

Appendix B3. Newspaper Publications of Legal Notices

Los Angeles County Metropolitan Transportation Authority (LACMTA)

Notice of Intent to Prepare an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR)

TO: AGENCIES, ORGANIZATIONS, & INTERESTED PARTIES
 SUBJECT: NOTICE OF INTENT/NOTICE OF PREPARATION OF AN EIS/EIR
 PROJECT TITLE: SOUTH BAY METRO GREEN LINE EXTENSION TRANSIT CORRIDOR

PROJECT SUMMARY: The Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Federal Transit Administration (FTA) intend to prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for proposed transit improvements in the South Bay Metro Green Line Extension Transit Corridor (see map). LACMTA operates the LACMTA transit system in Los Angeles County. The proposed project would improve mobility in southwestern Los Angeles County by introducing high-frequency transit service options; enhance the regional transit network by interconnecting existing and planned rapid transit lines such as the proposed Crenshaw/LAX Transit Corridor and the Los Angeles World Airports (LAWA) planned People Mover; provide an alternative mode of transportation for commuters who currently use the congested I-405 corridor; improve transit accessibility for residents and employees who live and/or work along the corridor; and encourage a mode shift to transit, reducing air pollution and Greenhouse Gas emissions.

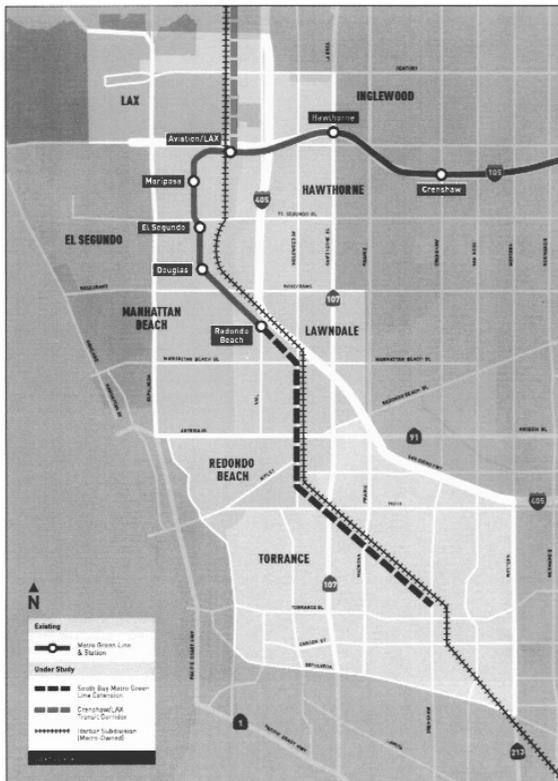
PROJECT INITIATION: LACMTA and FTA will prepare an EIS/EIR for the South Bay Metro Green Line Extension Transit Corridor. LACMTA is serving as the local lead agency for purposes of the California Environmental Quality Act (CEQA) environmental clearance, and FTA is serving as the Federal lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance. This notice shall alert interested parties to the preparation of the EIS/EIR, describe the alternatives under consideration, invite public participation in the EIS/EIR process, and announce the public scoping meetings. LACMTA invites all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS/EIR, including the alternatives to be studied, the environmental factors to be evaluated, and the evaluation methods to be used. The location, project description, and the potential environmental effects to be evaluated are discussed below. LACMTA and the FTA also will invite interested Federal, State, Tribal, regional and local government agencies to be participating agencies under the provisions of Section 6002 of SAFETEA-LU.

DATES: Written comments on the scope of the EIS/EIR, including the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to LACMTA on or before May 28, 2010 at the address below.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent 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.

PUBLIC SCOPING MEETINGS to accept comments on the scope of the EIS/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 description of alternatives will be presented at these meetings. 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@LACMTA.net. Scoping materials and the Alternatives Analysis will be available at the meetings and are available 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.

South Bay Metro Green Line Extension Transit Corridor



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. Representatives of Native American tribal governments and of all federal, state, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

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 Los Angeles International Airport (LAX) area and the South Bay. The proposed project is included in the financially constrained element of the LACMTA 2009 Long Range Transportation Plan.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed project is located within the Harbor Subdivision Railroad Right-of-Way (ROW) (see map). The project area follows a North-South alignment, just west of the I-405, along the Harbor Subdivision ROW for approximately 9 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. 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 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.

ALTERNATIVES: The Metro Harbor Subdivision Transit Corridor Alternatives Analysis 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. In addition to a No-Build Alternative, and pursuant to 40 CFR 1502.14, the Draft EIS/EIR will analyze any reasonable alternatives uncovered during scoping. The transit technologies to be evaluated for the Build Alternatives will include Light Rail Transit (LRT), Self-Propelled Rail (SPR), and Commuter Rail Transit (CRT) Vehicles. The four alternatives being evaluated include:

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 DEIS/DEIR 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, reserved bus lanes, expanded park-and-ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations. 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 SPR or 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 EIS/EIR.

PROBABLE EFFECTS: The purpose of this EIS/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.

