

## **Attachment C**

### **Relevant Correspondence, including:**

**Letter from EPA**

**Letter from the City of Inglewood Mayor's Office**

**October 2011**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

October 11, 2011

Mr. Ray Tellis  
Federal Transit Administration  
Los Angeles Metropolitan Office  
888 S. Figueroa Street, Suite 1850  
Los Angeles, California 90017

Subject: Final Environmental Impact Statement for the Crenshaw/LAX Transit Corridor  
Project, Los Angeles, California (CEQ #20110303)

Dear Mr. Tellis:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA provided comments on the Draft Environmental Impact Statement (DEIS) for this project in an October 26, 2009 letter and on the Supplemental DEIS in an April 7, 2011 letter. We rated the DEIS as *Environmental Concerns – Insufficient Information (EC-2)*, due to concerns about the air quality analysis for the project. We rated the SDEIS as *LO, Lack of Objections*. Our review of the Final Environmental Impact Statement (FEIS) finds that our concerns have been addressed and requested information has been provided. We encourage the Federal Transit Administration and Los Angeles County Metropolitan Transportation Authority to continue to work with community members through future design and construction to minimize adverse impacts and build a system that meets the needs of the community.

We appreciate the opportunity to review the FEIS. When the ROD is signed, please send one copy to the address above (mail code: CED-2). If you have any questions, please contact Carolyn Mulvihill (415-947-3554 or [mulvihill.carolyn@epa.gov](mailto:mulvihill.carolyn@epa.gov)) of my staff.

Sincerely,

A handwritten signature in black ink, appearing to read "Connell Dunning".

Connell Dunning, Transportation Team Supervisor  
Environmental Review Office  
Communities and Ecosystems Division

cc: Roderick Diaz, Los Angeles County Metropolitan Transportation Authority  
Ray Sukys, Federal Transit Administration



# CITY OF INGLEWOOD

OFFICE OF THE MAYOR



**James T. Butts, Jr.**  
Mayor

September 20, 2011

Hon. Mark Ridley-Thomas  
Los Angeles County Supervisor  
Second Supervisorial District  
One Gateway Plaza, 3rd Floor  
Los Angeles, CA 90012

**Re: Crenshaw/LAX Transit Corridor Project**

Dear Supervisor Ridley-Thomas:

This week, you will vote to advance the Crenshaw/LAX Transit Corridor Project into the Construction Phase. As the Mayor of the City of Inglewood, before making this critical decision, I would like to offer the following comments regarding the following: 1.) LRT Alternative Design Option 3: Cut and Cover Crossing at Centinela/Florence and 2.) Continuing Efforts to Ensure that the Rail System is Safe.

***LRT Alternative Design Option 3: Cut and Cover Crossing at Centinela/Florence***

One of the design alternatives evaluated in the Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR) is a Cut and Cover Crossing at Centinela/Florence (Design Option 3). This option involves a cut and cover crossing instead of an at-grade crossing at Centinela Avenue. A light rail transit (LRT) under crossing at Centinela Avenue would replace the at-grade LRT alternative proposed under the Base LRT Alternative and would extend approximately 2,000 feet within the Harbor Subdivision. The undercrossing would consist of a 200-foot bridge with a 700-ft depressed LRT alignment section on the west and a 1,100 foot depressed section on the east side of Centinela Avenue.

During the Advance Conceptual Engineering Phase conducted by Metro, consultation with relevant regulatory agencies suggested that there would be no unmitigable adverse impacts that would require this design option; therefore, this alternative is not included in the Project Definition. The City of Inglewood would like for Option 3 to be included in the project definition for the following reasons:

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

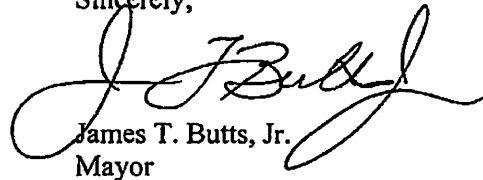
Although Option 3 is currently excluded from the Project Definition, the City can still pursue its inclusion by proposing it as a betterment. In doing this, the City would assume financial responsibility for the said improvement. In August 2011, the City Council directed City Staff to work with Metro and to determine the feasibility of the option. Should the City find a way to fund the betterment, it is my request that you support the amendment of the project budget and add Option 3 to the project definition.

***Continuing Efforts to Ensure that the Rail System is Safe***

Street and sidewalk modifications, traffic signal, pavement markings and grade crossings protection devices are some of the improvements included in the preliminary design plans for the Crenshaw/LAX Transit Corridor Project that aim to make the rail system safe. I urge your staff, as well as staff from the California Public Utilities Commission, to continue their work with the City to ensure that the appropriate safety measures and devices are applied at all crossings. Our concerted effort is to promote safety within the entire rail system and surrounding neighborhoods.

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

Sincerely,



James T. Butts, Jr.  
Mayor

Cc: Artie Fields, City Manager  
Sheldon Curry, Assistant City Manager of Development  
Mawusi K. Watson, Executive Assistant to the City Manager  
Jim Davis, Interim Public Works Director and Interim City Engineer  
Arthur T. Leahy, Chief Executive Officer  
Roderick Diaz, Project Manager