LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

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

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) have prepared a combined Final Supplemental Environmental Impact Statement (FSEIS) and Supplemental Record of Decision (ROD) 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. This notice shall alert interested parties and Federal, State, tribal, regional, and local government agencies to the availability of the FSEIS and Supplemental ROD.

This Final Supplemental Environmental Impact Statement and Supplemental Record of Decision document has been prepared pursuant to Pub.L.114-94, 23 USC 139 (n)(2) as amended by the Fixing America's Surface Transportation Act. The Judgment and Order for Partial Injunctive Relief by the Honorable John A. Kronstadt on May 28, 2014 and September 9, 2014, respectively, require that the FTA as the federal lead agency pursuant to NEPA, with Metro, prepare a supplemental analysis under the National Environmental Policy Act (NEPA) to address the feasibility of Open Face Shield and Sequential Excavation Method (SEM) tunneling alternatives. Comments received during the public review period of the Draft SEIS are addressed in the FSEIS.

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

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

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

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

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

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

- Los Angeles Central Library, 630 W. 5th 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. 3rd Street, Los Angeles, CA 90022
- 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.

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) 202-3960, email mary.nguyen@dot.gov; or Ms. Dolores Roybal Saltarelli, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, MS 99-19-6, Los Angeles, CA 90012, phone (213) 922-3024, email roybald@metro.net.

CONTACT THE PROJECT TEAM OR OBTAIN FURTHER INFORMATION FROM:
Project hotline: (213) 922-7277
Project e-mail: regionalconnector@metro.net
Project website: metro.net/connector.