

Appendix B6. Scoping Packet

SCOPING INFORMATION PACKET

PROJECT DESCRIPTION

The proposed South Bay Metro Green Line Extension Transit Corridor project would provide new rail service into the South Bay area of Los Angeles County, connecting the Los Angeles International Airport (LAX) area to the City of Torrance. The Study Area follows the existing Harbor Subdivision railroad corridor for 8.7 miles through the Cities of Los Angeles, El Segundo, Hawthorne, Manhattan Beach, Redondo Beach, Lawndale, and Torrance, along with the Lennox and Del Aire areas of unincorporated Los Angeles County. Potential rail technologies that will be studied include Light Rail Transit (LRT), Self-Propelled Railcars (SPR), and Commuter Rail Transit (CRT).

PURPOSE AND NEED OF THE PROJECT

The project purpose is to improve mobility in southwestern Los Angeles County by providing reliable, high-frequency transit service along the South Bay Metro Green Line Extension Transit Corridor. The overall goal of the proposed project is to improve accessibility in the South Bay to high-frequency transit service options that provide a more direct connection to regional destinations, offer an alternative mode of transportation for I-405 commuters and encourage a mode shift to transit, reducing air pollution and greenhouse gas emissions. Considerations supporting the need for the project include a number of major activity centers in the Study Area such as LAX, the El Segundo employment complex, the South Bay Galleria and the Del Amo Fashion Center. Additional considerations include heavy traffic congestion, poor travel times, reliability of the existing area transit system, and difficult regional transit connections into and out of the Study Area. The project will seek to address these needs by connecting transit lines and activity centers, providing an alternative to the I-405 and improving accessibility for area residents and workers.

ALTERNATIVES

The Metro Harbor Subdivision Transit Corridor Alternatives Analysis (AA) Study, which serves as a precursor to this Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR), studied a large number of transit alternatives along the entire 26-mile Harbor Subdivision railroad right-of-way (ROW) between downtown Los Angeles, LAX and the Ports of Los Angeles and Long Beach. An extension of the Metro Green Line to the South Bay emerged as the highest-priority project from the AA, and the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors approved the preparation of a Draft EIS/EIR in December 2009. Four alternatives will be studied in the Draft EIS/EIR as described below. In addition to these alternatives, other reasonable transit alternatives identified through the public and agency scoping process will be evaluated for potential inclusion in the Draft EIS/EIR.

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No Build Alternative

The No Build Alternative helps define mobility challenges in the Study Area and identifies the consequences of merely extending existing policies and plans without committing to larger capital improvements. The No Build Alternative represents the Study Area in the Year 2035, including committed transportation improvements as specified in the constrained element of Metro's 2009 Long Range Transportation Plan and the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan.

Transportation Systems Management (TSM) Alternative

The TSM (Baseline) Alternative consists of low cost capital and operations improvements to current transit facilities and services that extract the greatest benefits from existing infrastructure. The TSM Alternative enhances the No Build Alternative and emphasizes 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 bus service and traffic signalization improvements. A new bus service with route and station locations similar to the two Build Alternatives would be a central feature of this alternative, providing frequent, high-quality service in the Study Area.

Light Rail Alternative

The Light Rail Alternative would extend existing Metro Green Line and future Crenshaw/LAX 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. The route of the Light Rail Alternative is shown in dark green with circles indicating locations of stations in Figure 1.

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Figure 1. Metro Green Line Extension – Build Alternative Overview



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Freight Track Alternative

The Freight Track 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 at the South Bay Galleria, and at the proposed South Bay Regional Intermodal Transit Center – Torrance Hub. The route of the Freight Track Alternative is shown in dark blue with diamonds indicating locations of stations in Figure 1.

PRELIMINARY PROJECT SCHEDULE

A preliminary schedule for the preparation of the project’s Draft EIS/EIR is shown below.

Action	Date
Scoping Meetings	April/May 2010
End of Scoping Period	May 28, 2010
Development of Draft EIS/EIR	Spring 2010 to Summer 2011
Public Hearings on Draft EIS/EIR	Summer 2011
Metro Board Decision Draft EIS/EIR	Late 2011

WHAT IS AN EIS/EIR?

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are laws that require government agencies to identify the significant environmental impact of their actions and to avoid, minimize or mitigate any adverse effects, if reasonable and cost effective. The Environmental Impact Statement (EIS) required by NEPA and the Environmental Impact Report (EIR) required by CEQA will be prepared for the Metro Green Line Extension in accordance with both federal and state regulations.

The EIS/EIR for the Metro Green Line Extension will consider the proposed project’s environmental impacts on air quality, cultural and historic resources, community effects, noise, visual impacts, soil, water, biological resources and other elements. During the Draft EIS/EIR phase, Metro will also study the potential effects of the project, both during construction and once it is operating, and will evaluate measures to avoid, minimize and mitigate adverse impacts, if reasonable and cost effective.

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During this phase, Metro will further refine the alternatives by evaluating elements such as alignments, station locations, cost effectiveness and potential funding options.

SCOPING MEETING SCHEDULE

Four public scoping meetings will be conducted for the public to learn more about the project and provide comments. The scoping meetings will be held at the following times and locations:

- April 26, 2010, 6 – 8 PM at Nakano Theater, 3330 Civic Center Driver, Torrance, CA 90503
- April 28, 2010, 6 – 8 PM at North Redondo Senior Center, 2308 Rockefeller Lane, Redondo Beach, CA 90278
- May 1, 2010, 10 AM – 12 PM at City Hall, 14717 Burin Avenue, Lawndale, CA 90260
- May 5, 2010, 6 – 8 PM at Auto Driving Museum, 610 Lairport Street, El Segundo, CA 90245

Written comments will be accepted until May 28, 2010. Comments may also be submitted at the scoping meetings, sent via email to LammR@metro.net, or mailed to:

Mr. Randy Lamm, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

PROJECT INFORMATION

Additional information can be found on the project website at:
<http://www.metro.net/southbayextension>