



Para: Todas las Personas y Agencias Interesadas

De: Administración Federal de Transporte (FTA) y la Autoridad de Transporte Metropolitano de Los Ángeles (Metro)

¿Por qué este anuncio?

Para cumplir con la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés), FTA y Metro han preparado una Declaración de Impacto Ambiental Proyecto Suplementario (DSEIS, por sus siglas en inglés) para el Proyecto de Corredor de Tránsito Conector Regional, un sistema de tren ligero subterráneo propuesto que conectará las Líneas Gold, Blue y Expo de Metro en el centro de Los Ángeles, California. FTA y Metro han preparado un DSEIS para el Proyecto de Corredor de Tránsito Conector Regional de conformidad con la implementación de procedimientos (título 23 de CFR 771.130) de la Ley Nacional de Política Ambiental (NEPA) de FTA. FTA está sirviendo como la agencia líder federal para el propósito de acreditación ambiental de NEPA. Como lo indica el Juez de la Corte de los EE. UU. Kronstadt el 29 de mayo de 2014, el DSEIS ha sido preparado solamente para proporcionar detalles sobre los métodos de construcción de túneles no seleccionados a lo largo de la parte de Flower Street del proyecto entre 4th Street y la 7th Street/Estación Central de Metro. Los métodos de tunelización discutidos son Protector Superficie Abierta y Método de Excavación Secuencial (SEM, por sus siglas en inglés).

Este anuncio sirve de aviso al público concierne a la disponibilidad del DSEIS, para describir las dos alternativas de método de tunelización evaluadas en el DSEIS, para explicar por qué no fueron seleccionados como Alternativa Preferida Localmente (LPA, por sus siglas en inglés), y para invitar a la opinión pública y comentar.

La FTA puede emitir una sola Declaración de Impacto Ambiental Suplementario Final y documento de Registro de Decisión de conformidad con Pub. L. 112-141, 126 Declaración 405, Sección 1319(b) a menos que la FTA determine criterios legales o consideraciones de factibilidad que impida la emisión del documento combinado de conformidad con la Sección 1319. En ese caso, FTA emitiría una Declaración de Impacto Ambiental Suplementaria Final seguida por un suplemento para el Registro de Decisión, según sea necesario.

¿Qué está siendo planeado?

El proyecto de tránsito de tren ligero (LRT) se encuentra totalmente dentro de la Ciudad de Los Ángeles. Esto es en general rodeado por la Autopista 101 de los EE.UU en el norte, 7th Street en el sur, Alameda Street en el este, y la Ruta Estatal 110 en el oeste. La longitud del proyecto de tren ligero propuesto sería poco menos de dos millas. Tendría tres nuevas estaciones (2nd/Hope, 2nd/Broadway, y 1st/Central). El Proyecto de Corredor de Tránsito Conector Regional proporcionaría un enlace directo que conecta varias líneas de tren ligero en operación o en construcción, incluyendo la Línea Gold de Pasadena, la Extensión del Lado Este de la Línea Gold de Metro, la Línea Blue de Metro, y la Línea Expo de Metro. El proyecto propuesto proporcionaría un enlace ferroviario a través del centro de Los Ángeles de tal manera que el servicio de LRT proporcionaría un paseo de una sede para viajar de East Los Ángeles a Santa Mónica, y de Azusa a Long Beach. Con la implementación del Proyecto, estas líneas de LRT compartirían pistas y estaciones en el centro de Los Ángeles.

La LPA permanece, como se identifica en la Declaración de Impacto Ambiental Final/Reporte de Impacto Ambiental 2012 (EIS/EIR Final) y el Registro de Decisión (ROD) certificado por FTA el 29 de junio de 2012. La LPA se construirá con construcción cortar y cubrir a lo largo de Flower Street desde el sur de 4th Street a la Estación 7th Street/Metro Center. Sería construido enteramente subterráneo hasta conectar con las líneas de grado por encima existentes, y atravesaría bajo Flower Street al norte de la parte trasera de carriles de LRT existentes ubicados al norte de la Estación 7th Street/ Metro Center subterránea existente. En 3rd Street, este comenzaría a girar al este para operar bajo la 2nd Street entre Flower Street y Central Avenue, sirviendo a las estaciones en 2nd/Hope y 2nd/Broadway. En Central Avenue, este conectaría a una nueva estación (1st/Central) ubicada entre Central Avenue y Alameda Street en Little Tokyo.

El DSEIS proporciona detalles adicionales sobre los métodos de tunelización no seleccionados a lo largo de Flower Street, específicamente Protector Superficie Abierta y tunelización de SEM. El resto de la alineación del proyecto no es cambiado, y no es considerado como parte del DSEIS.

Alternativa del Perfil de LPA EPBM/ Protector Superficie Abierta /SEM (Alternativa A): La Alternativa A sustituiría la construcción cortar y cubrir, por la tunelización al sur de la Estación 7th Street/Metro Center a través del uso de una combinación de las técnicas de construcción de la tuneladora del Protector Superficie Abierta y el método de excavación secuencial (SEM). Esta alternativa propone el uso de una máquina perforadora de balance a presión (EPBM) para perforar túneles gemelos generalmente siguiendo la alineación horizontal y vertical de la LPPA de 3rd Street al sur de 4th Street, con excavación del túnel Protector Superficie Abierta desde 4th Street a 5th Street, y construcción del túnel SEM de 5th Street a la estructura existente de la parte trasera de carriles de la Estación 7th Street/Metro Center.

Alternativa de Baja Alineación EPBM/ SEM (Alternativa B): La Alternativa B reemplazaría la construcción de corte y cubierta por la tunelización al sur de la Estación 7th Street/Metro Center a través del uso de una combinación de técnicas de construcción de EPBM y SEM. Esta alternativa propone el uso de EPBM para perforar túneles gemelos generalmente siguiendo la alineación horizontal de la LPA, pero con una alineación vertical más profunda que la de LPA. El método EPBM se utilizaría para construir un túnel justo al sur de 5th Street, con la construcción de túneles de SEM desde el sur de 5th Street a la estructura existente de la parte trasera de carriles de la Estación 7th Street/Metro Center.

¿Qué está disponible?

Metro ha iniciado un periodo de comentarios públicos de 45 días con este aviso. Durante este tiempo estamos buscando la opinión del público. El periodo de revisión comienza el 12 de junio de 2015 y termina el 27 de julio de 2015. Los comentarios públicos deben ser recibidos antes de las 5pm del 27 de julio de 2015.

El DSEIS estará disponible en el sitio web de Metro en www.metro.net/projects/connector y los documentos impresos estarán disponibles para su consulta en las siguientes ubicaciones:

Biblioteca de Transportación Metro
One Gateway Plaza, 15^{avo} piso
Los Angeles, CA 90012

Sucursal de la Biblioteca de Little Tokyo
203 S. Los Angeles Street
Los Angeles, CA 90012

Von KleinSmid Center (VKC)
University of Southern California
University Park Campus
Los Angeles, CA 90089

Biblioteca de East Los Angeles
4837 E. 3rd Street
Los Angeles, CA 90022

Biblioteca Pública de Santa Mónica
601 Santa Monica Blvd.
Santa Mónica, CA 90401

Biblioteca Central de Los Ángeles
630 W. 5th Street
Los Angeles, CA 90071

Sucursal de la Biblioteca de Chinatown
639 N. Hill Street
Los Angeles, CA 90012

Biblioteca Central de Pasadena
285 E. Walnut Street
Pasadena, CA 91101

Biblioteca de Culver City Julian Dixon
4975 Overland Avenue
Culver City, CA 90230

Biblioteca Pública de Long Beach (Biblioteca Principal)
101 Pacific Avenue
Long Beach, CA 90822

Las Audiencias Públicas se llevarán a cabo en las siguientes ubicaciones:

- Distrito Financiero, 30 de junio de 2015 de 12:00pm a 1:30pm en la Biblioteca Central de Los Ángeles, Auditorio Mark Taper, 630 W. 5th Street, Los Angeles, CA 90071
- Little Tokyo, 7 de julio de 2015 de 6:30pm a 8:00pm en el Museo Nacional Nipoamericano, 100 N. Central Ave, Los Ángeles 90012.

Los edificios destinados para las audiencias públicas son accesibles para personas con discapacidades. Cualquier individuo que requiera alojamiento especial, tal como un intérprete de lenguaje de señas, asientos accesibles o documentación en formatos alternativos, se les solicita llamar a la línea directa del proyecto al (213) 922-7277 o enviarnos un correo electrónico a regionalconnector@metro.net.

Dónde entra usted:

El DSEIS proporciona información adicional sobre los métodos de tunelización no seleccionados a lo largo de Flower Street. El DSEIS es un documento de información que informa a los tomadores de decisiones de la agencia pública y al público de los efectos ambientales de estas alternativas. Los comentarios orales formulados en las audiencias públicas serán transcritos por un reportero de la corte. Los comentarios escritos pueden ser presentados en las audiencias públicas, enviadas por correo electrónico al correo electrónico del proyecto a regionalconnector@metro.net, en enviarse a:

Sra. Dolores Roybal Saltarelli, Gerente del Proyecto, Autoridad de Transporte Metropolitano de Los Ángeles (Metro), One Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012, teléfono (213) 922-3024, correo electrónico roybald@metro.net; o Sra. Mary Nguyen, Especialista de Protección Ambiental, Oficina Metropolitana de Los Angeles, Administración Federal de Transporte, Región IX, 888 South Figueroa Street, Suite 2170, Los Angeles, CA 90017, teléfono (213) 202-3950, correo electrónico mary.nguyen@dot.gov.

Los comentarios deben ser recibidos antes de las 5pm del 27 de julio de 2015 para garantizar la incorporación en el SEIS Final. Para más información concierne a este DSEIS o para solicitar una copia de CD, por favor póngase en contacto con la Sra. Ms. Dolores Roybal Saltarelli o la Sra. Mary Nguyen identificadas anteriormente.

CNS#2757804



To: All Interested Persons and Agencies

From: Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro)

Why this ad?

To comply with the National Environmental Policy Act (NEPA), FTA and Metro have prepared a Draft Supplemental Environmental Impact Statement (DSEIS) for the Regional Connector Transit Corridor Project, a proposed underground light rail system that will connect the existing Metro Gold, Blue, and Expo Lines in downtown Los Angeles, California. FTA and Metro have prepared a DSEIS for the Regional Connector Transit Corridor Project pursuant to FTA National Environmental Policy Act (NEPA) implementation procedures (23 CFR 771.130). FTA is serving as the federal lead agency for the purpose of NEPA environmental clearance. As directed by U.S. District Court Judge Kronstadt on May 29, 2014, the DSEIS has been prepared solely to provide additional detail on tunneling methods not selected along the Flower Street portion of the Project between 4th Street and the 7th Street/Metro Center Station. The tunneling methods discussed are Open Face Shield and Sequential Excavation Method (SEM).

This ad serves as a notice to the public regarding the availability of the DSEIS, to describe the two tunneling method alternatives evaluated in the DSEIS, to explain why they were not selected as the Locally Preferred Alternative (LPA), and to invite public opinion and comment.

The FTA may issue a single Final Supplemental Environmental Impact Statement and Record of Decision document pursuant to Pub. L. 112-141, 126 Stat. 405, Section 1319(b) unless the FTA determines statutory criteria or practicability considerations preclude issuance of the combined document pursuant to Section 1319. In that case, FTA would issue a Final Supplemental Environmental Impact Statement followed by a supplement to the Record of Decision, as needed.

What is being planned?

The light rail transit (LRT) project lies entirely within the City of Los Angeles. It is generally bound by U.S. Highway 101 on the north, 7th Street on the south, Alameda Street on the east, and State Route 110 on the west. The length of the proposed light rail project would be just under two miles. It would have three new stations (2nd/Hope, 2nd/Broadway, and 1st/Central). The Regional Connector Transit Corridor Project would provide a direct link connecting several light rail lines in operation or in construction, including the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line. The proposed project would provide a rail link through downtown Los Angeles such that LRT service would provide a one-seat ride for travel from East Los Angeles to Santa Monica, and from Azusa to Long Beach. With implementation of the Project, these LRT lines would share tracks and stations in downtown Los Angeles.

The LPA remains as identified in the certified 2012 Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) and the Record of Decision (ROD) certified by FTA on June 29, 2012. The LPA will be constructed with cut and cover construction along Flower Street from south of 4th Street to the 7th Street/Metro Center Station. It would be constructed entirely underground until connecting with existing above grade lines, and would traverse under Flower Street north from existing LRT tail tracks located north of the existing underground 7th Street/Metro Center Station. At 3rd Street, it would begin to turn east to operate under 2nd Street between Flower Street and Central Avenue, serving stations at 2nd/Hope and 2nd/Broadway. At Central Avenue, it would connect to a new station (1st/Central) located between Central Avenue and Alameda Street in Little Tokyo.

The DSEIS provides additional detail on tunneling methods not selected along Flower Street, specifically Open Face Shield and SEM tunneling. The remainder of the project alignment is not changed and is not under consideration as part of the DSEIS.

EPBM/Open Face Shield/SEM LPA Profile Alternative (Alternative A): Alternative A would replace cut and cover construction, by tunneling south to the 7th Street/Metro Center Station through the use of a combination of Open Face Shield tunnel boring and sequential excavation method (SEM) construction techniques. This alternative proposes the use of an earth pressure balance boring machine (EPBM) to bore twin tunnels generally following the horizontal and vertical alignment of the LPA from 3rd Street to south of 4th Street, with Open Face Shield tunnel excavation from 4th Street to 5th Street, and SEM tunnel construction from 5th Street to the existing 7th Street/Metro Center Station tail tracks structure.

EPBM/SEM Low Alignment Alternative (Alternative B): Alternative B would replace cut and cover construction by tunneling south to the 7th Street/Metro Center Station through the use of a combination of EPBM and SEM construction techniques. This alternative proposes the use of EPBM to bore twin tunnels generally following the horizontal alignment of the LPA, but with a deeper vertical alignment than the LPA. The EPBM method would be used to tunnel to just south of 5th Street, with SEM tunnel construction from south of 5th Street to the existing 7th Street/Metro Center Station tail tracks structure.

What's available?

Metro has initiated a 45-day public comment period with this notice. During this time we are seeking public input. The review period begins June 12, 2015 and ends on July 27, 2015. Public comments must be received by 5pm on July 27, 2015.

The DSEIS will be available on Metro's website at www.metro.net/projects/connector and hardcopy documents will be available for reference at the following locations:

Metro Transportation Library
One Gateway Plaza, 15th floor
Los Angeles, CA 90012

Little Tokyo Branch Library
203 S. Los Angeles Street
Los Angeles, CA 90012

Von KleinSmid Center (VKC)
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East Los Angeles Library
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Santa Monica Public Library
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Santa Monica, CA 90401

Los Angeles Central Library
630 W. 5th Street
Los Angeles, CA 90071

Chinatown Branch Library
639 N. Hill Street
Los Angeles, CA 90012

Pasadena Central Library
285 E. Walnut Street
Pasadena, CA 91101

Culver City Julian Dixon Library
4975 Overland Avenue
Culver City, CA 90230

Long Beach Public Library (Main Library)
101 Pacific Avenue
Long Beach, CA 90822

Public Hearings will be held at the following locations:

- Financial District, June 30, 2015 from 12:00pm to 1:30pm at the Los Angeles Central Library, Mark Taper Auditorium, 630 W. 5th Street, Los Angeles, CA 90071
- Little Tokyo, July 7, 2015 from 6:30pm to 8:00pm at the Japanese American National Museum, 100 N. Central Ave, Los Angeles CA 90012.

The buildings used for public hearings are accessible to persons with disabilities. Any individual who requires special accommodation, such as a sign language interpreter, accessible seating or documentation in alternative formats, are requested to call the project hotline at (213) 922-7277 or email us at regionalconnector@metro.net.

Where you come in:

The DSEIS provides additional information on tunneling methods not selected along Flower Street. The DSEIS is a disclosure document that informs public agency decision makers and the public of the environmental effects of these alternatives. Oral comments made at the public hearings will be transcribed by

CLASSIFIEDS

To place a classified ad in the Downtown News please call 213-481-1448, or go to DowntownNews.com
Deadline for classified display and line ads are Thursday at 12pm.



All submissions are subject to federal and California fair housing laws, which make it illegal to indicate in any advertisement any preference, limitation, or discrimination because of race, color, religion, sex, sexual orientation, marital status, national origin, ancestry, familial status, source of income or physical or mental disability. We will not knowingly accept any advertising for real estate which is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis.

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To: All Interested Persons and Agencies

From: Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro)

Why this ad?

To comply with the National Environmental Policy Act (NEPA), FTA and Metro have prepared a Draft Supplemental Environmental Impact Statement (DSEIS) for the Regional Connector Transit Corridor Project, a proposed underground light rail system that will connect the existing Metro Gold, Blue, and Expo Lines in downtown Los Angeles, California. FTA and Metro have prepared a DSEIS for the Regional Connector Transit Corridor Project pursuant to FTA National Environmental Policy Act (NEPA) implementation procedures (23 CFR 771.130). FTA is serving as the federal lead agency for the purpose of NEPA environmental clearance. As directed by U.S. District Court Judge Kronstadt on May 29, 2014, the DSEIS has been prepared solely to provide additional detail on tunneling methods not selected along the Flower Street portion of the Project between 4th Street and the 7th Street/Metro Center Station. The tunneling methods discussed are Open Face Shield and Sequential Excavation Method (SEM).

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What is being planned?

The light rail transit (LRT) project lies entirely within the City of Los Angeles. It is generally bound by U.S. Highway 101 on the north, 7th Street on the south, Alameda Street on the east, and State Route 110 on the west. The length of the proposed light rail project would be just under two miles. It would have three new stations (2nd/Hope, 2nd/Broadway, and 1st/Central). The Regional Connector Transit Corridor Project would provide a direct link connecting several light rail lines in operation or in construction, including the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line. The proposed project would provide a rail link through downtown Los Angeles such that LRT service would provide a one-seat ride for travel from East Los Angeles to Santa Monica, and from Azusa to Long Beach. With implementation of the Project, these LRT lines would share tracks and stations in downtown Los Angeles.

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The DSEIS provides additional detail on tunneling methods not selected along Flower Street, specifically Open Face Shield and SEM tunneling. The remainder of the project alignment is not changed and is not under consideration as part of the DSEIS.

EPBM/Open Face Shield/SEM LPA Profile Alternative (Alternative A): Alternative A would replace cut and cover construction, by tunneling south to the 7th Street/Metro Center Station through the use of a combination of Open Face Shield tunnel boring and sequential excavation method (SEM) construction techniques. This alternative proposes the use of an earth pressure balance boring machine (EPBM) to bore twin tunnels generally following the horizontal and vertical alignment of the LPA from 3rd Street to south of 4th Street, with Open Face Shield tunnel excavation from 4th Street to 5th Street, and SEM tunnel construction from 5th Street to the existing 7th Street/Metro Center Station rail tracks structure.

EPBM/SEM Low Alignment Alternative (Alternative B): Alternative B would replace cut and cover construction, by tunneling south to the 7th Street/Metro Center Station through the use of a combination of EPBM and SEM construction techniques. This alternative proposes the use of EPBM to bore twin tunnels generally following the horizontal alignment of the LPA, but with a deeper vertical alignment than the LPA. The EPBM method would be used to tunnel to just south of 5th Street, with SEM tunnel construction from south of 5th Street to the existing 7th Street/Metro Center Station rail tracks structure.

What's available?

Metro has initiated a 45-day public comment period with this notice. During this time we are seeking public input. The review period begins June 12, 2015 and ends on July 27, 2015. Public comments must be received by 5pm on July 27, 2015.

The DSEIS will be available on Metro's website at www.metro.net/projects/connector and hardcopy

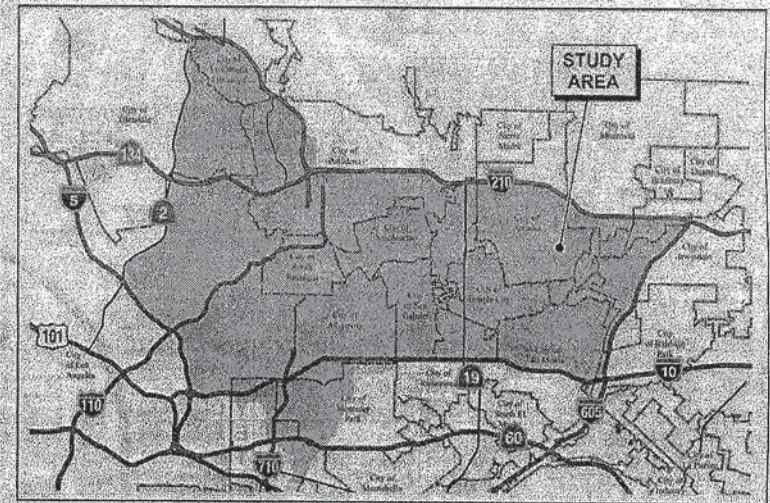


PUBLIC NOTICE



Draft Environmental Impact Report/
 Environmental Impact Statement (EIR/EIS)
 And Draft Section 4(f) De Minimis Finding
 Available for the State Route 710 North Study

Announcement of Public Hearing



WHAT'S BEING PLANNED	California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), is proposing to find solutions to long standing traffic congestion and mobility constraints on State Route 710 (SR 710) in Los Angeles County, between State Route 2 (SR 2) and Interstates 5, 10, 210, and 605 (I-5, I-10, I-210, and I-605, respectively) in east/northeast Los Angeles and the western San Gabriel Valley. The study area for the SR 710 North Study is approximately 100 square miles and generally bounded by I-210 on the north, I-605 on the east, I-10 on the south, and I-5 and SR 2 on the west. The proposed alternatives for the project include: the Bus Rapid Transit (BRT) Alternative, the Freeway Tunnel Alternative, the Light Rail Transit (LRT) Alternative, the No-Build Alternative, and the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative.								
WHY THIS AD	Caltrans has studied the effects this project may have on the environment. Our studies show it may significantly affect the quality of the environment. The report that explains why it may have a significant effect on the environment is called an Environmental Impact Report/Statement (EIR/EIS). This notice is to tell you of the preparation of the Draft Environmental Impact Report/Statement and of its availability for public review and comment and to offer the opportunity for a public hearing. A fifth public hearing has been added to give you an additional opportunity to talk about certain design features of the project with members of the study team.								
WHAT'S AVAILABLE	There are copies of the Draft EIR/EIS available at the following libraries:								
	<table border="1"> <tr> <td>Alhambra Civic Center Library: 101 S 1st St., Alhambra</td> <td>El Sereno Library: 5226 Huntington Dr., South Los Angeles</td> <td>City Terrace Library: 4025 E. City Terrace Dr., Los Angeles</td> <td>Pasadena Central Library: 285 E. Walnut St., Pasadena</td> </tr> <tr> <td>Bruggemeyer Library:</td> <td>Malabar Library:</td> <td>East LA Library</td> <td>San Rafael Library:</td> </tr> </table>	Alhambra Civic Center Library: 101 S 1st St., Alhambra	El Sereno Library: 5226 Huntington Dr., South Los Angeles	City Terrace Library: 4025 E. City Terrace Dr., Los Angeles	Pasadena Central Library: 285 E. Walnut St., Pasadena	Bruggemeyer Library:	Malabar Library:	East LA Library	San Rafael Library:
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Bruggemeyer Library:	Malabar Library:	East LA Library	San Rafael Library:						

Reg Conn.

Proof of Publication of

CNS2757801

PROOF OF PUBLICATION AFFIDAVIT (2015.5 C.C.P.)

STATE OF CALIFORNIA, County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Daily News

a newspaper of general circulation published 7 times weekly in the County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of May 26, 1983, Case Number Adjudication #C349217; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit: June 12,

all in the year 2015

I certify (or declare) under penalty of perjury that the forgoing is true and correct.

Dated at Woodland Hills,

California, this 12th day of June, 2015

Signature of Tom Carls

Signature



\$1505



Metro

To: All Interested Persons and Agencies

From: Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro)

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