



**Notice of Availability of the Final
Supplemental Environmental Impact Statement/
Subsequent Environmental Impact Report
for the Mid-Coast Corridor Transit Project
State Clearinghouse No. 2010051001 (Previous SCH #1990011025)**

Notice of Availability: Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the Federal Transit Administration (FTA) and the San Diego Association of Governments (SANDAG) have prepared a Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project in the City of San Diego in San Diego County, California. The Final SEIS/SEIR contains all comment letters and responses to comments received on the Draft SEIS/SEIR (April 2013) and the Supplemental Environmental Impact Statement/Supplement to the Subsequent Environmental Impact Report (Supplement) (July 2014). Consideration of these comments, coordination with agencies and stakeholders, and the evaluation of the Build Alternative and options in the Draft SEIS/SEIR provided the basis for refinements to the Build Alternative, which led to the Refined Build Alternative evaluated in the Final SEIS/SEIR. The Refined Build Alternative is the preferred alternative under NEPA and the environmentally superior alternative under CEQA.

The Mid-Coast Corridor Transit Project Draft and Final SEIS/SEIR were prepared to supplement the following environmental documents: the *Mid-Coast Corridor Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report* (1995); the *Final Environmental Impact Report for the Mid-Coast Corridor* (1995) (Reference SCH #1990011025); and the *Mid-Coast Corridor Project Balboa Extension and Nobel Drive Coaster Station Final Environmental Impact Statement* (2001). This notice informs the general public, public agencies, and interested individuals and organizations that the Final SEIS/SEIR is available for review. There will be no formal public review period for this document. The FTA issued a Record of Decision for the Mid-Coast Corridor Transit Project on October 15, 2014, indicating that all NEPA requirements have been satisfied. The SANDAG Board of Directors is scheduled to consider the Final SEIS/SEIR and take action on the project at its regularly scheduled meeting on November 21, 2014.

Project Location: The Mid-Coast Corridor is centered on Interstate (I-) 5 and extends from Downtown San Diego on the south to the University of California, San Diego (UCSD) and University City community on the north. Located entirely within the City of San Diego, the Mid-Coast Corridor is bounded by the Pacific Ocean on the west and by I-805 and State Route 163 on the east.

Project Description: The Mid-Coast Corridor Transit Project would extend the San Diego Trolley Blue Line from the Santa Fe Depot in Downtown San Diego north to the Old Town Transit Center (OTTC) via the existing Trolley tracks. New tracks would then extend north for 11 miles to the University Towne Centre (UTC) Transit Center in University City. Nine new stations (four at grade and five aerial) would be built at the following locations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration (VA) Medical Center,

UCSD West Campus, UCSD East Campus, Executive Drive, and the UTC Transit Center. With this extension, the project would provide for continuous service on the Trolley Blue Line from the San Ysidro Transit Center at the U.S.–Mexico international border to University City. In addition to the 11 miles of new Trolley tracks and nine new stations, the project includes upgrades to existing facilities between the Santa Fe Depot and the OTTC and the acquisition of new Trolley vehicles for the extended project operation. The project alignment would be located primarily within existing Metropolitan Transit System, City of San Diego, or California Department of Transportation right-of-way; along local streets; and within the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN) and I-5 corridors.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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Report Availability: The Final SEIS/SEIR is available in electronic format for review and download on the project Web site (www.sandag.org/midcoast). Printed copies of the Final SEIS/SEIR can be reviewed at the offices of SANDAG at 401 B Street, Suite 800, San Diego, California, and at the regional and public libraries listed in Table 1. The Draft SEIS/SEIR and Supplement are also available at the offices of SANDAG and on the project Web site. Printed copies of the Supplement and Final or Draft SEIS/SEIR can be purchased at the SANDAG offices; compact discs are available free of charge.

Table 1. Public Libraries with Printed Copies of the Final SEIS/SEIR for Review

Balboa Branch Library 4255 Mt. Abernathy Avenue	Mission Valley Branch Library 2123 Fenton Parkway	San Diego County Public Law Library 1105 Front Street
City of San Diego Central Library 330 Park Boulevard	North Clairemont Branch Library 4616 Clairemont Drive	San Diego Mesa College 7250 Mesa College Drive
Clairemont Branch Library 2920 Burgener Boulevard	North Park Branch Library 3795 31st Street	Serra Mesa–Kearny Mesa Branch Library 9005 Aero Drive
Kensington–Normal Heights Branch Library 4121 Adams Avenue	North University Community Branch Library 8820 Judicial Drive	University Community Branch Library 4155 Governor Drive
La Jolla/Riford Branch Library 7555 Draper Avenue	Ocean Beach Branch Library 4801 Santa Monica Avenue	University Heights Branch Library 4193 Park Boulevard
Linda Vista Branch Library 2160 Ulric Street	Pacific Beach/Taylor Branch Library 4275 Cass Street	UCSD Geisel Library 9600 John Jay Hopkins Drive
Mission Hills Branch Library 925 W. Washington Street	Point Loma/Hervey Branch Library 3701 Voltaire Street	University of San Diego Copley Library 5998 Alcalá Park

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Significant Environmental Impacts: The Final SEIS/SEIR includes an analysis of the affected environment and impacts on the social, economic, cultural, and natural environment that would result from construction and operation of the No-Build and Refined Build Alternatives. The Refined Build Alternative generally reflects the Build Alternative that was evaluated in the Draft SEIS/SEIR, with the addition of the VA Medical Center Station Option and some additional refinements to the light rail transit alignment, stations, traction power substations, and construction staging areas, as well as further engineering refinements. Many of the refinements were made to avoid or minimize impacts. The Genesee Avenue Design Option was eliminated from further consideration based on the evaluation in the Draft SEIS/SEIR and comments received from the public during the comment period. The Refined Build Alternative is the preferred alternative under NEPA and the environmentally superior alternative under CEQA.

The results of the analyses presented in the Final SEIS/SEIR indicate impacts resulting from the Refined Build Alternative would be avoided, minimized, or mitigated to a level below significance, with the exception of transportation impacts on one roadway segment and two intersections, and construction-related impacts on transportation, air quality, and noise and vibration. Construction would also make a cumulatively considerable contribution to significant cumulative transportation, air quality, paleontological, socioeconomic, and community impacts. In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the project to the extent feasible, the SANDAG Board of Directors will consider adoption of a Statement of Overriding Considerations for the remaining significant impacts.

Contact: Please refer to the project Web site (www.sandag.org/midcoast) for general information about this project. Additionally, please contact the Mid-Coast Project Development Program Manager Leslie Blanda at 619-595-5620 for additional information concerning the Final SEIS/SEIR.