MODIFIED INITIAL STUDY/ CATEGORICAL EXCLUSION

for PROPOSED MODIFICATIONS TO THE METRO RED LINE EAST SIDE EXTENSION FROM UNION STATION TO FIRST/LORENA

PUBLIC REVIEW DRAFT

REVISED APRIL 1998

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

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CHAPTER 1: INTRODUCTION/PROJECT DESCRIPTION

1-1 INTRODUCTION

In 1994, a Final Environmental Impact Report (FEIR) and a Final Environmental Impact Statement (FEIS) for the Los Angeles East Side Corridor were completed and a Findings and Statement of Overriding Considerations[1] prepared. These reports, incorporated herein by reference, documented the environmental impacts of the Locally Preferred Alternative (LPA), a 6.8 mile, seven station subway extension of the Metro Red Line to the east side of Los Angeles.

1-1.1 LOCALLY PREFERRED ALTERNATIVE (LPA)

The following is a summary of the selected LPA from the FEIR and FEIS (page S-6), and does not reflect design changes since the 1994 FEIR and FEIS.

As selected by the MTA Board of Directors in June, 1993, and consistent with the technology decision in the 1980 Final Alternatives Analysis/Environmental Impact Statement/Environmental Impact Report on Transit System Improvements in the Los Angeles Regional Core, incorporated herein by reference, the LPA for the Eastside Corridor is a heavy-rail system that would extend the Metro Rail Red Line currently in operation in downtown Los Angeles. The LPA would consist of cut-and-cover and open-cut underground stations connected by tunnel line sections that generally would be located within public streets rights-of-way. The design criteria and standards used for the LPA are consistent with the latest Metropolitan Transportation Authority/Rail Construction Corporation (MTA/RCC) Metro Red Line System Design Criteria and Standards documents. The documents discuss in detail: (1) general system criteria, (2) station criteria, (3) subsystems criteria, (4) civil/structural criteria and (5) mechanical/electrical criteria.

The LPA is a 6.8-mile below-grade alignment with seven stations extending from Los Angeles Union Station east to the intersection of Whittier Boulevard and Atlantic Boulevard. The depth of the tunnel (from top of rail to ground surface) would generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona) freeway.

The LPA alignment would begin approximately 130 feet east of the Union Station platform where the tracks would branch from the existing tunnel structure that includes the tracks leading to the Metro Yard and Shops. The tracks (one for each direction) would branch off each side of the existing tunnel structure and proceed south in separately mined tunnels beneath the U.S. 101 (Hollywood) freeway, swing apart to allow for the inbound tunnel to pass under the current Metro Rail yard lead tracks, pass under private property and come together at the Little Tokyo station under street right-of-way at the intersection of Santa Fe Avenue and Third Street. The large

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[1] *Final Environmental Impact Report Los Angeles East Side Corridor*, Los Angeles County Metropolitan Transportation Authority, June 1994
Final Environmental Impact Statement Los Angeles East Side Extension, U.S. Department of Transportation Federal Transit Administration and Los Angeles County Metropolitan Transportation Authority, September 1994
Los Angeles East Side Corridor Findings and Statement of Overriding Considerations, Los Angeles County Metropolitan Transportation Authority, June 1994

separation between tunnels precludes cross passages between the two tunnels. For this segment, therefore, two emergency exits to the surface would need to be provided for each tunnel to meet Fire/Life Safety requirements.

After leaving the Little Tokyo station, the alignment would proceed in twin mined tunnels through a long eastward curve, passing beneath the Metro Yard and Shops and crossing under the Los Angeles River just north of the Fourth Street Bridge. The alignment would leave the curve in a northeasterly direction, passing under private property and the U.S. 101 (Hollywood) freeway before reaching a station located near the intersection of First Street and Boyle Avenue (First/Boyle station). A 375-foot crossover would be located at the southwestern end of this station.

From the First/Boyle station, the alignment would proceed in a northeasterly direction, passing below private property and the I-5 (Golden State) freeway. It would then run under private property parallel to and approximately midway between Brooklyn Avenue and New Jersey Street before entering an off-street station southeast of the intersection of Brooklyn Avenue and Soto Street (Brooklyn/Soto station).

From the Brooklyn/Soto station, the alignment would make an S-curve bringing it further south under First Street, still parallel to Brooklyn Avenue. In order to avoid going under Evergreen Cemetery property and to avoid changing the location and orientation of the Brooklyn/Soto station, 750 and 1,000-foot curves are required in this section. Once under First Street, the alignment would pass through a station under the street right-of-way at the intersection of First Street and Lorena Avenue (First/Lorena station). A 375-foot crossover would be located at the western end of this station. From the First/Lorena station, the alignment would make a southerly turn east of Indiana Street, bending back to run under Indiana Street immediately south of State Route 60 (Pomona) freeway. This curve goes past Indiana Street, since the First/Lorena station is too close to Indiana Street and the short curve that would be required to connect directly onto Indiana Street would jeopardize the speed of the train. The alignment would then continue south under Indiana Street until approximately Princeton Street, where it would make an easterly curve to run east beneath Whittier Boulevard. After completing this curve, the alignment would pass through a station under the street right-of-way at the intersection of Whittier and Rowan Avenues (Whittier/Rowan station). A 375-foot crossover is proposed for the western end of the Whittier/Rowan station.

From the Whittier/Rowan station, the LPA would continue east under Whittier Boulevard past but not under the New Calvary Cemetery. The alignment would deviate from Whittier Boulevard as the boulevard turns to head southeast immediately west of the I-710 (Long Beach) freeway. The alignment would continue east past the freeway before making a slight curve to come parallel to Whittier Boulevard. The alignment would continue in a southeasterly direction under private property and through an off-street station near the intersection of Whittier and Arizona boulevards (Whittier/Arizona station) before swinging south via an S-curve to continue heading southeast under Whittier Boulevard. The alignment would pass through a station under the street right-of-way at the intersection of Whittier Boulevard and Atlantic Avenue (Whittier/Atlantic station) and would end with a 750-foot tail track section. A 375-foot crossover is proposed for the western end of the Whittier/Atlantic station.

Figure 1 shows the LPA as it appeared in that document.

1-1.2 INITIAL OPERABLE SEGMENT 2

Since completion of the FEIR, FEIS, and A/MIS/EA, the MTA has continued with final engineering and value engineering studies for IOS 2. As part of those efforts, some changes to the preliminary engineering drawings, construction methodology assumptions, and station designs, upon which the FEIR and FEIS were based, were developed. These changes were evaluated in an Addendum/Modified Initial Study/Environmental Assessment (A/MIS/EA) which the MTA adopted in July 1997. Since then, additional changes to the tunnel contract packaging and construction methodology assumptions have been developed. These changes would provide benefits such as improved ground control, building protection, and an expedited construction schedule.

1-1.3 PROJECT OBJECTIVES—PURPOSE AND NEED

The purpose of this document is to assess the degree to which the proposed project changes described in this document (Section 1-3) affect the previously disclosed environmental impacts and, based on this assessment, identify the appropriate environmental document under California and federal law for addressing these changes[2]. The need and objectives for the project changes are to:

- improve ground control and building protection;
- describe and assess environmental impacts resulting from mitigation (grouting);
- cost savings; and
- expedited construction schedule.

Based upon the evidence contained in the FEIR, FEIS, first A/MIS/EA, and this document, the MTA Board will decide to prepare either an addendum, a supplemental EIR, or a subsequent EIR under California law. Similarly, under federal law, the Federal Transit Administration (FTA) will decide; whether the proposed project changes qualify for a Categorical Exclusion; to prepare a Finding of No Significant Impact, or a Supplemental EIS. This document only addresses the first four stations of the East Side Extension (Union Station, Little Tokyo/Arts District[3], First/Boyle, Chavez/Soto[3], and First/Lorena) and the line segments connecting those stations. The remainder of the line, from First/Lorena to Whittier/Atlantic, is assumed to be as described in the 1994 FEIS and FEIR.

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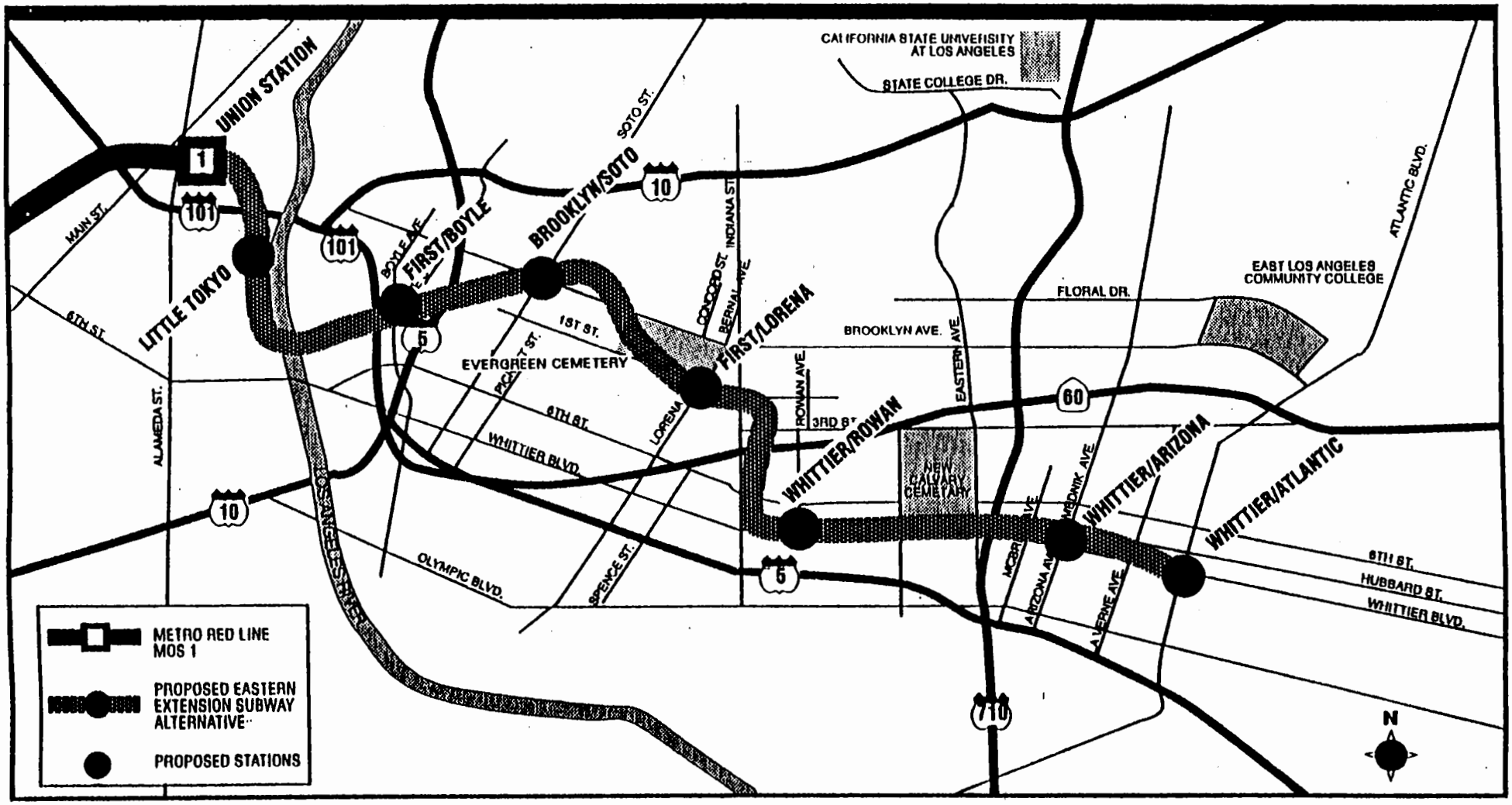
[2] Under California law Public Resources Code 21166 (CEQA Guidelines 15162, 15163, and 15164).

[3] The Little Tokyo station in the FEIS is now referred to as the Little Tokyo/Arts District station. The Brooklyn/Soto station in the FEIS is now the Chavez/Soto station due to the street name change from Brooklyn Avenue to Cesar E. Chavez Avenue.



METROPOLITAN TRANSPORTATION AUTHORITY

METRO EASTERN EXTENSION

Los Angeles Eastside Corridor Locally Preferred Alternative

SCALE: 1 INCH = .92 MILE

DATE: June 1993

Note: With the exception of labeling Evergreen Cemetery, this figure is that which appeared in the Final Environmental Impact Statement, 1994.

A1-006/3 94

FIGURE 1

1-2 DESCRIPTION OF CHANGES TO PROJECT DESIGN

Changes to the project design are not contemplated in this A/MIS/EA.

1-3 DESCRIPTION OF CHANGES TO CONSTRUCTION

During detailed design following certification of the FEIR, FEIS, and first A/MIS/EA, proposed construction methods have been the subject of review. Review has focused on two areas: use of grouting for residential structures, and tunnel contract packaging. These are discussed below.

1-3.1 GROUTING

In accordance with the recommendations of Table S-8.2 for Geotechnical/Subsurface/Seismicity Mitigation Measures of the FEIS (page S-71), and as mitigation for subsidence related issues (FEIS, page 4-9.13) the MTA has evaluated residential structures located within the influence zone of the East Side tunnels and identified those structures where tunneling may cause unacceptable settlement (Degenkolb, May 1997). To protect these structures, the MTA plans to treat the ground above the tunnels by compaction grouting. The impacts of compaction grouting of residential structures has not been previously assessed. The MTA would amend its existing surface and subsurface easements to accommodate grouting activities.

The compaction grouting process requires the injection of sand/cement grout into the ground above the tunnel whenever there is unacceptable ground movement anticipated. Such movement typically occurs in the immediate vicinity of the tunnel boring machine (TBM). The amount of movement depends upon the soil conditions, depth of tunnel, and the performance of the tunneling machine.

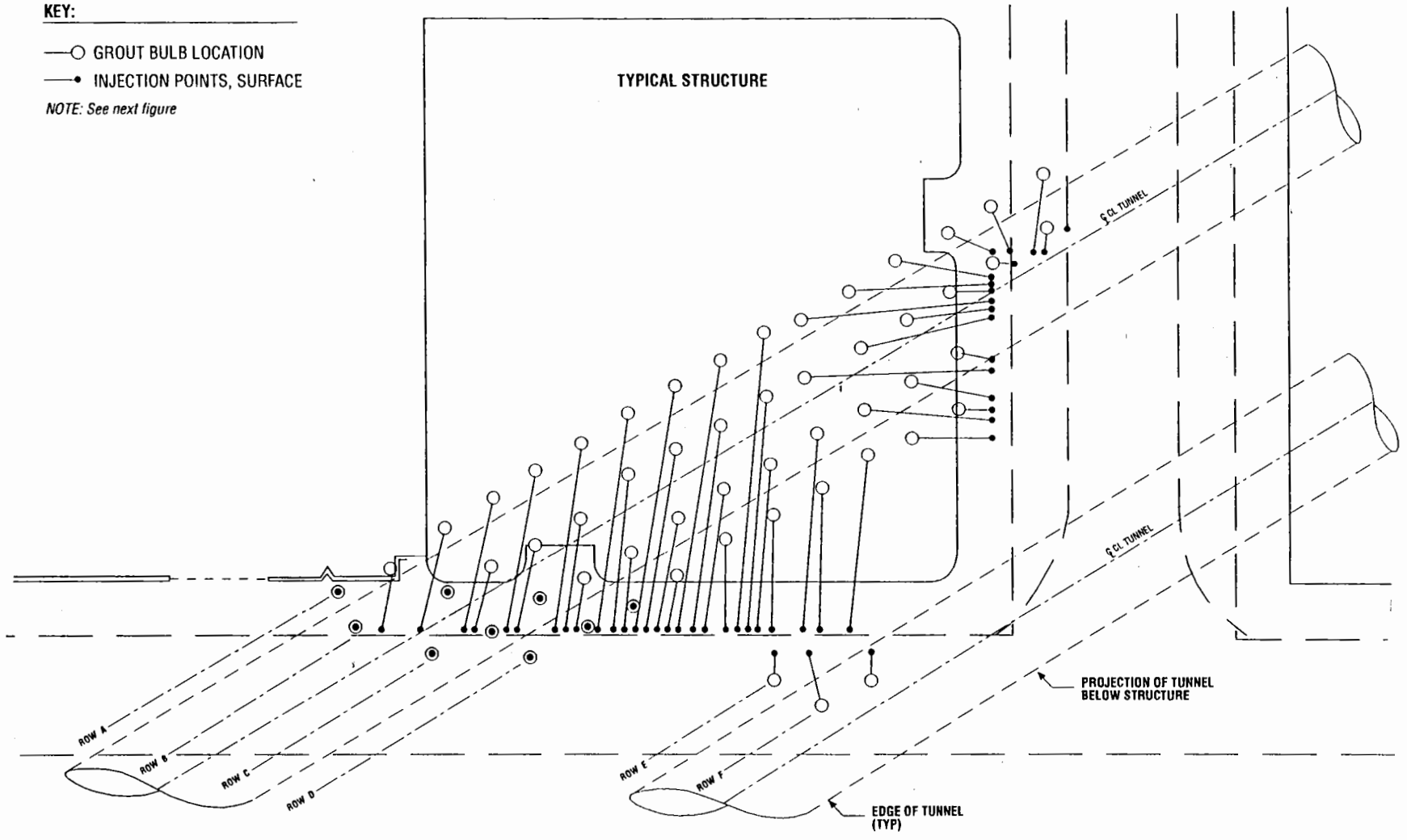
Grout pipes would be installed from the ground surface to form a grid so that grout may be injected throughout the arch of ground above the tunnel crown (see Figures 2 and 3). Pipe installation would be completed in advance of the tunnel so that the grouting equipment can be in place and ready to operate should the need arise. Following the passage of the tunneling machine, the equipment would be removed and the surface restored to its pre-construction condition.

1-3.2 CONTRACT PACKAGING

The East Side Extension tunnels would be constructed under one contract: Union Station to Little Tokyo/Arts District to First/Lorena.

Utilities would be relocated by the tunnel contractor at the Little Tokyo/Arts District, First/Boyle, and Chavez/Soto station sites. The tunnel contractor would install excavation support facilities and excavate these stations, as well as an access shaft at the Chavez/Soto Station. Three TBMs would then be used to perform the tunneling work. Using the Little Tokyo/Arts District excavated box as a launch site, tunneling would start at Little Tokyo eastward using two EPB or slurry machines (contractors option) mucking from Little Tokyo for the drives to First/Boyle. The TBMs would skid through the First/Boyle and continue tunneling and mucking on to the

Typical Compaction Grouting Scheme
Aerial View



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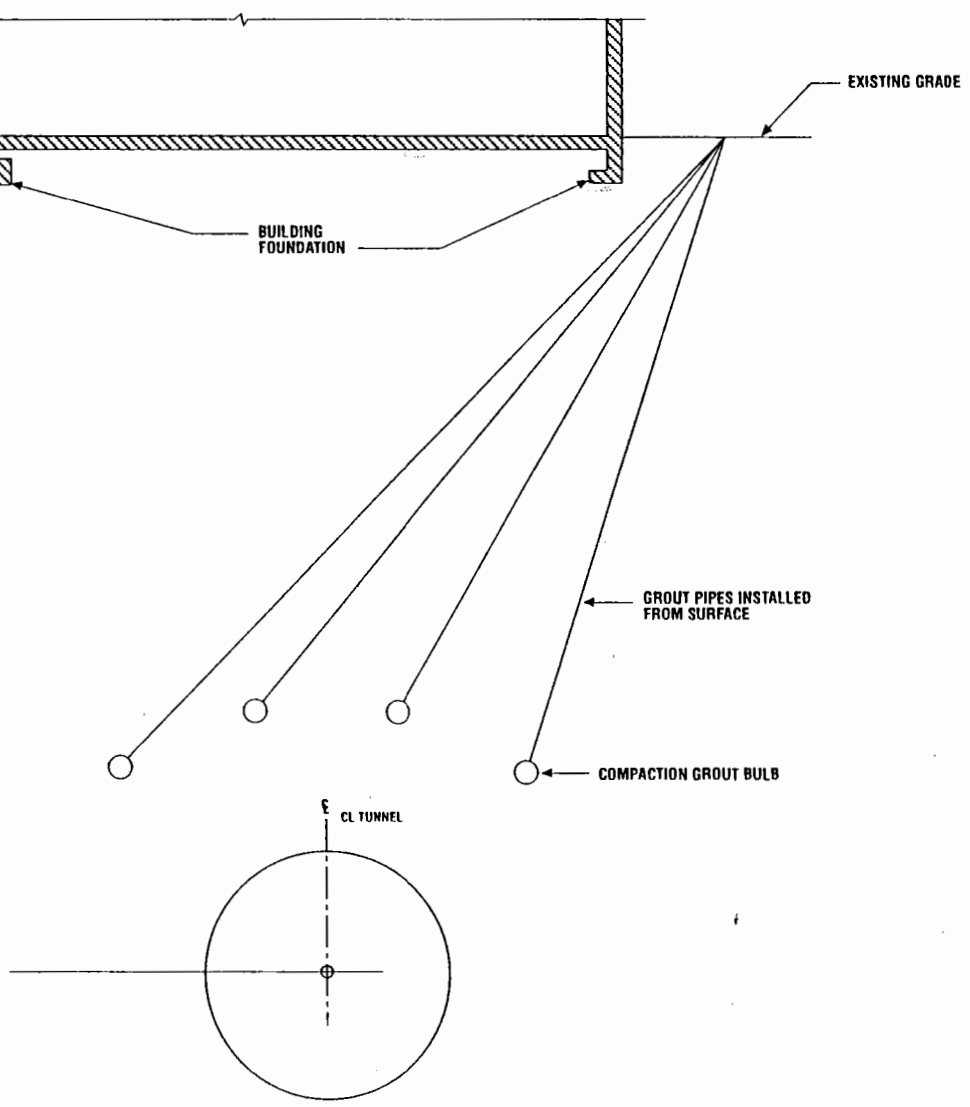
Typical Compaction Grouting Scheme
Section View



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Chavez/Soto station site which would have been excavated by the tunnel contractor, as described above. The First/Boyle station may be used for mucking (contractor option). The First/Boyle site area would also be used to do tunnel concreting (invert and walkways) between the First/Boyle and Little Tokyo/Arts District stations.

Upon completion of the drives to Chavez/Soto, the mucking operation would be transferred from the Little Tokyo/Arts District site (or First/Boyle if selected by the contractor) to the Chavez/Soto site. The two TBMs (EPB or slurry-type) would be skidded through the Chavez/Soto station box and would continue tunneling on to First/Lorena. At the completion of each tunnel, the TBMs would be removed through a shaft at the western end of the First/Lorena Station excavation.

After the eastward tunnels have been launched from Little Tokyo/Arts District station, one slurry-type TBM would start tunneling west towards Union Station. The TBM would be removed at Union Station and returned to the Little Tokyo/Arts District site for reassembly and the second tunnel drive to Union Station. The slurry will be removed and processed (separate slurry from soil, and recycle) at the Little Tokyo/Arts District site. Upon completion of the second drive to Union Station, the portions of the TBM to be removed would be brought out at either Little Tokyo or Union Station.

1-3.2.1 Effect on Duration of Construction

The FEIS and FEIR assumed a 3 to 5 year construction schedule (page 4-18.1), with station locations disturbed and numerous street closures for approximately 4 years. While 80 to 100 feet per day advance was assumed for open face tunneling methods, construction schedulers used 60 feet per day in the construction schedule. Use of positive face control tunneling machines will likely result in slower tunneling drives and tunneling is now expected to progress, depending on construction specific factors at rates from 30 to 40 feet per day to 80 to 100 feet per day.

With the slower progress rate, the construction period is lengthened (25-50% longer), but because of the conservative schedule previously used, not considerably so. Instead of tunneling being completed in about 22 to 30 months, tunneling would take 33 to 40 months. The lengthened schedule would result in fewer truck trips per day, but not the total number of trips. Should the faster tunneling rate be achieved, the impacts would approach those anticipated in the FEIS and FEIR. The estimated duration of construction disturbance at each site related to tunneling is listed in Table 1 for the slower tunnel progress rates detailed in the previous section. Station construction duration would not change from that described in the FEIR and FEIS.

1-3.2.2 Effect on Surrounding Land Uses

Under the revised tunnel contract packaging proposed in this document, excavated material from the tunnel drives between the Little Tokyo/Arts District and First/Lorena stations would be removed from the Little Tokyo/Arts District, First/Boyle, and Chavez/Soto station sites, as proposed in the 1994 FEIR and FEIS. The 1994 FEIR and FEIS assessed the impacts of combined station and tunnel excavation at each station location (page 4-18.17 and 4-18.37). Effects on surrounding land uses would be the same as described in the 1994 FEIR and FEIS, and the 1997 A/MIS/EA. The primary effects would include noise and disturbance from mucking

out, and associated truck traffic. Potential land use impacts resulting from compaction grouting at selected residential properties would principally comprise temporary noise and disturbance during construction.

1-3.2.3 Subsurface/Construction Easements

Existing surface and subsurface easements but will be revised to include grouting for all properties the tunnels pass under (see Appendix A for plans). Subsurface easements and construction easements were discussed in Section 4-3 Land Acquisition/Displacement (page 4-3.1) of the FEIR and FEIS. Similarly, temporary construction easements will be sought for grouting locations, and other temporary construction sites; for installation of testing and monitoring equipment; and for access rights to some properties immediately adjacent to grouting locations.

Table 1: DURATION OF CONSTRUCTION

Site	Estimated Duration[1]
Little Tokyo/Arts District	Station Construction: 60 months Line Section (Union Station to First/Boyle): 36 months
First/Boyle	Demolition: 10 months Station Construction: 42 months Line Section (First/Boyle to Chavez/Soto): 30 months
Chavez/Soto	Demolition: 7 months Station Box excavation: 12 months Station Construction: 52 months Line Section (Chavez/Soto to First/Lorena): 22 months
First/Lorena	Demolition: 12 months Station Construction: 28 months

Notes:
[1] Subject to change.

1-3.3 CONSTRUCTION FEASIBILITY

Section 1-3.2 of the first A/MIS/EA described modifications of station plans and construction design to ensure that contractor laydown areas are sufficient, that truck traffic can be routed to avoid sensitive areas and provide good site circulation, and other details. No other significant changes to construction feasibility are proposed.

1-4 SUMMARY OF ACQUISITIONS

Property acquisitions associated with the project are identified in the FEIR, FEIS, and first A/MIS/EA. No new property acquisitions are proposed; only revisions to existing easements (surface and subsurface) to allow for grouting under sensitive structures.

CHAPTER 2: MODIFIED INITIAL STUDY CHECKLIST

2-1 PROJECT DESCRIPTION

This checklist addresses the Proposed Modifications to the Metro Red Line East Side Extension From Union Station to First/Lorena Station. The Project proponent and lead agency is the Metropolitan Transportation Authority (MTA), 1 Gateway Plaza, Los Angeles, CA 90012. The project contact person is Mr. Harley Martin, MTA Environmental Compliance (213) 922-7305.

The modifications proposed have been described in detail in the preceding chapter. The Metro Red Line East Side Extension traverses an urban area of the City of Los Angeles, with land uses varying from industrial, near the Little Tokyo/Arts District station, to single and multifamily residential east of US 101. These land uses, and other setting information, as it might be affected by various Project components, is described in Chapter 3, the Discussion of Environmental Impacts and Mitigation Measures. For significant impacts identified from the proposed changes, the MTA will either implement appropriate mitigation measures adopted with the 1994 FEIR and FEIS, and 1997 first A/MIS/EA, or new mitigation measures as discussed in Chapter 3.

2-2 MODIFIED INITIAL STUDY CHECKLIST

The following Modified Initial Study (MIS) Checklist is based on the California Environmental Quality Act (CEQA) Initial Study Checklist. It is modified to evaluate the proposed project changes for which environmental impact reports/statements have previously been completed to assist in the determination of the need for supplemental environmental documents, in this case, a Supplemental EIS/EIR or an Addendum under Public Resources Code 21166 and Guideline Sections 15162, 15163, and 15164. For purposes of this study, references to "the proposal" in the left hand column questions refer to the proposed project changes.

The first three columns to the right of the MIS questions identify whether the proposed project changes would result in new impacts and if so whether these impacts would be less than significant or significant.

The fourth column determines whether or not new significant impacts caused by the project changes would be significant after mitigation. If a new significant impact is not created NA (not applicable) is filled in this column.

The next column asks whether or not the impacts associated with project changes, if any, were sufficiently disclosed in the previous environmental documents.

Finally, the last column indicates whether or not a Supplemental EIS/EIR is needed. A Supplemental EIS/EIR would be needed if there were new significant unmitigated or substantially more severe impacts which would result from the project changes and which were not sufficiently disclosed in the previous environmental documents.

Discussion in support of the conclusions indicated on the checklist is provided in Chapter 3.

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
1. **LAND USE AND PLANNING.** Would the proposal:						
a) Conflict with general plan designation or zoning?	X			NA	NA	NO
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	X			NA	NA	NO
c) Be incompatible with existing land use in the vicinity?	X			NA	NA	NO
d) Affect agricultural resources or operations?	X			NA	NA	NO
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?		X		NA	YES	NO
2. **POPULATION AND HOUSING.** Would the proposal:						
a) Cumulatively exceed official regional or local population projections?	X			NA	NA	NO
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	X			NA	NA	NO
c) Displace existing housing, especially affordable housing?	X			NA	NA	NO
3. **GEOLOGICAL PROBLEMS.** Would the proposal result in or expose people to potential impacts involving:						
a) Fault rupture?	X			NA	NA	NO
b) Seismic ground shaking?	X			NA	NA	NO
c) Seismic ground failure, including liquefaction?	X			NA	NA	NO
d) Seiche, tsunami, or volcanic hazard?	X			NA	NA	NO
e) Landslides or mudflows?	X			NA	NA	NO
f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?		X			YES	NO

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
g) Subsidence of the land?		X			YES	NO
h) Expansive soils?	X			NA	NA	NO
i) Unique geologic or physical feature?	X			NA	NA	NO
4. **WATER**. Would the proposal result in:						
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	X			NA	NA	NO
b) Exposure of people or property to water related hazards such as flooding?	X			NA	NA	NO
c) Discharge into surface water or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	X			NA	NA	NO
d) Changes in the amount of surface water in any water body?	X			NA	NA	NO
e) Changes in currents, or the course or direction of water movements?	X			NA	NA	NO
f) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	X			NA	NA	NO
g) Altered direction or rate of flow of groundwater?	X			NA	NA	NO
h) Impacts to groundwater quality?	X			NA	NA	NO
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	X			NA	NA	NO
5. **AIR QUALITY**. Would the proposal:						
a) Violate any air quality standard or contribute to an existing or projected air quality violation?	X			NA	NA	NO
b) Expose sensitive receptors to Pollutants?		X		NO	YES	NO
c) Alter air movement, moisture, or temperature, or cause any changes in climate?	X			NA	NA	NO

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
d) Create objectionable odors?	X			NA	NA	NO
6. **TRANSPORTATION/ CIRCULATION.** Would the proposal result in:						
a) Increased vehicle trips or traffic congestion?		X		NO	YES	NO
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			NA	NA	NO
c) Inadequate emergency access or access to nearby uses?	X			NA	NA	NO
d) Insufficient parking capacity on-site or off-site?	X			NA	NA	NO
e) Hazards or barriers for pedestrians or bicyclists?	X			NA	NA	NO
f) Conflicts with adopted policies supporting transportation (e.g., bus turnouts, bicycle racks)?	X			NA	NA	NO
g) Rail, waterborne or air traffic impacts?	X			NA	NA	NO
7. **BIOLOGICAL RESOURCES.** Would the proposal result in impacts to:						
a) Endangered, threatened or rare species or their habitats including but not limited to plants, fish, insects, animals, and birds)?	X			NA	NA	NO
b) Locally designated species (e.g., heritage trees)?	X			NA	NA	NO
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	X			NA	NA	NO
d) Wetland habitat (e.g., marsh, riparian and vernal pool)?	X			NA	NA	NO
e) Wildlife dispersal or migration corridors?	X			NA	NA	NO
8. **ENERGY AND MINERAL RESOURCES.** Would the proposal:						
a) Conflict with adopted energy conservation plans?	X			NA	NA	NO
b) Use non-renewable resources in a wasteful and inefficient manner?	X			NA	NA	NO

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	X			NA	NA	NO
9. **HAZARDS**. Would the proposal involve:						
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	X			NA	NA	NO
b) Possible interference with an emergency response plan or emergency evacuation plan?	X			NA	NA	NO
c) The creation of any health hazard or potential health hazard?	X			NA	NA	NO
d) Exposure of people to existing sources of potential health hazards?	X			NA	NA	NO
e) Increased fire hazard in areas with flammable brush, grass, or trees?	X			NA	NA	NO
10. **NOISE**. Would the proposal result in:						
a) Increases in existing noise levels?		X		NO	YES	NO
b) Exposure of people to severe noise levels?	X			NA	NA	NO
c) Increases in existing vibration levels?	X			NA	NA	NO
11. **PUBLIC SERVICES**. Would the proposal have an effect upon, result in a need for new or altered government services in any of the following areas:						
a) Fire protection?	X			NA	NA	NO
b) Police protection?	X			NA	NA	NO
c) Schools?	X			NA	NA	NO
d) Maintenance of public facilities, including roads?	X			NA	NA	NO
e) Other governmental services?	X			NA	NA	NO
12. **UTILITIES AND SERVICE SYSTEMS**. Would the proposal result in a need for new systems or supplies, or substantial						

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
alterations to the following utilities:						
a) Power or natural gas?	X			NA	NA	NO
b) Communication systems?	X			NA	NA	NO
c) Local or regional water treatment or distribution facilities?	X			NA	NA	NO
d) Sewer or septic tanks?	X			NA	NA	NO
e) Storm water drainage?	X			NA	NA	NO
f) Solid waste disposal?	X			NA	NA	NO
g) Local or regional water supplies?	X			NA	NA	NO
13. **AESTHETICS.** Would the proposal:						
a) Affect a scenic vista or scenic highway?	X			NA	NA	NO
b) Have a demonstrable negative aesthetic effect?		X		NO	YES	NO
c) Create light or glare?		X		NO	YES	NO
14. **CULTURAL RESOURCES.** Would the proposal:						
a) Disturb paleontological resources?		X		NO	YES	NO
b) Disturb archaeological resources?		X		NO	YES	NO
c) Affect historical resources?	X			NA	NA	NO
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	X			NA	NA	NO
e) Restrict existing religious or sacred uses within the potential impact area?	X			NA	NA	NO
15. **RECREATION.** Would the proposal:						
a) Increase the demand for neighborhood or regional parks or other recreational facilities?	X			NA	NA	NO
b) Affect existing recreational opportunities?	X			NA	NA	NO

16. **MANDATORY FINDINGS OF SIGNIFICANCE.**

Responses to the following questions are discussed in Chapter 3.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to

MODIFIED INITIAL STUDY CHECKLIST

	New Impacts of Project Changes			Significant After Mitigation?	Previous FEIR and FEIS, and First A/MIS/EA	
	None	Less Than Significant	Significant		Impacts Disclosed?	Supplemental EIR/EIS Required?
eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively Considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?						
17. **EARLIER ANALYSES.** Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets: a) Earlier analyses used. Identify earlier analyses and state where they are available for review. b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated", describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. Responses to this section are discussed in Chapter 3.						

2-3 ADDITIONAL FEDERAL REQUIREMENTS CHECKLIST

ADDITIONAL FEDERAL REQUIREMENTS		
Regulatory Issue	**Yes**	**No**
Section 106 of the National Historic Preservation Act of 1966: Do the project modifications require changes to the prior Area of Potential Effects (APE), Eligibility Determinations, Effects Determinations, or Memorandum of Agreement?		X
Section 4(f) of the Department of Transportation Act of 1966: Do the project modifications require changes to the 4(f) report, require consultation with the U.S. Department of the Interior, or determinations previously made by the FTA?		X
Air Quality Conformity Regulations (40 CFR 51): Do the project modifications change the previous conformity findings?		X
Coordination with U.S. Army Corps of Engineers: Do the project changes affect previous consultation with the Corps? Is new consultation with the Corps required?		X
Americans With Disabilities Act Requirements: Do project modifications conform with ADA requirements?	X	

CHAPTER 3: DISCUSSION OF ENVIRONMENTAL IMPACTS

This chapter provides a discussion of the environmental impacts of the proposed project changes as described in Chapter 1. The numbering refers to the checklist questions and responses presented in Chapter 2. A summary of the significant impacts and additional mitigation measures (beyond those already adopted for the project) appears in the response to Question 17c.

Land Use and Planning

1a. The potential effects of the project on land use, planning and zoning are described in the 1994 FEIS (page 4-1.20), and are not considered to be adverse. The proposed changes to the project are not expected to affect general plan designations or zoning.

1b. The proposed changes are not expected to affect adopted environmental plans or policies.

1c. During construction, noise and equipment associated with grouting activities could temporarily disturb some residential land uses. These effects, however, would be short-term and temporary (about 1-3 days at a given property), and would not be incompatible with existing land uses. Overall, the general construction effects of the project on surrounding properties would be essentially the same as those discussed in the FEIS and FEIR, and first A/MIS/EA. No new significant adverse impacts, after mitigation, have been identified on adjoining land uses beyond those identified in the 1994 FEIS (page 4-1.20). See also response to checklist item no. 10 (Noise).

1d. There are no agricultural resources or operations in the project area.

1e. During construction, grouting activities would involve the use of trucks, pumps, drills, and other equipment at some residential properties. These activities could temporarily (about 1-3 days at a given property) disturb nearby residences, but would not disrupt or divide the physical arrangement of an established community. With mitigation measures in place, the impacts of proposed changes on community disruption and division are not considered significant or substantially different from those identified in the 1994 FEIS (page 4-4.14), and first A/MIS/EA.

Population and Housing

2a-c. Potential project effects on population and housing are discussed in the FEIS, FEIR, and first A/MIS/EA. No new adverse impacts have been identified.

Geological Problems

Section 4-9 of the FEIS and FEIR discusses the geological issues of the project. No

significant impacts, after mitigation, to land forms, subsidence, seismic ground shaking, excavations, and materials handling were expected to occur. With mitigation, subsurface gas impacts were found to be potentially significant (Findings, page 129 & 138).

3a. Potential impacts from fault rupture would be similar to those estimated for the original project, as described in the FEIS and FEIR (page 4-9.30), and first A/MIS/EA. The seismic design criteria were updated since the FEIS and FEIR. Since July 1997, the structural design has incorporated the new seismic design criteria for the East Side Extension, which includes bolted steel tunnel liners at the specified fault deformations. No new adverse impacts have been identified.

3b. Potential impacts from seismic ground-shaking would be similar to those estimated for the original project, as described in the FEIS and FEIR (page 4-9.30), and first A/MIS/EA. No new adverse impacts have been identified.

3c. The use of grouting for the project would not remove from, nor add to, the extent of tunnel subject to liquefaction (FEIS and FEIR page 4-9.31). No new adverse impacts have been identified.

3d. Potential impacts from a seiche, tsunami, or volcanic hazard would be similar to those estimated for the original project, as described in the FEIS and FEIR (page 4-9.30), and first A/MIS/EA. No new adverse impacts have been identified.

3e. Potential impacts from seismically-induced landslides and other slope failures would be similar to those estimated for the original project, as described in the FEIS and FEIR (page 4-9.31), and first A/MIS/EA. No new adverse impacts have been identified.

3f. No revisions to tunneling, depths of stations, or the sizes of construction sites are contemplated by the project. Installation of grout injection pipes would require minor excavation and drilling of grout holes, which could incrementally increase the amount of excavated soil potentially subject to erosion. The quantity of excavated soil associated with these activities would be insignificant (about 18 inches deep by 36 inches wide). Moreover, the grout injection pipe trenches would be backfilled upon completion of use, thereby reducing the potential for project-related soil erosion or changes in topography to a level of insignificance.

Grouting would be used to prevent significantly adverse levels of settlement associated with project tunneling. As described in Section 2.0, monitoring and follow up activities would be implemented by the MTA to ensure that surface topography is not significantly affected by project activities. Overall, the proposed changes in the project would have an insignificant effect on potential impacts involving erosion, changes in topography, or soil stability (FEIR and FEIS pages 4-9.12 and 4-10.3).

3g. As discussed above, the purpose of the proposed compaction grouting is to prevent significantly adverse levels of subsidence associated with project tunneling. Other special mitigation measures such as protecting structures with tie-backs would be implemented at station boxes and/or access shafts as needed prior to the start of tunneling. Thus,

potential impacts from ground subsidence, and appropriate mitigation measures, would be similar or more beneficial to those estimated for the original project (FEIS page 4-9.13 and FEIR page 4-9.12 & 13) and as modified by the first A/MIS/EA..

3h. Soils along the project alignment are described in Section 4-9.1.2 of the FEIS. The proposed project changes would have no effect on potential impacts from expansive soils.

3i. The proposed project changes would not affect known unique geologic or physical features along the project corridor.

Water

4a. The rates and amounts of surface runoff would be similar to those forecasted for the original project (FEIR and FEIS page 4-10.3). No new adverse impacts have been identified.

4b. Potential flooding-related impacts of the project are identified in FEIS and FEIR Section 4-10.2, and the first A/MIS/EA. The first A/MIS/EA also includes mitigation measures for these potential impacts. No new adverse impacts have been identified.

4c. Potential storm runoff impacts would be similar to those estimated for the original project, as described in the FEIS and FEIR (page 4-10.3), and first A/MIS/EA. Erosion of soil associated with the drilling of grout holes could incrementally affect the water quality of storm runoff; however, potential impacts would be mitigated by covering the grout injection pipe trenches with steel plates, and backfilling the trenches upon completion of use. No new adverse impacts on storm runoff have been identified.

4d. The potential to change the amount of surface water in the river would be similar to the original project (FEIR and FEIS page 4-10.3). No new adverse impacts have been identified.

4e. The project would not result in changes to currents, or the course or direction of water movements. Such water features are not located on or adjacent to the project alignment.

4f. Adjustments proposed in the project would not involve the interception of a known aquifer, nor affect the capability for groundwater recharge (FEIR and FEIS Section 4-10.3). No new adverse impacts have been identified.

4g. The potential for intrusion into groundwater, and the mitigation proposed, is similar to that described in the FEIS (page 4-10.12) and FEIR (page 4-10.11). No new adverse impacts have been identified.

4h. With the implementation of water quality permit and monitoring requirements identified in the FEIS (page 4-10.11), FEIR (page 4-10.10), and first A/MIS/EA, the effects of the project on groundwater quality would be insignificant. No new adverse impacts have been identified.

4i. Water encountered along the project corridor generally is not used and would not be suitable for public consumption (FEIS page 4-10.11 and FEIR page 4-10.9). Changes proposed in the project would not reduce water used for consumption. No significant impacts are expected on available local water supplies because of these project changes.

Air Quality

5a. The FEIS (page 4-6.16) and FEIR (page 4-6.14) for the original project indicated that vehicular activity generated in the vicinity of the proposed transit stations would not cause a violation of ambient air quality standards. The proposed project changes would extend the duration of muck hauling activities at the Little Tokyo/Arts District station site, but would not affect vehicular trip generation nor traffic flow. If the contractor elects to muck from the First/Boyle station, those vehicular trips would be transferred to that station, and reduce the trips at the Little Tokyo/Arts District station. The net amount of vehicular trips would remain the same. Thus, there would be no significant air quality impacts associated with the project changes.

5b. The air quality construction assessment prepared for the FEIS and FEIR (Section 4-18.3) acknowledged that there would be a number of construction phases that would create pollutant emissions which would exceed the impact thresholds established by the South Coast Air Quality Management District (SCAQMD). The pollutants that would exceed these thresholds included particulates, nitrogen oxides, and carbon monoxide. These anticipated exceedances of the SCAQMD thresholds were indicative that local sensitive receptors, particularly a nearby public school (LAUSD Second Street Elementary School) and White Memorial Hospital, would be adversely affected, and as a result, a series of mitigation measures were identified that addressed construction equipment operations and construction practices. Measures to reduce particulate emissions were predicated on the MTA obtaining the required Rule 403 permit and fully complying with the process identified in the Rule 403 Implementation Handbook. Since Rule 403 is the only regulatory process that specifically addresses construction-generated particulate emissions at that time, the FEIS and FEIR concluded that satisfying the requirements of the rule would as a matter of policy reduce particulate-related impacts to a less than significant level (Findings, page 182).

Since that time, the SCAQMD adopted Rule 1186 on 14 February 1997; the purpose of Rule 1186 is to reduce particulate matter entrained in the air from vehicular travel on paved and unpaved roads (and at livestock operations). The MTA has sent notices to the existing contractors regarding implementation and enforcement of Rule 1186. The MTA is currently revising the baseline contract specifications for incorporation of Rule 1186 for future contracts, including those for the East Side Extension.

The proposed project revisions would not affect air quality impacts from excavation of the four station boxes as described in the first A/MIS/EA. Under the revised tunnel contract packaging proposed in this document, excavated material from the tunnel drives between the Little Tokyo/Arts District and First/Lorena stations would, or could be removed from the Little Tokyo/Arts District, First/Boyle, and Chavez/Soto station sites, depending on contractor's options. Emissions from handling excavated material therefore would occur at

the First/Boyle station and its surrounding land uses, including the Second Street School, as was anticipated in the FEIS and FEIR, and first A/MIS/EA. Daily emissions from handling excavated material would occur for a longer duration at the Little Tokyo/Arts District station site, but would not be increased. Therefore, the proposed project changes would not result in new significant impacts that were not previously disclosed in the FEIS and FEIR (Section 4-18.3) or the first A/MIS/EA..

Estimate of Bentonite Emissions

Given that the total amount of excavated material remains unchanged, the total bentonite emissions from excavation would remain the same as presented in the first A/MIS/EA. The implementation of previously identified mitigation measures would be consistent with the objectives and intent of SCAQMD Rule 403 and would reduce worst case bentonite emissions to less than significant levels.

5c. The proposed project is a fixed rail transit improvement to be located below ground. This type of facility would not have an effect on atmospheric meteorological conditions.

5d. While a wide variety of chemicals may be used during the construction process for the project, there is no known experience from the construction of fixed rail improvements that suggests that objectional odors would be created. The FEIS and FEIR (Section 4-9) identified the presence of hydrogen sulfide and various soil contaminants (which could have associated odors). Several mitigation measures both for construction and operation were identified (FEIS and FEIR page 4-9.22). The proposed project changes would not affect these discussions.

Transportation/Circulation

6a. The changes in the proposed project would not result in additional vehicle trips beyond those previously evaluated in the FEIS and FEIR, and first A/MIS/EA, either during project construction (Section 4-18.2) or during operation following completion of the project (Section 3-2). The number of trucks per day would be less than the approximately 300 per day evaluated in the FEIS (page 4-18.17) and FEIR (page 4-18.18). Haul routes assumed in the FEIS and FEIR were as follows: Little Tokyo/Arts District - trucks would use Santa Fe Avenue and Center Street to reach the Vignes Street ramps on the Hollywood-Santa Ana Freeway (Route 101); First/Boyle - trucks would use First Street to gain access to the Santa Ana Freeway (Route 101) via the First Street ramps.

Under the revised tunnel contract packaging proposed in this document, excavated material from the tunnel drives between the Little Tokyo/Arts District and First/Lorena stations would, or could be removed from the Little Tokyo/Arts District, First/Boyle, and Chavez/Soto station sites, depending on contractor's options. No concurrent tunnel excavation would occur at multiple stations (i.e. First/Boyle and Chavez/Soto). Some additional construction trips would occur at the Tokyo/Arts District station site due to the use a third TBM. The revised daily trips would not significantly affect the per-hour truck traffic at the Little Tokyo/Arts District station site, nor create additional peak hour

impacts at the traffic study area intersections; however, truck hauling activities would occur for a longer duration at Little Tokyo.

The above-described revisions would not change the significance of conclusions described in the FEIS and FEIR regarding construction truck traffic. The FEIS and FEIR (page 4-18.37) quantified the impacts of the 300 trucks per day based on two construction scenarios, an eight hour shift which resulted in 38 truck trips in the peak hour, and a 24-hour construction operation, which reduced peak hour truck trips to 13. Under the 24-hour schedule there were no significant impacts. With the eight-hour construction schedule, there were two locations (Soto Street at Wabash Street, and the Route 101 southbound ramps at Fourth Street) significantly affected by the truck trips associated with excavation of the tunnels for the Little Tokyo/Arts District, First/Boyle, and Chavez/Soto stations. The mitigation measures previously identified in the FEIS and FEIR (i.e., avoid hauling during the PM peak hour of adjacent street traffic, avoid concentrating hauling activities into an eight-hour period) would reduce these impacts to a level of insignificance.

There is no established threshold of criteria regarding the duration of construction activity which would be considered significant. The mitigation measures previously proposed are still applicable and will mitigate project impacts (FEIS and FEIR page 4-18.20) to a level of insignificance. The duration of mitigation monitoring will be extended to conform to the longer construction period.

6b. The proposed changes to the project do not result in changes to the circulation system that would increase hazards to safety. Changes to circulation are subject to review and approval by LADOT and LACDPW.

6c. Emergency access to White Memorial Hospital would be as described in the first A/MIS/EA. No new emergency access issues would be affected by the proposed changes in the project.

6d. The proposed changes in the project would not affect on-site or off-site parking. Impacts of the project on parking would be as described in the first A/MIS/EA..

6e. The proposed changes in the project would increase the duration of construction truck trips at the Little Tokyo/Arts District station site, which would extend the period during which pedestrians and bicyclists are subject to potential truck traffic-related hazards or barriers. The duration of construction truck trips at the remaining stations would also be extended, but no increase in the total number of trips. Appropriate detours would be located as needed to reduce potential conflicts to a level of insignificance. Impacts of the project on pedestrians and bicyclists would be as described in the first A/MIS/EA.

6f. The proposed changes in the project would not affect transit. Impacts of the project on transit would be as described in the first A/MIS/EA.

6g. The proposed changes in the project would not affect rail, waterborne or air traffic circulation.

Biological Resources

7a-e. Endangered, threatened, or rare species or their habitats, locally designated species or natural communities, wetland habitat, or wildlife dispersal or migration corridors do not exist within the project boundaries (see Section 4-11 of the FEIS and FEIR). Therefore, the project would not result in impacts to these resources. This conclusion is not affected by the proposed changes in the project.

Energy and Mineral Resources

8a. The project would implement the energy conservation measures proposed for the original project (FEIS and FEIR Section 4-12). These measures would be unaffected by the proposed project changes.

8b. The minor changes proposed in the project would have an insignificant effect on the quantity of energy consumed by the project. Energy conservation measures proposed for the original project, as described above, would continue to be implemented to ensure that non-renewable resources are used efficiently.

8c. The proposed project changes would not deplete a known mineral resource of future value to the region and state.

Hazards

9a. Risks posed by an accidental explosion or release of a hazardous substance generally are related to the storage and handling of hazardous products. The types of products and construction equipment needed for the proposed project would be similar to the original project (FEIS and FEIR Table 4-18.6). Chemicals used for grouting activities are non-hazardous. Thus, revisions proposed in the project would not create new risks.

9b. The project would be constructed and operated consistent with MTA's *Agency-Wide Emergency Response Plan* (MTA 1994); and *Draft Metro Rail System Emergency Response Plan* (MTA, June 1, 1995) in addition to applicable local, state, and federal plans. Proposed changes to the project would not interfere with these plans.

9c. No construction or operational characteristics of the proposed project are known to create unacceptable health hazards in comparison to that described in the FEIS and FEIR (subsurface gas is discussed in FEIS and FEIR Section 4-9).

9d. Section 4-9.1 of the FEIS and FEIR indicates that, along the project corridor, hydrogen sulfide gas is likely to be present from Union Station to near the Little Tokyo/Arts District Station, and methane may be present in the Union Station and Boyle Heights Oil Fields. These potential hazards would be addressed by the mitigation measures proposed for the original tunnel alignment, as described in the Section 4-9.1.5 of the FEIS and FEIR.

9e. The project corridor is located in a developed, urban area. Prior to project construction, site clearing would be conducted at construction sites as needed to prevent fire hazards from flammable brush, grass, or trees. As this would be minimal, this topic was not addressed in the FEIS and FEIR. Revisions to the project have not increased this potential hazard.

Noise

10a. Motor vehicle noise impacts and mitigation measures were addressed in the FEIS and FEIR (Sections 4-7.4.2 and 4-7.6, respectively). The proposed change in tunnel contract packaging would result in an increase in noise associated with the greater duration of truck trips (muck out) from the Little Tokyo/Arts District Station due to the use of three TBMs. Noise associated with muck out truck activities would remain the same as identified in the FEIR and FEIS for the First/Boyle and Chavez/Soto stations. In addition, grouting activities could temporarily (about 1-3 days at a given property) increase existing noise levels at residential properties during construction.

Construction noise, although temporary, was described in the FEIS and FEIR (Section 4-18.4), and in the Statement of Findings and Overriding Considerations, as potentially significant, especially in the vicinity of the First/Boyle, Chavez/Soto, and First/Lorena Station construction areas. The Statement of Findings and Overriding Considerations identified construction noise as a significant and unavoidable impact to the immediate station areas. The analysis contained in the FEIS and FEIR and first A/MIS/EA remains applicable to the proposed project; however, the duration of the construction period would be slightly greater. Application of construction noise mitigation measures identified previously in the FEIS and FEIR (Section 4-18.4) to potential noise impacts from automobiles, grouting, and at stations would result in no new significant noise impacts under CEQA. In addition, performance-related noise specifications would hold the contractor liable for construction noise violations.

10b. Revisions proposed in the project would not change the exposure of people to severe noise levels common in construction sites other than increasing the duration of construction. Noise associated with grouting activities would be short-term (about 1-3 days at a given site) and would not be considered severe. The noise impact analysis and recommended mitigation measures contained in the FEIS and FEIR (Sections 4-18.4.2 and 4-18.4.4, respectively) remain appropriate and would be applied to the proposed project. If the MTA noise criteria is exceeded for grouting activities adjacent to residences, the MTA will offer temporary relocation benefits as described on page 4-3.17 of the FEIS for the duration of the grouting activity in their immediate area.

10c. Criteria used to evaluate the significance of the project's potential groundborne vibration effects are contained in the Rail Construction Corporation's *Metro Red Line System Design Criteria, Volume IV, Section 7, Noise and Vibration* (RCC July 1990). Potential groundborne vibration effects of the original project were evaluated for the FEIS and FEIR in *Los Angeles Metro Rail Eastside Extension LPA Alignment - Groundborne Noise and Vibration Preliminary Engineering Design Review Draft Report* (Wilson, Ihrig & Associates 1994).

Proposed changes in the project would not affect the potential groundborne vibration effects of the project; however, overall these effects would continue to be significant. Applicable mitigation measures recommended in the FEIS and FEIR would continue to apply.

Public Services

11a-e. The proposed project changes would not affect conclusions regarding the project's effects on public services, including fire and police protection, schools, roads, and other governmental facilities, as described in Section 4-16 of the FEIS and FEIR.

Utilities and Service Systems

12a. The project corridor is served by the Los Angeles Department of Water and Power (DWP). Potential project effects on power and natural gas are identified in FEIS and FEIR Section 4-18.6. The proposed project changes are not anticipated to require the supporting or rerouting of utility lines. The anticipated effects on utility service resulting from the project revisions would be insignificant.

12b. Potential project effects on power and natural gas are identified in FEIS and FEIR page 4-18.101. Planning and continued coordination with communications systems providers during the project's final design stage would be done to minimize interruption of telephone service to local customers. The anticipated effects on communications systems resulting from the project revisions would be insignificant.

12c. The project corridor is served by the Los Angeles Department of Water and Power (DWP). Potential project effects on water lines are identified in FEIS and FEIR Section 4-18.6. Planning and continued coordination with DWP during the project's final design stage would be done to minimize interruption of water service to local customers. The anticipated effects on water service resulting from the project revisions would be insignificant. The project changes would have an insignificant effect on regional water treatment facilities.

12d. The project corridor is served by the City of Los Angeles. Potential project effects on sanitary sewer lines are addressed in FEIS and FEIR Section 4-18.6. The proposed project changes are not anticipated to require the supporting or rerouting of sewer lines. The anticipated effects on utility service resulting from the project revisions would be insignificant.

12e. Potential project effects on storm drains are addressed in FEIS and FEIR page 4-18.101. The proposed project changes are not anticipated to require the supporting or rerouting of storm drain systems. The anticipated effects on the volume of storm water drainage resulting from the project revisions would be insignificant.

12f. The project would require no new solid waste facilities in the city or region. Construction debris from the proposed project, which is the responsibility of the contractor, would be

similar in quantity and nature to that of the original project, and is not anticipated to significantly affect landfill capacities. Debris would be recycled or transported to the nearest landfill site for disposal. Disposal of hazardous wastes, including contaminated muck if any, would be handled at a regional Class I landfill site. No impact to solid waste disposal is anticipated from project operations and this issue was not discussed in the FEIS or FEIR.

12g. The project corridor is served by the Los Angeles Department of Water and Power (DWP). Project construction would require water for various construction activities; however, the quantity of water required would be about the same for the proposed project as for the original project. The anticipated effects on water supplies resulting from the project revisions would be insignificant and this issue was not discussed in the FEIS or FEIR.

Aesthetics

13a. The proposed project changes would not introduce new aboveground elements which could affect scenic resources.

13b. The proposed project changes would not introduce new aboveground elements or aerial structures which could affect scenic resources, obstruct important views, or have a demonstrable negative aesthetic effect. Therefore, aesthetic impacts would remain similar to those described in Section 4-5.4 of the FEIS and FEIR.

Grouting activities during construction would have a temporary negative visual impact at the properties where grouting would occur due to the presence of drills, pumps, and other construction equipment. However, as a construction impact this is considered insignificant because it would not be a permanent change to the visual environment.

13c. The proposed project changes would not introduce new aboveground elements which could create light or glare. Thus, no new adverse impacts have been identified.

Cultural Resources

14a. The proposed changes would not substantially increase or decrease the extent to which the project could affect paleontological resources. As described in Section 4-14.3 of the FEIS and FEIR, construction of the proposed project could result in significant impacts on paleontological resources. Grouting and changes in tunnel packaging would not substantially increase these impacts.

14b. Because the proposed project changes would not substantially affect the degree of subsurface disruption required to construct the project, anticipated effects on archaeological resources would remain as described in Section 4-14.2 of the FEIS and FEIR.

14c. As described in the FEIS and FEIR, potential effects of the project on historic resources include: (1) vibration effects associated with the location of the subway tunnel beneath a

historic resource, (2) direct effects on historic resources associated with property acquisitions for cut-and-cover construction, and (3) effects on historic resources related to proximity of construction activities. The proposed changes to the project would not alter the location, nature, or extent of such effects. No new adverse impacts have been identified.

14d-e. The proposed physical project changes would not affect unique ethnic cultural values or restrict existing religious or sacred uses within the potential impact area.

Recreation

15a-b. Section 4-16 of the 1994 FEIS and FEIR identifies impacts to recreational facilities within the vicinity of the project. No new adverse impacts have been identified.

Mandatory Findings of Significance

16a. The proposed project changes would not significantly increase the project's potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Similar to the previously proposed project, the currently proposed project is not expected to result in significant impacts to biological resources because such resources are not located in the urban project area and because the majority of the physical changes caused by the project would occur underground. Potential effects on historical and archaeological resources resulting from the proposed project changes would be similar to the previous proposal.

16b. The relationship between the achievement of short-term vs. long-term goals would be unaffected by the proposed project changes. Short term uses would remain primarily related to construction period effects while the long term benefits involve improved transit access, decreased traffic congestion, and improved air quality, as described in Section 4-19.4 of the FEIS and FEIR.

16c. The proposed project changes would not result in new significant impacts or substantially increase the severity of previously identified impacts, and may decrease the severity of some impacts. Therefore, the cumulative effect of the currently proposed project when viewed in connection with other projects would not substantially differ from that described in the FEIS and FEIR. Cumulative impact discussions occur by impact category in Chapter 4 of the FEIS and FEIR.

16d. As indicated by the above discussions, the proposed project changes would not cause substantial adverse effects on human beings, either directly or indirectly, which were not previously described in the FEIS and FEIR.

Earlier Analyses

17a. Previous environmental documents referenced in this study include the following:

Modified Initial Study/Environmental Assessment for Proposed Modifications to the Metro Red Line East Side Extension from Union Station to First/Lorena, Los Angeles County Metropolitan Transportation Authority, July 1997 (State Clearinghouse Number 97031074).

Final Environmental Impact Report Los Angeles East Side Corridor, Los Angeles County Metropolitan Transportation Authority, June 1994 (State Clearinghouse Number 91091063) and *Final Environmental Impact Statement Los Angeles East Side Extension*, U.S. Department of Transportation Federal Transit Administration and Los Angeles County Metropolitan Transportation Authority, September 1994.

Los Angeles East Side Corridor Findings and Statement of Overriding Considerations, Los Angeles County Metropolitan Transportation Authority, June 1994.

Los Angeles East Side Corridor Mitigation Monitoring Plan, Los Angeles County Metropolitan Transportation Authority, June 1994.

Additional technical reports are:

Draft Stage II Environmental Site Assessment Eastside Extension Metro Red Line Project, GeoTransit Consultants 1994.

Los Angeles Metro Rail Eastside Extension Alignment - Groundborne Noise and Vibration Preliminary Engineering Design Review DRAFT Report for Revised Alignment to Station 204+21.71, Wilson, Ihrig & Associates, 1996.

Effects of Tunneling Operations on Buildings and Structures. East Side Extension, Job No. 85005.10, Degenkolb, May 1997.

Effects of Tunneling Operations on Residential and Selected Commercial Structures. East Side Extension, Job No. 85005.22, Degenkolb, May 1997.

Effects of Tunneling Operations on Buildings and Structures. East Side Extension, Degenkolb, 1997.

These documents can be found at the Los Angeles County Metropolitan Transportation Authority Library, which is located at One Gateway Plaza, Los Angeles, CA 90012.

17b. The above responses to Questions 1 through 15 indicate that all of the effects of the proposed project changes are within the scope and adequately analyzed in earlier environmental documents. No new significant impacts are expected to occur as a result of the project changes. Most of the previously anticipated significant impacts would still occur with the currently proposed project, while some would be reduced.

17c. Although the impact may have changed slightly in location or magnitude, applicable mitigation measures listed in the FEIS and FEIR (Table S-8.1) and adopted in the Mitigation Monitoring Plan would still be implemented. These include parking studies and programs at the Little Tokyo/Arts District and First/Boyle stations, relocation assistance for acquired properties, provision of archaeological monitors during construction, use of floating slab and special fasteners to reduce noise and vibration, and photographic documentation of buildings appearing eligible for the California Register that are to be demolished.

If the MTA noise criteria is exceeded for grouting activities adjacent to residences, the MTA will offer temporary relocation benefits as described on page 4-3.17 of the FEIS for the duration of the grouting activity in their immediate area.

2-1 DISCUSSION OF ADDITIONAL FEDERAL REQUIREMENTS

SECTION 106

No changes are required to the previous Section 106 documentation and Memorandum of Agreement.

SECTION 4(F)

No changes are required to the previous Section 4(f) Evaluation.

AIR QUALITY

Although the construction period is longer, the conformity determination would not be affected. All construction would be consistent with AQMD requirements.

U.S. ARMY CORPS OF ENGINEERS (COE)

No changes are proposed which would require consultation with the COE.

AMERICANS WITH DISABILITIES

No changes in the project conflict with the requirements of the Americans with Disabilities Act.

FINDING OF NO SIGNIFICANT IMPACT

After the Modified Initial Study has circulated, FTA will determine whether a Categorical Exclusion or Finding of No Significant Impact (FONSI) is appropriate.

CHAPTER 4: FINDINGS/CONCLUSIONS

None of the conditions which trigger the need for a Supplemental or Subsequent EIR under Section 21166 of the Public Resources Code or Sections 15162 and 15163 of the California Environmental Quality Act (CEQA) Guidelines would result from the proposed project modifications. As described in detail in Chapters 2 and 3 of this document, the proposed changes would not introduce new significant environmental effects or substantially increase the severity of previously identified significant effects. Therefore, in accordance with Section 15164 of the CEQA Guidelines, the appropriate document in which to account for and address these changes is a CEQA Addendum to the Final Environmental Impact Report East Side Corridor, Los Angeles County Metropolitan Transportation Authority, June 1994 (SCH # 91091063).

Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR and/or Addendum pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project including this CEQA addendum to the Final Environmental Impact Report. ☒

30 APRIL 1998

Signature Date

Harley Martin
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

APPENDIX A: AGENCY CONSULTATION

Agency consultation was on-going based on the scope, location, and extent of revisions to the project as proposed in the project description. On-going consultation occurred with the following agencies:

City of Los Angeles

Bureau of Engineering	Michael Stafford, Robert Villa-Real, Matt Matsuda
Bureau of Street Lighting	Hank Bao
Information Technology Agency	Tom Quon
Department of Building and Safety	Richard Holguin, Yuean Chou, David Hsu
Department of Transportation	Joseph Kennedy, Sammi Wassef, Lan Nuygen, Paul Ono, Yadi Hashemi
Bureau of Contract Administration	Dennis Ryan
Fire Department	Robert Aaron
Police Department	Fred Kennerson
Department of Water and Power	Robert Meyer, Robert Kuhn, Dennis Barr, Edward Williams, Milad Taghavi

County of Los Angeles

Department of Public Works	Jeff Lowry
Fire Department	Robert New

Other Local Agencies

Buena Vista Cable	Ben Ochoa, H. Richard Troy
Southern California Gas Company	David McGibben, Herb Johnson
Pacific Bell	Austin Solis
MCI Metro	Tom Huertas
Los Angeles Unified School District	Joan Friedman

State of California

Department of Transportation	Robert Wong, Hong Huang, Peter Van

Federal Agencies

Department of Transportation, Federal Transit Administration
Ray Sukys

APPENDIX B: LIST OF PREPARERS

NAME	TITLE	RESPONSIBILITY/SUBJECT
METROPOLITAN TRANSPORTATION AUTHORITY		
Martin, Harley	Environmental Compliance	Project Manager
Merrick, Michael	Engineering Project Manager	Little Tokyo/Arts District Station & Line Segment (CO502); Chavez/Soto Station (C0531); & First/Boyle to First/Lorena Line Segment (CO541)
Mohr, Laura	Engineering Project Manager	First/Boyle Station (CO521) & First/Lorena Station (CO551)
Wiley, James	Real Estate Project Manager, Acquisition	Property Acquisitions
Priluck, Herbert	Deputy Project Manager, Construction	Construction Manager
WOODWARD-CLYDE INTERNATIONAL-AMERICAS, INC.		
Pearson, Steve	Project Manager	Project Manager - EnviroRail
Smith, Charles	Project Planner	Environmental Document
ENGINEERING MANAGEMENT CONSULTANTS		
Mayman, Sam	Project Manager	Project Manager - Engineering
Wolf, Steve	Project Manager	Noise and Vibration
MEYER, MOHADDES ASSOCIATES, INC.		
Meyer, Michael	Principal	Traffic and Parking