

Appendix B2. Notice of Preparation

**NOTICE OF PREPARATION
FOR SOUTH BAY METRO GREEN LINE EXTENSION TRANSIT CORRIDOR
ENVIRONMENTAL IMPACT REPORT**

DATE: April 12, 2010

TO: All Interested Agencies, Organizations, and Individuals

SUBJECT: Notice of Preparation of Environmental Impact Report (EIR)

PROJECT TITLE: South Bay Metro Green Line Extension Transit Corridor

FROM: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Randy Lamm, Project Manager (telephone number 213 922-2470)
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The Los Angeles County Metropolitan Transportation Authority (LACMTA) will be the lead agency in the preparation of an Environmental Impact Report (EIR), in accordance with the California Environmental Quality Act (CEQA), for proposed transit improvements in the South Bay Metro Green Line Extension Transit Corridor (see attached map). In accordance with the National Environmental Policy Act (NEPA), an Environmental Impact Statement (EIS) will be prepared as a joint document with the EIR. The Federal Transit Administration (FTA) is the lead agency for the EIS.

The purpose of this notice is to alert interested parties regarding the intent to prepare the EIR, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIR process (including providing comments on the scope of the Draft EIR), and to announce that public scoping meetings will be conducted.

Scoping

Public scoping meetings to accept comments on the scope of the EIR will be held on the following dates:

- Monday, April 26, 2010; 6:00 to 8:00 PM at the Nakano Theater, 3330 Civic Center Drive, Torrance, CA.

- Wednesday, April 28, 2010; 6:00 to 8:00 PM at the Perry Park Senior Center, 2308 Rockefeller Lane, Redondo Beach, CA.
- Saturday, May 1, 2010; 10:00 AM to 12:00 PM at the Lawndale City Hall, 14717 Burin Avenue, Lawndale, CA.
- Wednesday, May 5, 2010; 6:00 to 8:00 PM at the Automobile Driving Museum, 610 Lairport Street, El Segundo, CA.

The project's purpose and need and the description of alternatives will be presented at these meetings. Scoping materials will be available at the meetings and on the LACMTA website (www.metro.net/southbayextension). Hard copies of the scoping materials may also be obtained from Ms. Devon Cichoski, Community Relations Manager, LACMTA, at (213) 922-6446, or cichoskid@metro.net. An interagency scoping meeting will be held on Tuesday, May 4, 2010, at 10:00 AM at LACMTA, in the Gateway Plaza Room, 3rd Floor, One Gateway Plaza, Los Angeles, CA 90012.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Devon Cichoski, Community Relations Manager, LACMTA, at (213) 922-6446, or cichoskid@metro.net.

Proposed Project

As shown in the attached map, the proposed project is located within the Harbor Subdivision railroad Right-of-Way (ROW). The project area follows a north-south alignment, just west of the I-405, along the Harbor Subdivision ROW for approximately nine miles from Century Boulevard in the north to the intersection with Crenshaw Boulevard in the south. The project area is in southwestern Los Angeles County and includes portions of nine jurisdictions: the Cities of Inglewood, Los Angeles, El Segundo, Hawthorne, Manhattan Beach, Lawndale, Redondo Beach and Torrance, as well as the Lennox and Del Aire areas of unincorporated Los Angeles County. A variety of land uses exist within the study area, including single- and multi-family residential neighborhoods, office, commercial and warehousing districts, and industrial areas including oil fields and refineries. Los Angeles International Airport (LAX) lies to the west of the northern portion of the project area. Other existing or planned transportation facilities in the

project area include: LAX People Mover to be constructed by Los Angeles World Airports (LAWA), I-405 Freeway, planned Crenshaw/LAX Transit Corridor, Metro Green Line, proposed South Bay Regional Intermodal Transit Center at 1521 Kingsdale Avenue in the City of Redondo Beach and the proposed South Bay Regional Intermodal Transit Center – Torrance Hub at 465 Crenshaw Boulevard in the City of Torrance.

The Light Rail Transit (LRT) system alternative would begin at the current terminus of the Metro Green Line at the Redondo Beach Station and continue south along the Harbor Subdivision Right-of-Way (ROW) for 4.6 miles to the proposed transit center in the City of Torrance. The Freight Track alternative would begin in the LAX area near the intersection of Aviation and Century boulevards and continue south along the Harbor Subdivision ROW for 8.7 miles to the proposed transit center in the City of Torrance. Stations plus associated parking and a maintenance yard would be part of each alternative.

Purpose and Need for the Project

The purpose of this project is to improve public transit service and mobility in southwestern Los Angeles County by providing reliable, high-frequency transit service along the South Bay Metro Green Line Extension Transit Corridor. In particular, the proposed project will improve mobility between the LAX area and the South Bay. The proposed project is included in the financially constrained element of the LACMTA 2009 Long Range Transportation Plan.

Various transit improvements were explored and opportunities identified in other studies such as the Route Refinement Study Coastal Corridor Rail Transit Project South Segment (1990), and the South Bay Transportation Study (1991), which are available for review at the LACMTA Transportation Library, 15th Floor, One Gateway Plaza, Los Angeles, CA 90012. Two other studies: the South Bay Cities Railroad Study BNSF Harbor Subdivision (2002) and the Metro Harbor Subdivision Transit Corridor Alternatives Analysis Report (2009) are available for review on the LACMTA Web site (www.metro.net/southbayextension).

Project Alternatives

The Metro Harbor Subdivision Transit Corridor AA Report (2009), prepared for LACMTA, studied a large number of transit alternatives along the entire 26-mile Harbor Subdivision railroad ROW between downtown Los Angeles, LAX and the Ports of Los Angeles and Long Beach. The South Bay Metro Green Line Extension emerged as the highest-priority project from the Alternatives Analysis, and the LACMTA Board of Directors approved the preparation of a Draft EIS/EIR in December 2009. The following four alternatives were approved for analysis in the EIR:

No-Build Alternative: The No-Build Alternative would maintain existing transit service through the year 2035. No new transportation infrastructure would be built within the project area aside from projects currently under construction, or funded for construction and operation by 2035. This alternative will include the highway and transit projects in the current constrained element of the LACMTA Long Range Transportation Plan and the 2008 Southern California Association of Governments Regional Transportation Plan. The completion of the Metro Rapid Bus Program would be included as well as possible additional feeder bus networks to serve the region's major activity centers.

Transportation System Management (TSM) Alternative: The EIR will evaluate transportation and environmental effects of modest improvements in the highway and transit systems beyond those in the No-Build Alternative. The TSM Alternative would include low-cost improvements to the No-Build Alternative to reduce delay and enhance mobility. The TSM Alternative would emphasize transportation system upgrades, such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, expanded park-and-ride facilities, express and limited-stop service, and signalization improvements. The key element of the TSM Alternative is a new Metro Rapid bus route that would approximate the diagonal alignment of the Build Alternatives proposed for operation along the Harbor Subdivision ROW. The new Metro Rapid line would stop at similar locations as the Build Alternatives and include enhanced bus stops with benches, shelters, and the appropriate route information and signage. In addition, traffic signal priority would be incorporated to reduce travel times and improve reliability of service. Secondary elements of the TSM Alternative include refining existing bus routes in the study area to accommodate the new

Metro Rapid line and to increase efficiencies between Metro and other Municipal Transit Operators.

Light Rail Transit (LRT) Alternative: This alternative would extend existing LRT service south 4.6 miles along the Harbor Subdivision ROW from the current terminus of the Metro Green Line at the Redondo Beach station to the proposed South Bay Regional Intermodal Transit Center - Torrance Hub utilizing LRT vehicle technology and infrastructure. The extension includes four new potential stations at the following locations: Manhattan Beach Boulevard/Inglewood Avenue, the proposed South Bay Regional Intermodal Transit Center at the South Bay Galleria, Hawthorne Boulevard/190th Street, and the proposed South Bay Regional Intermodal Transit Center - Torrance Hub at Crenshaw Boulevard. Service to the LAX area would be provided by the existing Metro Green Line and future Crenshaw/LAX Transit Corridor LRT.

Freight Track Alternative: This alternative would provide new rail service on upgraded Harbor Subdivision railroad tracks for 8.7 miles from the intersection of Century Boulevard and Aviation Boulevard to the proposed South Bay Regional Intermodal Transit Center - Torrance Hub utilizing Self Propelled Rail (SPR) or Commuter Rail Transit (CRT) vehicle technology and associated infrastructure. This alternative includes up to four new potential stations to be evaluated from the following list of locations: Century Boulevard and Aviation Boulevard, at the existing Metro Green Line Aviation/LAX station, at the existing Metro Green Line Douglas station, at the existing Metro Green Line Redondo Beach station, at the proposed South Bay Regional Intermodal Transit Center, and at the proposed South Bay Regional Intermodal Transit Center - Torrance Hub.

In addition to the alternatives described above, other reasonable transit alternatives identified through the public and agency scoping process will be evaluated for potential inclusion in the EIR.

Probable Effects

The purpose of this EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. LACMTA and FTA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. The probable impacts will be determined as part of the project

scoping. Unless further screening illuminates areas of possible impact, resource areas will be limited to those uncovered during scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated.

Response to this NOP

Written comments on the scope of the EIR, including the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent on or before **May 28, 2010** to Mr. Randy Lamm, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, CA 90012, or via e-mail at LammR@metro.net.

South Bay Metro Green Line Extension Transit Corridor

