

LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY

NOTICE OF AVAILABILITY  
FOR THE  
REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

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

This notice shall alert interested parties to the availability of the DSEIS, describe the two tunneling method alternatives evaluated in the DSEIS, explain why they were not selected as the Locally Preferred Alternative (LPA), and invite public comments. This notice shall alert interested Federal, State, tribal, regional, and local government agencies of the availability of the DSEIS, and invite agency comments on the DSEIS.

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

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

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

Central Avenue serving stations at 2<sup>nd</sup>/Hope and 2<sup>nd</sup>/Broadway. At Central Avenue, it would connect to a new station (1<sup>st</sup>/Central) located between Central Avenue and Alameda Street in Little Tokyo.

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

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

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

DATES: The public review and comment period for the DEIS begins on June 12, 2015 and lasts for 45 days, ending on July 27, 2015. Please provide written comments to Ms. Dolores Roybal Saltarelli of Metro at One Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012, or send email comments to [regionalconnector@metro.net](mailto:regionalconnector@metro.net). Comments must be received by 5pm on July 27, 2015.

PUBLIC MEETINGS: Comments may also be submitted at two public hearings. One public hearing will be held on June 30, 2015 from 12:00pm to 1:30pm at the Los Angeles Central Library, Mark Taper Auditorium, 630 W. 5<sup>th</sup> Street, Los Angeles, CA 90071, and one will be held on July 7, 2015 from 6:30pm to 8:00pm at the Japanese American National Museum, 100 N. Central Avenue, Los Angeles, CA 90012.

DOCUMENT LOCATIONS: The DSEIS will be available for public review at the Metro Transportation Library at One Gateway Plaza, 15<sup>th</sup> floor, Los Angeles, CA 90012; and at the following public library locations:

- Los Angeles Central Library, 630 W. 5<sup>th</sup> Street, Los Angeles, CA 90071
- Little Tokyo Branch Library, 203 S. Los Angeles Street, Los Angeles, CA 90012
- Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012
- Von KleinSmid Center (VKC), University of Southern California, University Park Campus, Los Angeles, CA 90089
- Pasadena Central Library, 285 E. Walnut Street, Pasadena, CA 91101
- East Los Angeles Library, 4837 E. 3<sup>rd</sup> Street, Los Angeles, CA 90022
- Culver City Julian Dixon Library, 4975 Overland Avenue, Culver City, CA 90230
- Santa Monica Public Library, 601 Santa Monica Boulevard, Santa Monica, CA 90401
- Long Beach Public Library (Main Library), 101 Pacific Avenue, Long Beach, CA 90822

It will also be available on Metro's website at [www.metro.net/projects/connector](http://www.metro.net/projects/connector).

FOR FURTHER INFORMATION CONTACT: Ms. Mary Nguyen, Environmental Protection Specialist, Los Angeles Metropolitan Office, Federal Transit Administration, Region IX, 888 South Figueroa

Street, Suite 2170, Los Angeles, CA 90017, phone (213) 202-3950, email [mary.nguyen@dot.gov](mailto:mary.nguyen@dot.gov); or Ms. Dolores Roybal Saltarelli, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012, phone (213) 922-3024, email [roybald@metro.net](mailto:roybald@metro.net).

CONTACT THE PROJECT TEAM OR OBTAIN FURTHER INFORMATION FROM:

Project hotline: (213) 922-7277

Project e-mail: [regionalconnector@metro.net](mailto:regionalconnector@metro.net)

Project website: [metro.net/connector](http://metro.net/connector).