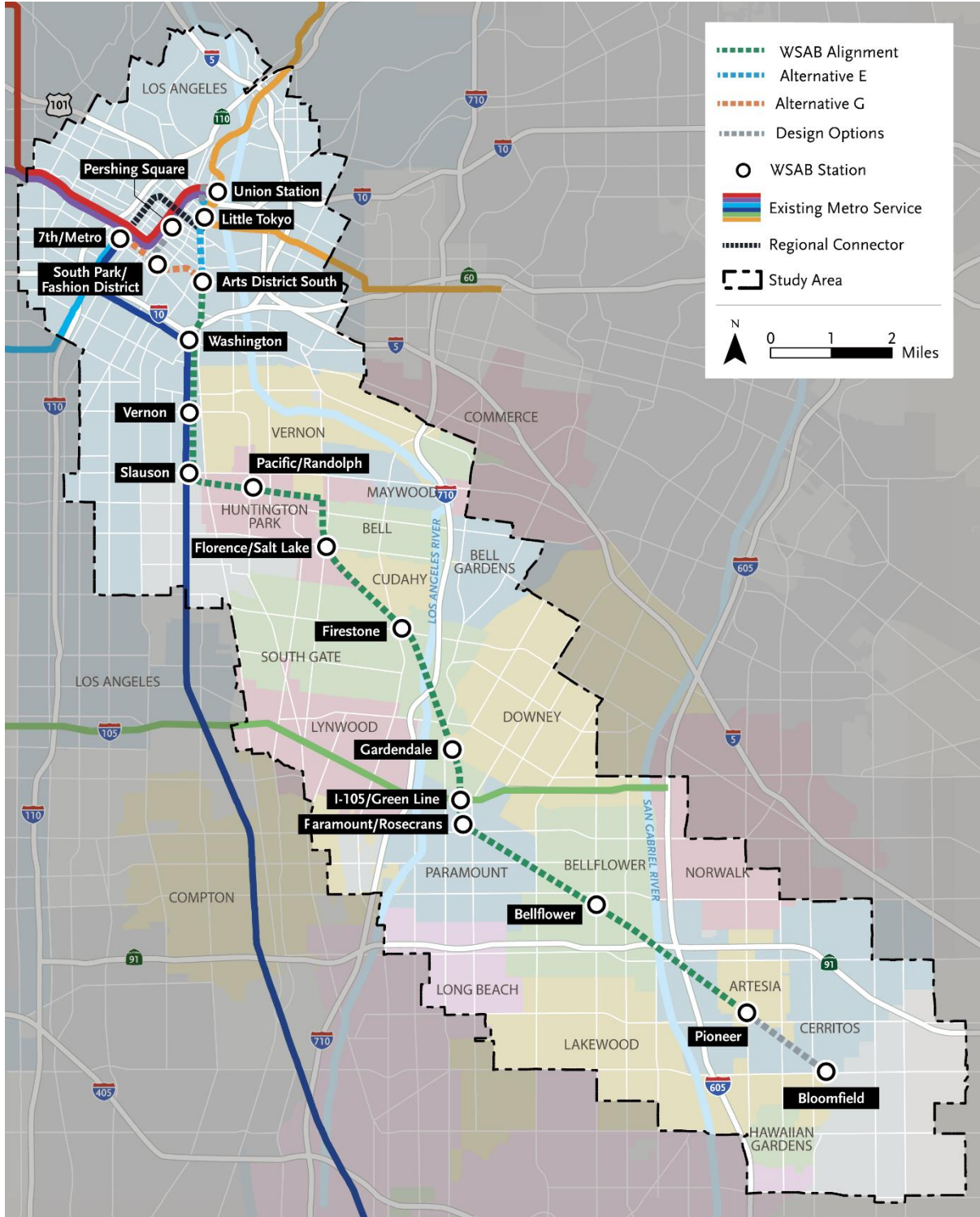
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October 16, 2018

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

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

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Los Angeles County Metropolitan Transportation Authority

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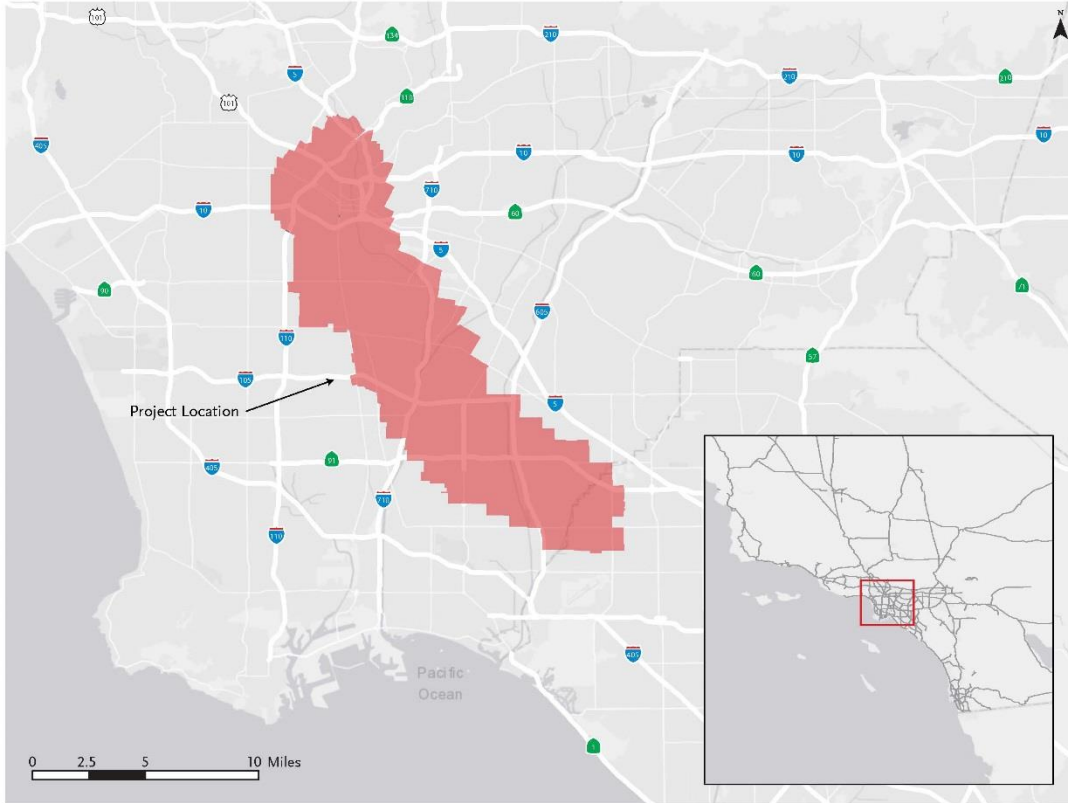
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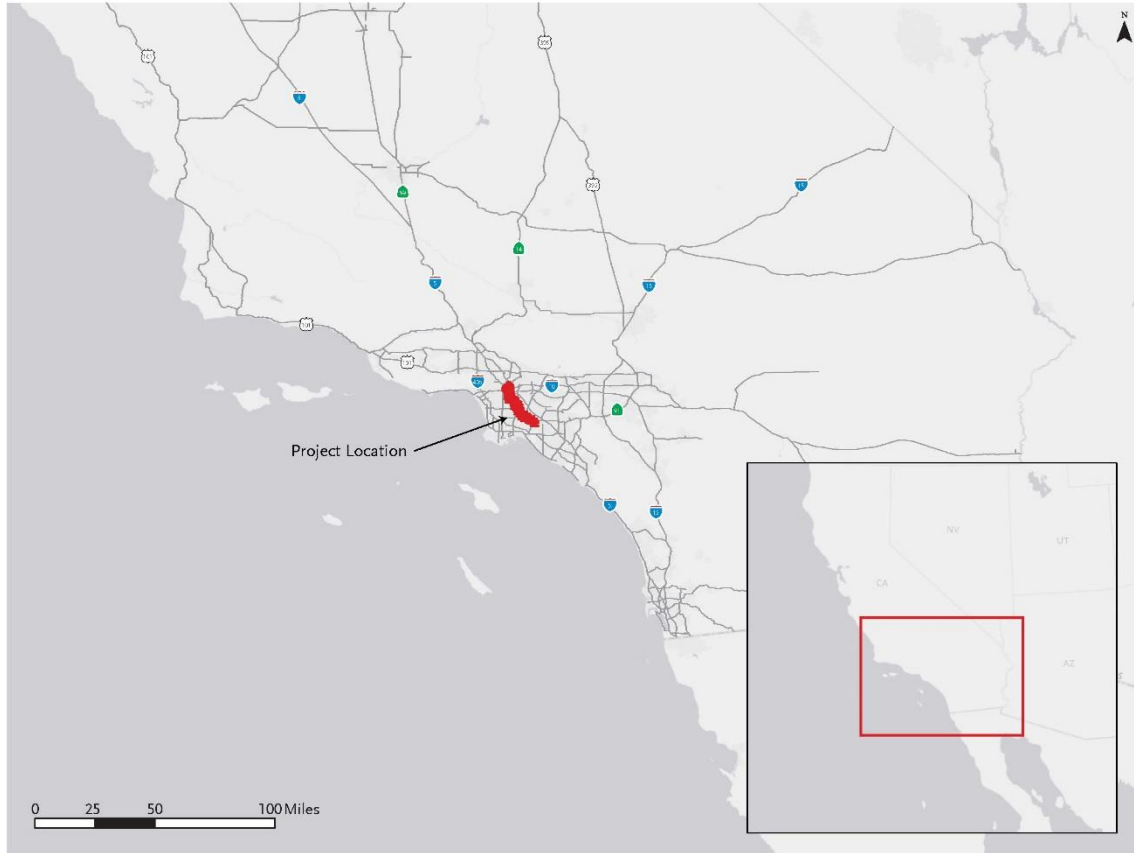
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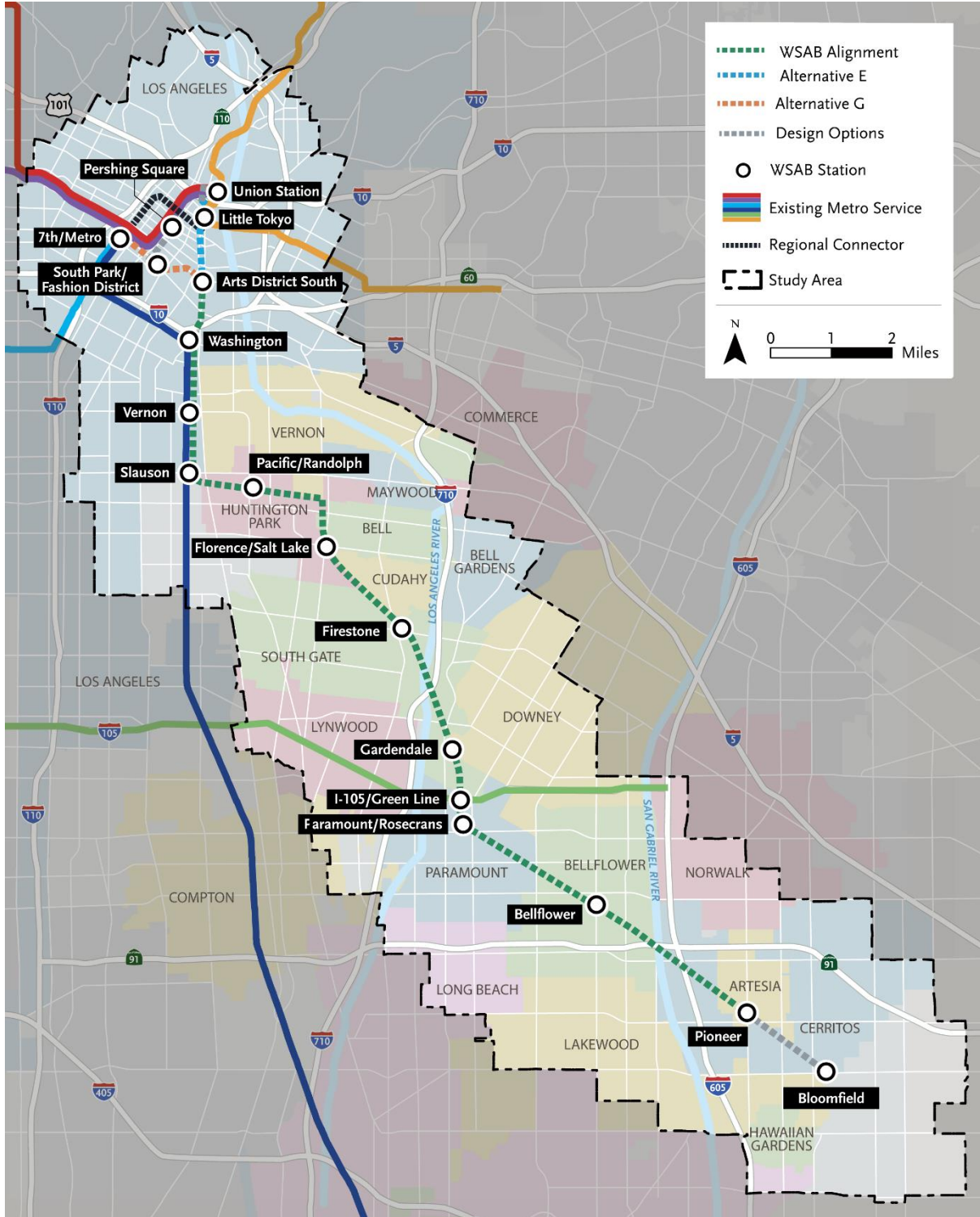
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October 16, 2018

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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Project Manager

Los Angeles County Metropolitan Transportation Authority

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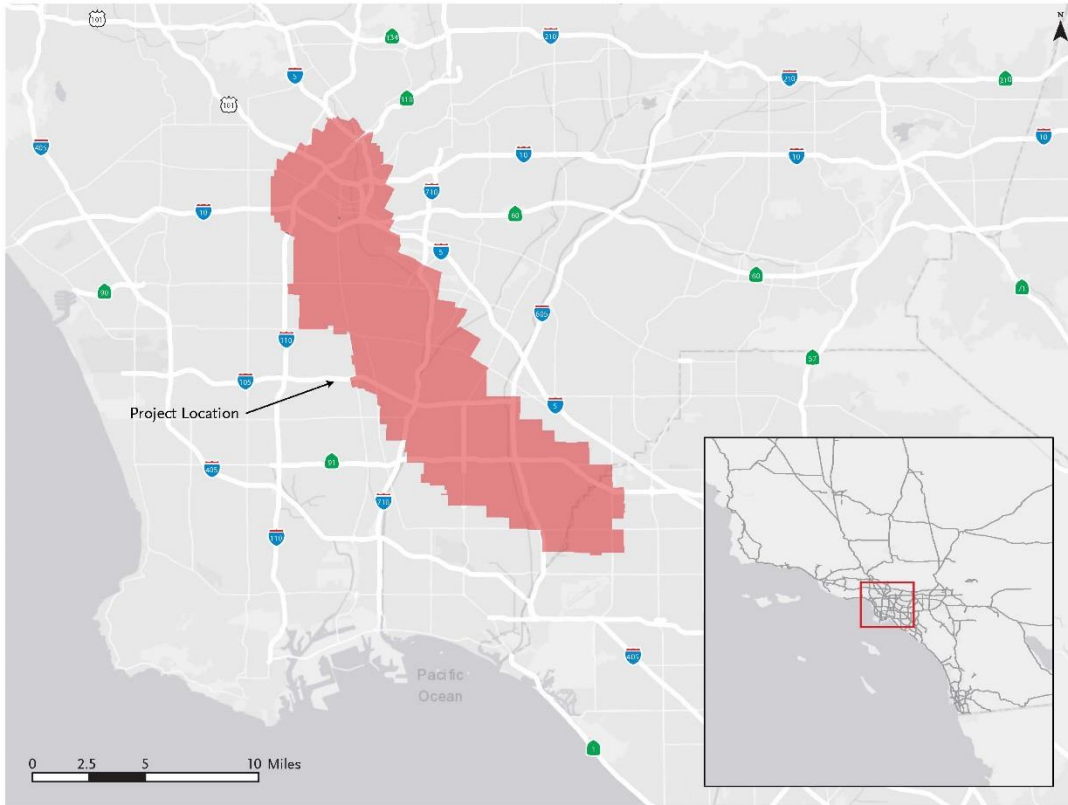
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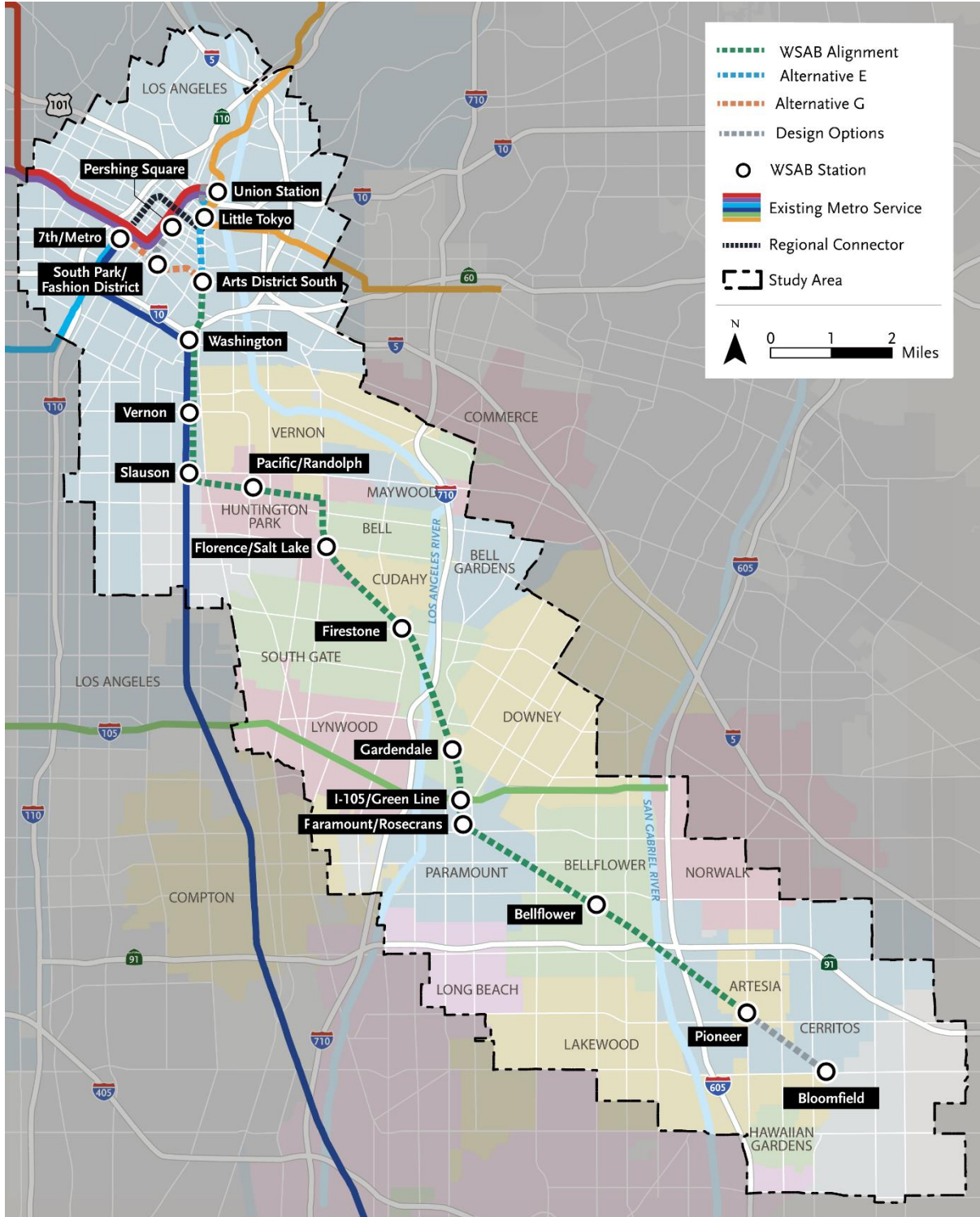
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October 16, 2018

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

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Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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



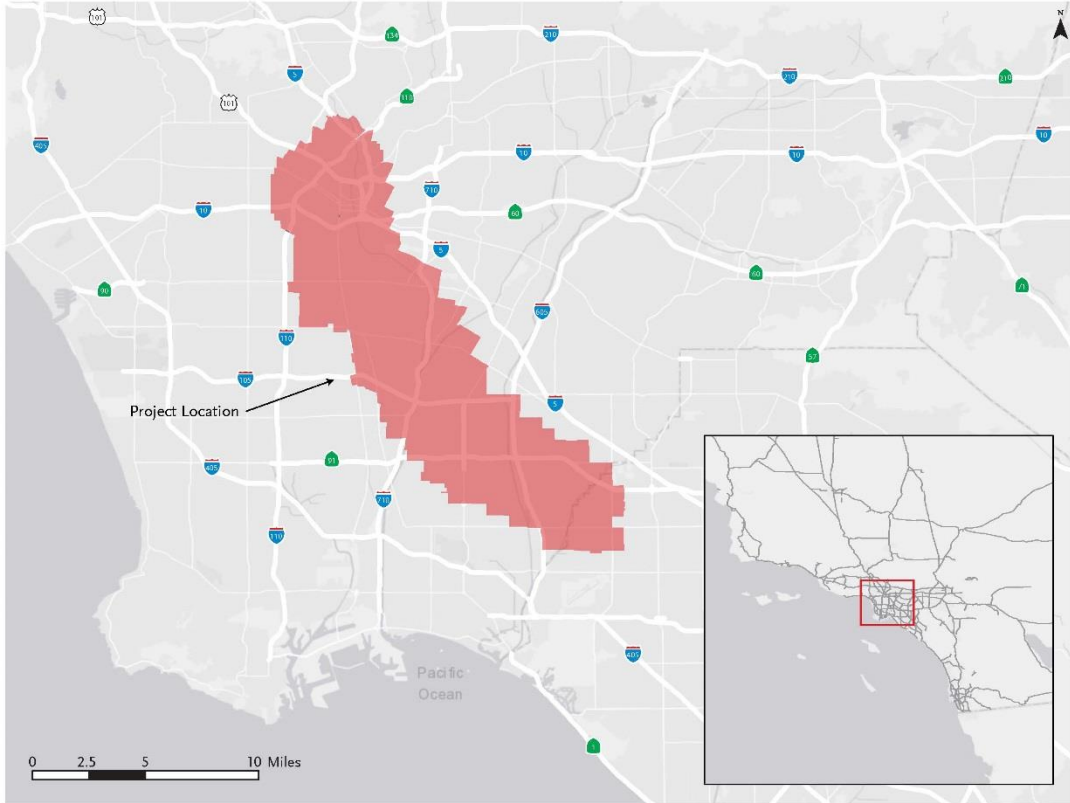
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Figure 1. Project Location Map





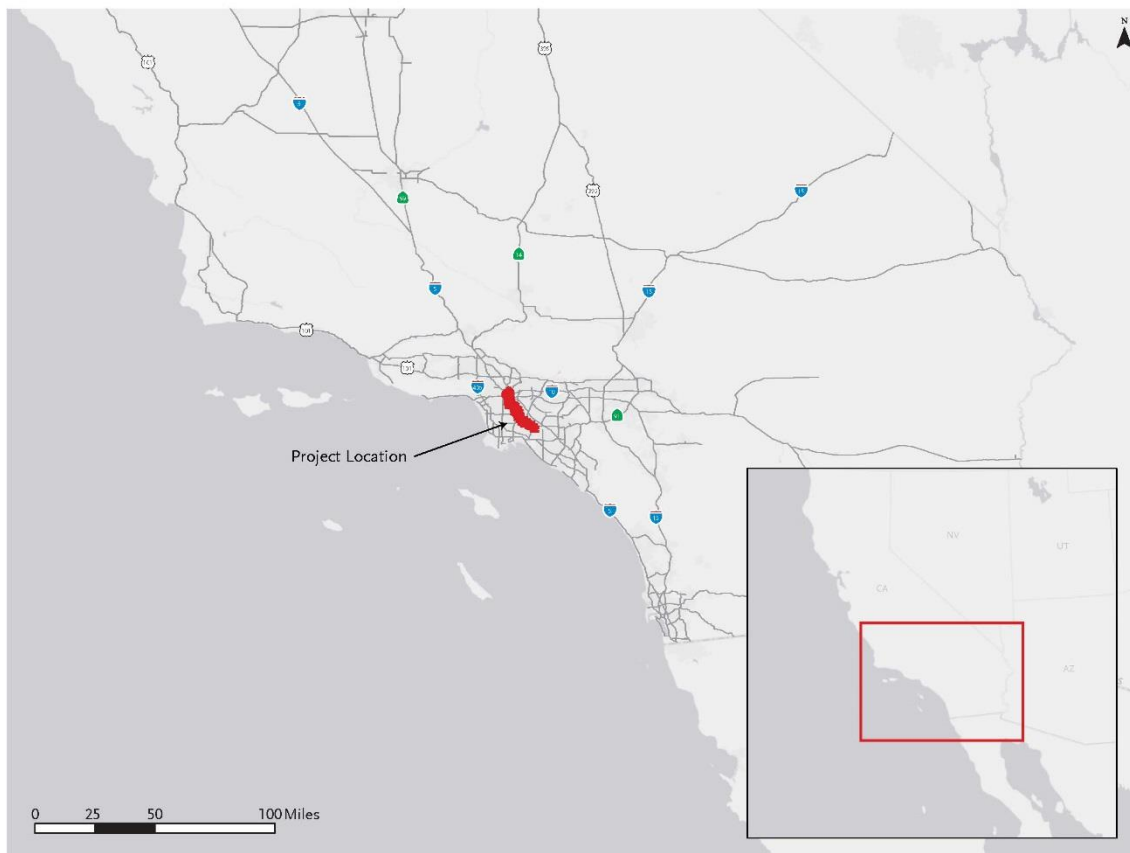
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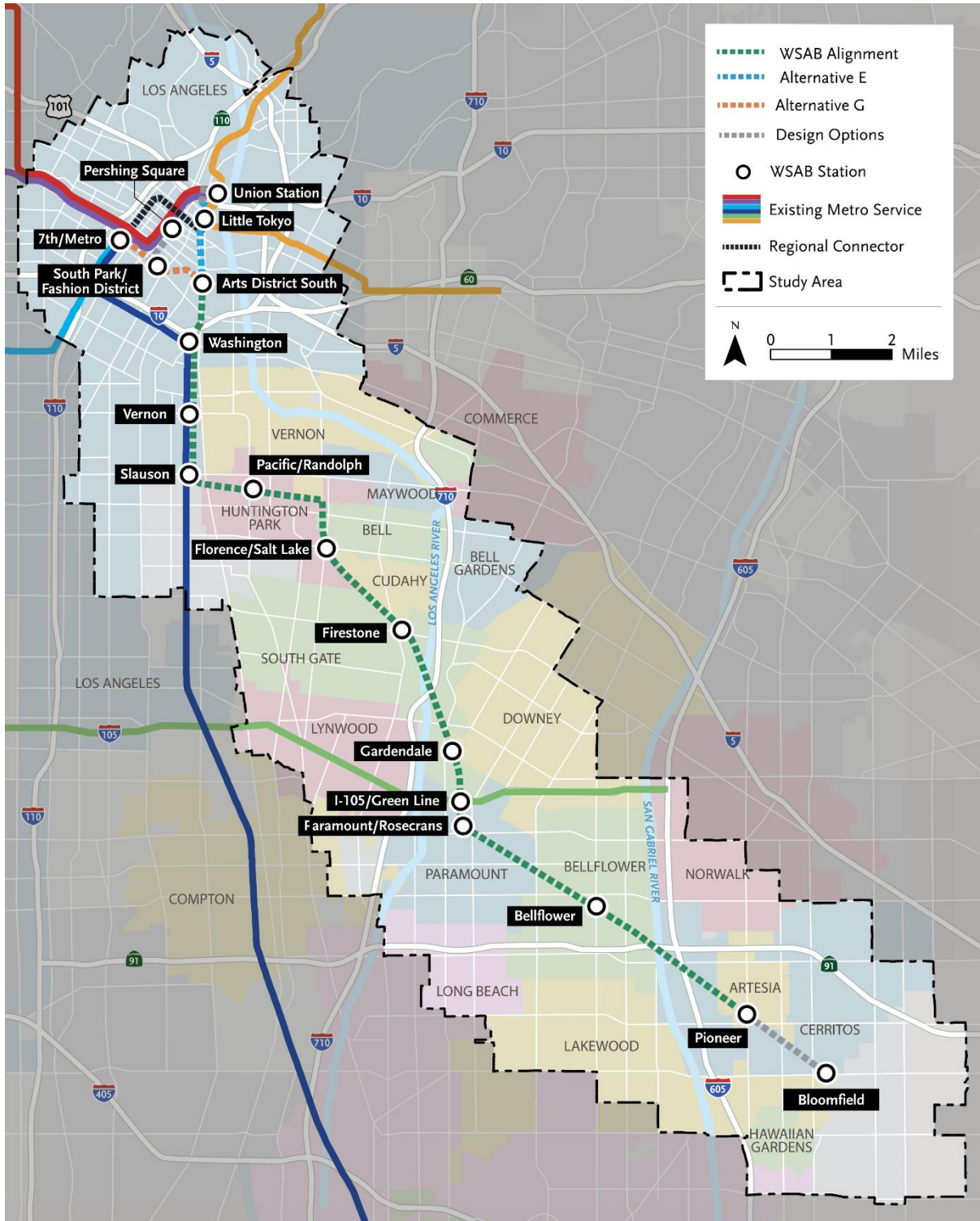
Figure 2. Project Vicinity Map





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.

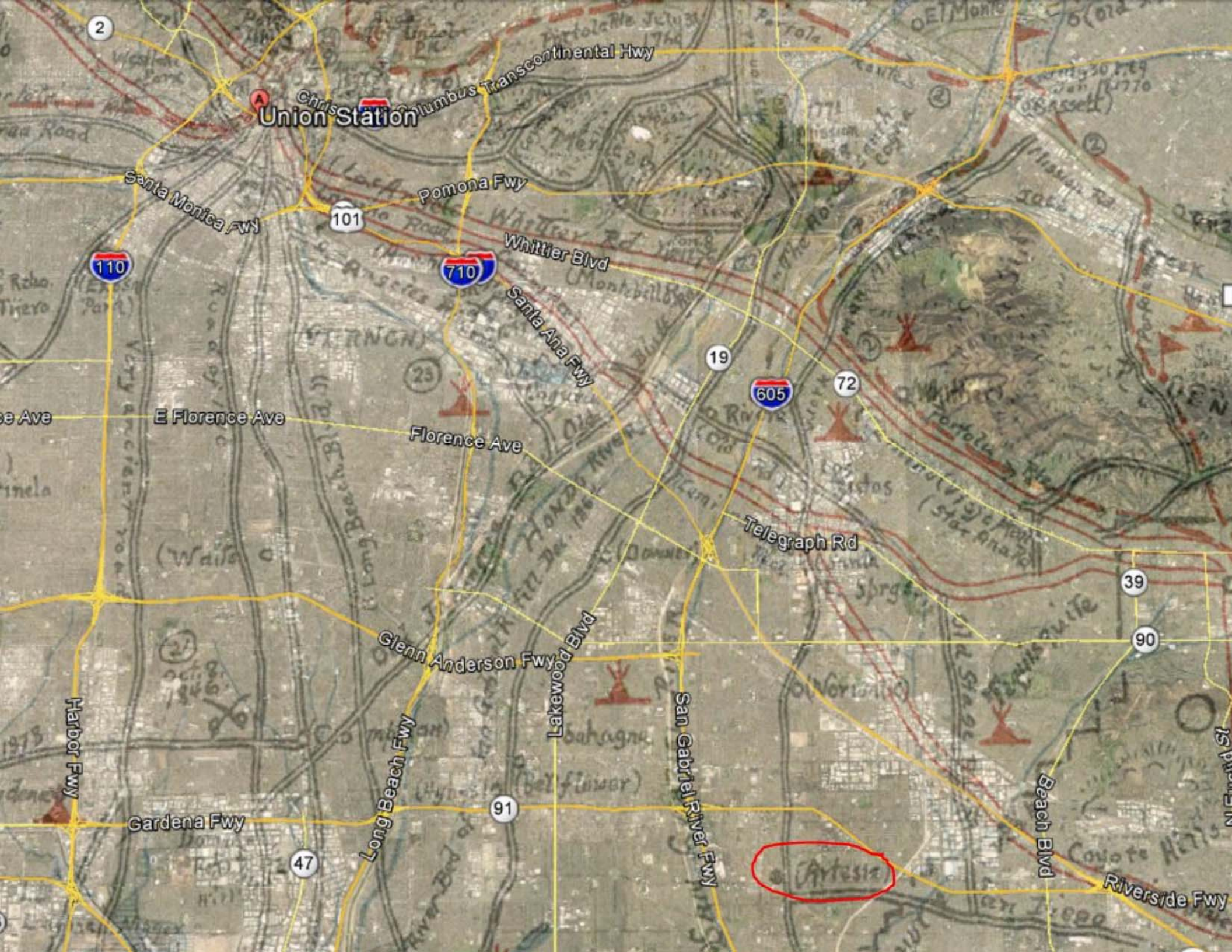
Sincerely,
Admin Specialist

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

Florence Ave

Telegraph Rd

Lakewood Blvd

San Gabriel River Fwy

Beach Blvd

Riverside Fwy

Santa Monica Fwy

E Florence Ave

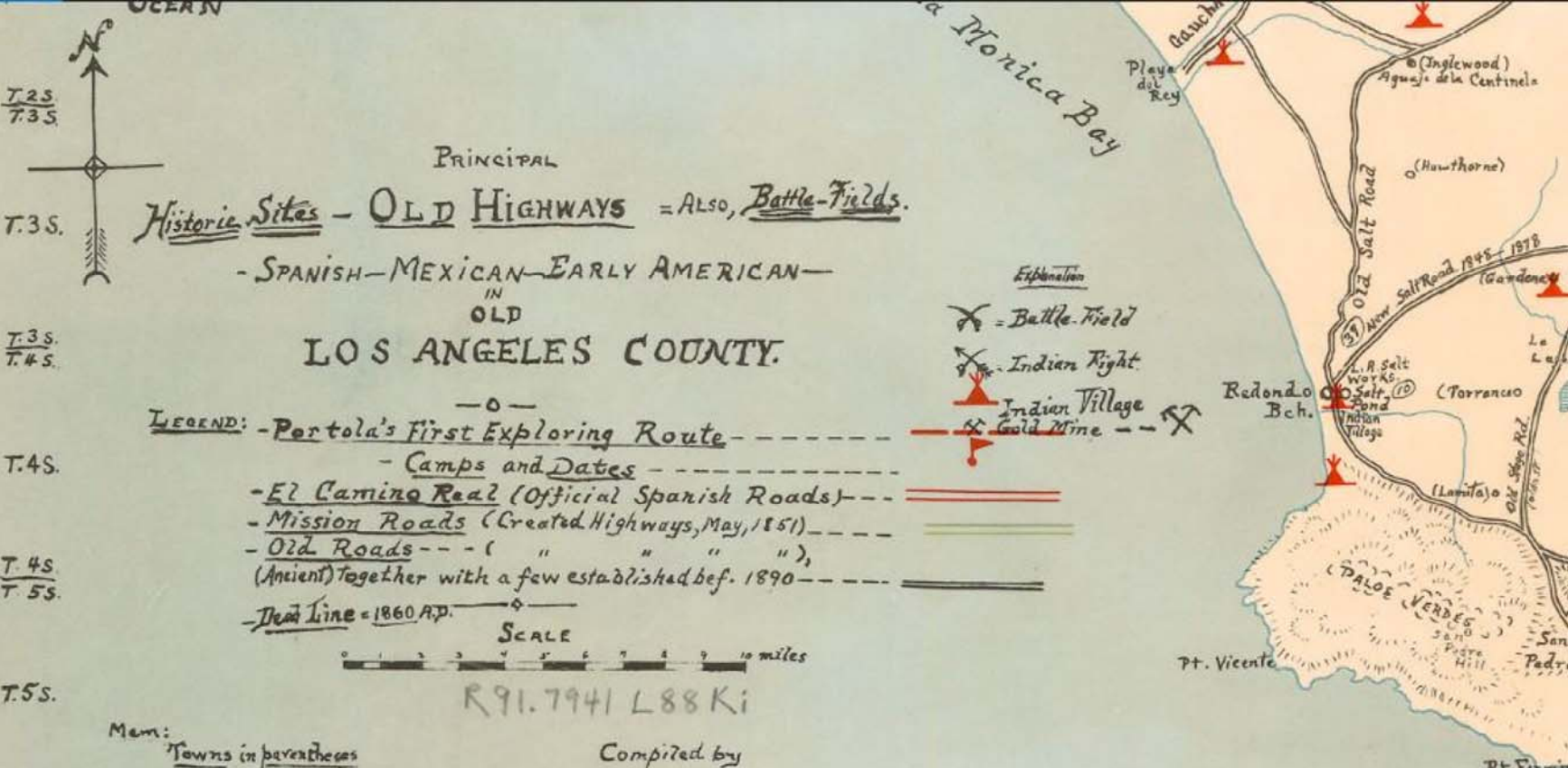
Glenn Anderson Fwy

Long Beach Fwy

Gardena Fwy

Harbor Fwy

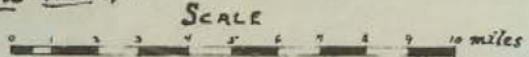
Artesia



PRINCIPAL
Historic Sites - OLD HIGHWAYS = ALSO, Battle-Fields.
 - SPANISH - MEXICAN - EARLY AMERICAN -
 IN
LOS ANGELES COUNTY.

- LEGEND:**
- - - - - 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
 - △ - 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.

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.



Metro

Los Angeles County
Metropolitan Transportation Authority

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Los Angeles, CA 90012-2952

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metro.net

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

213.922.2000 Tel
metro.net

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

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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

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APPENDIX C SECTION 106 CONSULTATION CORRESPONDENCE

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,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
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.

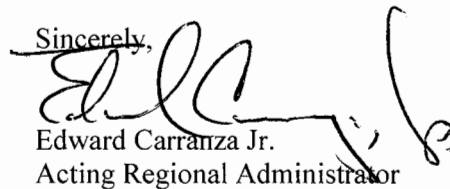
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

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,

A handwritten signature in black ink, appearing to read 'Edward Carranza Jr.', with a large, stylized flourish extending to the right.

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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415-734-9490
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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
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.

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Table 2 Construction Staging and Laydown Areas

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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
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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
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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.

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- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
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- 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.

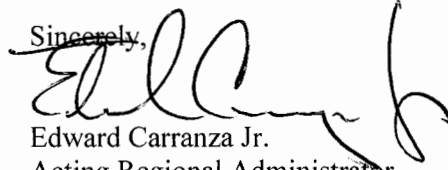
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

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
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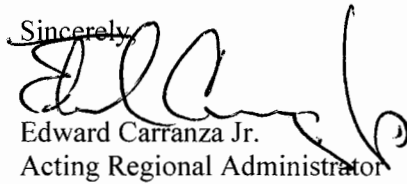
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Sincerely,

Edward Carranza Jr.
Acting Regional Administrator



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

REGION IX
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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.

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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:

“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:

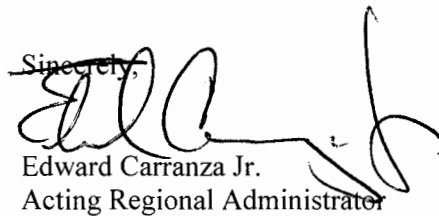
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~~Sincerely,~~

Edward Carranza Jr.
Acting Regional Administrator



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

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DEC 21 2018

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

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Ana Branch Transit Corridor Project

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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:

“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 15 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.

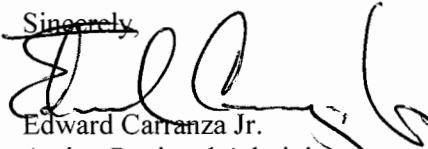
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

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**

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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

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

Dear Mr. Belardes:

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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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.

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Station Name	General Location	City	Type of Proposed Station	Number of Proposed Station Parking Spaces
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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
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Total Number of Proposed New Parking Spaces				1,594

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Olympic Boulevard to Slauson Avenue (aerial)

- Approximately 40 feet

Randolph Street to Gage Avenue (aerial)

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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.

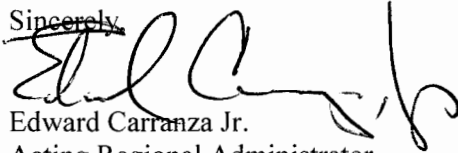
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

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,

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

90 7th Street
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San Francisco, CA 94103-6701
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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
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.

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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
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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.

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- Properties constructed prior to 1978, or 40 years of age or older will be surveyed for historic significance.
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- 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.

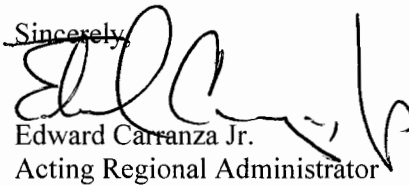
- If the Project completion date is pushed beyond 2028, additional Section 106 studies that would encompass buildings that would be 50 years of age by the most distant build-out period and properties that did not meet Criterion Consideration G would be required at a future date.

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. 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
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
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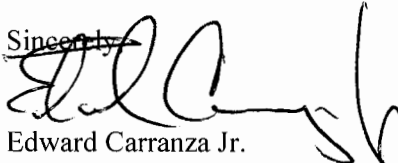
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- Properties constructed before 1978 that retain integrity will be recorded on California Department of Parks and Recreation forms (DPRs) and will be evaluated for NRHP and CRHR eligibility as part of the Project identification phase.
- Properties 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 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

Nadine Salas, Vice-Chairman

Christina Swindall Martinez, secretary

Albert Perez, treasurer |

Martha Gonzalez Lemos, treasurer ||

Richard Gradias, Chairman of the Council of Elders

PO Box 393, Covina, CA 91723

www.gabrielenoindians.org

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,

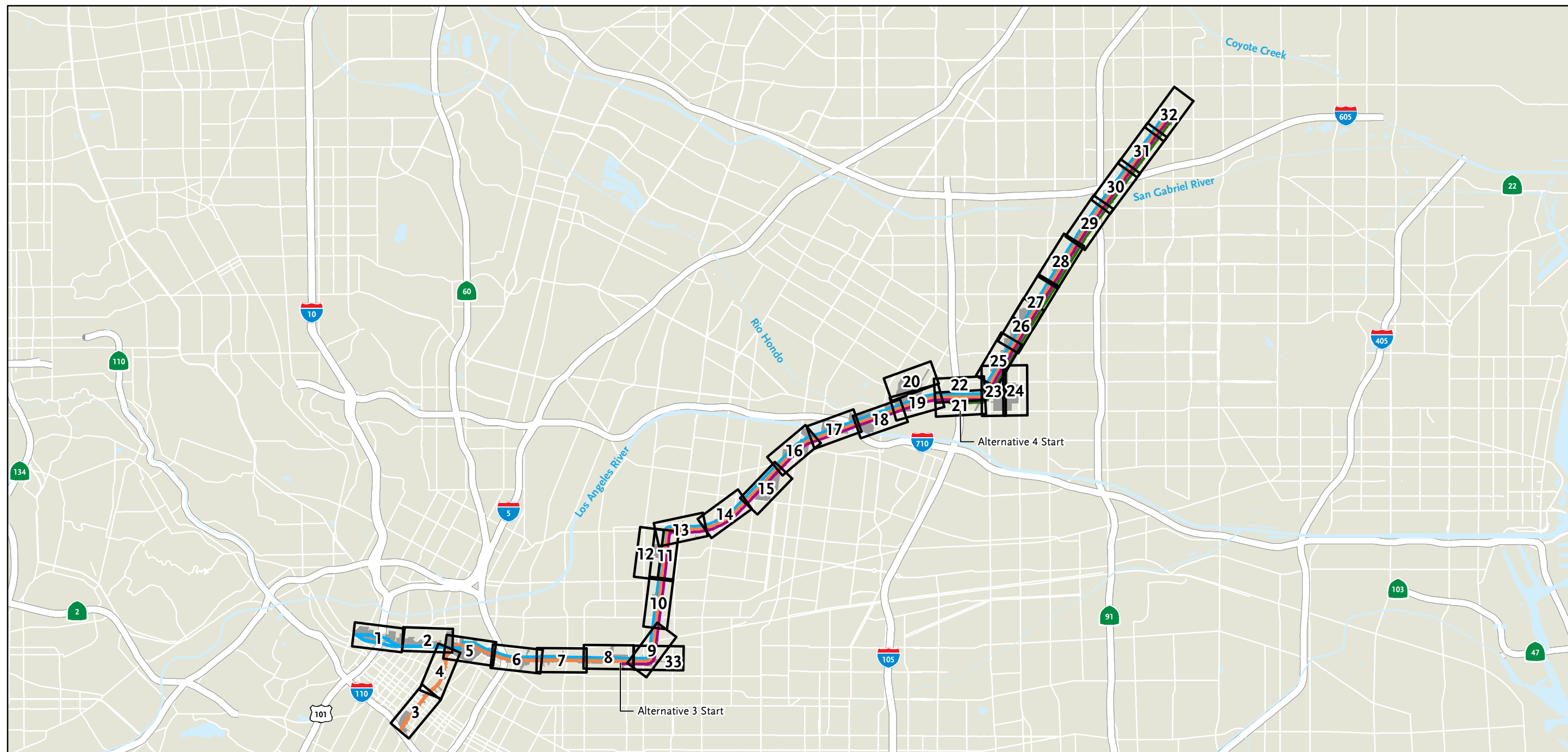
Thank you for speaking with me this morning about the West Santa Ana Branch Project (WSAB) with the Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA).

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


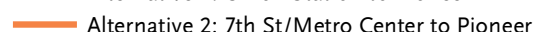
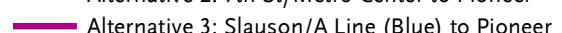
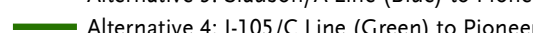
APPENDIX D AREA OF POTENTIAL EFFECTS MAP

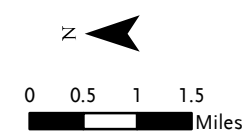


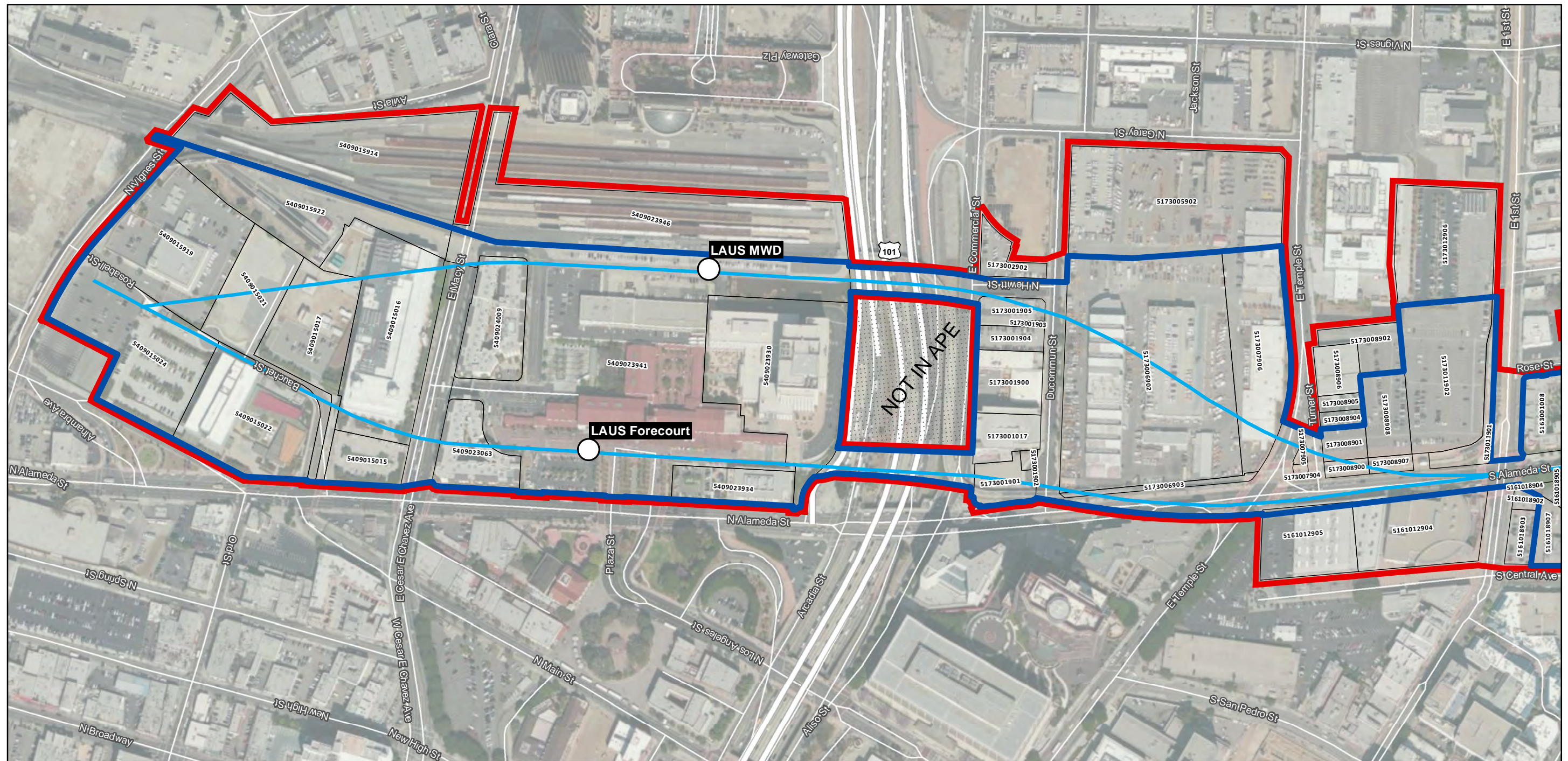
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-  Sheet Index
-  Architectural APE

West Santa Ana Branch (WSAB) Proposed

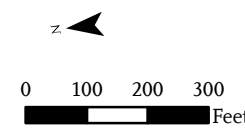
-  Alternative 1: Union Station to Pioneer
-  Alternative 2: 7th St/Metro Center to Pioneer
-  Alternative 3: Slauson/A Line (Blue) to Pioneer
-  Alternative 4: I-105/C Line (Green) to Pioneer



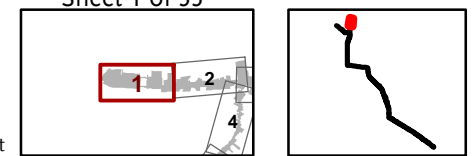


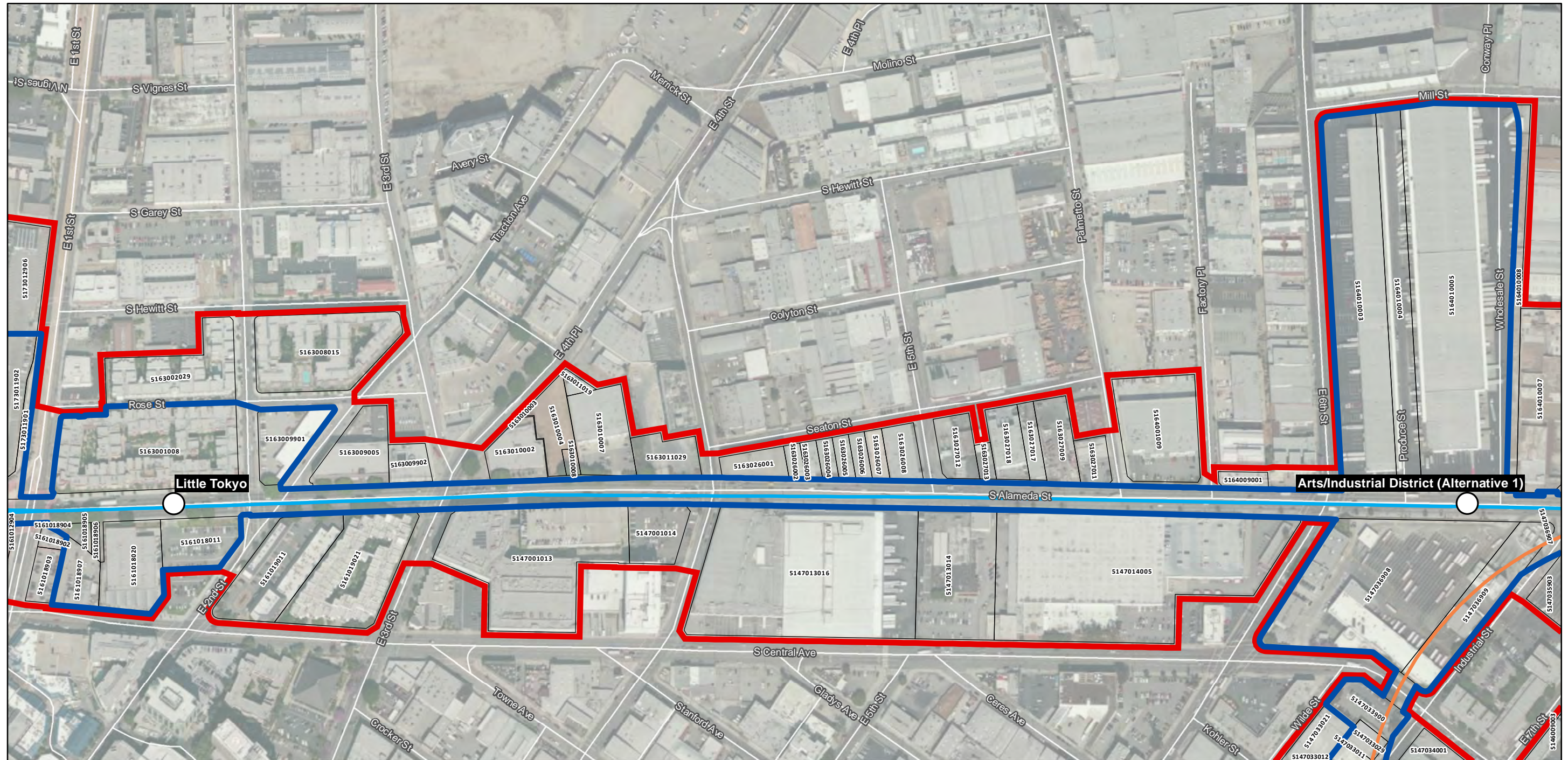
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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer



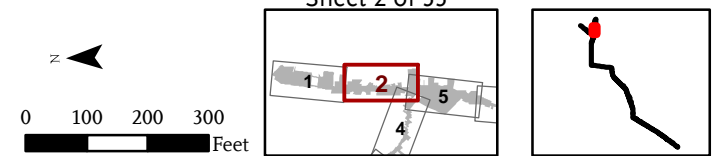
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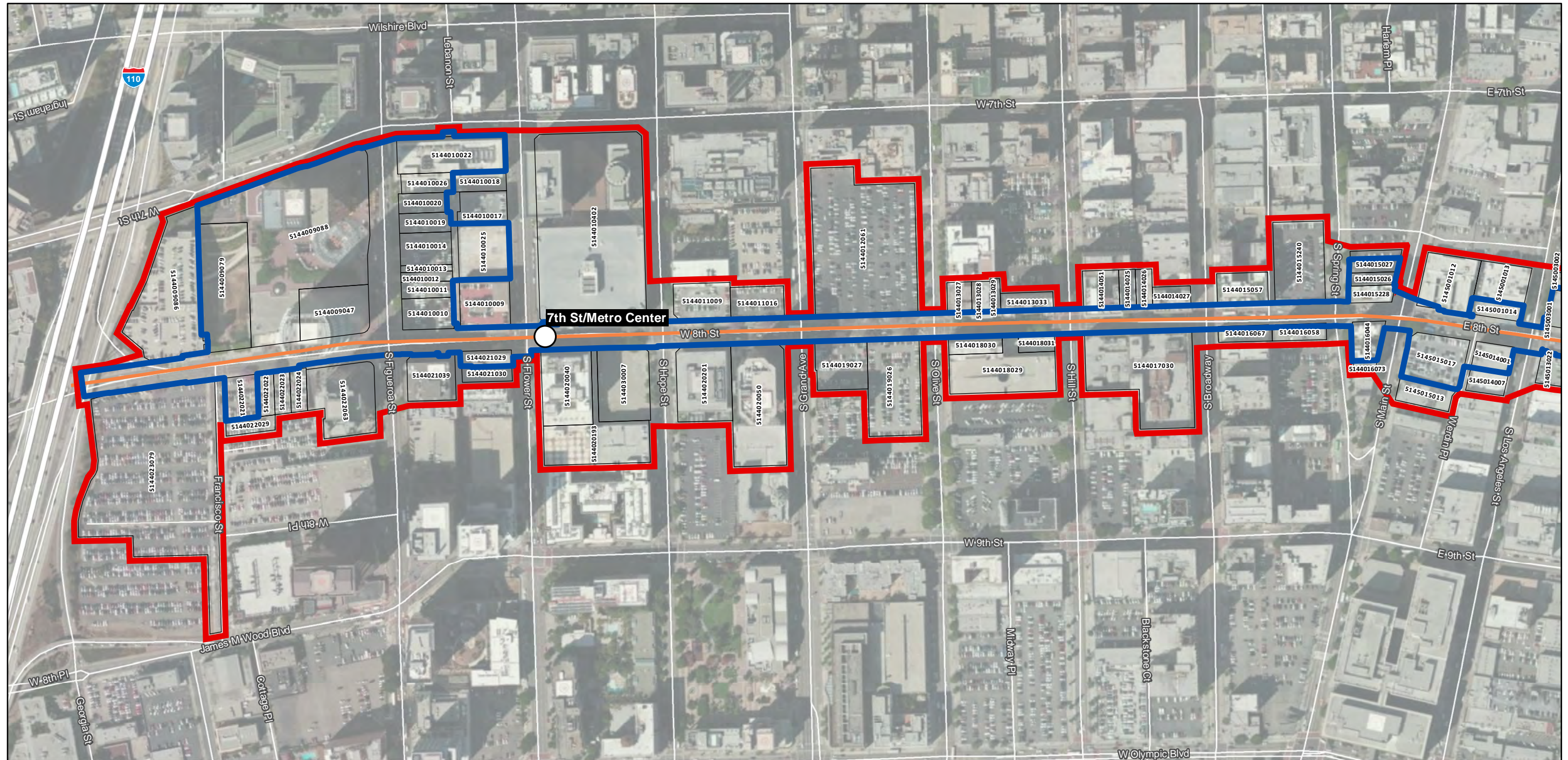
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- Station
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West Santa Ana Branch Transit Corridor Environmental Study

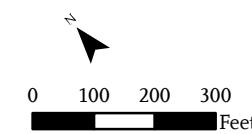
Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

June 2020

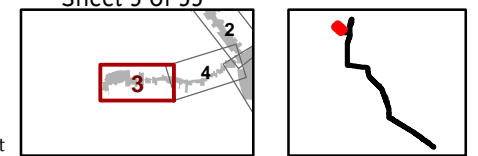


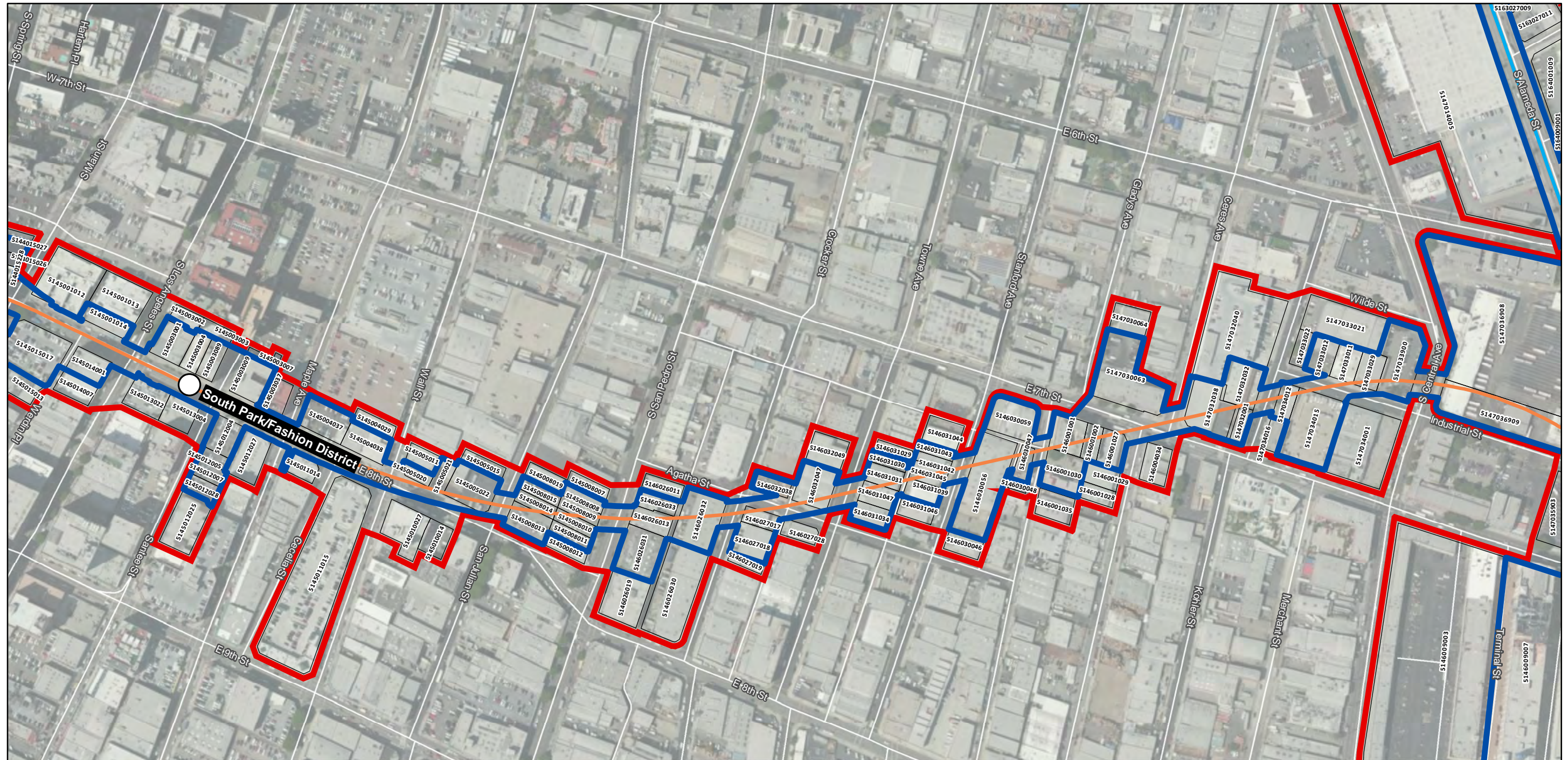
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- Direct APE
- Architectural APE
- Parcels
- Alternative 2: 7th St/Metro Center to Pioneer
- Station



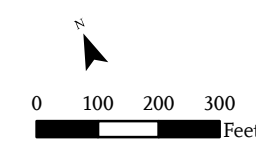
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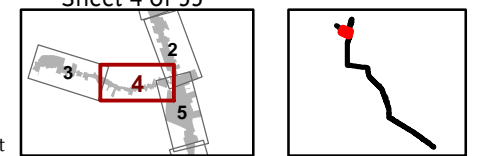


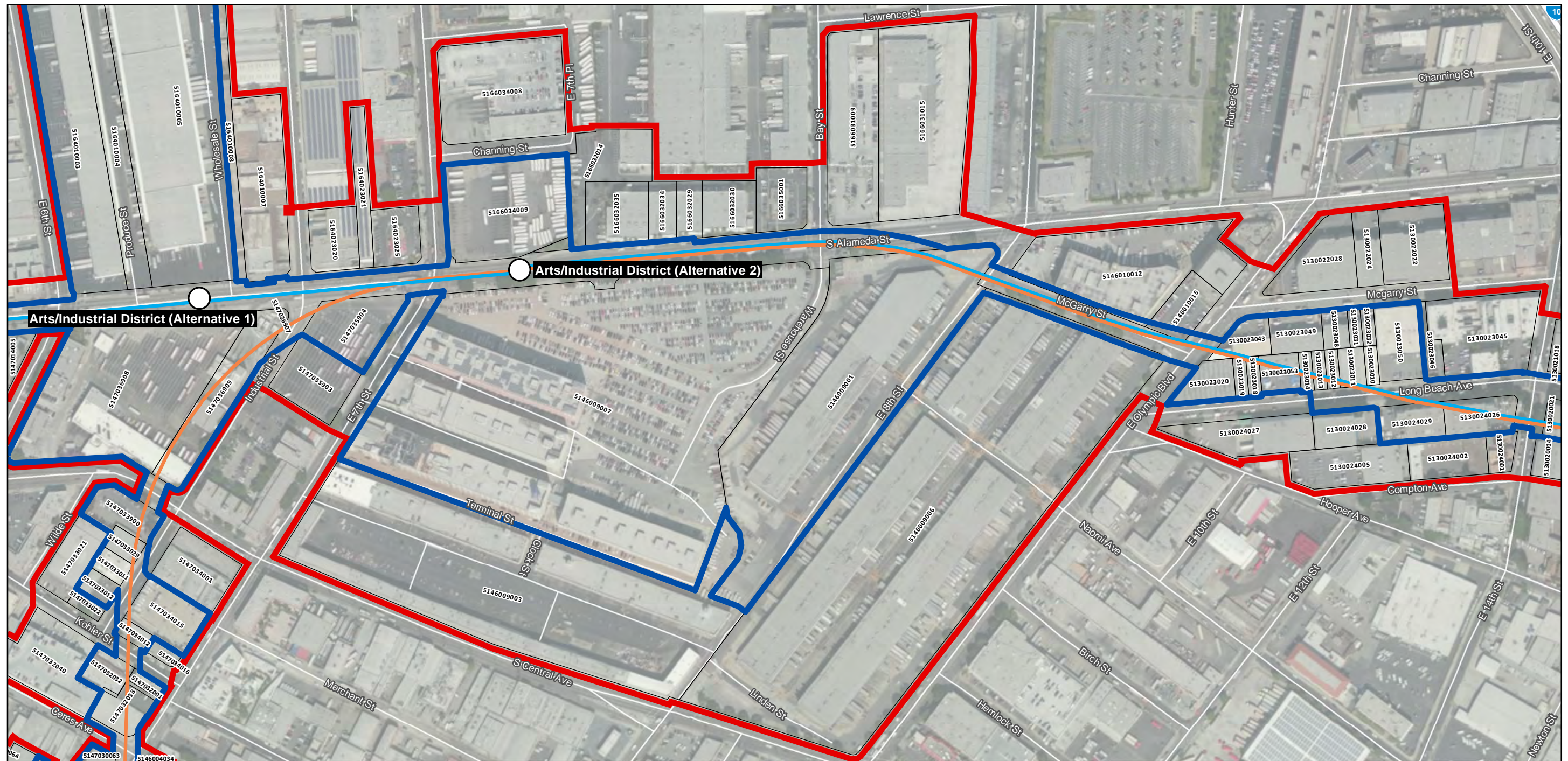
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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer



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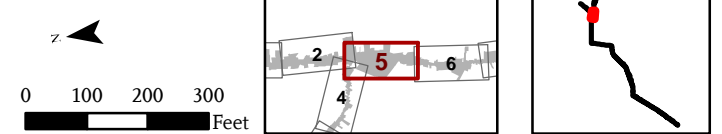


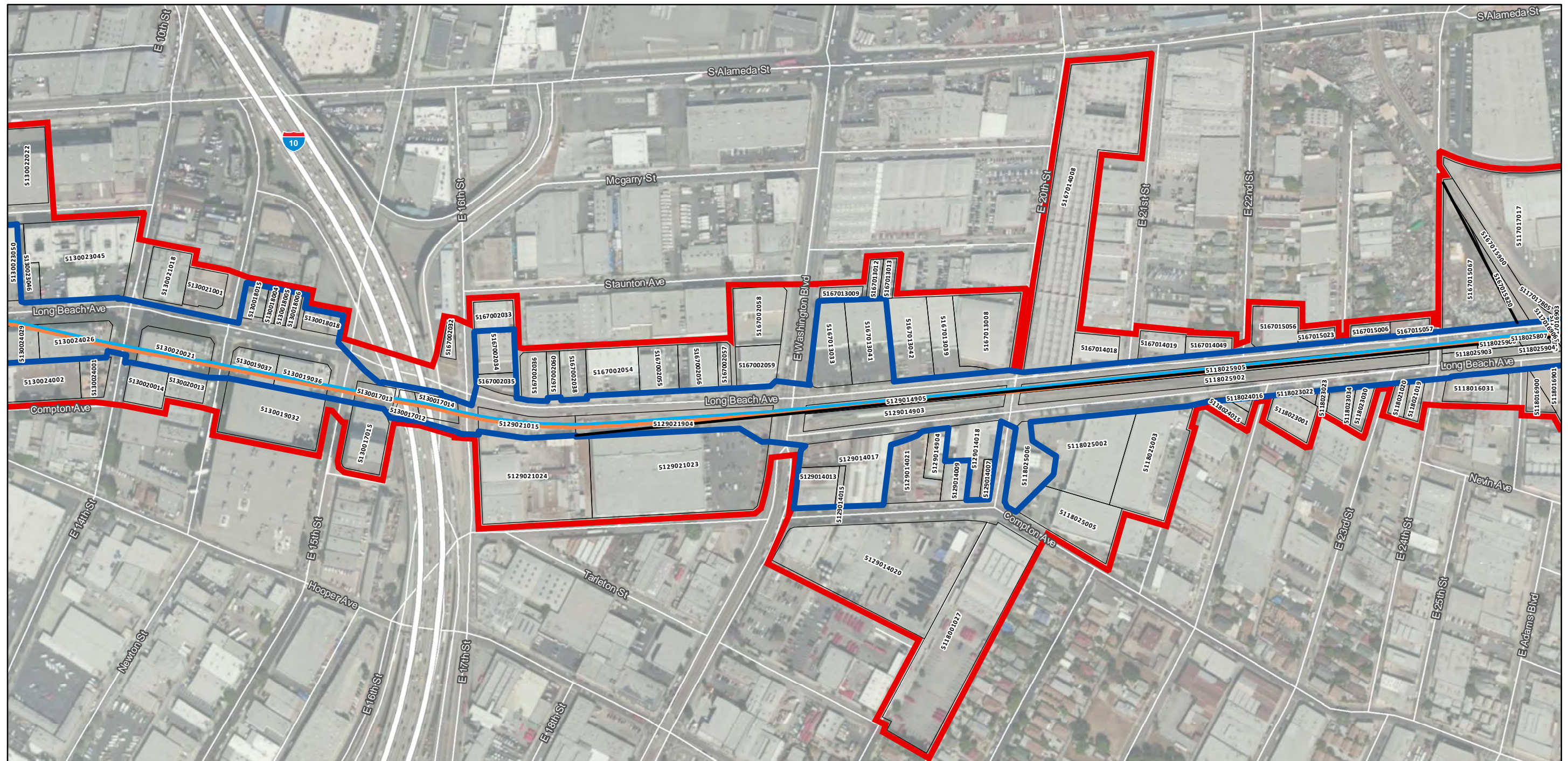


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- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
- Alternative 2: 7th St/Metro Center to Pioneer

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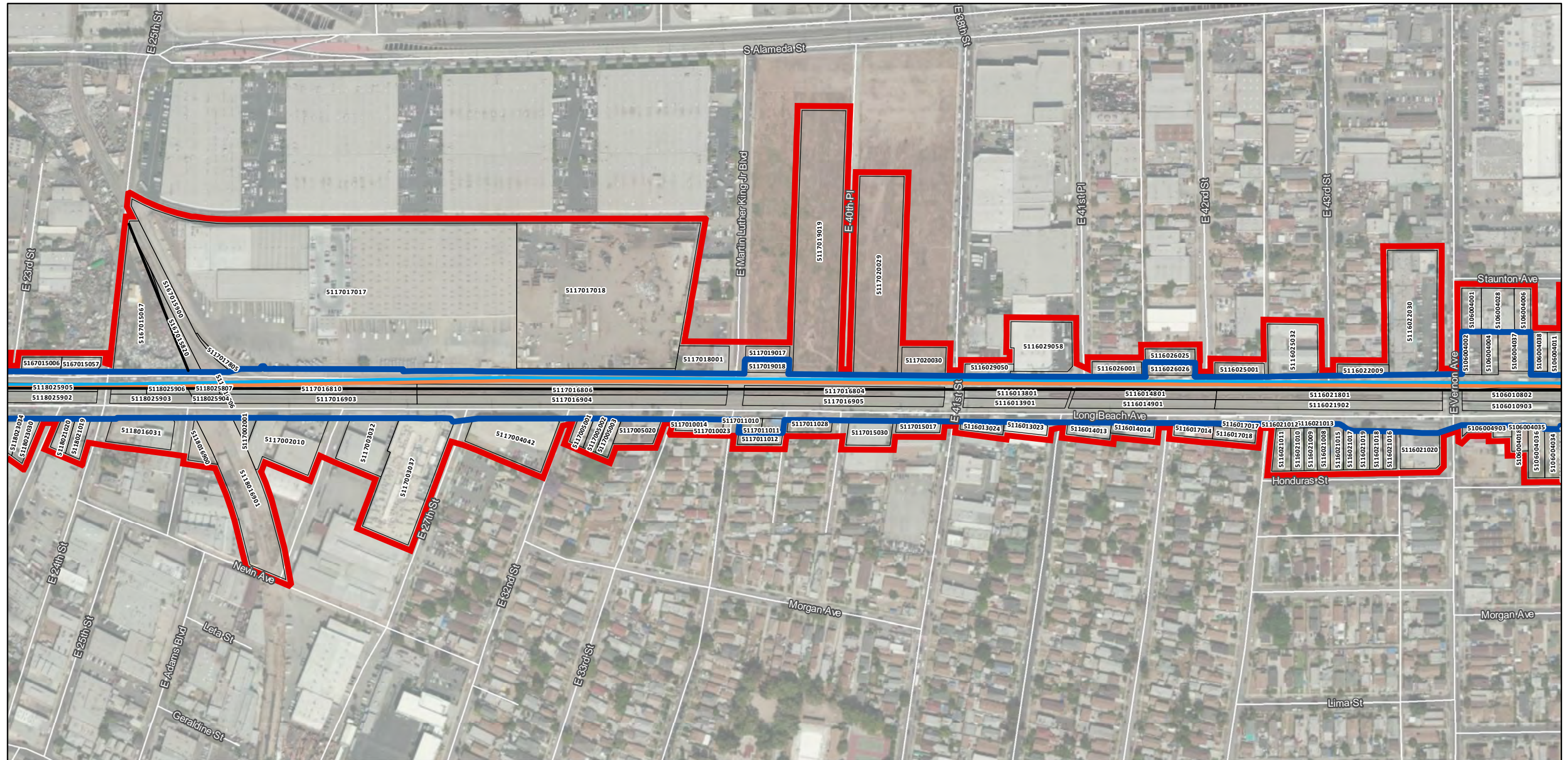


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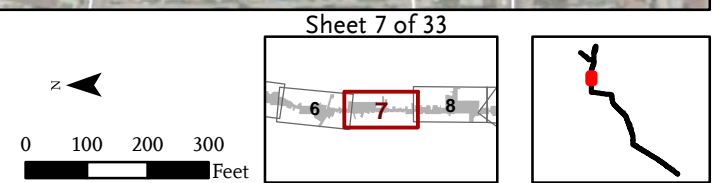
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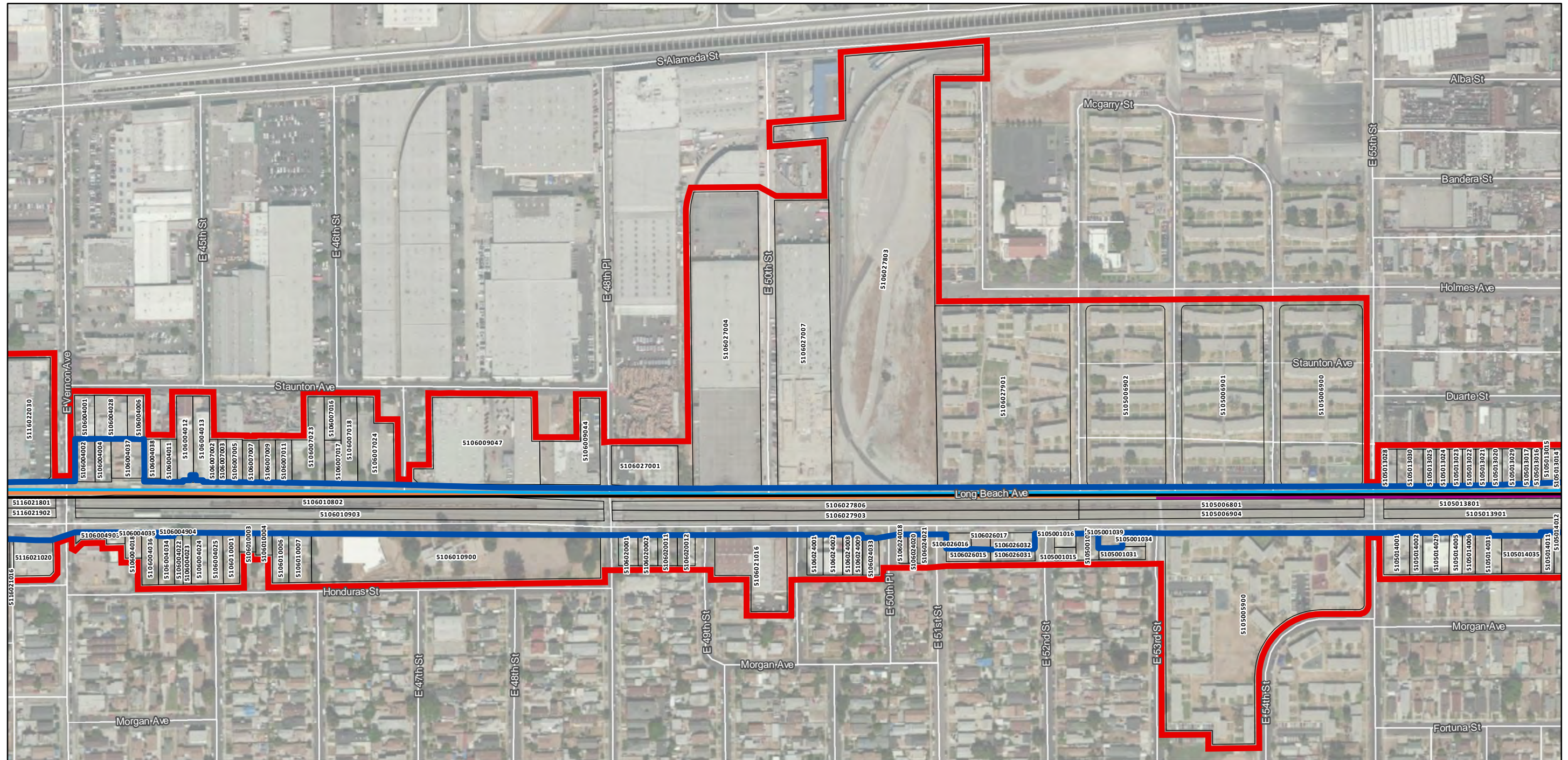
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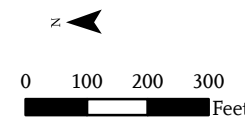
West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

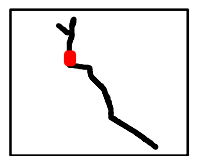
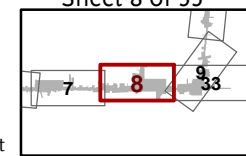


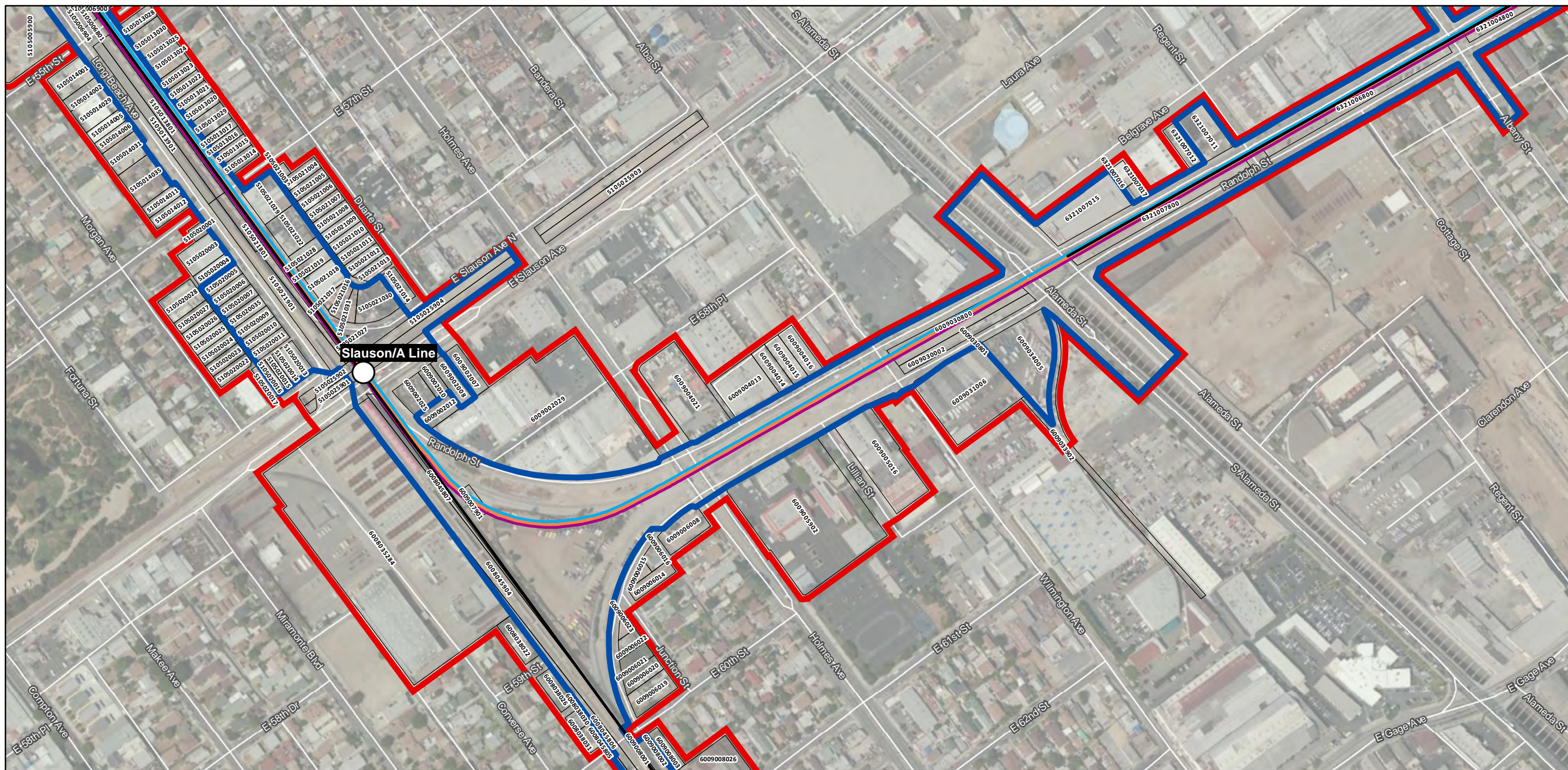
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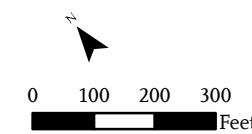
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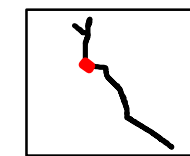
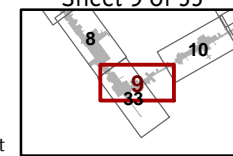


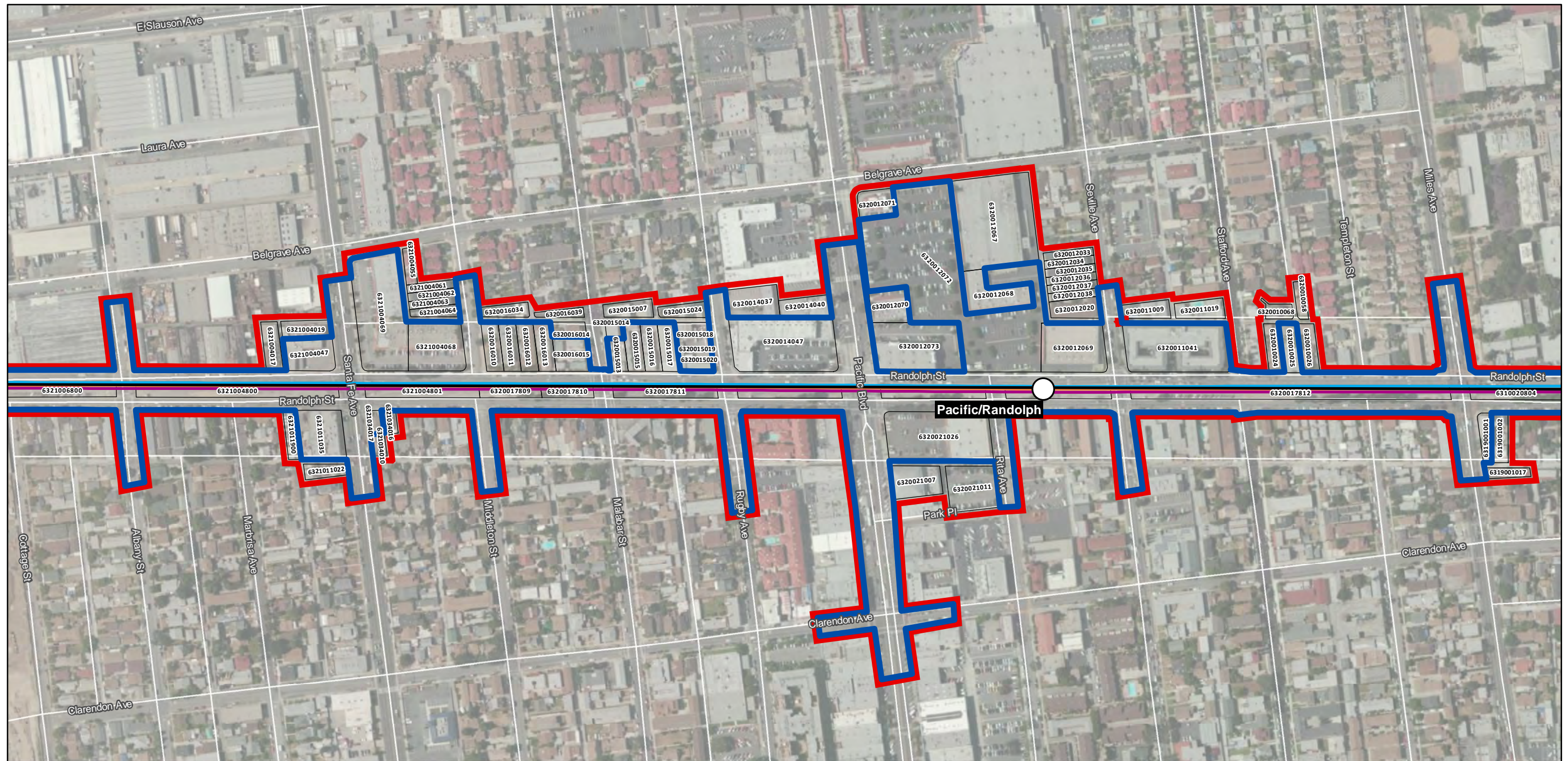
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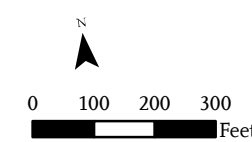
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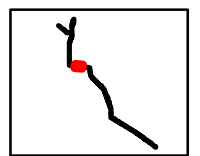
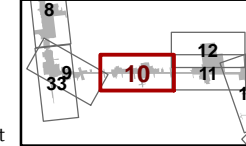


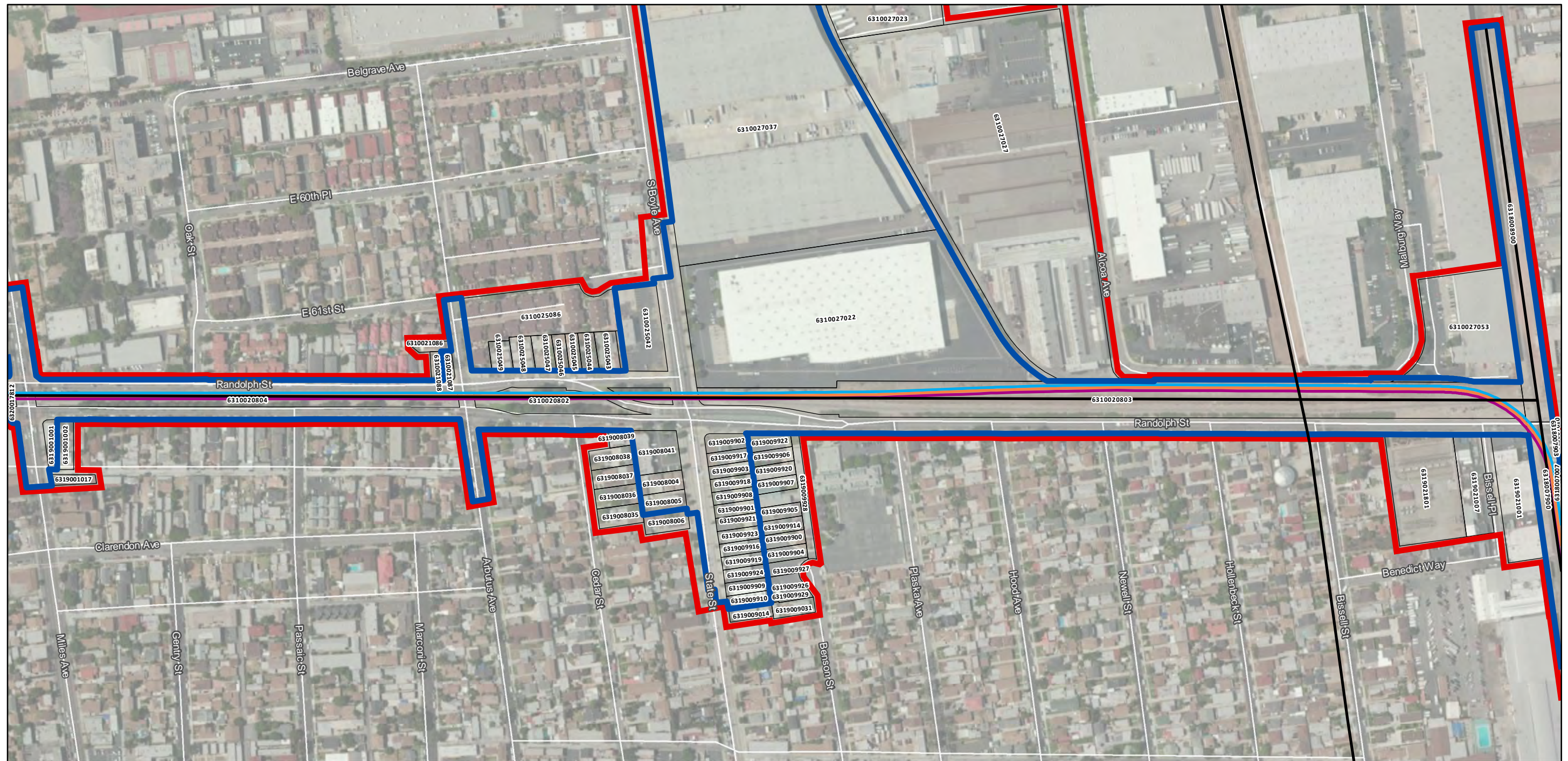
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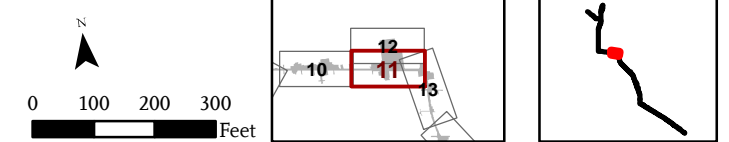




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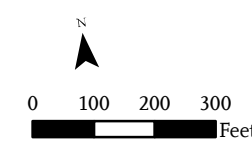
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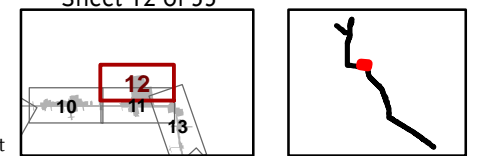


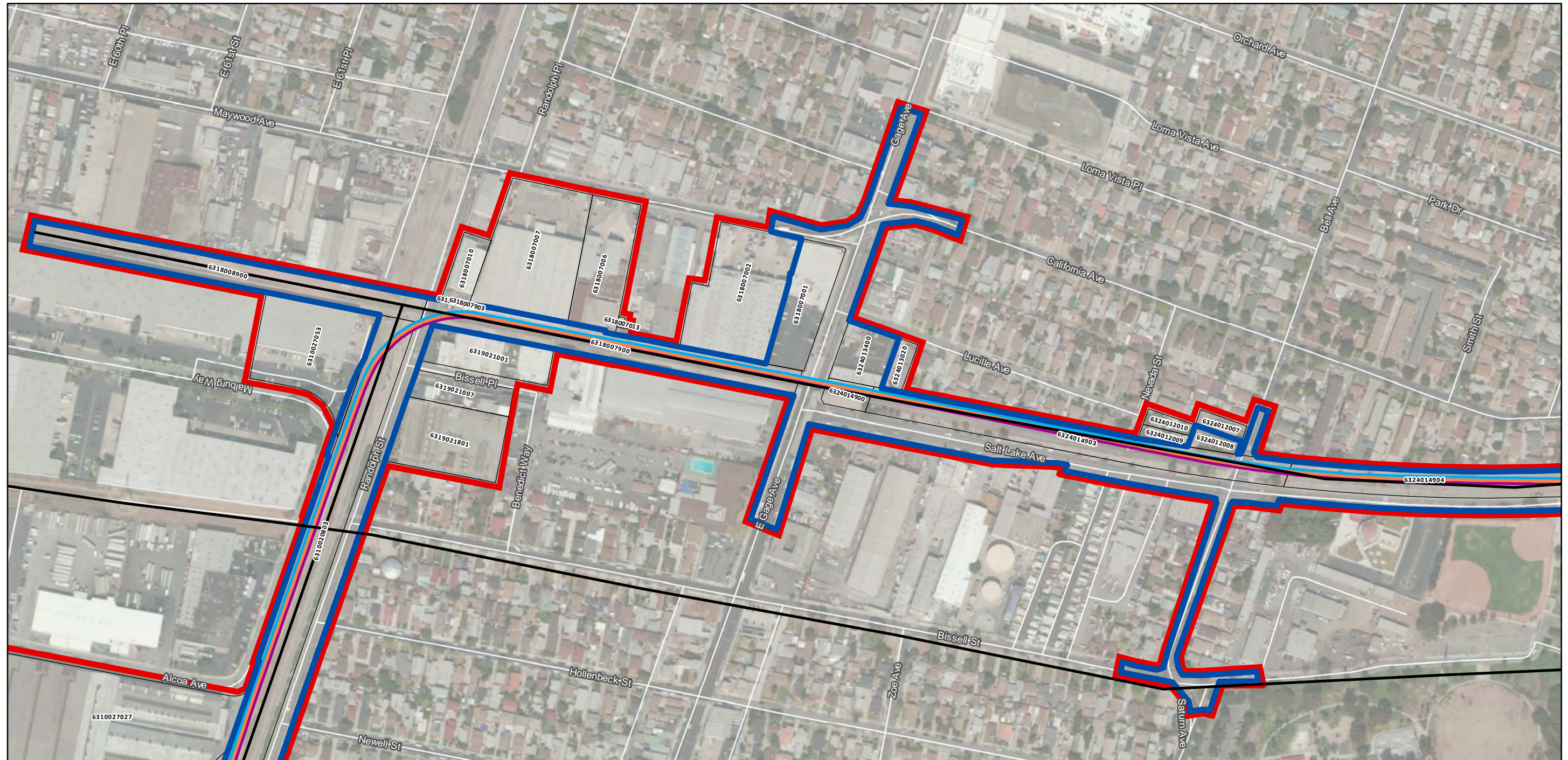
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- Direct APE
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- Parcels



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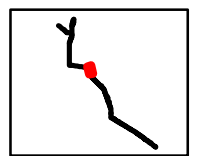
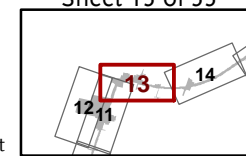
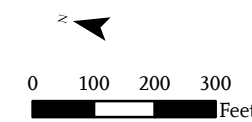


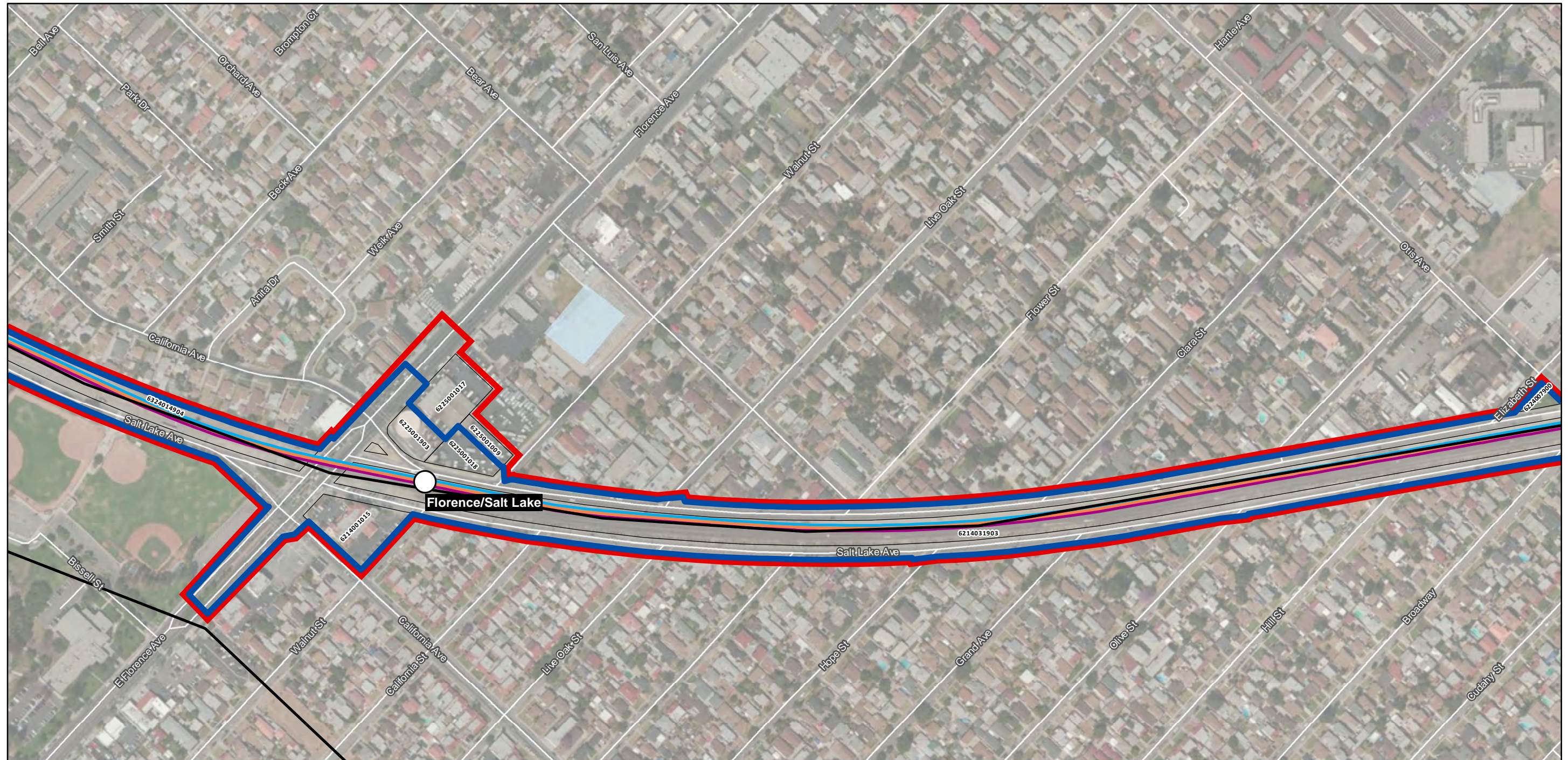


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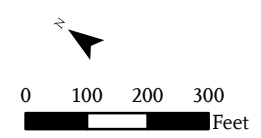
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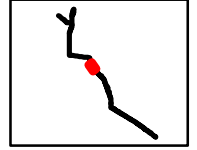
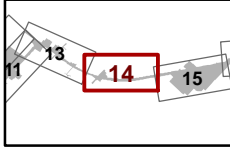


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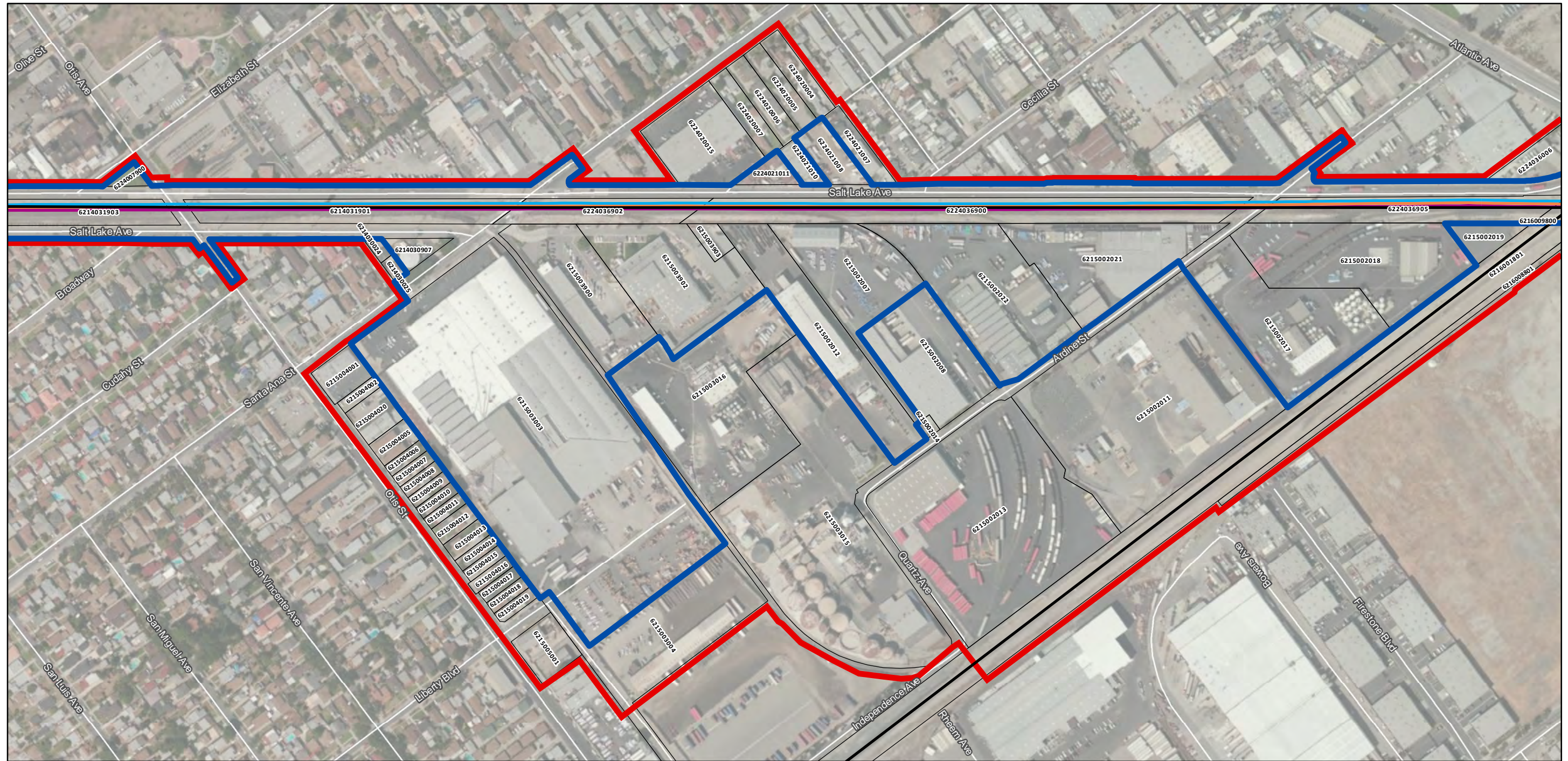


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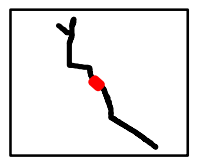
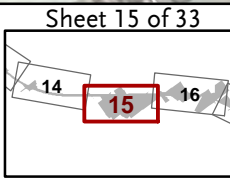
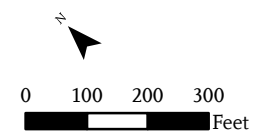
West Santa Ana Branch Transit Corridor Environmental Study

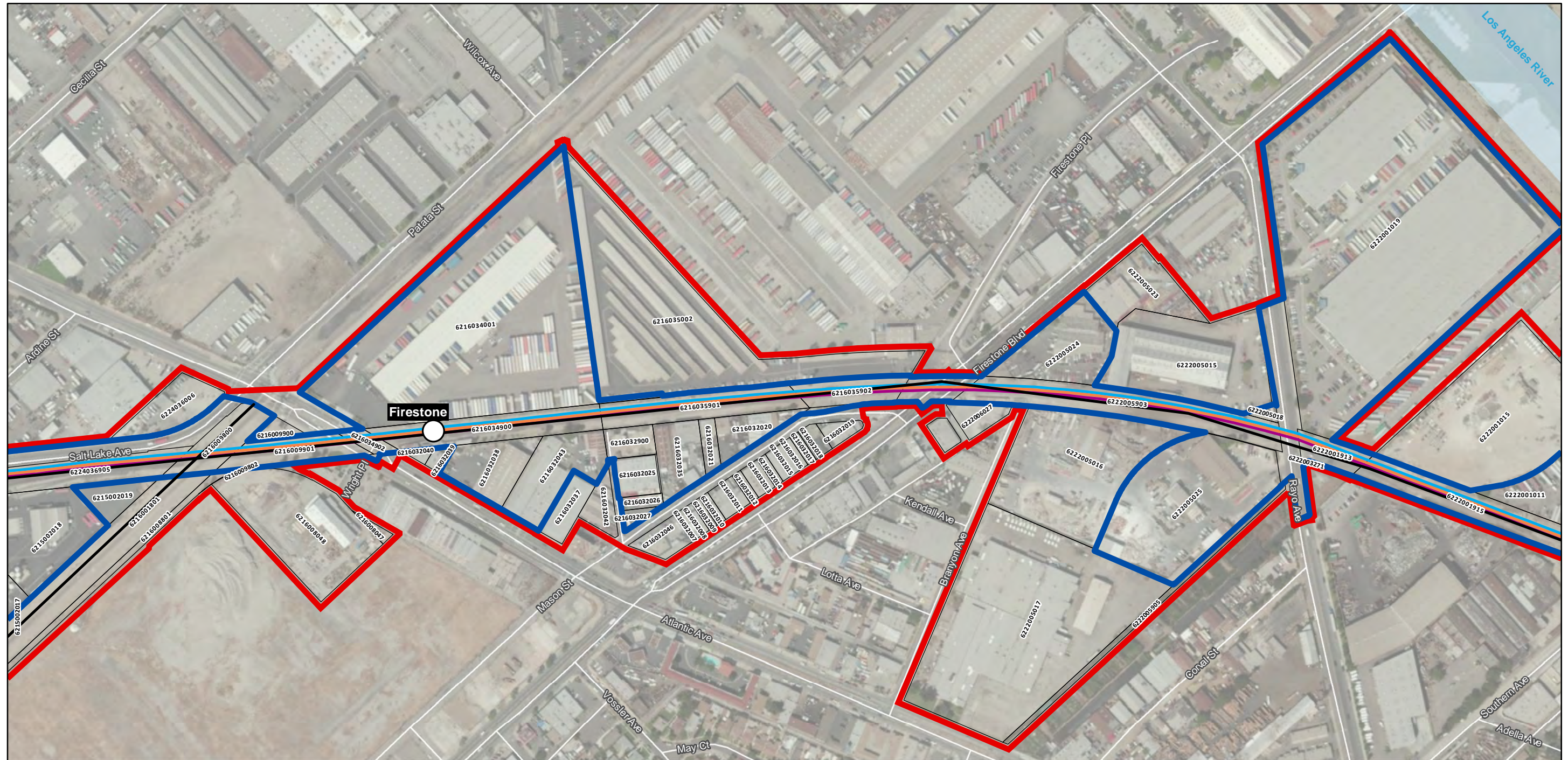
Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report



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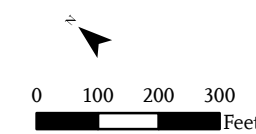
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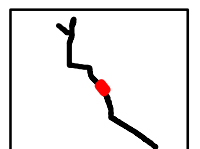
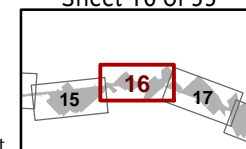


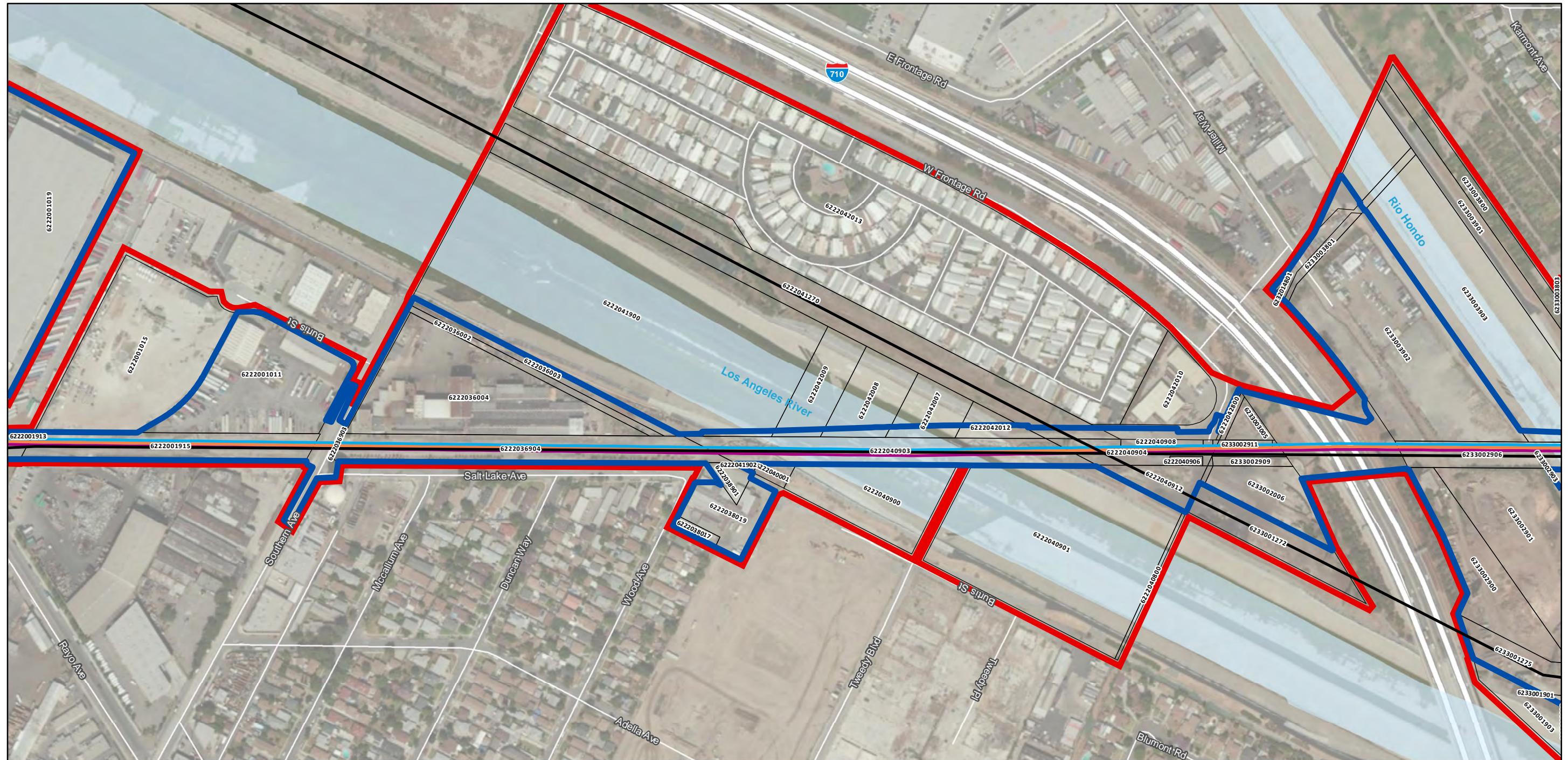
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
- Architectural APE
- Parcels
- Station
- Alternative 1: Union Station to Pioneer
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- Alternative 3: Slauson/A Line (Blue) to Pioneer



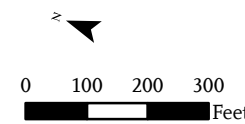
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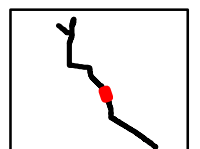
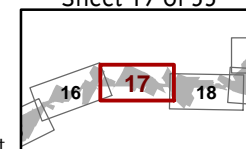


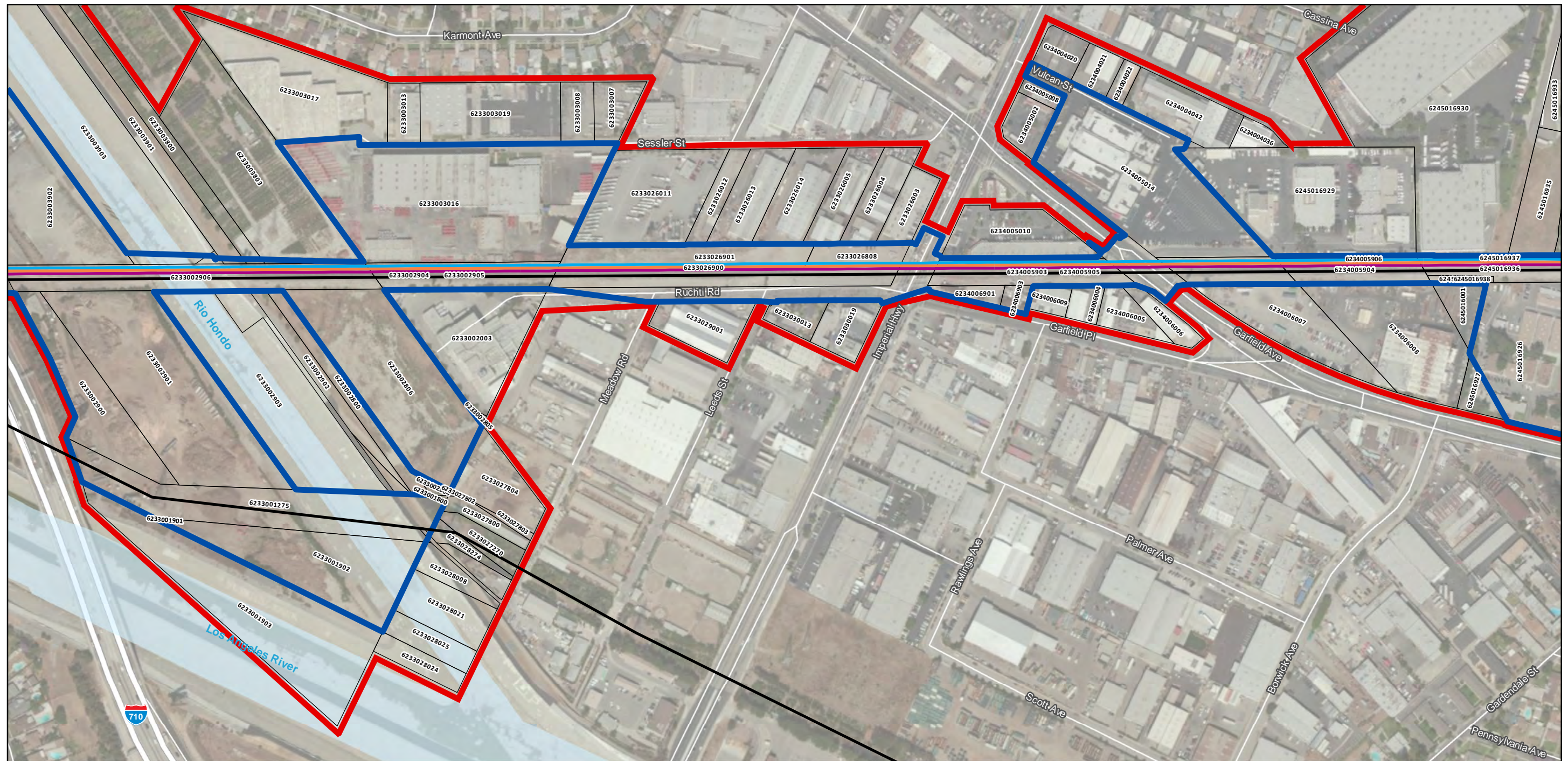
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
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- Alternative 1: Union Station to Pioneer
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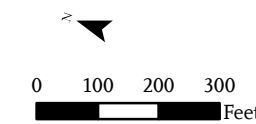
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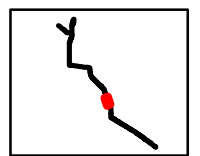
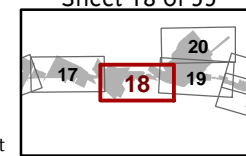


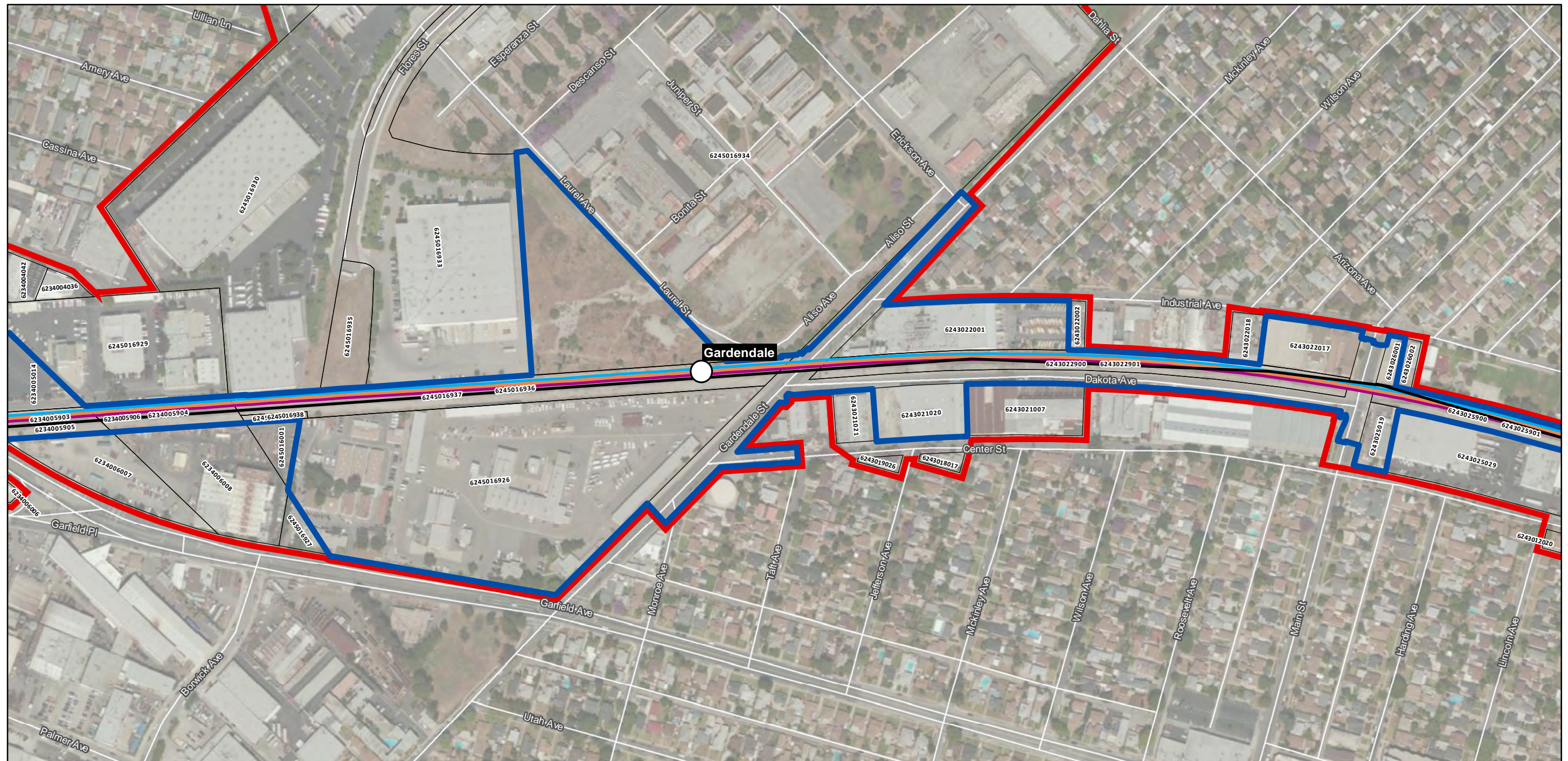
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- Alternative 3: Slauson/A Line (Blue) to Pioneer



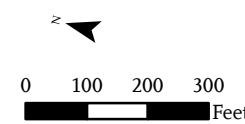
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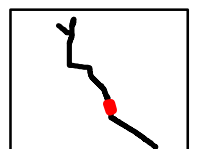
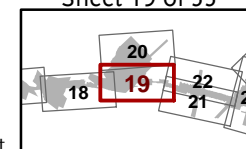


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- Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer
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- Alternative 2: 7th St/Metro Center to Pioneer



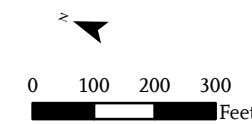
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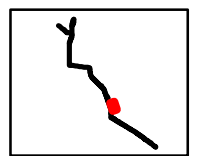
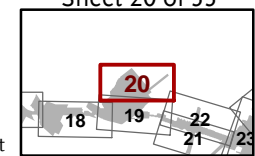


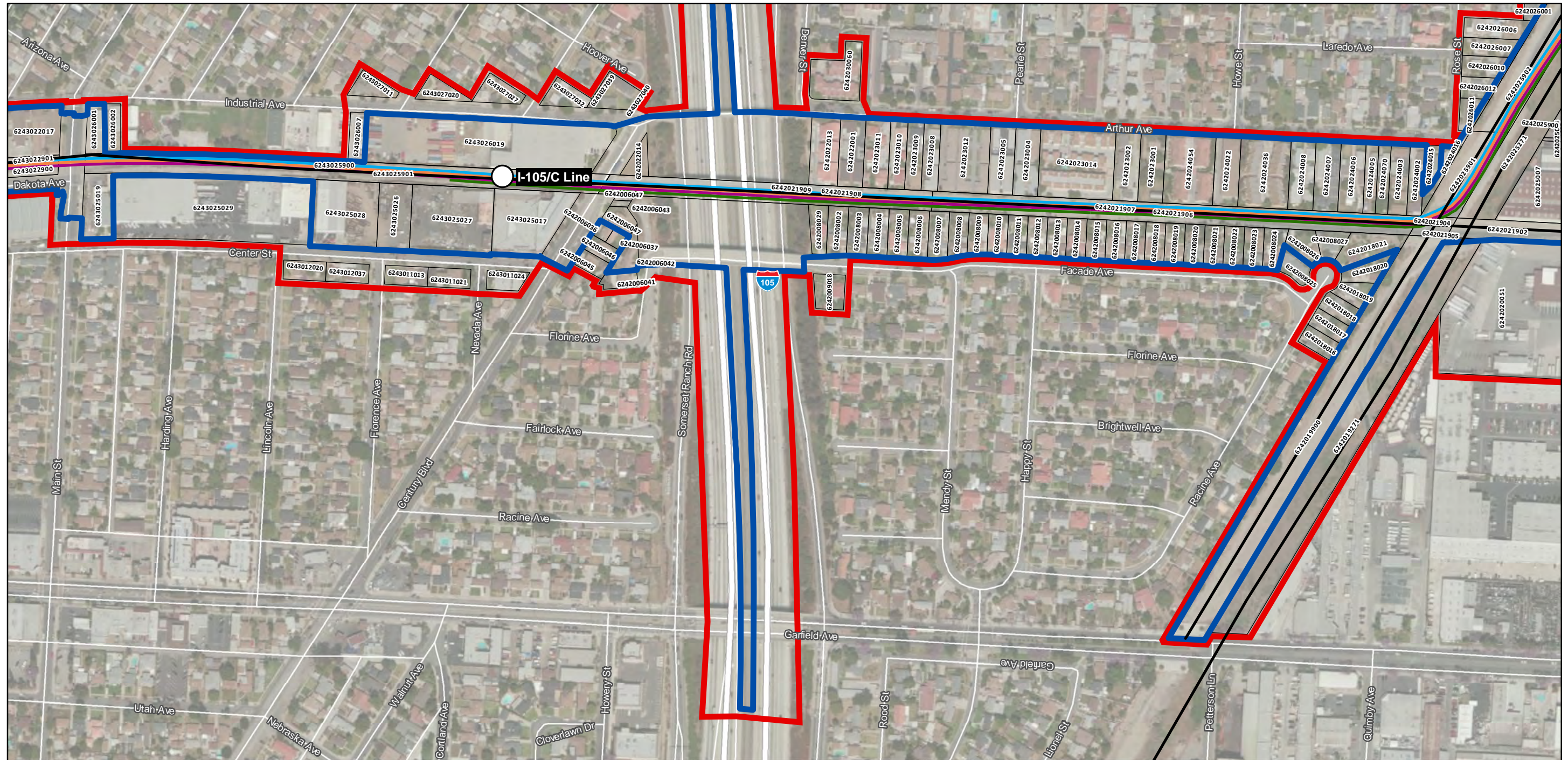
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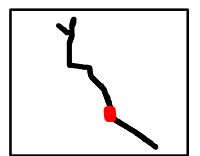
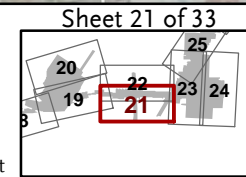
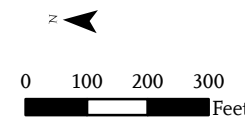
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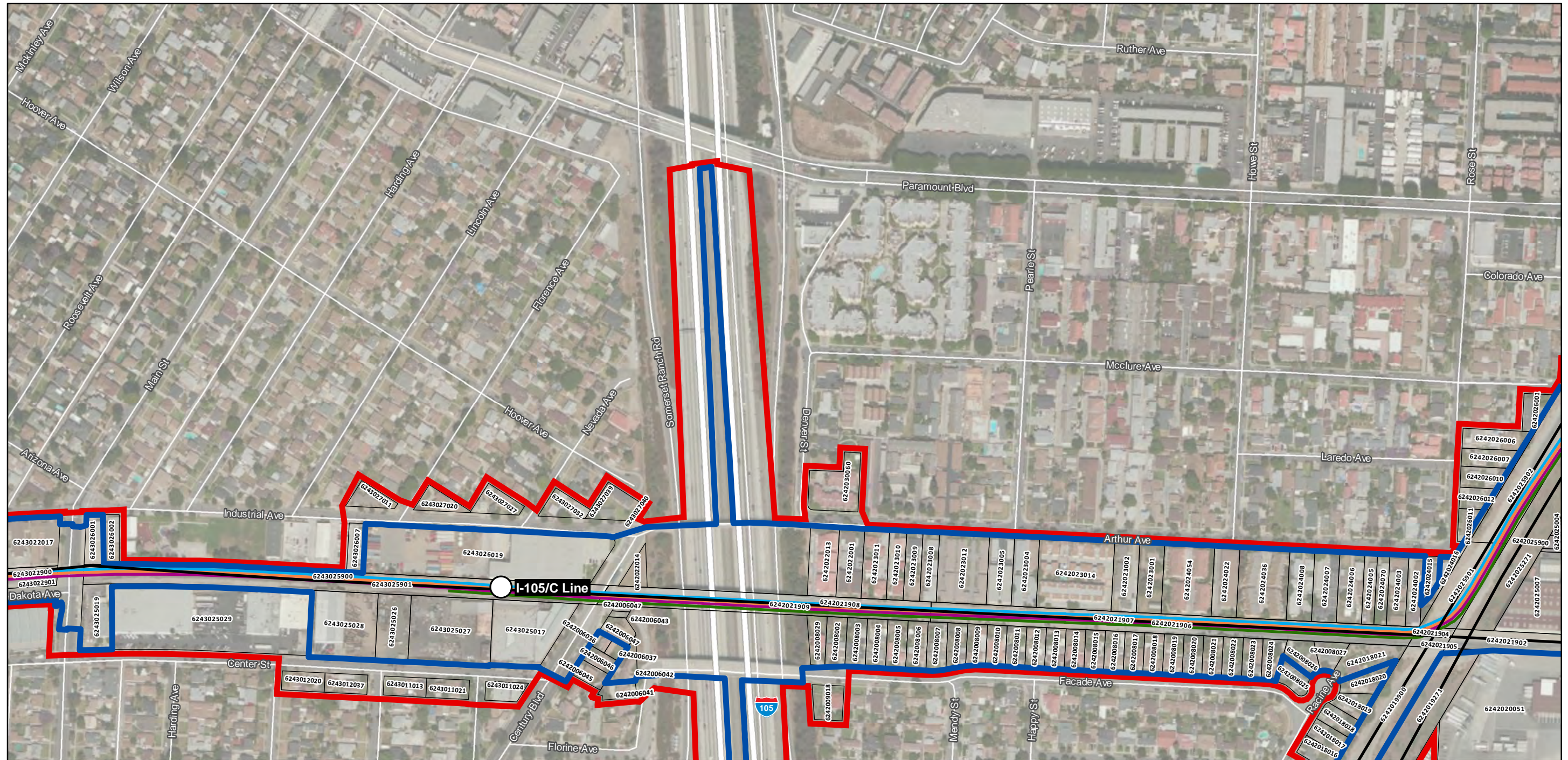




SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

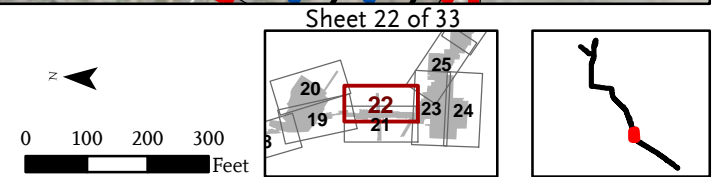
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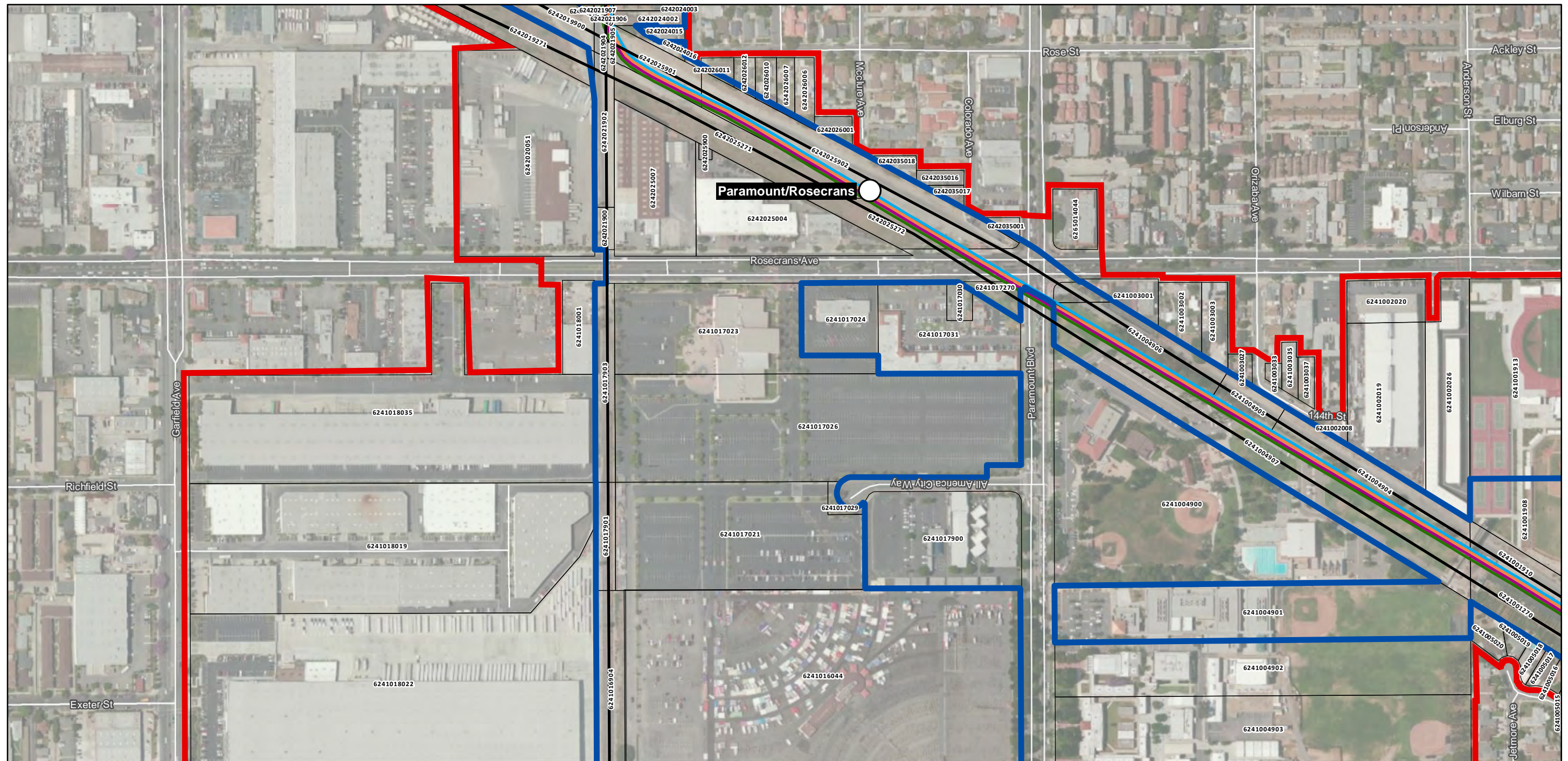
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

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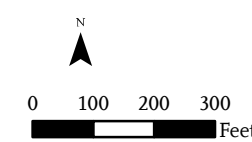
West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

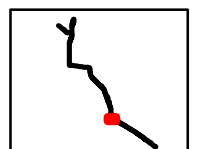
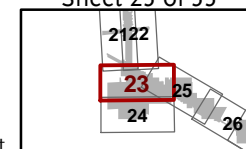


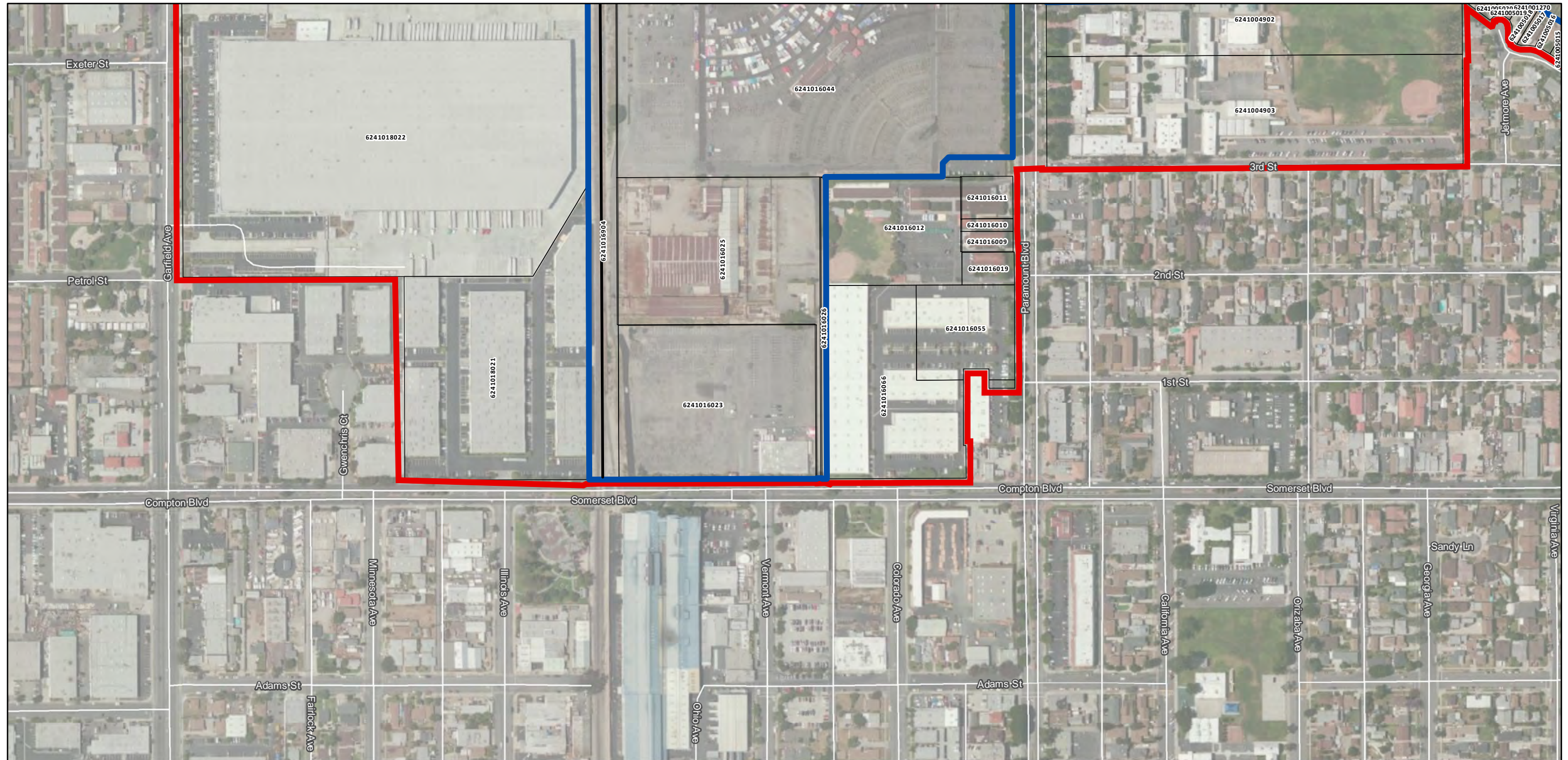
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

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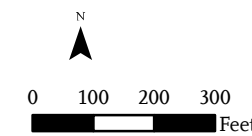
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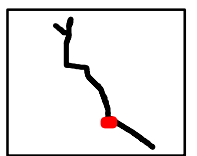
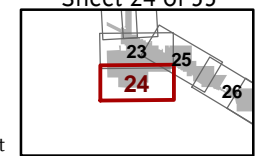


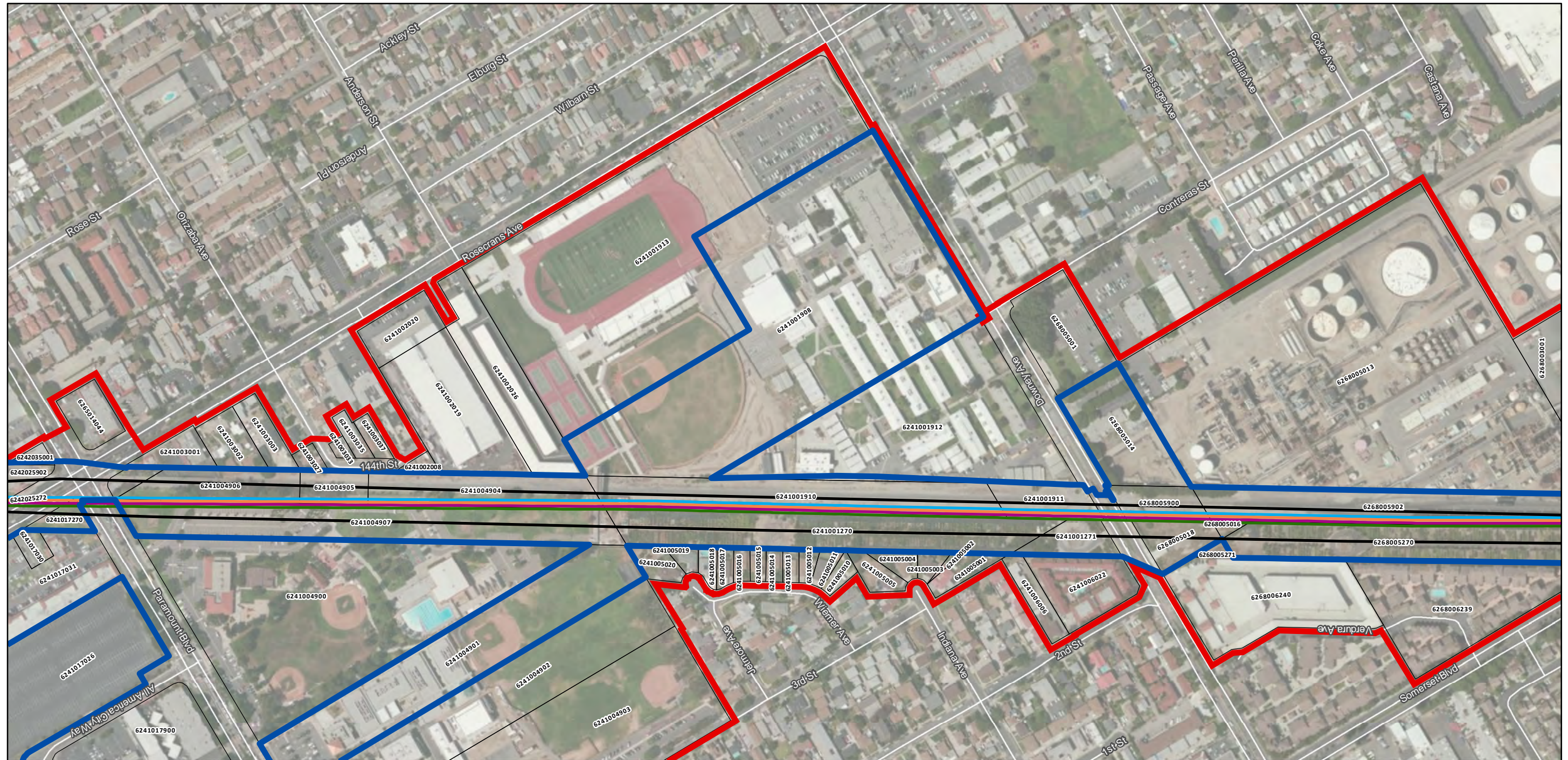
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

- Direct APE
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- Parcels



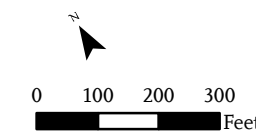
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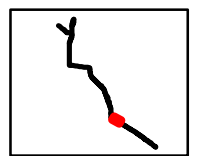
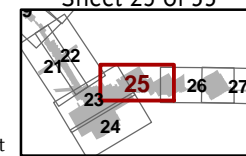


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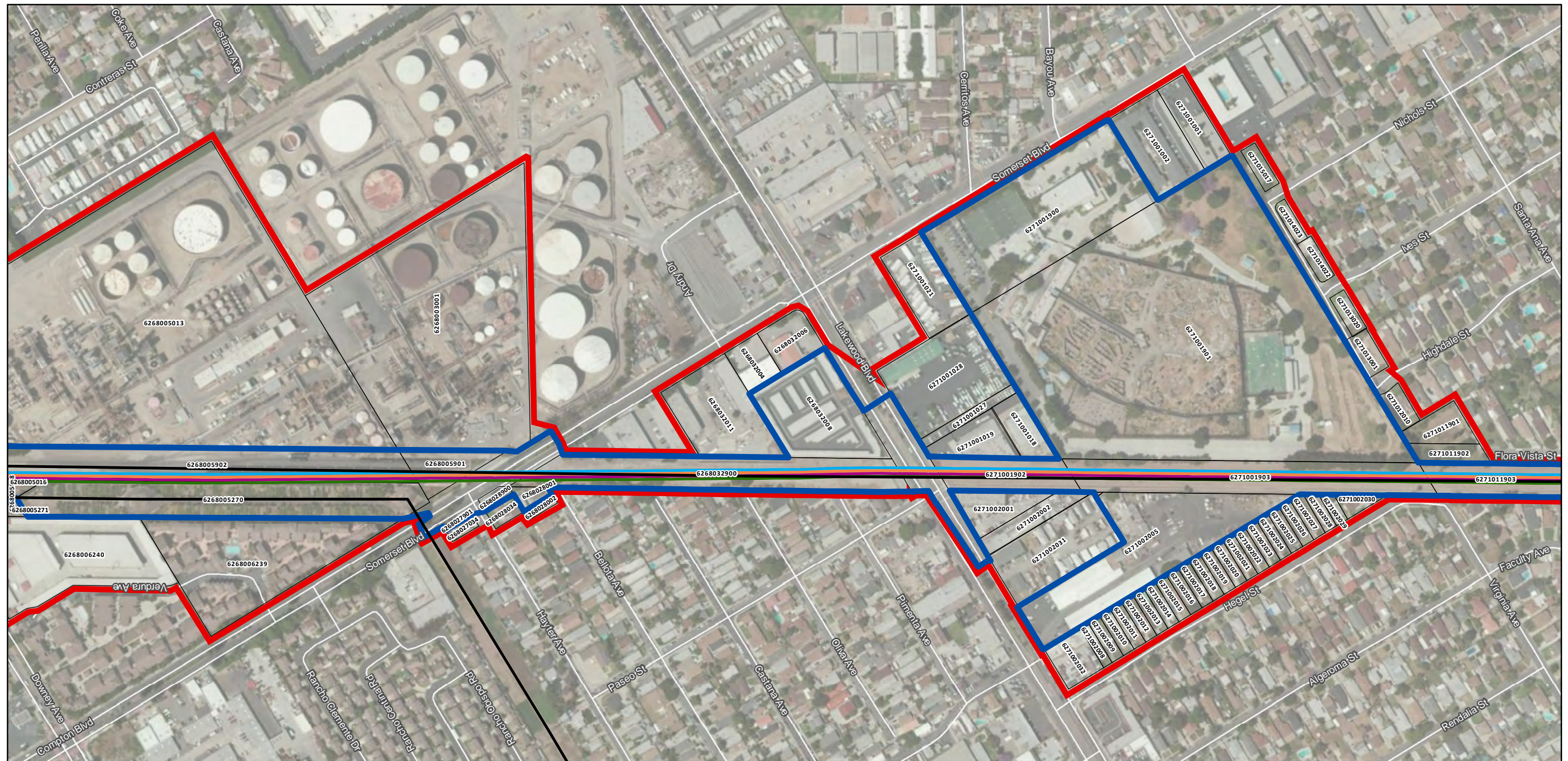
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West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

June 2020



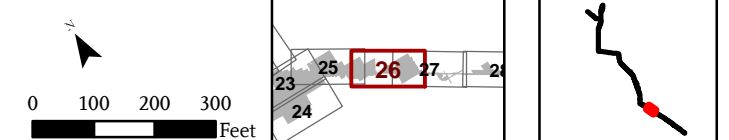
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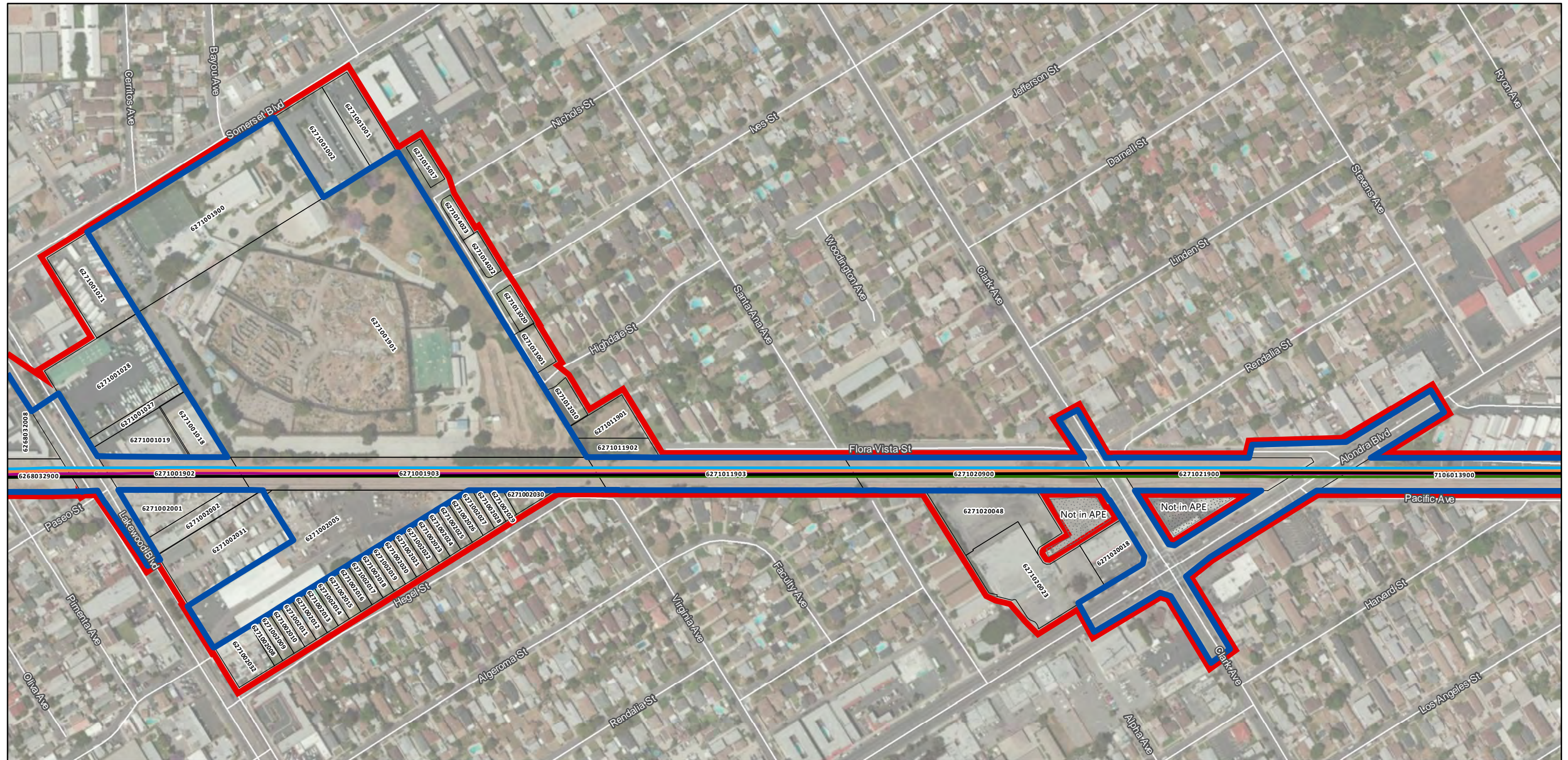
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West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

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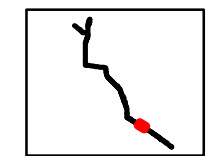
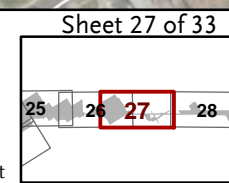
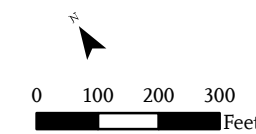


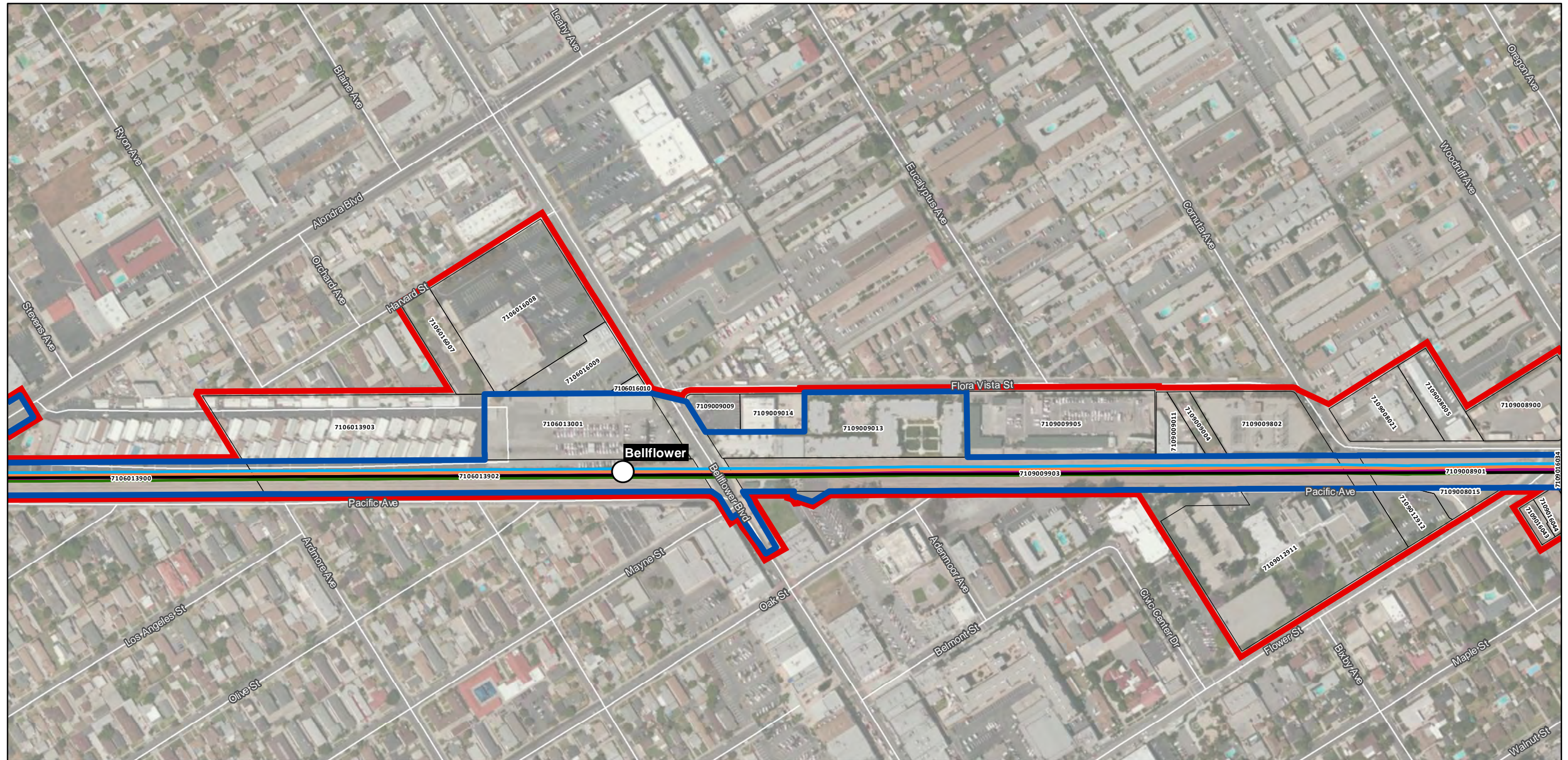
SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

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West Santa Ana Branch Transit Corridor Environmental Study

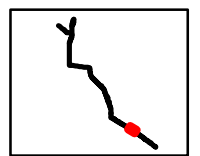
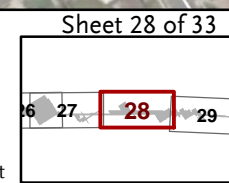
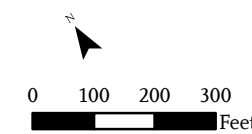
Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

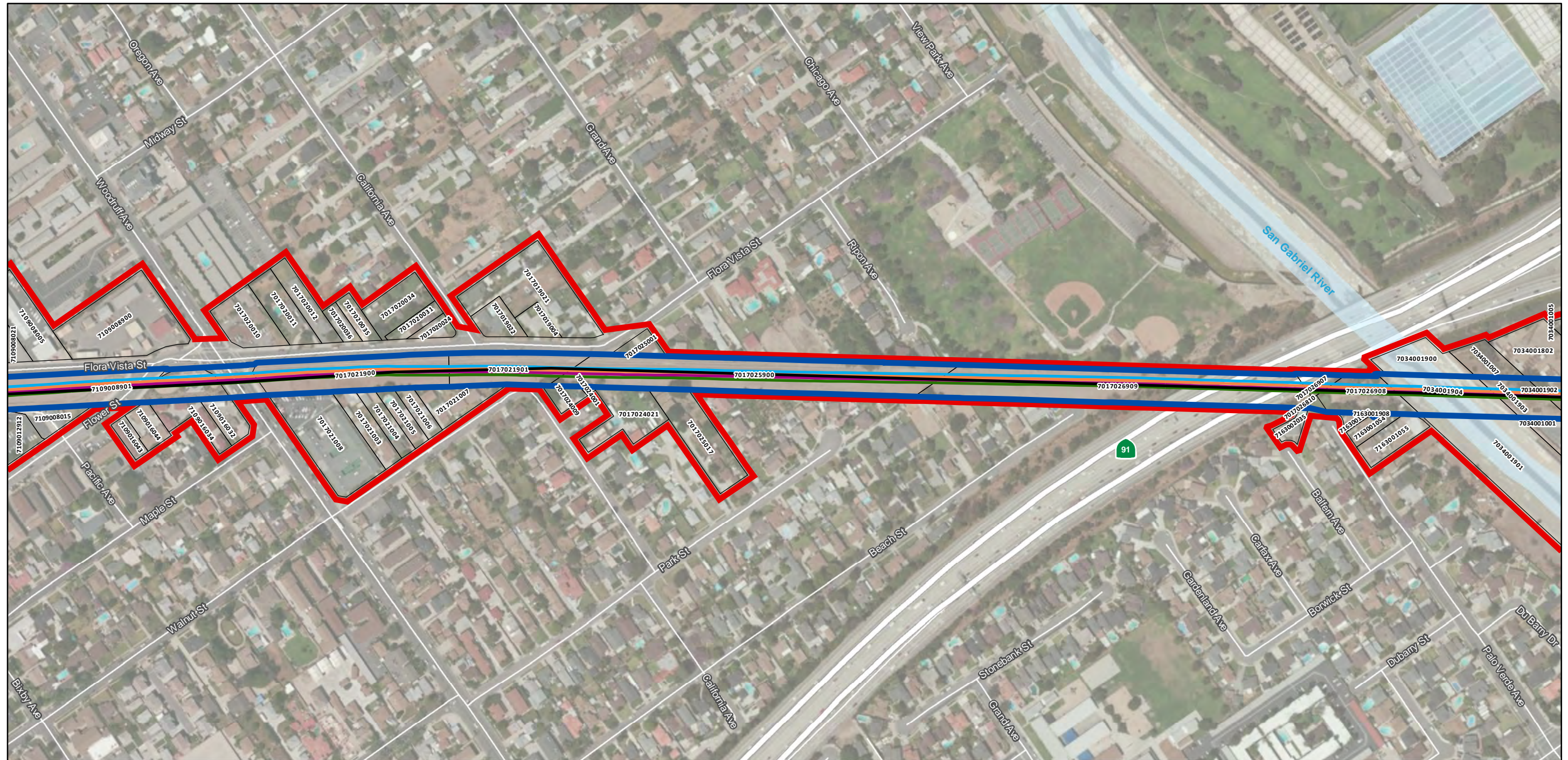




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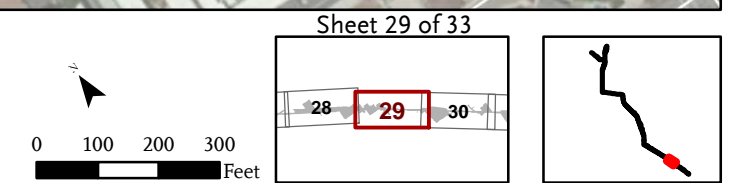


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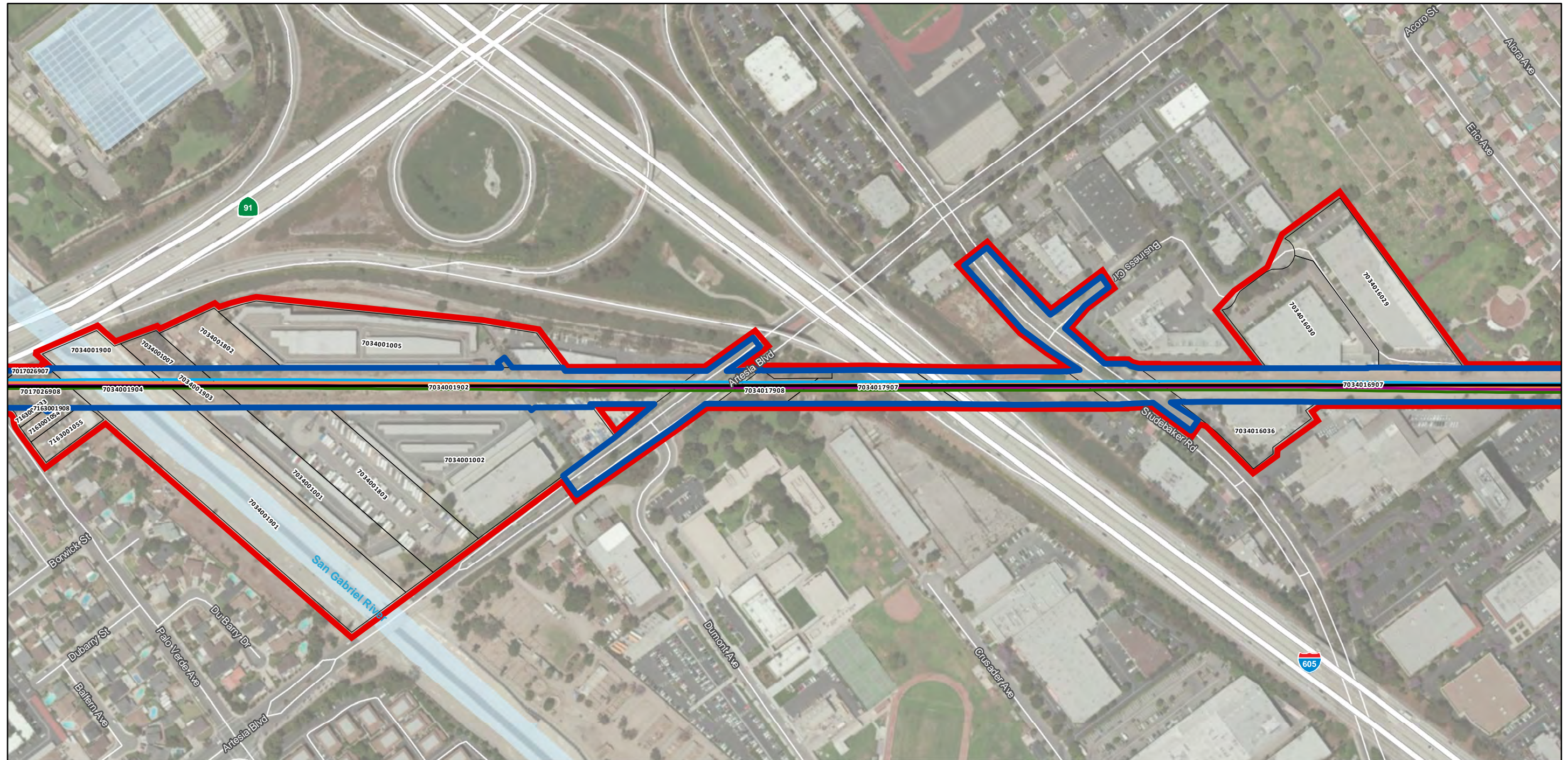
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West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report



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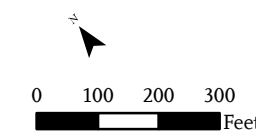


SUBJECT TO CHANGE - Project Data from LACMTA, 2019/10; Parcels from LA County, 2016; Imagery from Esri and its licensors © 2020.

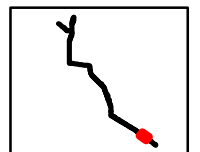
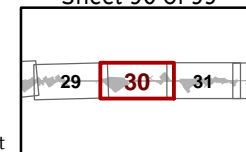
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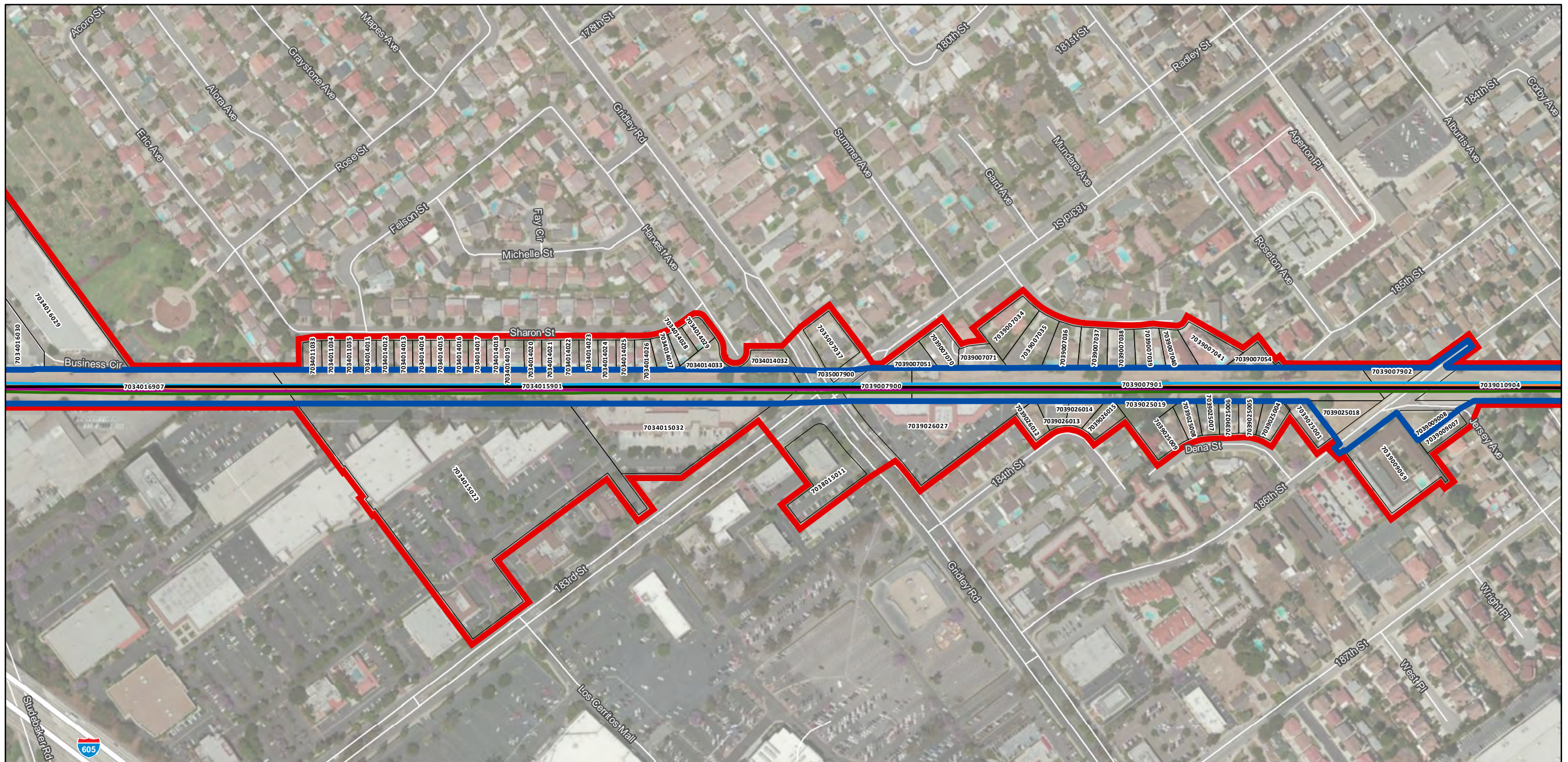
West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report



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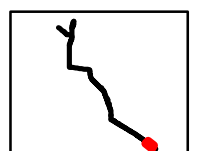
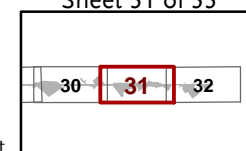
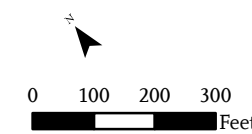




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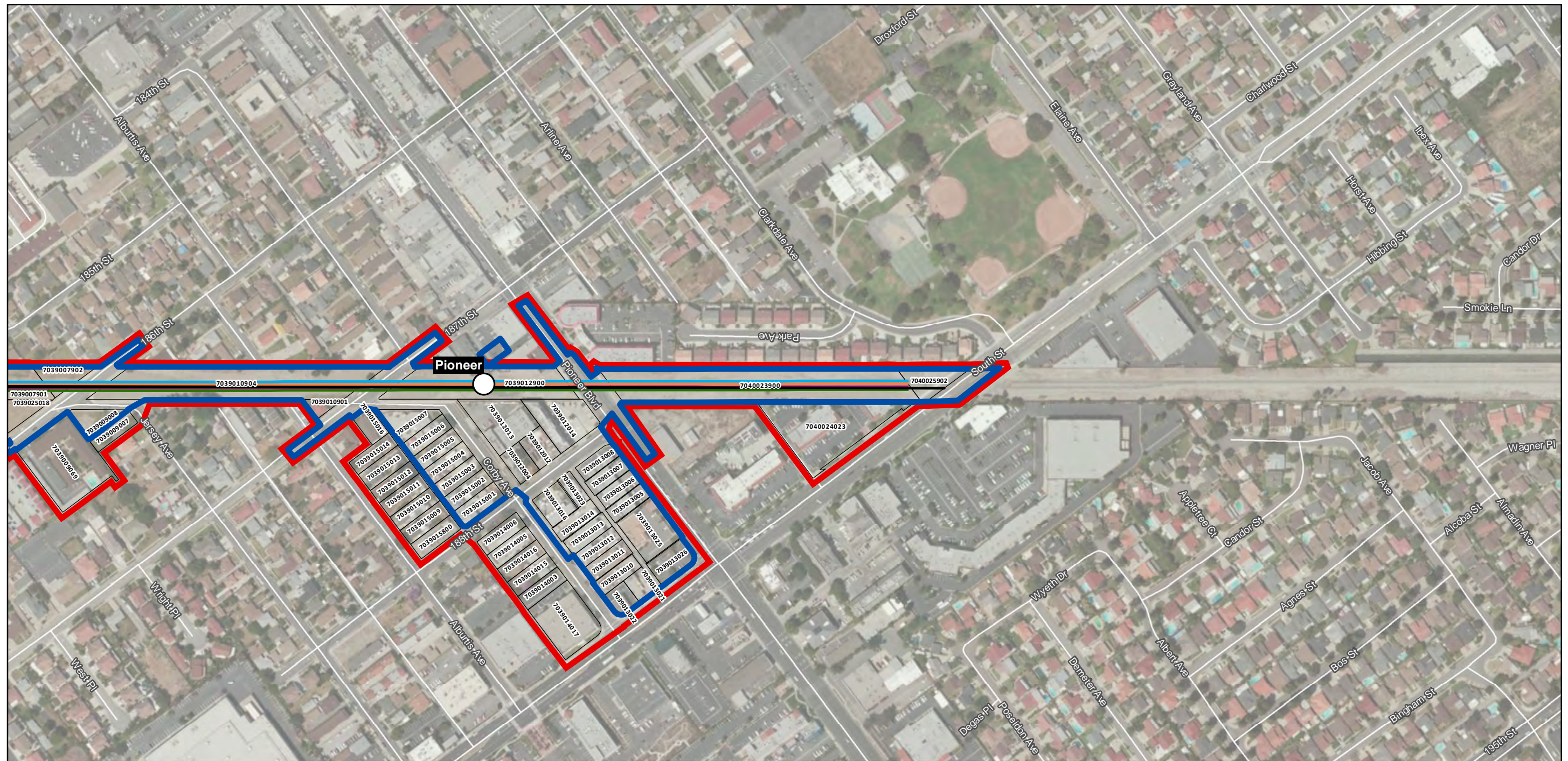
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West Santa Ana Branch Transit Corridor Environmental Study

Final Traditional Cultural Properties and Tribal Cultural Resources Impact Analysis Report

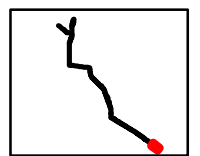
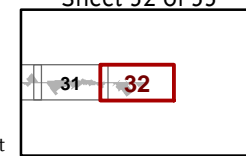
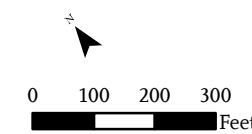
June 2020

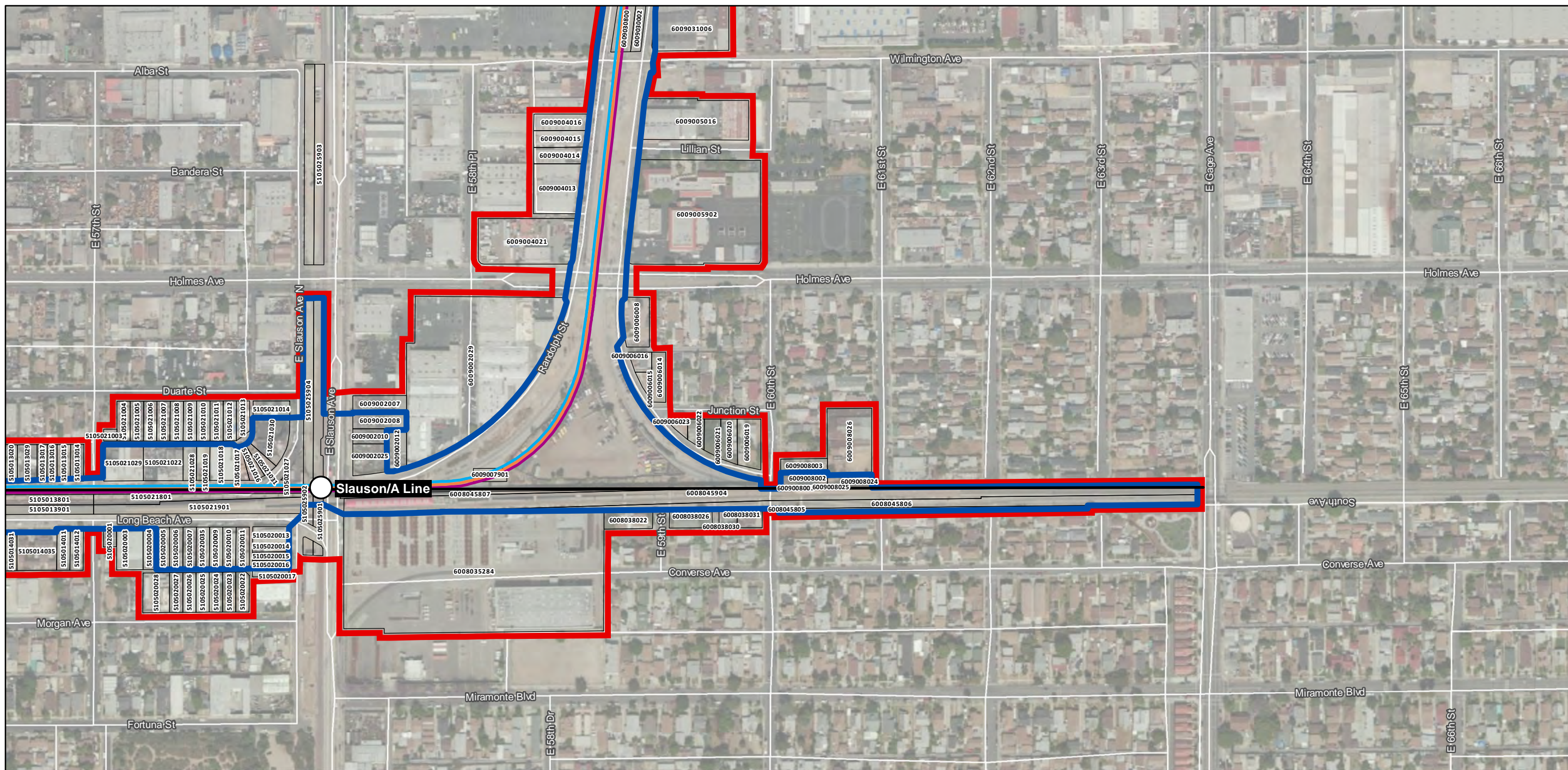


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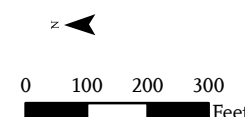
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