Appendix D
Notice of Preparation

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY (Metro)

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT (EIS)/ENVIRONMENTAL IMPACT REPORT (EIR)

TO: AGENCIES, ORGANIZATIONS & INTERESTED PARTIES.

SUBJECT: NOTICE OF INTENT (NOI)/NOTICE OF PREPARATION (NOP) OF AN EIS/EIR

PROJECT TITLE: REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

PROJECT LOCATION AND ENVIRONMENTAL SETTING: 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. The length of the proposed light rail project would be just under two miles. It would have up to four stations plus ancillary facilities including power substations. The project area includes the largest regional employment center of Los Angeles, 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 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 create a connection through 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, these four lines would share tracks and stations in downtown Los Angeles.

The various alternatives to be considered for the Regional Connector generally traverse Flower Street north from 7th Street, 2nd Street between Figueroa 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.

PROJECT INTITIATION: The Los Angeles County Metropolitan Transit Authority (LACMTA or Metro) and the Federal Transit Administration (FTA) will prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Regional Connector Transit Corridor pursuant to 23 U.S.C. 139 and the California Environmental Quality Act (CEQA). Metro is serving as the local lead agency for purposes of 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. FTA and Metro will invite interested Federal, State, tribal, regional and local government agencies to be participating agencies under the provisions of Section 6002 of SAFETEA-LU.

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 FTA and Metro identified four alternatives for further consideration in the EIS/EIR. The attached figures depict the No-Build, TSM, and two build alternatives proposed for further consideration. The four alternatives include:

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. Transit service under the No-Build Alternative would be focused on the preservation of existing services and projects. By the

projection year of 2030, some bus service would have been reorganized and expanded to provide connections with the new rail lines; however, the transit network within the project area would largely be the same as it is now.

Transportation System 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 route would run along Grand Avenue and 1st Street, 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-priority 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, realign into a dual track configuration east of Los Angeles Street, and join the Metro Gold Line just north of the Little Tokyo/Arts District Station on Alameda Street. Due to the high volume of trains that would traverse the Regional Connector, an automobile underpass and pedestrian overpass would be constructed at the intersection of Temple and Alameda Streets to eliminate pedestrian-train and automobile-train conflicts.

There are two options for the configuration on Flower Street. For Option A, trains would transition to underground tracks after crossing 3rd Street and continue to a new underground station just south of 5th Street, then proceed to the 7th Street/Metro Center Station and arrive at the existing Metro Blue Line platform. For Option B, trains would arrive at an at-grade station after crossing 3rd Street, then transition to underground tracks near 4th Street to reach the existing Metro Blue Line platform at 7th Street/Metro Center station. In total, the At-Grade Emphasis LRT Alternative would add 1.8 miles of new double track to the light rail system.

In addition to the Option A and Option B Station configurations, other station locations would include a station adjacent to Bunker Hill, south of 2nd Street and Hope Street, and a split station using Main and Los Angeles Streets between 1st and Temple Streets.

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 underpass 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.

PROBABLE ENVIRONMENTAL 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. The FTA and Metro 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.

SCOPING MEETINGS: Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates: 1) Monday, March 30, 2009; 4:30 p.m. to 6 p.m.; at the University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 South Figueroa Street, Los Angeles, CA 90007; 2) Tuesday, March 31, 2009; 6:30 p.m. to 8 p.m.; at the Lake Avenue Church, 393 North Lake Avenue, Pasadena, CA, 91101; 3) Wednesday, April 1, 2009; 6:30 p.m. to 8 p.m.; at the Japanese American National Museum (JANM), 369 East 1st Street, Los Angeles, CA 90012; and 4) Thursday, April 2, 2009; Noon to 1:30 p.m.; at the Los Angeles Central Library, Board Room, 630 West 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 translator or sign language interpreter, to participate in the scoping meeting should contact Ms. Ann Kerman, Community Relations Manager, Metro, at 213-922-7671, or kermana@metro.net.

Scoping materials will be available at the meetings and on the Metro website (www.metro.net/regionalconnector). Paper copies of the scoping materials may also be obtained from Ms. Ann Kerman, Community Relations Manager, Metro, at 213-922-7671, or kermana@metro.net. An interagency scoping meeting will be held on Thursday, March 26 at 1:30 p.m. at Metro, 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.

COMMENT DUE DATE: Written comments on the scope of the EIS/EIR, including the purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluation should be sent to Metro on or before May 11, 2009 at the address below.

ADDRESSES: Written comments should be sent to Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012, phone 213–922–3024, or e-mail roybald@metro.net. The locations of the scoping meetings are provided above, under SCOPING MEETINGS.

FOR FURTHER INFORMATION CONTACT: 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.

Figure 1: No-Build Alternative

Union Station

Azusa (via Union Station)

East Los Angeles

Bus Lines and Destinations

Operator	Line	Destination
AVTA	785	Palmdale
Foothill	481	Wilshire Center - El Monte
Foothill	493	Pomona
Foothill	497	Chino
Foothill	498	Azusa
Foothill	499	San Dimas
Foothill	699	Montclair
Foothill	SS	Montclair
Gardena	1	Gardena
LADOT	CE 409	Sylmar
LADOT	CE 413	Burbank
LADOT	CE 419	Chatsworth
LADOT	CE 422	Thousand Oaks
LADOT	CE 423	Newbury Park
LADOT	CE 430	Pacific Palisades
LADOT	CE 431	Westwood
LADOT	CE 437	Marina del Rey
LADOT	CE 438	Redondo Beach
LADOT	CE 448	Rancho Palos Verdes
LADOT	DASH A	City West
LADOT	DASH B	Chinatown
LADOT	DASH C	South Park
LADOT	DASH CCE	Central City East
LADOT	DASH CH	City Hall Shuttle
LADOT	DASH D	South Park
LADOT	DASH DD	Downtown Discovery (Weekend)
LADOT	DASH E	City West
LADOT	DASH F	Exposition Park
LADOT	DASH MBH	Metrolink - Bunker Hill
Metro	2	Pacific Palisades
Metro	4	Santa Monica
Metro	10	West Hollywood
Metro	14	Beverly Hills
Metro	16	Century City
Metro	18	Wilshire Center
Metro	20	Santa Monica
Metro	26	Hollywood - Artesia Transit Center
Metro	28	Century City
Metro	30	Pico/Rimpau - Monterey Park
Metro	31	Pico/Rimpau - Monterey Park
Metro	33	Santa Monica
Metro	35	Washington/Fairfax
Metro	37	Washington/Fairfax
Metro	38	Washington/Fairfax
Metro	40	South Bay Galleria
Metro	42	LAX City Bus Center
Metro	45	Lincoln Heights - Rosewood
Metro	48	Avalon Station
Metro	50	Hollywood - Artesia Transit Center
Metro	51	Hollywood - Artesia Transit Center
Metro	53	CSU Dominguez Hills
Metro	55	Imperial/Wilmington Station
Metro	60	Artesia Station
Metro	62	Artesia Station
Metro	66	Wilshire Center - Montebello
Metro	68	Montebello - West Los Angeles
Metro	70	El Monte
Metro	71	El Monte
Metro	76	El Monte
Metro	78	Arcadia
Metro	79	Arcadia
Metro	81	Eagle Rock - Exposition Park
Metro	83	Eagle Rock
Metro	84	Montebello - West Los Angeles
Metro	90	Sunland
Metro	91	Sunland
Metro	92	Burbank
Metro	94	Sylmar
Metro	96	Sherman Oaks
Metro	302	Pacific Palisades
Metro	316	Century City
Metro	333	Santa Monica
Metro	335	Washington/Fairfax
Metro	352	Hollywood - Artesia Transit Center
Metro	355	Imperial/Wilmington Station
Metro	366	Wilshire Center - Montebello
Metro	378	Arcadia
Metro	439	Aviation Station
Metro	442	Hawthorne
Metro	444	Rancho Palos Verdes
Metro	445	San Pedro
Metro	446	San Pedro
Metro	447	San Pedro
Metro	450X	Artesia Transit Center
Metro	460	Disneyland
Metro	484	Pomona
Metro	485	Altadena
Metro	487	Sierra Madre Villa Station
Metro	489	Sierra Madre Villa Station
Metro	490	Pomona
Metro	704	Santa Monica
Metro	714	Beverly Hills
Metro	720	Commerce - Santa Monica
Metro	728	Century City
Metro	730	Pico/Rimpau
Metro	740	South Bay Galleria
Metro	745	Harbor Freeway Station
Metro	753	Imperial/Wilmington Station
Metro	760	Artesia Station
Metro	770	El Monte
Metro	794	Burbank
Montebello	40	Whittier
Montebello	50	La Mirada
Montebello	341	Whittier
Montebello	342	Whittier
Montebello	343	Whittier
OCTA	701	Huntington Beach
OCTA	721	Fullerton
Santa Clarita	799	Santa Clarita
Santa Monica	10	Santa Monica
Torrance	1	Torrance
Torrance	2	Torrance

Regional Connector Transit Corridor
No-Build Alternative

Rapid / Local / Express — Metro Bus Service

Non-Metro Bus Service

Underground — Metro Blue and Expo Lines

Underground — Metro Red and Purple Lines

At-Grade — Metro Gold Line

Tunnel Roadways

Pedestrian Bridges

Other Rail

1/8 Mile

N

North Hollywood
Westwood

Long Beach
Santa Monica

Figure 2: Transportation System Management Alternative

Union Station

Azusa (via Union Station)

East Los Angeles

North Hollywood

Westwood

Long Beach

Santa Monica

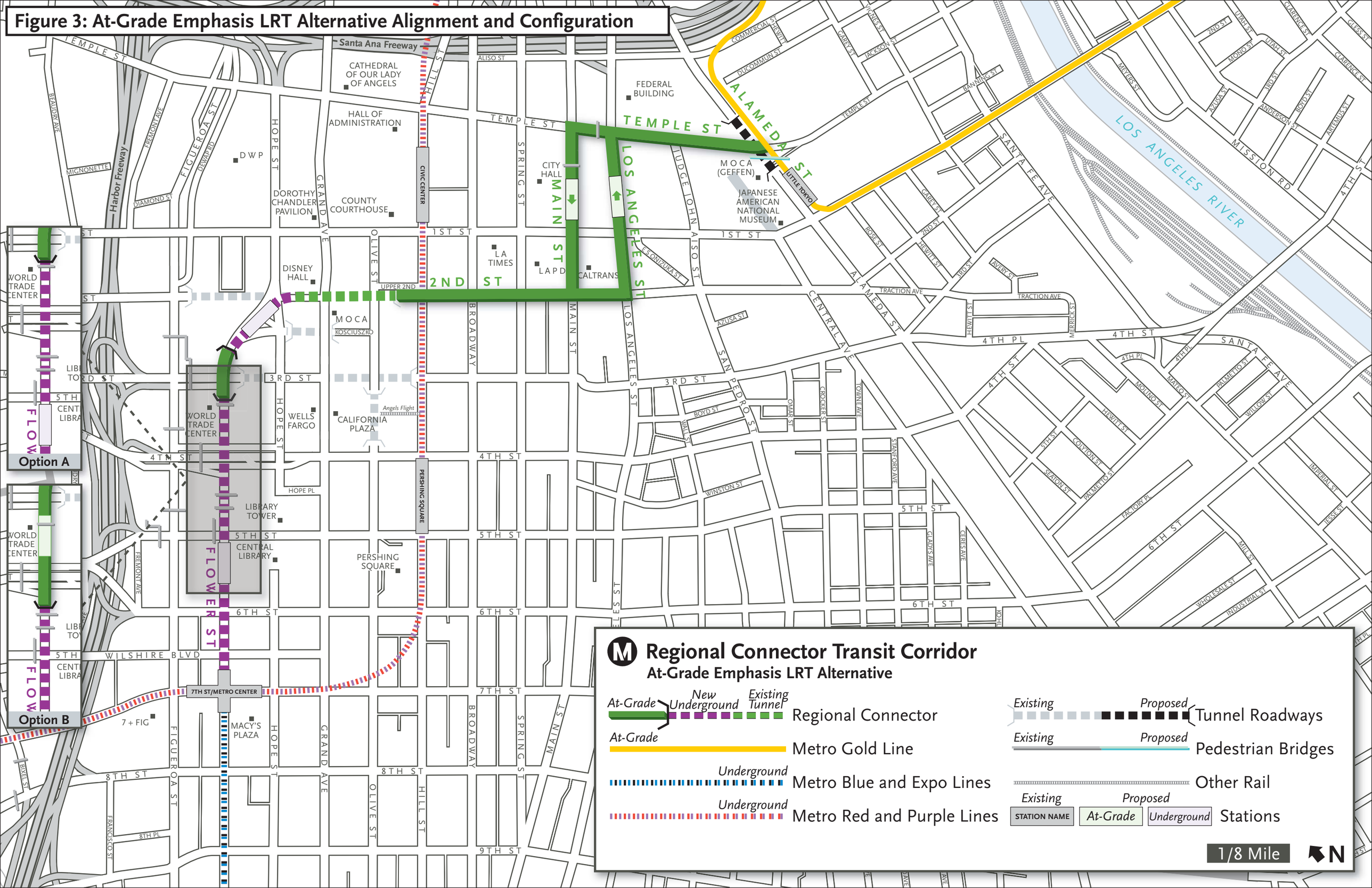
Regional Connector Transit Corridor
Transportation System Management Alternative

- Street-Running / Optional Detour — Upper Grand Shuttle Bus
- Street-Running / Existing Tunnel — Lower Grand Shuttle Bus
- Underground — Metro Blue and Expo Lines
- Underground — Metro Red and Purple Lines
- At-Grade — Metro Gold Line
- Tunnel Roadways
- Pedestrian Bridges
- Other Rail

1/8 Mile

N

Figure 3: At-Grade Emphasis LRT Alternative Alignment and Configuration



Regional Connector Transit Corridor

At-Grade Emphasis LRT Alternative

- Regional Connector (At-Grade / New Underground / Existing Tunnel)
- Metro Gold Line (At-Grade)
- Metro Blue and Expo Lines (Underground)
- Metro Red and Purple Lines (Underground)
- Tunnel Roadways (Existing / Proposed)
- Pedestrian Bridges (Existing / Proposed)
- Other Rail
- Stations (Existing: STATION NAME; Proposed: At-Grade / Underground)

1/8 Mile

N

Figure 4: Underground Emphasis LRT Alternative Alignment and Configuration