

APPENDIX I

NOTIFICATION AND COLLATERAL MATERIALS

**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.

**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 4th Street and the 7th 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, 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 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 7th Street/Metro Center Station. At 3rd Street, it would begin to 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 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 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.

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. 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. 5th 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, 15th floor, Los Angeles, CA 90012; and at the following public library locations:

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- Pasadena Central Library, 285 E. Walnut Street, Pasadena, CA 91101
- East Los Angeles Library, 4837 E. 3rd 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.

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; 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.

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.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

July 30, 2015

Dolores Roybal Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012-2952

Subject: Regional Connector Transit Corridor
SCH#: 2009031043

Dear Dolores Roybal Saltarelli:

The State Clearinghouse submitted the above named Revised/Supplemental EIS to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 29, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009031043
Project Title Regional Connector Transit Corridor
Lead Agency Los Angeles County

Type SIS Revised/Supplemental EIS

Description Metro and FTA have prepared a 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. 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 4th Street and the 7th Street/Metro Center Station. The tunneling methods discussed are Open Face Shield and Sequential Excavation Method (SEM).

Lead Agency Contact

Name Dolores Roybal Saltarelli
Agency Los Angeles County Metropolitan Transportation Authority
Phone 213 922 3024 **Fax**
email
Address One Gateway Plaza, MS 99-22-2
City Los Angeles **State** CA **Zip** 90012-2952

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long
Cross Streets Area bounded generally by US 101, 7th Street, Alameda Street and SR 110
Parcel No.

Township	Range	Section	Base
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Proximity to:

Highways Hwy 110
Airports
Railways Metro Rail System
Waterways
Schools Various
Land Use Urban commercial/residential

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Toxic/Hazardous; Traffic/Circulation; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 06/12/2015 **Start of Review** 06/15/2015 **End of Review** 07/29/2015