

Appendix E

Newspaper Publications of Legal Notices

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY (LACMTA)NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL
IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

TO: AGENCIES, ORGANIZATIONS, & INTERESTED PARTIES
 SUBJECT: NOTICE OF INTENT/NOTICE OF PREPARATION OF AN EIS/EIR
 PROJECT TITLE: REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

The PROPOSED PROJECT: The proposed light rail transit (LRT) project lies entirely within the City of Los Angeles and is generally bounded by US Highway 101 on the north, 7th and 9th Streets on the south, Alameda Street on the east, and State Route 110 on the west. Project length is just under two miles and the LRT alternatives would have up to four stations plus ancillary facilities including power substations. The project area is the largest regional employment center in Los Angeles County, and is densely developed with multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers.

The proposed Regional Connector Transit Corridor project would provide a direct link connecting several light rail service lines in operation or in construction (i.e., 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 create a connection in downtown Los Angeles that would link the Metro Blue and Expo Lines termini at 7th Street/Metro Center Station (7th Street and Flower Street) to the Metro Gold Line (Pasadena and Eastside) at the Little Tokyo/Arts District Station at 1st Street and Alameda Street. This connection would provide through service between the Metro Blue Line to Long Beach, the Metro Gold Line to Pasadena and East Los Angeles, and the Metro Expo Line to Culver City.

With the implementation of the Regional Connector project, these four lines would share tracks and stations in downtown Los Angeles.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) intend to prepare an environmental impact statement (EIS) for the Regional Connector Transit Corridor Project in Los Angeles County, California. LACMTA operates the Metro transit system in Los Angeles County. The proposed project would provide a direct link connecting several light rail service lines in operation or in construction through downtown Los Angeles, CA.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations, as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. LACMTA will also use the EIS document to comply with the California Environmental Quality Act (CEQA), which requires an Environmental Impact Report (EIR). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIS process (including providing comments on the scope of the Draft Environmental Impact Statement (DEIS), to announce that public scoping meetings will be conducted, and to identify participating and cooperating agency contacts.

PURPOSE AND NEED FOR THE PROJECT: The purpose of this project is to improve the region's public transit service and mobility. The overall goal of the project is to improve mobility within the corridor by connecting to the light rail service of the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles. Mobility issues throughout the region and the identified need to join the unconnected segments of the light rail system have been documented in several past studies, including the Pasadena - Los Angeles Light Rail Transit Project Environmental Impact Report (1993), the Blue Line Connection Preliminary Planning Study (1993), and the Regional Light Rail Connector Study (2004). Additional considerations supporting the need for the Regional Connector Transit Corridor project include: increased travel times and station overcrowding occurring due to multiple transfers required to traverse the project area; a project area that has many transit dependent residents; poor system connectivity that results in reduced system schedule reliability as current system expansions are completed; and investments within the project area could improve system-wide operations in regards to travel times and safety issues.

ALTERNATIVES: The Regional Connector Transit Corridor Final Alternatives Analysis Report (2009) prepared by LACMTA identified four alternatives for further consideration in the EIS/EIR. The four alternatives include: a No-Build Alternative, Transportation System Management (TSM) Alternative, At-Grade Emphasis LRT Alternative, and Underground Emphasis LRT Alternative. The various alternatives to be considered for the Regional Connector project generally traverse Flower Street north from 7th Street, 2nd Street between Flower and Alameda, Main and Los Angeles Streets between Temple Street and 2nd Street, Temple Street between City Hall and Alameda Street, and Alameda Street between US Highway 101 and 2nd Street.

No-Build Alternative: The No Build Alternative would maintain existing transit service through the year 2030. No new transportation infrastructure would be built within the project area aside from projects currently under construction, or funded for construction and operation by 2030 by recently approved Measure R sales tax.

Systems Management (TSM) Alternative: The TSM Alternative would include the provisions of the No Build Alternative and add two shuttle bus routes from 7th Street/Metro Center station to Union Station providing a link between the region's unconnected LRT services, one along Grand Ave. and 1st St., and one along Figueroa, Flower 2nd, and 3rd Streets. The shuttle buses would use existing bus-only lanes, where available, and would be fitted with transit-primarily signalization devices similar to those used on Metro Rapid. Stops would be located every few blocks so as to provide full coverage of the area. Each shuttle route would be one and one-half to two miles in length.

At-Grade Emphasis LRT Alternative: This alternative would extend from the underground 7th Street/Metro Center Station, head north under Flower Street, surface to at-grade north of 5th Street, cross 3rd Street, enter Bunker Hill, and turn northeast through a new entrance to the existing 2nd Street tunnel. The alignment would continue along 2nd Street where it would split into an at-grade couplet configuration on Main and Los Angeles Streets (one track on each roadway) to Temple Street. Then it would head east on Temple Street and realign into a dual track configuration just north of the Metro Gold Line Little Tokyo/Arts District Station on Alameda Street. Due to the high volume of trains that would traverse the Regional Connector, an automobile overpass and pedestrian overpass would be constructed at the intersection of Temple and Alameda Streets to eliminate pedestrian-train and automobile-train conflicts. Optional station configurations are being considered.

Underground Emphasis LRT Alternative: From the 7th Street/Metro Center Station, this alternative would extend north along Flower Street with a new underground station north of 5th Street. At 2nd Street, the underground tunnel would extend east with new underground stations to provide access to Bunker Hill and to the area between Los Angeles Street and Broadway. The tunnel would emerge to at-grade connections just southwest of the intersection of 1st and Alameda Streets. At 1st and Alameda Streets, a new overpass would carry car and truck traffic along Alameda Street below the rail junction, and a new overhead pedestrian bridge structure would eliminate most conflicts between pedestrians and trains. This Alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.

The EIS PROCESS AND THE ROLE OF PARTICIPATING AGENCIES AND THE PUBLIC: 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. The FTA and LACMTA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation, land use, zoning and economic development, secondary development, land acquisition, displacements and relocations, cultural resources (including historical, archaeological, and paleontological resources), parklands/recreational facilities, neighborhood compatibility and environmental justice, visual and aesthetic impacts, natural resources (including air quality, noise and vibration, wetlands, water resources, geology/soils, and hazardous materials), energy use, safety and security, wildlife, and ecosystems. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

DATES: Written comments on the scope of the EIS, should be sent to LACMTA on or before May 11, 2009 at the address below. Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates:

- Monday, March 30, 2009; 4:30 p.m. to 6:00 p.m.; at the University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 S Figueroa St, Los Angeles, CA 90007.
- Tuesday, March 31, 2009; 6:30 p.m. to 8:00 p.m.; at the Lake Avenue Church, 393 N Lake Avenue, Pasadena, CA 91101.
- Wednesday, April 1, 2009; 6:30 p.m. to 8:00 p.m.; at the Japanese American National Museum (JANM), 369 E 1st Street, Los Angeles, CA 90012.
- Thursday, April 2, 2009; Noon to 1:30 p.m.; at the Los Angeles Central Library, Board Room, 630 W 5th Street, Los Angeles, CA 90071.

The project's purpose and need and the description of alternatives for the proposed project 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 the scoping meeting should contact Ms. Ann Kerman, Community Relations Manager, LACMTA, at (213)922-7671, or kermana@metro.net. Scoping materials will be available at the meetings and on the LACMTA website (www.metro.net/regionalconnector). Paper copies of the scoping materials may also be obtained from Ms. Ann Kerman, Community Relations Manager, LACMTA, at (213)922-7671, or kermana@metro.net. An interagency scoping meeting will be held on Thursday, March 26, 2009 at 1:30 p.m. at LACMTA, in the Gateway Plaza Room, 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.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99-22-2, Los Angeles, CA 90012, or via e-mail at roybald@metro.net.

FOR FURTHER INFORMATION CONTACT: Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone (213) 202-3950, e-mail ray.tellis@dot.gov.



Metro

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