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OEA

SERVICE DATE – MAY 6, 2022

**SURFACE TRANSPORTATION BOARD  
WASHINGTON, DC 20423**

**SUPPLEMENTAL FINAL ENVIRONMENTAL ASSESSMENT**

**Docket No. AB 1094X**

**City of Los Angeles - Abandonment Exemption –  
In Los Angeles County, Cal.**

**ABANDONMENT TYPE**

The time for comments on the Draft Environmental Assessment (Draft EA) has expired in this:

☒ ( X ) Notice of Exemption   ☐ ( ) Petition for Exemption   ☐ ( ) Regulated Abandonment

☐ ( ) **NO NEW COMMENTS WERE RECEIVED**

☒ (X) **NEW COMMENTS WERE RECEIVED**

On May 18, 2021, the City of Los Angeles (City) filed a notice of exemption under 49 C.F.R. § 1152.50 seeking exemption from the prior approval requirements of 49 U.S.C. § 10903 in connection with the abandonment of a line of railroad in Los Angeles County, California. The rail line proposed for abandonment extends approximately 2.6 miles from milepost 4.00 (north of Front Street and east of the Gaffey Street Lead) to milepost 6.60 (at the end of the line), which comprises a portion of a line known as the San Pedro Subdivision (the Line). By decision served on July 6, 2021, the Board imposed three conditions: a coastal zone condition, pursuant to the Coastal Zone Management Act (16 U.S.C. §§ 1451-1465); a National Geodetic Survey (NGS) notification condition; and a historic preservation condition for the Line, pursuant to Section 106 of the National Historic Preservation Act (NHPA), 54 U.S.C. § 306108.

On April 26, 2022, the City submitted a response to the Board's Office of Environmental Analysis (OEA) addressing the three conditions imposed in the Board's decision. The City consulted with the California Coastal Commission and received confirmation on April 7, 2022, that no consistency certification is needed. Accordingly, because the Board has satisfied its responsibilities under the Coastal Zone Management Act, OEA recommends that the Board remove the coastal zone condition.

The City also consulted with the State Historic Preservation Office (SHPO) and provided a concurrence letter from the SHPO, dated March 21, 2016, confirming that there are "no known sites or structures meet[ing] the criteria for listing on the National Register of Historic Places" and that the proposed abandonment "will have no effect."

Therefore, pursuant to the Section 106 regulations of the NHPA at 36 C.F.R.

§ 800.5(b), and following consultation with the SHPO and the public, OEA has determined that the proposed abandonment would not affect historic properties listed in or eligible for inclusion in the National Register of Historic Places. The documentation for this finding, as specified at 36 C.F.R. § 800.11(e), consists of the railroad's historic report, all relevant correspondence, the Draft EA, the Final EA and this Supplemental Final EA, which have been provided to the SHPO and made available to the public through posting on the Board's website at <https://www.stb.gov>. Accordingly, OEA recommends that the Board remove the Section 106 historic preservation condition.

The NGS consultation condition imposed by the Board is self-executing and does not require Board action.

### **Conclusions**

For the reasons stated above, OEA recommends that the Board remove the coastal zone and Section 106 conditions imposed in its July 6, 2021 decision.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.