



September 28, 2005

RECEIVED

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Mr. Roger Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Mr. Snoble:

On behalf of the Metro Gold Line Foothill Extension Construction Authority, I am pleased to report that our agency submitted its Administrative Draft Final Environmental Impact Statement / Report (FEIS/R) for the 24-mile Foothill Extension to the FTA on September 27, 2005. I know you will agree that this is a significant milestone for both the Authority and the MTA, and I want to assure via this letter that your agency is aware of assumptions that have shaped the scope, direction and methodology of the document.

**Construction Segmentation:** The FEIS/R document addresses the entire 24 miles of the proposed system. Construction and operation of the extension, however, will take place in two light rail system sequences: the first from the Sierra Madre Villa Station in Pasadena to the proposed Citrus Station in Azusa (11.4 miles); the second from the Citrus Station in Azusa to the Montclair Station in Montclair (12.8 miles).

**Fleet Requirements:** The Authority has based its 2025 fleet projections on MTA's purchase of an additional 50 light rail vehicles (see Attachment 1: MTA May 2005 Operations Committee Report), funded in part by the FTA. Of these vehicles, 40 are dedicated to the current Gold Line and 10 to Eastside. (See Attachment 2: MTA Vehicle Allocation.) As indicated within the MTA's Rail Fleet Management Plan, a spare ratio of 47% and a maintenance spare ratio of 29% is projected up to the year 2016. (See Attachment 3: Excerpt from February 2004 Metro Rail Fleet Management Plan.) The Authority / Foothill Extension FEIS/R assumes that this surplus of vehicles has the capacity to support initial operations in 2010 for Segment I with a projected use of 6 to 8 light rail vehicles. As a result, the Authority has not forecasted additional costs for vehicles for Segment I. We do, however, anticipate and project costs for additional light rail vehicle purchases to accommodate Segment II.

**Deferral of Maintenance Facility Construction:** Based on reported current and expanded capacities of Midway Yard (see Attachment 4: MTA Request to Determine Categorical Exclusion for Midway Yard & FTA's Concurrence), the Authority has shifted construction of the Irwindale Maintenance Facility from Segment I to Segment II.

**Headways:** This plan assumes, for the design year of 2025, a 10-minute headway service with 4 trains, consisting of two cars, and a 20-minute non-peak headway with 2 trains, consisting of 1 or 2 cars. Previous to design year, the Authority forecasts 15 minute headways using 6 vehicles.

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Pasadena

**Executive Officer:**

Philip F. Balian  
Executive Officer

Mr. Roger Snoble  
September 28, 2005  
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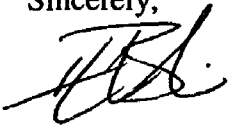
**Operating Costs:** The Authority applied a resource cost build-up methodology to estimate operating and maintenance costs. (See Attachment 5: Authority Operations and Maintenance Cost Methodology Report.) This approach allowed the Authority to carefully define incremental costs for an extension as opposed to a new or stand-alone light rail system. Cost benefits were realized by capitalizing on fixed operating costs such as management staffing and those attributed to supporting existing facilities serving the current Gold Line and the future Eastside extension. As a result, our estimate for operating Segment I is approximately \$7.4 million requiring an increase of full time staff by 38 to support the projected operating plan.

**Travel Demand Forecast Model:** We are extremely appreciative of the efforts by your staff to work with the Authority on the recalibration of the travel demand forecast model as dictated by the FTA. As much as both agencies worked to produce a satisfactory model, the time estimated to complete this activity fell well outside of our working schedule. As a result, and to keep our single-purpose agency on task and in business, we have elected to include the travel demand forecast and ridership projections from the approved Draft Environmental Impact Statement / Report within the FEIS/R.

I welcome any questions regarding these assumptions or other components of the Administrative Draft Final Environmental Impact Statement / Report for the Metro Gold Line Foothill Extension.

Please express to your colleagues our deepest gratitude for the support and work on behalf of the project. I look forward to our continued partnership.

Sincerely,



Habib F. Balian  
Chief Executive Officer

Attachments



**Metro**

**37**

**OPERATIONS COMMITTEE  
MAY 19, 2005**

**SUBJECT: 2550 RAIL VEHICLE PROGRAM**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

Receive and file the quarterly report on the 2550 Rail Vehicle Program for the period December 2004 through March 2005.

**ISSUE**

On April 24, 2003, the Board awarded two key contracts to the Program:

- A five-year contract to AnsaldoBreda S.p.A. (AnsaldoBreda) for a base buy fleet of 50 LRVs (LRV). These 50 LRV's will be utilized for both the current Pasadena Gold-Line and the future Metro Gold-Line Eastside Extension. These LRV's will also be designed to operate on any existing or future light rail alignment(s), which the Metro operates.
- A rail-consulting contract to LTK Engineering Services (LTK) for as-needed technical support to the Program.

In addition, the Board directed staff to provide quarterly updates on the status of the Program.

**BACKGROUND**

Based on the lessons-learned with the P2000 LA Standard Car contract, Rail Operations created an LRV Integrated Project Team (IPT) responsible for managing the Program. An IPT is established whenever a capital project of significant importance requires a very dedicated management team with the ability to act and react quickly to Program issues.

For this Program, the IPT is organized under Rail Fleet Services and consists of the Project Manager, Deputy Project Manager, Contract Administration Manager, Senior Contract Administrator and fully dedicated staff from other Metro departments including Engineering. The IPT also benefits from the support of as-needed specialty engineering services through the Program's contract with LTK, one of America's oldest and largest rail-transportation consulting firms.

The additional engineering participation provided by LTK is an integral part of the IPT and its ability to expeditiously respond to specific engineering issues as they arise, for example, in the areas of signaling and automatic train control expertise. The IPT's primary focus is dedicated towards on-time delivery, within program budget, and on the successful integration of the systems and subsystems affecting the LRV.

**PROGRAM STATUS**

**1. Summary Status: December 2004 through March 2005:**

The various activities and accomplishments of the IPT noted below are designed to expedite and maintain the 2550 Rail Vehicle Program schedule to deliver 50 LRVs to Metro by June 2007.

<b>The IPT Activities On The 2550 LRV Contract with AnsaldoBreda</b>	
<b>Activities or Accomplishments</b>	<b>Month</b>
<b>Description</b>	<b>December 2004</b>
1. The IPT conducts First Article reviews with subcontractor and suppliers in Italy, and France for the LRV couplers, passenger doors, header signage and communications.	
2. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discuss the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.	
<b>Description</b>	<b>January 2005</b>
1. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discuss the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.	
2. Reviews were also conducted surrounding first article inspection of the first LRVs, numbers 701 & 702. These reviews covered current status, production phases, and system integration testing for all carborne systems in the Pistoia, Italy production plant.	
<b>Description</b>	<b>February 2005</b>
1. Project schedule and program overview was conducted in Pistoia, Italy.	
2. The IPT conducted on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discussed the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.	
3. The General Manager of Rail Operations and the Deputy Executive Officer of Rail Operations, Fleet Services traveled from the end of February through the first part of March 2005 to the production plants for meetings with AnsaldoBreda executive staff and their 2550 project team relating the 2550 rail car program.	

Description	March 2005
1. The 2550 Project Team currently has members in the production plants witnessing and finalizing system testing and carborne integration testing.	
2. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discuss the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.	
3. Reviews were conducted of production line for invertors, traction motors, auxiliary power supplies, and low voltage power supply systems.	
<b>P2550, LRV Contract Paid To Date</b>	
<b>\$34,585,243*</b>	

\*As of 3/31/05

<b>LTK Activities Through The PS 8310-1267, Rail Consulting Contract with Metro</b>	
Activities or Accomplishments	Month
1. Participates in all weekly IPT technical meetings. These are the in-house meetings to discuss status and Metro technical positions prior to the weekly teleconferences with AnsaldoBreda.	December 2004
2. Participates in all weekly 2550 Program technical teleconference calls with AnsaldoBreda. LTK's technical expertise in certain areas, such as systems integration and electrical systems, is a beneficial augmentation to the IPT's expertise.	
3. Reviews and provides comments and recommendations to all AnsaldoBreda Technical Submittals. LTK's technical expertise is especially valuable in the review of certain technical documentation from AnsaldoBreda.	Through
4. Attends and participates at meetings with AnsaldoBreda in Los Angeles. LTK's experience with previous Metro LRV procurements provides insight into lessons-learned.	
5. Attends and participates at meetings with AnsaldoBreda in Pistoia, Naples, and various subcontractor sites in the U.S. and Europe. LTK's experience with LRV manufacturers is an asset to the IPT.	
<b>PS 8310-1267, Rail Consulting Contract Paid to Date</b>	
<b>\$2,151,972**</b>	

\*\*As of 3/31/05

## 2. Discussion of Status

The General Manager of Rail Operations and the Deputy Executive Officer of Rail Operations, Fleet Services held meetings with the following AnsaldoBreda executive management:

- The CEO of AnsaldoBreda, responsible for their global light, commuter and high-speed rail production;

- The Deputy Industrial Director & Executive Vice President of AnsaldoBreda, who directly oversees all AnsaldoBreda global rail car production; and
- The CEO and COB of Breda Transportation, Inc., responsible for rail transportation projects in the U.S. market.

These AnsaldoBreda executives have all committed AnsaldoBreda to the on-schedule delivery of the first two light rail cars to Los Angeles this June 2005. The AnsaldoBreda executives declared that they will also be in Los Angeles in June 2005 to personally accompany the delivery of the first two 2550 light rail cars. AnsaldoBreda executives are not only anxious to witness the introduction of the new light rail cars to Los Angeles, but want to demonstrate their support for the project and commitment to a successful program.

The above-mentioned executives as well as their staff report to the Senior Vice President of Finmeccanica, the parent holding company of AnsaldoBreda. Therefore, executive management conducted meetings with the Senior Vice President of Finmeccanica, Finmeccanica-held companies not only provide for rail car production, but also such lines of business such as communications, signaling, aeronautical, construction, and aerospace. One current Finmeccanica project involves the design, engineering, and production phases of a new helicopter fleet for the Office of the President of the United States.

AnsaldoBreda has commenced mobilization of the Pittsburg, California assembly plant to comply with the Contract's Buy America-required final-assembly in the United States. This facility is contractually required and is essential for AnsaldoBreda and the IPT to more efficiently coordinate and oversee the final assembly and shipping operation between the two California locations of Pittsburg and Los Angeles.

The IPT is currently reviewing the Contract submittals from AnsaldoBreda of the final design details of specific LRV system elements. The IPT will grant approval if the submittals meet the Contract requirements.

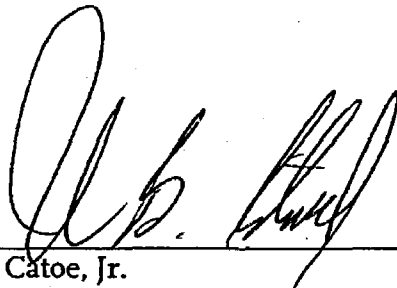
#### NEXT STEPS

During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the 2550 rail vehicle.

The LRV car shell production continues in Pistoia, Italy in support of the new rail-car fleet. Presently structural floors, sidewalls, and roofs are being assembled on the production line using automated as well as manual cutting, welding, and assembling procedures. There is a full-time Metro on-site inspector provided by the LTK contract to verify the quality and attention to detail during all phases of assembly of the fleet. This inspection program will continue in Italy and Pittsburg, California through Contract completion.

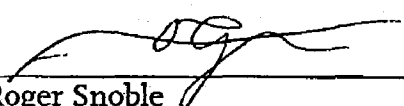
The 2550 Integrated Project Team will continue to have members in the productions plants witnessing and finalizing system testing and carborne integration testing.

Prepared by: Gerald C. Francis, General Manager, Rail Operations  
Dave J. Kubicek, Deputy Executive Officer of Rail Operations, Fleet Services  
Larry Kelsey, Contract Administration Manager, Rail Fleet Acquisitions



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John B. Catoe, Jr.  
Deputy Chief Executive Officer



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Roger Snoble  
Chief Executive Officer

2550 Rail Vehicle Program Quarterly Project Status Report
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June 2005

## PROJECT COST STATUS

ELEMENT	LRV PROJECT BUDGET FOR 800151 (PASADENA)	LRV PROJECT BUDGET FOR 800088 (EASTSIDE)	TOTAL LRV PROJECT BUDGET	COMMENTS
Base Buy 50 LRVs	\$119,734,000	\$29,933,500	\$149,667,500	40 LRVs for the Pasadena Gold Line and 10 LRVs for the Eastside Line
Base Buy Spare Parts	\$5,849,886	\$1,462,471	\$7,312,357	
Base Buy Special Tools & Test Equip	\$1,407,051	\$351,763	\$1,758,814	
Subtotals	\$126,990,937	\$31,747,734	*\$158,738,671	
Contingency	\$12,699,094	\$3,174,773	\$15,873,867	
Subtotals	\$139,690,031	\$34,922,507	\$174,612,538	
Rail Consultant	\$6,870,830	\$1,717,707	\$8,588,537	Contract PS 8310-1267 for Rail Consultant staff technical services
Contingency	\$343,542	\$85,885	\$429,427	
Subtotals	\$7,214,372	\$1,803,592	\$9,017,964	
LACMTA Staff	\$6,014,602	\$1,577,798	\$7,592,400	LACMTA staff on the Integrated Project Team
<b>TOTALS</b>	<b>\$162,919,004</b>	<b>\$38,303,898</b>	<b>\$191,222,902</b>	

6/30/05

\*To be revised to show reduction in awarded Contractor value resulting from a sales tax exemption on rail cars (Granted by the California State Board of Equalization)



Attachment 3: Excerpt from February 2004  
 Metro Rail Fleet Management Plan

<b>Metro Gold Line - Light Rail</b>	<b>FY2013</b>	<b>FY2014</b>	<b>FY2015</b>	<b>FY2016</b>
Revenue Vehicle Service Requirement	34	34	34	34
Pre-Revenue Vehicle Service Requirement	0	0	0	0
Preventative Maintenance	3	3	3	3
Unscheduled Maintenance	2	2	2	2
Campaigns	2	2	2	2
Routine Overhaul / Component Reconditioning	1	1	1	1
Warranty	1	1	1	1
Accidents	1	1	1	1
Vehicle Demand - Revenue Service / Maintenance	44	44	44	44
<b>Maintenance Spare Ratio</b>	<b>0.29</b>	<b>0.29</b>	<b>0.29</b>	<b>0.29</b>
Mid-Life Structural / Systems Rehabilitation	1	1	1	1
Fleet Requirement	45	45	45	45
Fleet Size	50	50	50	50
Shortage ( - ) / Excess	5	5	5	5
<b>Operating Spare Ratio (All Vehicles)</b>	<b>0.47</b>	<b>0.47</b>	<b>0.47</b>	<b>0.47</b>



Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

January 26, 200~~7~~<sup>4</sup>

Leslie T. Rogers, Administrator  
Federal Transit Administration  
LA Metro Office  
International Tower  
888 S. Figueroa Street, Suite 1850  
Los Angeles, CA 90017-5467

**SUBJECT: Request for FTA to Determine Categorical Exclusion for  
Modifications to Division 21 (Midway Yard)**

Dear Mr. Tellis:

The Los Angeles County Metropolitan Transportation Authority (MTA) is planning to change the Maintenance Yard and Shop for the Eastside Light Rail Transit (LRT) project from Division 20 (Metro Red Line Yard), a currently operational heavy rail maintenance and storage facility, to Division 21 (Midway Yard), a currently operational, light-rail vehicle maintenance yard used to perform maintenance on the existing Metro Gold Line (MGL). The change in location will result in a reduction of impacts caused by the Eastside LRT, and an efficient maintenance and storage yard for the combined future Eastside LRT Project and the existing MGL.

The MTA, as applicant, is submitting appropriate studies as per 23CFR771.130(c) and is seeking a determination that a Categorical Exclusion (CE) for the project under 23CFR771.117(d)(11); and a finding that the following analysis, prepared consistent with "UMTA Circular C 5620.1," would satisfy the requirements for environmental documentation to support the request for CE.

#### Project Description

The Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Eastside LRT identified MTA's Division 20 Metro Red Line Heavy Rail Maintenance and Storage Yard to accommodate the Eastside LRT maintenance and storage needs for approximately 10 rail cars. Significant modifications to the yard were required due to the incompatible requirements of maintenance and storage between heavy rail vehicles and light rail vehicles. The modifications included the building of a main shop building with administration uses, vehicle storage and mainline connecting track, operation center, service and inspection facility, vehicle wash, vehicle cleaning, wheel truing, blowdown facility, traction power substation, and employer and visitor parking.

By changing the location from Division 20 to MTA's Division 21 MGL Light Rail Maintenance and Storage Yard, the Eastside LRT will utilize the same facilities and equipment already existing and in use for the operating MGL. The proposed project, however, will enhance the efficiency of Midway Yard. No current capabilities or activities performed within Midway Yard will be removed to accommodate the Eastside LRT.

In 1993, the Los Angeles County Transportation Commission Board of Directors, now known as the MTA Board of Directors, certified the Final Supplemental Environmental Impact Report and approved the Pasadena to Los Angeles Light Rail Transit (Metro Gold Line) project under the California Environmental Quality Act (CEQA) guidelines. The MGL project included Midway Yard as the site to perform storage and maintenance facilities. The MTA determined that "...enough storage and maintenance activities can occur at Midway Yard to serve the Pasadena Line and the initial needs for the Glendale Line". Prior to being designated for use by the Metro Gold Line, the Midway Yard was used by the AT&SF railroads for freight rail car storage. This site has been a storage area for freight rail cars by different companies for over 100 years.

The Operations and Maintenance Plan, developed in 1992 for the Pasadena-Los Angeles Rail Transit Project noted, "that the basic design of the Metro Green Line Hawthorne Shop will be utilized for the Pasadena Line vehicle shop... similar functions (e.g., no heavy repair to be performed at each facility)." (Operations and Maintenance Plan, May 1992). According to Chapter 7 - Yard and Shop of the Plan, the shop is limited to vehicle storage and yard operations, vehicle servicing and light maintenance, component replacement and limited repair, and maintenance-of-way operations. The initial fleet to be accommodated within the yard was planned for 40 vehicles, with a future fleet of anywhere between 80 to 120 vehicles.

The existing MGL can maintain, store and operate approximately 68 rail cars. The number of cars was derived from an efficient use of the Midway Yard and the MGL's current operating features. According to the MTA Pasadena Blue Line Maintenance Facility Study completed in 2001 and prior to construction of the Midway Yard, the Midway Yard design had more than sufficient room to accommodate 44 rail cars on existing storage tracks and within some of the existing facilities. (See Attachment A). Based on that design, greater number of vehicles can actually be stored at Midway Yard. In addition, in normal operations, the existing MGL's rail cars are left over night on tail tracks on either end of the line to avoid costly delays in service start-up each day. Approximately 24 cars can be left over night on the existing MGL tail-tracks to insure timely initiation of service. Tail tracks for the MGL are located at Union Station, adjacent to Metrolink and Amtrak service tracks, and at the terminus Sierra Madre Villa Station in the middle of the Interstate 210 freeway. The Midway Yard is anticipated to operate and maintain approximately 50 vehicles for the existing MGL by 2005-2006 and 10 additional vehicles for the Eastside LRT by 2009 for a total of 60 rail cars— well within operational requirements.

The proposed project to accommodate the 10 vehicles within the Midway Yard will include development of transportation facilities and modifications to existing facilities including: realignment of track within the existing Midway Yard to facilitate construction of a new enclosed maintenance track including an additional car lift; relocation of wheel truing machine and other operating equipment; construction of a body shop and sheet metal shop; and construction of additional employee/visitor parking. (See Attachment B). The existing yard currently provides a

main shop building with administration uses, vehicle storage and mainline connecting track, operation center, service and inspection facility, vehicle wash, vehicle cleaning, wheel truing, blowdown facility, traction power substation, and employer and visitor parking.

The proposed project will be constructed within MTA's owned Midway Yard property and will maximize operating efficiencies for the MGL and the Eastside LRT. Although additional improvements to Midway Yard, such as a paint shop or additional storage tracks, etc, may provide even greater flexibility and capacity, they are not required to provide for the light service and maintenance of vehicles for operation of the existing MGL, and the future Eastside LRT project. Primary access to the facility will remain unchanged.

### Project Location

The Midway Yard is an MTA owned property in the City of Los Angeles that is a long and narrow yard, approximately 12 acres, 2,700 feet long and 200 ft across at the widest spot. (See Attachment C). The yard sits below the Elysian Park Hills embankment in between the embankment and the Los Angeles River. To the north of the site is the State Route 110 Freeway and to the south is the North Broadway Bridge. The operational Metro Gold Line Bridge over the Los Angeles River, and two operating Metrolink tracks traverse the site as well.

### Metropolitan Planning and Air Quality Conformity

The Eastside LRT project is currently contained within the most recent conforming transportation plans, the 2002 Regional Transportation Plan (RTP), a 20 year transportation plan for six counties within the Southern California region, and the RTIP and FTIP as Project ID LA29202V. The project change shifts the proposed Metro Red Line modifications required to house the Eastside LRT Maintenance Yard, to the Midway Yard, the existing Metro Gold Line Maintenance Yard.

### Zoning

The proposed project lies within the existing Midway Yard which is zoned PF (Public Facilities). Adjacent uses are zoned PF and M-2 (light manufacturing) by the City of Los Angeles, which is consistent with the requirement of 23CFR771.117(d)(11). (See Attachment D.) The proposed project is consistent with the permitted uses of the PF and M-2 zoning, as well as with the surrounding uses which consist of public vehicle storage by the City's Department of Public Works across the Los Angeles River, and the light industrial/manufacturing buildings to the south of the Midway Yard. Elysian Park Hills, which is designated OS (Open Space), is located on a bluff, high above the existing Midway Yard. To the north, the State Route 110 Freeway is also high on a bluff enclosing the Midway Yard facility. Therefore, there are no significant impacts on land use.

### Traffic Impacts

The proposed project is being performed to maximize the operation of the existing Midway for the Eastside LRT's 10 additional individual rail cars. An additional 20 employee and visitor parking spaces will be constructed at Midway Yard. A total of 50 rail cars will be served by the existing Metro Gold Line by 2006-8. The impact to traffic caused by the additional number of employees

and the additional deliveries of supplies caused by the need to service 10 additional Eastside LRT vehicles does not exceed the significance threshold discussed in the Final SEIS/SEIR. Baker Street was recently modernized to serve the Midway Yard and frequent truck deliveries to the surrounding light manufacturing and commercial buildings. Baker Street directly connects with Spring Street, which is aligned with adjacent uses that are zoned for public facilities including school bus storage for the Los Angeles Unified School District, a City of Los Angeles Department of Public Works storage facility, and the storage of vehicles for the Los Angeles Police Department. Based on this analysis, the proposed project is consistent with the requirement of 23CFR771.117(d)(11).

### CO Hot Spots

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made a conformity determination on the 2002 TIP Amendments 4-7 on September 16, 2003. The Eastside LRT is a listed project within that plan. The proposed modifications do not change the finding that the project is consistent with the conformity criterion established for this category.

### Historic Resources

The proposed project is within Midway Yard and recent construction did not find any archaeological or paleontological resources so it is unlikely that any such resources would be uncovered during preparation or construction of the proposed project. However, the project will be subject to the standard condition that, in the event any cultural or paleontological resources are identified during grading, grading shall be halted immediately in the area, and an archaeologist and/or paleontologist will be called in to evaluate the find and formulate a recovery program. Therefore, the project does not constitute the potential for an adverse impact to historic or cultural resources.

### Noise & Vibration

The Midway Yard will be capable of maintaining and storing approximately 50 light rail cars between 2006 and 2008. Maintenance and storage of the additional 10 vehicles required for the Eastside LRT will not exceed the noise or vibration levels set for the maintenance facility as discussed in the Final SEIS/SEIR. In addition, the adjacent commuter rail and freight train tracks located on either side of the Los Angeles River, the existing Metro Gold Line Bridge over the Los Angeles River, and the existing public facility and light manufacturing uses in the area would make the proposed project consistent with 23CFR771.117(d)(11).

The proposed project does reduce impacts that would have occurred if the MTA implemented the original yard location. Specifically, a sound studio business, Heet Sound, would have potentially been impacted by the originally planned yard lead to the Division 20 Metro Red Line Yard.

### Acquisitions and Relocations Required

The proposed project does not require acquisition or relocations of businesses or residents. The project also results in the overall reduction of property acquisitions (two full property takings and a

partial-taking) and relocations based on the removal of the need to build a yard lead on Ducommon St. as originally contemplated by the Eastside LRT project.

### **Hazardous Materials**

The existing Midway Yard property was recently constructed in 2002-2003. Construction entailed demolition, grading and excavation to accommodate maintenance buildings, track work, retaining walls and utilities. Construction activities on the site did not reveal the presence of any recognized hazardous materials on the subject property.

### **Community Disruption and Environmental Justice**

There are no negative socio-economic impacts that would be caused by the proposed project because it is small scale and located within the existing Midway Yard. The Midway Yard is consistent with the adjacent uses in the area. The change in maintenance and storage track sites from Division 20 to Division 21 results in a reduction of impacts to the businesses along Ducommon St. and the Little Tokyo/Arts District community.

A number of businesses along Ducommon St. rely on the access to driveways by larger commercial vehicles. By removing the Eastside LRT need for right-of-way on Ducommon St., a number of businesses will no longer be impacted. One particular business, a sound studio, was especially concerned regarding impacts to his business as caused by the overhead catenary system. This business will no longer be impacted.

### **Use of Parkland and Recreation Areas**

No public parklands or recreation areas are part of this project, nor will any such lands be negatively impacted by this project. A State park, the "Cornfields", is planned for a large property to the southwest of the Midway Yard and on the opposite side of the Broadway Bridge. The Cornfields is shielded from view from Midway Yard by the Broadway Bridge and the bluff of the Elysian Park Hills and is not in close proximity to the project. Therefore no adverse impacts would occur.

### **Impact on Wetlands**

There are no wetlands within any reasonable proximity to the project site and none will be impacted by the project.

### **Floodplain Impacts**

The project site is not located within a 100-year floodplain, or any other known floodplain. As such, the project will not entail any impacts on any known floodplain. (See Attachment E.)

### Impacts on Water Quality, Navigable Waterways and Coastal zones

The proposed project will have no impact on navigable waterways or coastal zones. All construction activities and the facility's ultimate operation will be performed in strict compliance with existing NPDES regulations as issued by the Regional Water Quality Control Board and the City of Los Angeles. Accordingly, the project will have no impact on water quality.

### Impacts on Ecologically-Sensitive Areas and Endangered Species

The proposed project site is located in a densely urban area and was previously developed for railroad use. It has been a freight railroad yard for over 100 years prior to current use as a light rail maintenance facility. No biological habitats or sensitive or special status species exist on the project site. No riparian habitat or other sensitive natural communities are known to exist on the project site. Therefore, no impacts associated with biological resources would occur as a result of the proposed project.

### Impacts on Safety and Security

There are no impacts to safety or security of the project site. The project site is currently operational. No additional security is required for the facility.

### Impacts Caused by Construction

The project will entail the normal activities involved with a standard public works construction project taking place in an industrially developed urban environment including, but not limited to, lot grading, excavation and backfill, pouring of concrete, asphaltic concrete paving and building construction. All work will be performed in strict compliance with all applicable regulations including, but not limited to, City of Los Angeles permit requirements, NPDES regulations, and SCAQMD requirements.

### Findings

This analysis is being submitted under 23CFR771.130 (c) where if the administration is uncertain of the significance of the new impacts, the applicant will develop appropriate studies. Based on the analysis, MTA is seeking a determination of a Categorical Exclusion. Categorical Exclusions are actions that meet the definition in 23CFR771.117(a) and do not have significant environmental effects. In 23CFR771.117(d), the regulation lists examples of 12 actions which are appropriate for CE classification. The proposed project is an example of such an action listed under 23CFR771.117(d)(11). As indicated above, the MTA carefully considered UMTA Circular C 5260.1, the projects Final SEIS/SEIR, as well as the location of the maintenance yard. Although the proposed project has the potential for construction and operation impacts, the MTA's careful analysis of the project indicates that no environmental impacts can be reasonably anticipated. As required in 23CFR 771.117(a), the Los Angeles County Metropolitan Transportation Authority finds the following:

- The modifications to Midway Yard are consistent and compatible with the City's Land Use Element and Zoning Ordinance. The modifications would not induce significant impacts to planned growth or land use in the area.
- The land currently houses the existing Midway Yard maintenance and storage facility and would not require relocation of any business or household.
- The project site does not include or affect any cultural or recreational resource.
- The project will neither create negative traffic impacts nor exacerbate air quality.
- The maintenance of an additional 10 cars required for the Eastside LRT will not increase the noise levels of the maintenance facility.
- The existing wastewater facilities have the needed capacity to handle the project.
- The modifications would not individually or cumulatively have any significant environmental impacts.

Therefore, the Los Angeles County Metropolitan Transportation Authority finds that the proposed project meets the criteria for CE as described in 23 CFR771.117(a) of the regulation and that this documentation demonstrates that the conditions for the CE are satisfied and that the significant environmental affects would not result.

We are requesting that the Federal Transit Administration (FTA) review this environmental documentation, and based on your independent evaluation of the modifications to Midway Yard, determine that the project meets the criteria of, and is properly classified as, a Categorical Exclusion.

Please contact me at (213) 922-3098, if you have any questions about this matter or require additional information.

Sincerely,



Ray A. Sosa  
Deputy Planning Manager  
Los Angeles County Metropolitan Transportation Authority

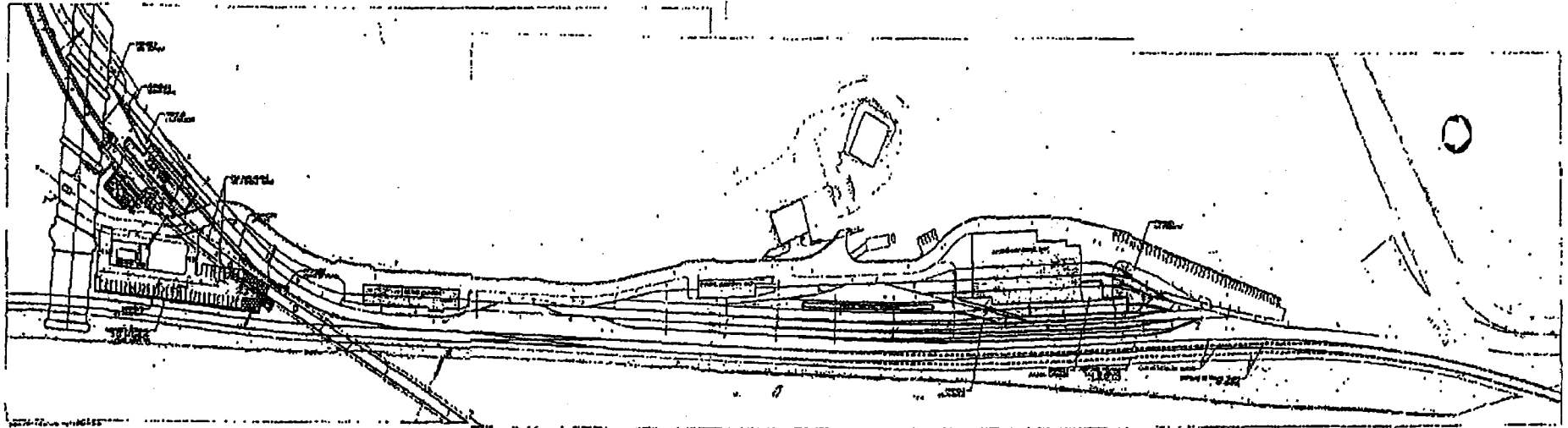
- Attachment A – Midway Yard Existing Shop and Yard
- Attachment B – Midway Yard Proposed Modifications
- Attachment C – Project Location
- Attachment D – Zoning Map
- Attachment E – Flood Plain Map





- CC: Ray Sukys, Federal Transit Administration  
Ervin Poka Jr, Federal Transit Administration  
Ray Tellis, Federal Transit Administration  
Terry Esteb, Project Management Oversight Consultant  
Dennis Mori, Eastside LRT Project Manager  
Eli Choueiry, Eastside LRT Deputy Project Manager  
Diego Cardoso, Central Area Team Planning Director



# Attachment B

## Division 21 - Midway Yard Proposed Modifications

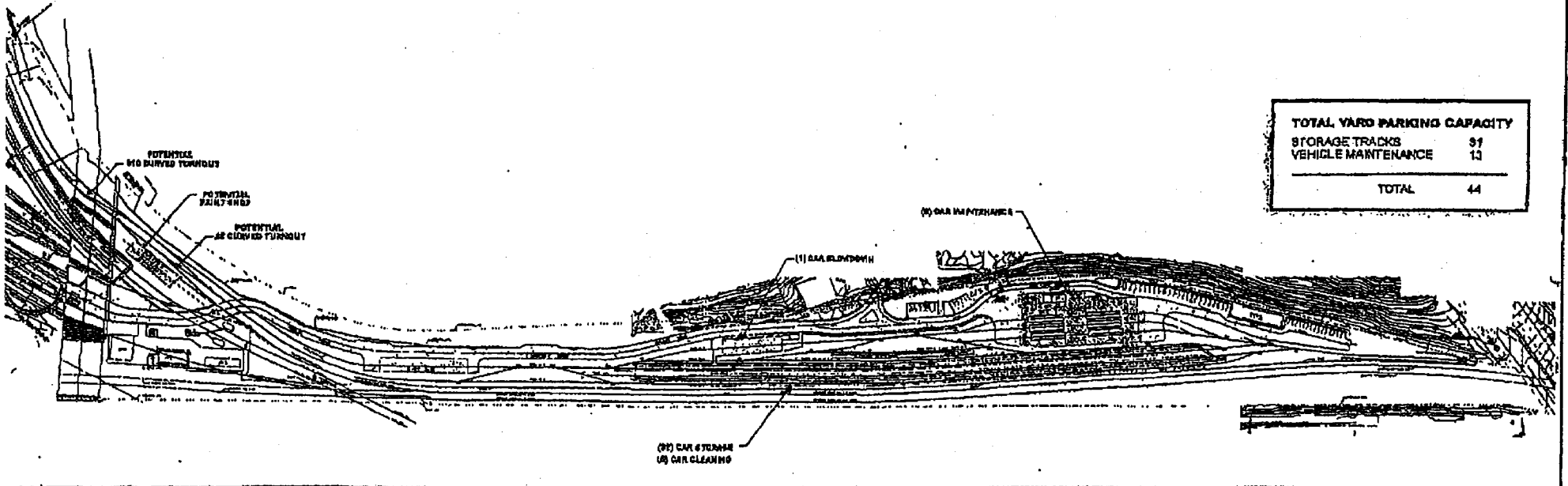


-  New Building or Modifications to Existing Buildings
-  Shift of Storage Tracks
-  Asphalted area containing parking
-  Shifting of MetroLink Tracks

# Final Pasadena Blue Line Maintenance Facility Study 2001

## PASADENA MIDWAY SHOP AND YARD

Potential future storage  
for 14 additional cars



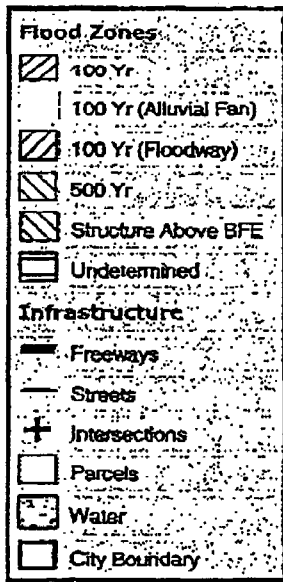
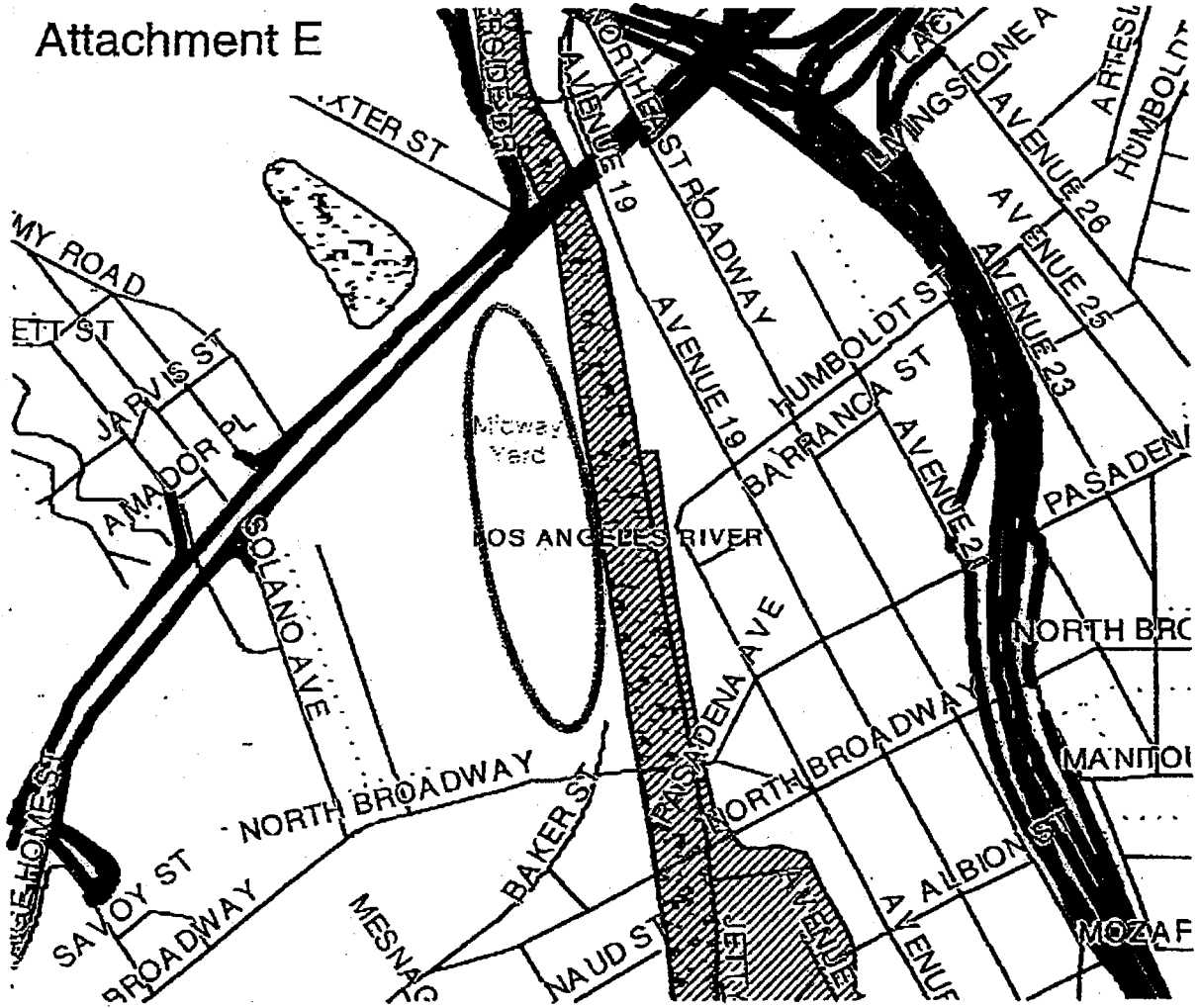
NOTE: Map is from Final Pasadena Blue Line Maintenance Facility Study, April 30, 2001. Potential improvements to the Midway Yard identified on this map are not being contemplated by this proposed action. The map is to show existing infrastructure and track space for train storage. As shown here, there are various areas where additional storage can occur to accommodate the 50 vehicles needed by 2006-2008 and the additional 10 vehicles needed by 2009 for the Eastside LRT.

# Attachment C





# Attachment E



FEB 18 2004

SCANNED  
IN RMC



U.S. Department  
of Transportation  
Federal Transit  
Administration

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam

201 Mission Street  
Suite 2210  
San Francisco, CA 94105-1839  
415-744-3133  
415-744-2726 (fax)

FEB 13 2004

Mr. Roger P. Snoble  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Attention: Mr. Ray Sosa

Re: Supplemental Environmental Studies for  
Modifications to Midway Yard;  
MGL Eastside Extension Project

Dear Mr. Snoble,

The Federal Transit Administration has completed its review of your letter, dated January 26, 2004, requesting an environmental finding for proposed modifications to Midway Yard (Division 21) to be carried out in lieu of proposed modifications to the Red Line Heavy Rail Maintenance Yard (Division 20) for the Los Angeles County Metropolitan Transportation Authority's (MTA) Metro Gold Line Eastside Extension Project. Based on the information submitted, we concur in your determination that the change to the project does not necessitate supplemental environmental studies due to the new circumstances. This review was done in accordance with the requirements of 23 CFR Part 771.130 (c).

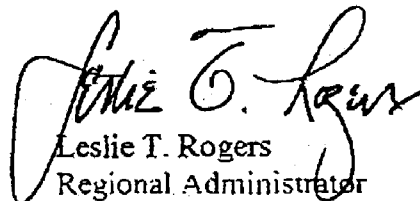
Midway Yard modifications include development of additional transportation facilities and modifications to existing facilities, including the realignment of track within the existing yard, construction of a new enclosed maintenance track including an additional car lift, relocation of the wheel truing machine and other equipment, construction of a body shop and sheet metal shop, and construction of additional employee and visitor parking. The previously identified impacts resulting from the proposed alignment to Red Line Division No. 20 will be eliminated through the use of the Midway Yard, and it also lessens access impacts since it is adjacent to the existing Metro Gold Line alignment. Further, the surrounding areas near the Midway Yard are used predominantly for industrial or transportation purposes where such work is consistent with existing zoning and there is no significant noise impact on the surrounding community. Increased traffic to the yard will be minimal and the local streets and roads have the capacity to bear any additional loads from support vehicles.

The proposed modifications and their potential impact are minor and as result we do not require the preparation of a Supplemental Environmental Impact Statement nor an Environmental Assessment. We agree that the appropriate environmental studies have been undertaken for the proposed modifications to accommodate the Eastside Extension light rail vehicle fleet at the Midway Yard.

This review, which is based on past experience with similar projects, finds that the proposed modifications: do not induce significant environmental impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on natural, cultural, recreational, historical or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

If you have any questions about this review, please contact Ray Tellis of the Los Angeles Metropolitan Office at 213.202.3956.

Sincerely,

  
Leslie T. Rogers  
Regional Administrator

cc: Ray Tellis, LA Metro Office

## OPERATIONS AND MAINTENANCE COST METHODOLOGY

The Resource Cost Build-up Method has been used to estimate two operating and maintenance (O&M) costs for the 2025 design year of light rail operations for the Gold Line Foothill Extensions; one of which is to Azusa (Segment I), the other to Montclair (Segment II).

The Resource Cost Build-up methodology was chosen for evaluating costs from a “bottom-up” approach. Defining costs from the ground up allows one to properly recognize each of the relationships between service levels with the level of labor, material, and equipment resources required to supply that service. Once these relationships have been properly defined, it is then a relatively simple process to estimate those changes in input levels (and hence operating expenditures) associated with planned variations in service levels. Furthermore, given the greater attention to detail afforded by this method, it is possible to estimate how changes in unit costs and productivity rates will impact the cost of operations. In general, the increased effectiveness of this model development methodology rests with its increased attention to detail. Development of a resource build-up model begins by fully documenting the following:

- The operating plan
- Operating statistics resulting from the operating plan
- Unit cost of the labor, material, contract services, energy inputs, insurance and other elements used to meet the service levels defined in the operating plan

The advantages of using the resource method are even more evident as one can easily discern the benefits of operating an extension rather than a new light rail line. The light rail extension to Azusa, for example, can operate much less as compared to a new line as it can take advantage of the existing infrastructure and staffing structure already in place. Detailing out the costs using the cost build up approach, it was discovered there are no or little additional expenses for staffing or providing the utilities at the Midway Facility, the Operations Control Center, and the Maintenance of Way shops for Segment I to Azusa as they are already in place and will support the extension. Additionally, other opportunities to take advantage of ongoing costs for existing management, supervision, and security were also realized. Being that LACMTA has never constructed nor operated a Light Rail Extensions to date, the “extension”, using the resource cost build-up method proved to be the best approach to realize the cost savings of extensions.