

Attachment C

Relevant Correspondence

May 2012



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of Regional Administrator

P.O. Box 92007
Los Angeles, CA 90009-2007

Rob Ball

JAN 27 2012

Mr. Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2592

IMAGED

FEB 01 2012

RECORDS MANAGEMENT CENTER

Dear Mr. Leahy:

This letter is in response to your January 19, 2012, letter to the Federal Aviation Administration (FAA), regarding the proposed Regional Connector Transit Project through downtown Los Angeles. Your letter notified the FAA that the Los Angeles County Metropolitan Transportation Authority has prepared the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), for the proposed project. The project is an approximate 2-mile rail link in the downtown Los Angeles area.

In a letter dated September 27, 2010, we previously provided comments regarding review of the Draft EIS/EIR for the project. We indicated our Los Angeles Airports District Office had reviewed the draft environmental documentation for the project and since the project is in the downtown area, it does not affect any FAA facilities or airports in the area. The FAA has no further comments on the project.

If you have any questions, you may contact Mr. David Cushing, Manager of our Los Angeles Airports District Office at 310-725-3644.

Sincerely,

William C. Withycombe

William C. Withycombe
Regional Administrator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

February 17, 2012

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

Subject: Final Environmental Impact Statement for the Regional Connector Transit Corridor Project, Los Angeles, California (CEQ # 20120011)

Dear Mr. Tellis:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document. As described in the Final Environmental Impact Statement (FEIS), this project proposes to construct a light rail connector in downtown Los Angeles that will directly link the tracks of the Metro Gold Line light rail system with the Metro Blue Line and future Metro Expo Line. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA reviewed the Draft Environmental Impact Statement and provided comments to the Federal Transit Administration (FTA) in our letter of October 8, 2010. We rated the project Lack of Objections (LO), but had minor concerns about construction emissions, localized air quality impacts due to increased congestion, and integration of smart growth and sustainability principles. We appreciate the changes made to the document and additional mitigation measures which have been committed to in the FEIS and Mitigation Monitoring and Reporting Program to address our concerns, as well as the additional analysis of impacts to potential sensitive receptors in the project area. Furthermore, we commend FTA for the expanded discussion in the FEIS of smart growth and opportunities to encourage multimodal transportation in the project area. Based on FTA's response to EPA's comments, we have no further concerns with the proposed project.

We appreciate the opportunity to review this FEIS. If you have any questions, please contact Clifton Meek, the lead reviewer for this project, at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Connell Dunning". The signature is fluid and cursive, with the first name "Connell" being more prominent than the last name "Dunning".

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

cc: Dolores Roybal-Saltarelli, Los Angeles County Metropolitan Transportation Authority
Ray Sukys, Federal Transit Administration



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

February 22, 2012

Ms. Dolores Roybal Saltarelli, Project Manager
Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

Dear Ms. Saltarelli:

FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT, LOS ANGELES (FFER #201200020)

The Final Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Los Angeles. Therefore, the City of Los Angeles Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates comments concerning general requirements from the Los Angeles County Fire Department, Land Development Unit.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CALABASAS	DIAMOND BAR	HIDDEN HILLS	LA MIRADA	MALIBU	POMONA	SIGNAL HILL
ARTESIA	CARSON	DUARTE	HUNTINGTON PARK	LA PUENTE	MAYWOOD	RANCHO PALOS VERDES	SOUTH EL MONTE
AZUSA	CERRITOS	EL MONTE	INDUSTRY	LAKEWOOD	NORWALK	ROLLING HILLS	SOUTH GATE
BALDWIN PARK	CLAREMONT	GARDENA	INGLEWOOD	LANCASTER	PALMDALE	ROLLING HILLS ESTATES	TEMPLE CITY
BELL	COMMERCE	GLENORA	IRVINDALE	LAWDALE	PALOS VERDES ESTATES	ROSEMEAD	WALNUT
BELL GARDENS	COVINA	HAWAIIAN GARDENS	LA CANADA FLINTRIDGE	LOMITA	PARAMOUNT	SAN DIMAS	WEST HOLLYWOOD
BELLFLOWER	CUDAHY	HAWTHORNE	LA HABRA	LYNWOOD	PICO RIVERA	SANTA CLARITA	WESTLAKE VILLAGE
BRADBURY							WHITTIER

Ms. Dolores Roybal Saltarelli
February 22, 2012
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FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

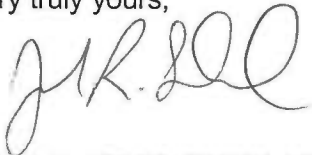
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources and the County Oak Tree Ordinance.
2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:ij

From: Kerman, Ann
Sent: Tuesday, February 21, 2012 5:15 PM
To: Roybal, Dolores; Carlson, Eric; 'Jackson, Virginia'; Kornblatt, Helene B.
Cc: 'Ginny Brideau'; 'Clarissa Filgioun'
Subject: FW: Comments on FEIR of the Regional Connector

FYI

From: Kang Hu [mailto:kang.hu@lacity.org]
Sent: Tuesday, February 21, 2012 4:47 PM
To: Kerman, Ann
Cc: Calvin Chow; Jesus Serrano
Subject: Comments on FEIR of the Regional Connector

Dear Ms. Kerman,

The Los Angeles Department of Transportation (LADOT) values its continuing partnership with the Metro in development of the Regional Connector Project. Our Department has completed a review of the Final EIR (FEIR) document. In general, most of the comments generated by our Department in the review of the Draft EIR were addressed. However, we have the following comments:

Please be advised that the Locally Preferred Alternative (LPA) mitigation measures to meet existing traffic demands during construction will need to be approved by the Major Transit and Transportation Construction Traffic Management Committee (MTTCTMC).

The City of Los Angeles Bicycle Plan, which was approved and adopted on March 1, 2011, specifies bike lanes on Flower Street between 4th & 7th Streets. Our Department requests that Metro make provisions for the bicycle lanes in the final design per the most current LADOT design standards.

Lastly, we would like to address parking issue. A permanent displacement of approximately 270 off-street parking spaces would occur as a result of the acquisitions required for the LPA. Approximately 130 of these off-street parking spaces are in the Little Tokyo community. While Metro has stated that mitigation measures have been developed and included in the Mitigation Monitoring and Reporting Program, the measures only apply during construction. Permanent loss of parking generates great concern from businesses and local communities. We would encourage Metro to consider mitigation measures for the permanent loss of parking in the Downtown area.

Kang Hu, P.E.
Division Manager, Sr. Transportation Engineer
Transit Corridors and Bikeways Division
City of Los Angeles Department of Transportation

100 S. Main Street, 9th Floor
Los Angeles, CA 90012
(o) 213-972-8627
kang.hu@lacity.org



Los Angeles Area
Chamber of Commerce

February 21, 2012

LA County Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Regional Connector Construction

Dear Metro Board of Directors:

On behalf of the Los Angeles Area Chamber of Commerce, I write to request that you delay Board action on Thursday to give Metro staff the time to work with the businesses located in the financial section of Flower Street between fourth and sixth streets on an acceptable construction plan for the building of the Regional Connector Transit Corridor.

The Chamber has long been a supporter of the Regional Connector project which will better tie together our mass transit lines into a seamless system. However, the construction plan, as laid out in the Final Environmental Impact Statement/Final Impact Report (FEIS/FEIR) for your certification at the February 23, 2012 Board meeting, has the potential to severely impact vehicular and pedestrian access for these downtown businesses that are just now beginning to show signs of recovery. A certain amount of disruption for a project of this size is expected, but the businesses along this corridor feel that they are very likely to experience disruptions that will damage their livelihood for many years. For these businesses that were originally hopeful that a new station would be added at Fifth Street for the convenience of their employees and customers, the potential loss of business from construction feels like double jeopardy.

Specifically, we ask you to address several outstanding questions with regard to the construction process. These questions include the difference in cost and length of time between a "cut and cover" process vs. use of the tunnel boring machine (TBM) method, whether or not the tiebacks hamper the feasibility of TBM, and why TBM is used for virtually all other portions of the line.

With support for the project included in the President's FY2013 budget last week, we look forward to the Regional Connector Transit Corridor moving forward as quickly as possible. The business community supports this project, but we want to ensure sure that it's achieved with minimal impact to the businesses that have contributed so much to making downtown a destination that is appropriately served by mass transit. If you have any questions, please feel free to contact me or Jessica Duboff at 213.580.7558, jduboff@lachamber.com

Sincerely,

A handwritten signature in cursive script that reads "Gary Toebben".

Gary Toebben
President & CEO

CC: Art Leahy, Chief Executive Officer, Metro