

Table 3-1 Comment Summary

Purpose and Need	Better light rail system connectivity downtown More access between Los Angeles neighborhoods Attracting new riders with improved transit service Reducing downtown traffic congestion Reducing transfers and shortening trip times Revitalizing downtown Timeliness of the project		Promoting an alternative to driving Encouraging a pedestrian-friendly downtown Improving air quality Accommodating short headways on the LRT lines Focusing on transit system quality Addressing LRT system capacity constraints Expanding the rail transit system	
	Proposed Alternatives	Prefer No-Build (2) TSM (5) Prefer (50%) Do Not Prefer (50%)	At-Grade Emphasis LRT (30) Prefer (20%) Do Not Prefer (80%)	Underground Emphasis LRT (64) Prefer (80%) Do Not Prefer (20%)
Other Alternatives Studied During AA Phase		Stations (23) 2 nd & Spring Bunker Hill 2 nd & LA-San Pedro Two stations on 2 nd Street Underground Little Tokyo Station Temple & Aiso Civic Center	Connections (10) Broadway Streetcar Grand Avenue Project Historic Core Additional bus service Bikes and pedestrians Configuration (25) At-Grade Underground	Alignments (11) 3 rd Street from Flower Street to Little Tokyo
	New Concepts	1 st & Alameda (transfer platform) Alameda & 7 th Alameda & Olympic 2 nd & Grand	Alameda Street from 1 st Street to Washington Boulevard	Knock-out panels at 2 nd & Central Knock-out panels near Bunker Hill Double tracks Underground split-level junction in Little Tokyo
Potential Impacts		Traffic Circulation (35) Land Use and Development (4) Community and Neighborhood Impacts (10) Visual and Aesthetic Impacts (9) Noise and Vibration (8) Historic Impacts (4)		Parklands (2) Economic and Fiscal Impacts (11) Safety and Security (27) Construction Impacts (18) Growth Inducing Impacts (1) Air Quality Impacts (1)
	Other Impacts	Extending the operation hours of the Metro Rail system Revising Metro's transfer policies Creation of a downtown free fare zone Request for information about Metro Expo Line construction Request that Scoping Report and EIS/EIR be adequate and respond to non-environmental comments		

Note: Tallies and percentages are approximate

RESPONSES TO COMMENTS

4.1 Introduction

The purpose of scoping is to provide an opportunity for agencies and the public to comment on the purpose and need, the range of alternatives proposed for analysis, and to help the project proponent identify issues that should be evaluated in the DEIS/DEIR analysis. Therefore, all comments that fall within the scope of the NEPA/CEQA process will be addressed in the DEIS/DEIR. Metro will also continue to work closely with agencies and stakeholder groups to address issues identified through scoping.

4.2 Comments Related to Purpose and Need

There were no comments directly related to the stated purpose of the project. A number of comments did affirm many of the previously identified needs for the project. In addition, some commenters identified additional conditions or benefits that support the need for the project. The DEIS/DEIR will expand and clarify the purpose and need statement in response to these comments.

4.3 Comments Related to Alternatives

The Regional Connector project has completed an AA and conducted early scoping on the potential range of alternatives. The results of that report may be found in the Final AA Report (Metro 2009) and which is incorporated here by reference. The AA provides the reasoning for decisions regarding the identification and narrowing of the range of alternatives. The AA process identified an initial set of 36 conceptual alternatives that met the project purpose of improving connections within the light rail system through the central business district. These alternatives were screened against criteria related to constructability, right-of-way constraints, impacts of configurations, and operational concerns. This initial screening narrowed the range of alternatives to eight alternatives with a few variations on some of the alternatives. These eight alternatives were screened against the goals, objectives, and evaluation criteria established for the project. In addition, input from stakeholders, the public and agencies was solicited in the process of further narrowing the range of alternatives. The AA process resulted in four alternatives (two build alternatives, a No Build Alternative, and a TSM Alternative) that will be carried forward into the DEIS/DEIR.

Most commenters expressed a preference for one of the build alternatives. Comments that included reasons for a stated preference also provide insight into potential impacts or benefits of all of the alternatives. These insights into potential impacts are helpful in guiding the impact analysis of the DEIS/DEIR. Comments that provide this insight are also counted as a comment on a particular resource discipline and will be included in the analysis of potential impacts.

A few comments expressed a preference for an alternative that is not currently proposed for consideration in the DEIS/DEIR.

The DEIS/DEIR will summarize the alternatives previously considered and eliminated and the process used to do so. Other alternatives that do not meet the project purpose and need will not be evaluated further.

4.4 Comments Related to Potential Impacts

Potential impacts or benefits of alternatives identified by commenters will be analyzed in the DEIS/DEIR. Insights into how a particular alternative may affect traffic, neighborhoods, safety, or accessibility and mobility through the central business district are a valuable result of the scoping process. Specific comments on each potential impact will be used to guide the analysis of the alternatives.

Specific comments on potential impacts were related to traffic congestion, circulation, property access, mobility for segments of the ridership, safety, air quality, community and neighborhood, economic, historic resources, visual and aesthetic concerns, noise and vibration, land use and development, and construction activities.

4.5 Other Comments

A number of comments were received on matters related to Metro policies, operations, and other projects within the Metro system. These comments are beyond the scope of this DEIS/DEIR and have been relayed to Metro management for consideration in other, more appropriate forums.

REFERENCES CITED

Los Angeles County Metropolitan Transportation Authority, 1993. *Blue Line Connection Draft Preliminary Planning Study*.

Los Angeles County Metropolitan Transportation Authority, 1993. *Pasadena – Los Angeles Light Rail Transit Project Environmental Impact Report*.

Los Angeles County Metropolitan Transportation Authority, 2004. *Regional Light Rail Connector Study*.

Los Angeles County Metropolitan Transportation Authority, 2009. *Final Alternatives Analysis Report*. Prepared by CDM for Los Angeles County Metropolitan Transportation Authority.

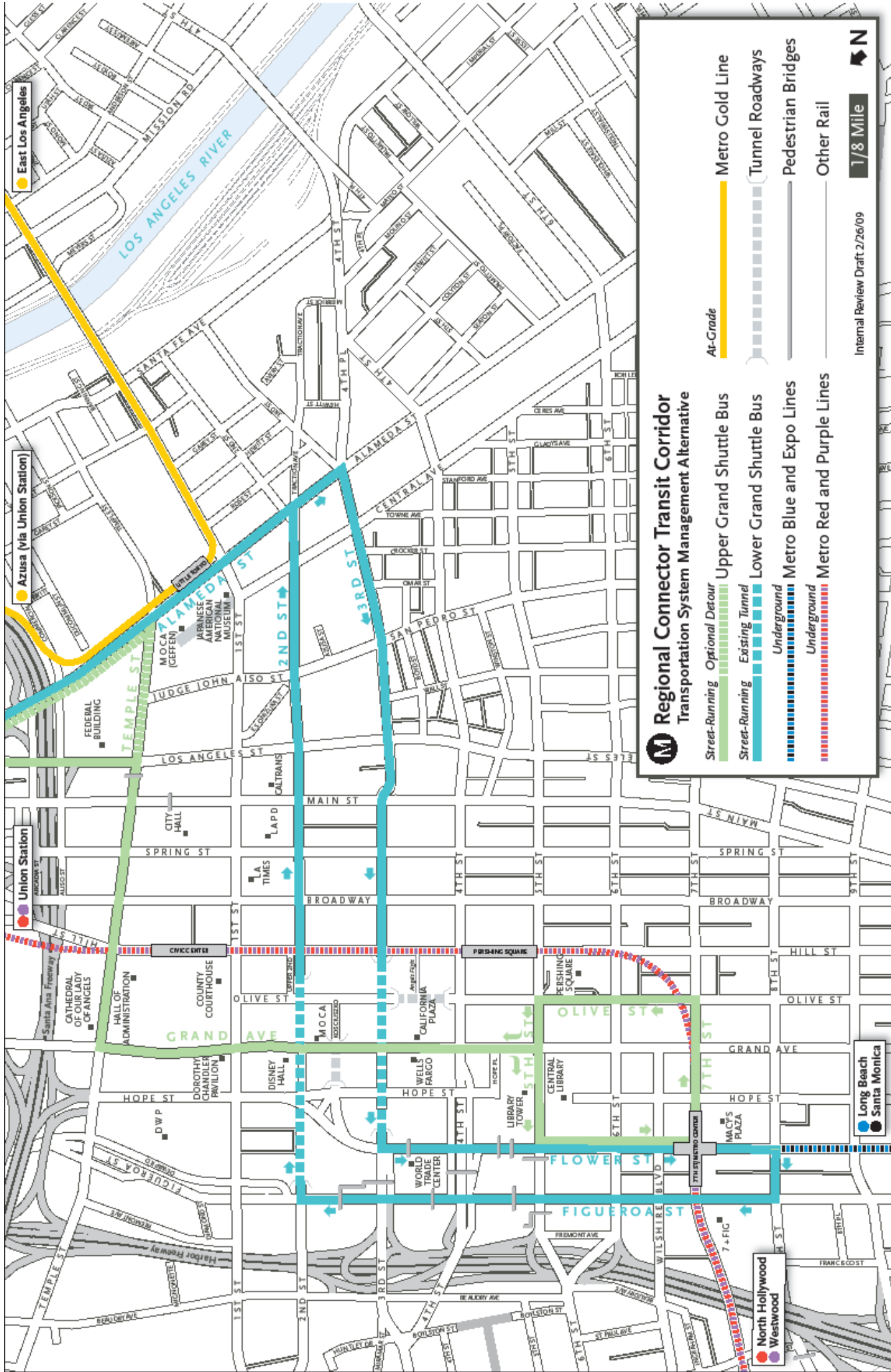
Los Angeles County Metropolitan Transportation Authority, 2008. *Final Project Early Scoping Report*. Prepared by CDM for Los Angeles County Metropolitan Transportation Authority

APPENDICES

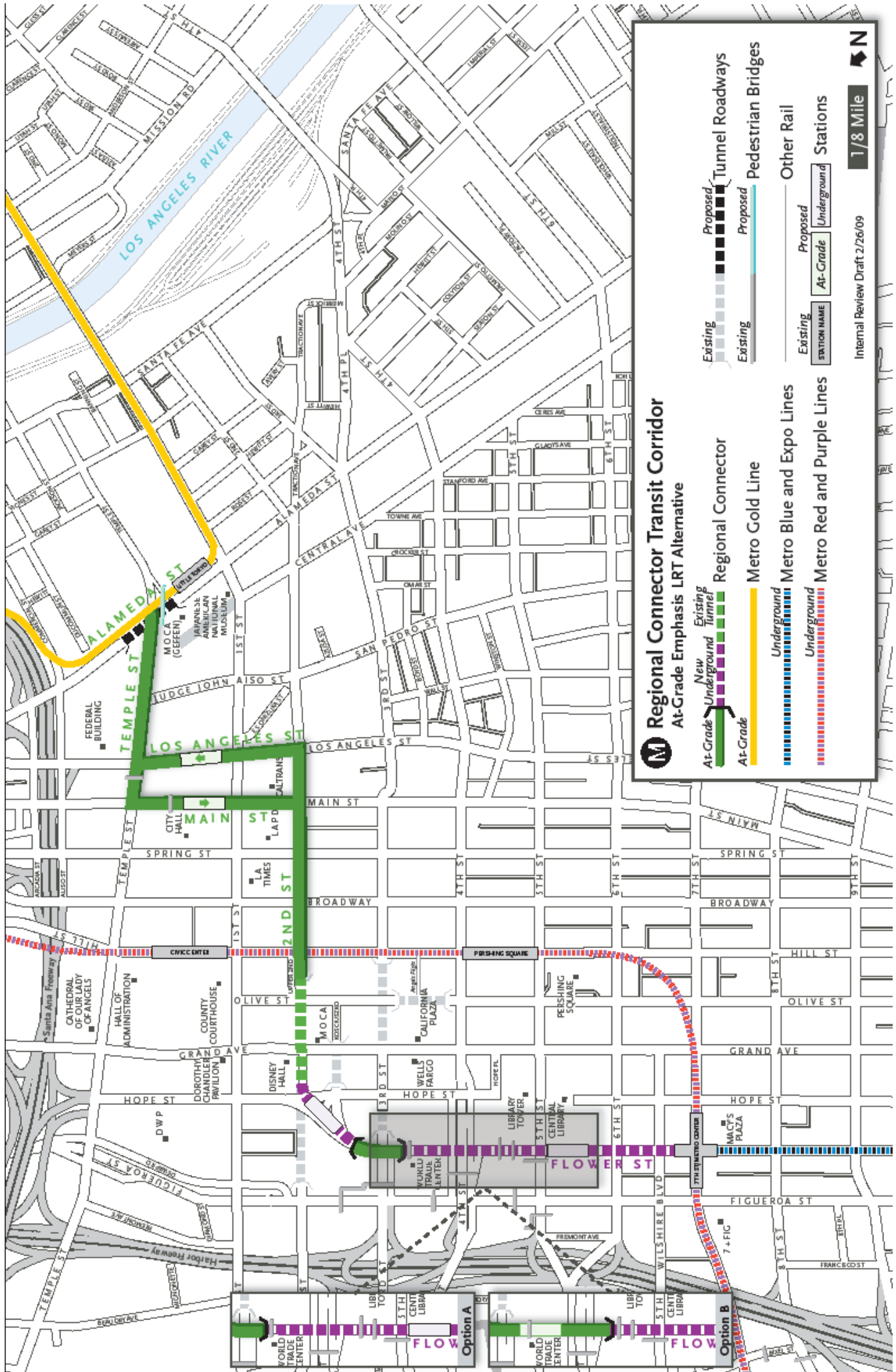
- A: Maps of Alternatives
- B: Public Participation Plan
- C: Notice of Intent
- D: Notice of Preparation
- E: Newspaper Publications of Legal Notices
- F: Agency List
- G: Participating Agencies
- H: Invitation Letters
- I: Agency Sign In Sheet
- J: Agency Scoping Transcript
- K: Notification Database
- L: Direct Mail Scoping Letter
- M: “Take Ones”
- N: Electronic Meeting Notice
- O: Newspaper Advertisements
- P: Public Scoping Meeting #1 Sign In Sheet
- Q: Public Scoping Meeting #2 Sign In Sheet
- R: Public Scoping Meeting #3 Sign In Sheet
- S: Public Scoping Meeting #4 Sign In Sheet
- T: Boards Displayed & Meeting Handouts
- U: PowerPoint Presentation
- V: Summary of Public Comments, Comment Matrix & Transcripts

- W: Summary of Agency Comments

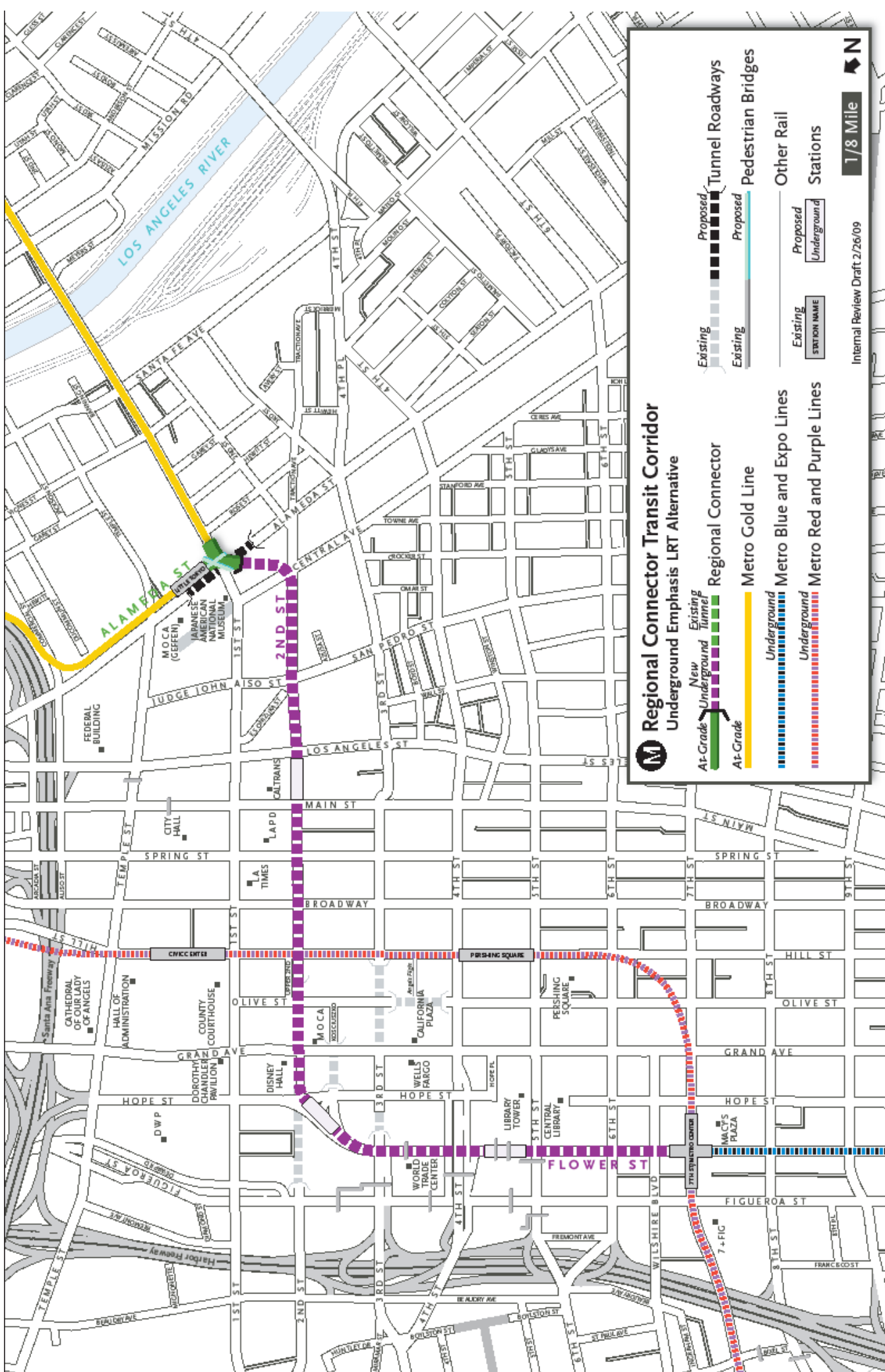
Appendix A
Maps of Alternatives



As shown to agencies and the public during scoping



As shown to agencies and the public during scoping



As shown to agencies and the public during scoping

Appendix B
Public Participation Plan

PUBLIC PARTICIPATION PLAN

I. Purpose and Background

The Regional Connector Transit Corridor Project area encompasses approximately 1.6 square miles of downtown Los Angeles within the boundaries of the I-110 freeway to the west, Alameda Street to the east, the US-101 freeway to the north, and 9th Street/Los Angeles Street and 7th Street to the South. It lies entirely within the City of Los Angeles limits in the central city area.

The Regional Connector Project is analyzing options for providing through service between Metro's Blue, Gold, Gold Eastside Extension and Expo Lines, and linking these rail corridors directly to Union Station by connecting the 7th Street/Metro Center station with the Little Tokyo/Arts District station, thereby providing a vital connection through downtown with other light rail service.

Completion of this connector line would provide a number of regional benefits including improved mobility, significantly reduced travel times, increased ridership, greater utilization of all rail lines and more accessibility to regional employment and cultural destinations. Construction of the Regional Connector Project would directly impact a 1.6 square mile geographic area in downtown Los Angeles, while its potential benefits accrue to transit users across the entire region. At the same time, the Regional Connector would also provide much-needed transportation alternatives for downtown Los Angeles's growing residential population and entertainment and cultural centers.

In January 2009, Metro's Board of Directors approved the Regional Connector Transit Corridor Alternatives Analysis Study and authorized staff to proceed with the next phase of the Project. This Draft Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)/Advanced Conceptual Engineering (ACE) phase follows the 12-month Alternatives Analysis that recommended two Build Alternatives for further study along with the No Build and Transportation System Management (TSM) alternatives. The Alternatives Analysis included an in-depth public participation process that included scoping meetings, community update meetings, key stakeholder meetings and elected officials' briefings, as well as development and dissemination of informational materials, a project website, project information line and media relations.

The Draft EIS/EIR phase of the Regional Connector LRT project will involve an extensive and inclusive community outreach process that builds upon, and enhances the public engagement efforts developed during the Alternatives Analysis phase of the project. This Public Participation Plan includes outreach not only to downtown Los Angeles stakeholders, but also to current and potential light rail riders; a wider population of transit users in Los Angeles County. This effort will also re-engage targeted stakeholder outreach efforts during the Alternatives Analysis while, at the same time, identify and involve potential new interested stakeholders who may now, more than before, have a special interest in this project. This Plan builds upon Metro's experience with the Alternatives Analysis, including lessons learned and identification of potential opportunity areas as well as Metro's best practices in public outreach.

II. Compliance with Federal Requirements (SAFETEA-LU)

The Transportation Equity Act for the 21st Century (TEA-21) was subsequently succeeded by the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) on August 10, 2005 by Congress. TEA-21 and SAFETEA-LU continue the strong federal emphasis on public participation, requiring that the public participation plans of metropolitan planning processes “be developed in consultation with all interested parties and ... provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan”. As outlined in the bill, methods to accommodate these goals, to the maximum extent possible, include:

- Holding any public meetings at convenient and accessible locations and times;
- Employing visualization techniques to describe plans;
- Making public information available in electronically accessible formats and means, such as the internet, as appropriate, to afford reasonable opportunity for consideration of public information.
- Coordinating local public participation/involvement processes with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and reduce redundancies and costs.

SAFETEA-LU also expanded the definition of participation by “interested parties”. Broadly defined it now includes as its partners, groups and individuals who are affected by or involved with transportation in the appropriate County and the surrounding region. Examples stated include citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

SAFETEA-LU also requires that public meetings be held at convenient and accessible times and locations, that all plans be available by website and documents be written in easy, understandable language utilizing visual components.

This Public Participation Plan was developed cognizant of compliance with SAFETEA-LU.

III. Goals & Objectives of the Public Participation Process

The Public Participation Plan for the Regional Connector Transit Corridor Project provides an efficient, proactive and comprehensive guide to community outreach efforts throughout the DEIS/DEIR/ACE phase of this project. This Plan builds on the foundation of the public engagement effort developed during the Alternatives Analysis. The public involvement and consensus building effort for this project has several goals and objectives; it will:

- Utilize an inclusive outreach strategy that maximizes input from a broad range of project stakeholders;
- Provide forums for residents, businesses and community leaders to participate in the planning;

- Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and,
- Establish a forum for educating stakeholders on a regular basis as the project evolves.

The Public Participation Plan is in compliance with the public participation requirements of NEPA, CEQA and for the FTA New Starts program.

The intent of the public involvement process is to work cooperatively with the community toward the development of a preferred alternative that meets the purpose and need of the project.

Issues to be addressed during the DEIS/DEIR/ACE outreach process for the Regional Connector might include further development and refinement of the alternatives, locations of the stations, bus/rail interface and other transit issues, urban design, land use, neighborhood and community impacts, environmental impacts, and potential mitigation measures.

IV. Description of Public Participation/Involvement Activities

a. Schedule Overview

The 18 month schedule for the Draft EIS/EIR is summarized below. A series of community update meetings and formal public hearings will be held at key milestones. In addition, the project team will continue to meet with individual stakeholder groups. The public engagement effort will continue throughout the study as urban design proceeds and targeted stakeholders are involved in the planning process.

Spring 2009	Summer 2009	Fall 2009	Winter 2010	Spring 2010	Summer 2010
- Scoping Period	- Urban Design	- Urban Design - Community Update Meeting	- Circulate Draft DEIR	- Public Hearings on DEIR	- Board Meeting - Final EIS/EIR - Begin PE

b. Stakeholder Identification & Community Profile

Metro will maintain and update the stakeholder database developed during the Alternatives Analysis to track interested individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. Building on the database developed during the Alternatives Analysis phase of the study, Metro will continue to provide ongoing maintenance and updates to keep the database current.

The DEIS/DEIR phase will include extended outreach beyond Downtown Los Angeles, including all jurisdictions that potentially benefit from the Regional Connector. There are a variety of existing and potential new project stakeholders; many of these stakeholders were identified during the AA Study, and they will be further engaged during the DEIS/DEIR/ACE process. Stakeholders for this study include, but are not limited to:

- Local, County, Federal & State Elected Officials
- Neighborhood Councils, Associations and Community Councils

- Business and Labor Associations
- Retail & Entertainment Centers/Destinations
- Education, Cultural, Religious, Health Care Institutions along the existing and proposed alignment
- Transit Advocacy and Environmental Groups
- Public Agencies/Officials
- Cities along all existing and proposed alignments

Communication with individuals and organizations beyond the physical study area will be a priority during this phase given the regional significance of the project.

Further, building on information gathered during the Alternatives Analysis, Metro will develop a Community Profile, including an issues assessment, relevant to community participation in the study. The Community Profile will identify:

- key communities and constituencies in the study area;
- key communities and constituencies outside the study area, likely to benefit from the project;
- issues of special interest to communities and constituencies; and,
- strategies and actions to address these communities, constituencies, and issues.

In this way Metro will be able to monitor the issues and priorities of the distinct communities within and of relevance to the project in and beyond the study area.

c. Public Scoping Meetings, Community Updates and Public Hearings

c1. Facilitation of Draft EIS/EIR Scoping Meetings

Metro will conduct four (4) Public Scoping meetings, one (1) Agency meeting and one (1) briefing for local elected officials within the scoping period of the project to solicit comment and input for the DEIS/DEIR prior to the May 11, 2009 deadline for public scoping comments. For Public Scoping, two meetings will be held in Downtown Los Angeles, respectively one daytime meeting to accommodate those stakeholders working in the project area, and one evening meeting to ensure those living in the area are able to attend. Additionally, two more meetings will be scheduled in Pasadena, and the University of Southern California/South Park area: locations outside the project area where transit users will most benefit from construction of the Regional Connector.

The purpose of these meetings is to inform the public about the study, solicit input on the alternatives to be considered and identify issues and areas of concern that will need to be addressed in the DEIS/DEIR. These meetings will be recorded by a court reporter and documented as a part of the DEIS/DEIR/ ACE planning effort.

c2. Formal Public Meeting Coordination and Facilitation

Two rounds of community update meetings will be held during the Draft EIS/EIR and will coincide with key milestones. Metro will schedule and facilitate these public meetings, in up to five (5) locations, for a total of ten (10) community update meetings. A detailed summary of comments and meeting notes will be prepared after each round of meetings. Prior to each round of community update meetings, Metro will schedule one briefing for local elected officials. All presentation materials and meeting handouts will be posted to the Regional Connector website.

c3. Public Hearings

Metro anticipates four (4) public hearings, coordinated with the DEIS/DEIR formal public comment period and consistent with the California Environmental Quality Act (CEQA), FTA, and National Environmental Policy Act (NEPA) guidelines. As for the scoping meetings, Metro will schedule a briefing meeting for elected officials prior to the hearings. TRG will be responsible for all logistics related to the hearings for the DEIS/DEIR phase, including schedule, location selection, staffing, presentation materials and handouts, meeting notifications and publicity, and securing a court reporter.

At the conclusion of the public hearings, Metro will develop a written summary which will include the number of attendees, major issues, and concerns raised, and recommended actions to address the issues. All written comments submitted at the public hearing and via email and US mail will be electronically scanned and included in the project documentation.

d. Other Meetings

Metro will proactively continue to coordinate with key project stakeholder groups in the area to engage them in the planning process. At the same time, Metro will respond to requests from community groups and other organizations to participate in their meetings.

e. Events

To reach out to those not active in civic issues or who do not typically attend community meetings, Metro will participate in local events such as festivals, fairs and other grassroots outreach opportunities. In addition to the events that Metro already participates in, other local opportunities to raise the project's visibility and awareness within the study area will be explored such as farmers markets, mall or shopping center booths and other more community-focused events.

f. Public Notice and Review

Public notices and meeting publicity for the Regional Connector will include:

- Placement of display advertisements two weeks prior to the scoping meetings in the Downtown News, Rafu Shimpo (English/Japanese), Garment & Citizen (Spanish/English), Pasadena Star News and the Daily Trojan
- Mail-out of scoping notice in English, Spanish and Japanese two weeks prior to the first scoping meeting to entire project database
- Mail-out of meeting notice to project database

- Email notification to all in the project database two weeks prior to first meeting, as well as email reminders for upcoming meetings two days prior to first meeting
- Post scoping meeting information on the Metro website (www.metro.net/regionalconnector) two weeks in advance of meetings
- Update Regional Connector Facebook page and distribute meeting invitations via Facebook
- Placement of “Take One” meeting notices on Metro trains and buses serving the project area including the Metro Gold and Blue Lines, and on all downtown bus routes
- Distribution of meeting notices at key downtown Los Angeles gathering places such as the Central Library and Little Tokyo Branch Library, the lobbies of loft buildings and condos, and retail, restaurant and social service venues within the corridor
- Distribution of flyers at Union Station to promote the meetings
- Publicity of scoping meetings to be consistent with FTA requirements
- Development of Project Scoping Presentation Materials in multimedia, easy-to-understand, and multi-language formats

g. Written Materials

Metro will continue to develop text and visuals for collateral materials, specifically Mailers, Brochures, Fact Sheets, “Take Ones”, Frequently Asked Questions (FAQs), and other pieces as needed, as well as a quarterly e-bulletin/newsletter. Materials will be translated, at minimum, into Spanish and Japanese and, as requested, Chinese and Korean. Metro will also develop an electronically, easy-to-read and quick-reference project e-bulletin/newsletter to be distributed approximately quarterly.

h. Website

The project website (www.metro.net/regionalconnector) will be regularly updated to coincide with key milestones. In addition to serving as a source for public information, the website will also serve as a way to gather information. The webpage will facilitate ongoing database additions and provide a means for the community to provide input, ask questions, receive responses and distribute study materials. Metro will monitor web page use, track activity through the project database and respond to inquiries within one business day.

i. Media

Metro takes a proactive role working with the mainstream media to publicize all community meetings and to raise awareness of the Regional Connector Project. This includes the development of press releases and placement of display advertisements. This effort is complemented by outreach to grassroots, ethnic and niche print, broadcast and new media. For the DEIS/DEIR phase, Metro will outreach to wider media such as traffic reporters, as well as the Spanish, Chinese, Japanese and Korean-language media.

Metro will continue to utilize “new” media such as blogs, electronic news outlets, chat rooms, discussion boards, etc. to raise awareness of its projects. Metro will continue to use Facebook and other new media resources (social networking forums) to inform and educate project stakeholders about the study. A complete record of all blogging and other electronic communications on the project will also be maintained.

j. Tours

To help facilitate better understanding of light rail technology, configuration options and community integration, tours of the operational sections of Gold and Blue Lines as well as the construction section within downtown Los Angeles will be held as needed. Tours of other comparable non-Metro systems may also be appropriate.

k. Accommodations

All public meetings will be scheduled at locations accessible by transit users and all buildings for public events are ADA accessible for wheelchairs. Information regarding bicycle lockers/storage can also be researched upon request. Interpreters (language and hearing) or other auxiliary aids will be arranged if requested at least 3 days prior to the meeting.

V. Outreach to Traditionally Underserved Groups

Federal requirements for public participation plans include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low income and/or minority groups. Metro has actively worked with organized business and community groups in Little Tokyo and throughout downtown Los Angeles, contacted homeless service providers in the project area to inform them of community meetings, and will continue outreach efforts to transit users. In addition, materials are translated into Spanish and Japanese, and where requested into Korean and Chinese.

VI. Description of Committees Contributing to the Planning Process

Formation of Regional Connector Working Group

Metro will form a Working Group that will serve in an advisory capacity to the Regional Connector project team. This Working Group is intended to:

- Provide input and feedback at least key decision points
- Offer ongoing guidance about the progress of the project
- Complement the overall community-driven process
- Review the work completed by the geographic sub-groups described below
- Serve as a sounding board to the project team

Geographic Sub-groups within the Working Group, organized by approximate station locations to discuss issues of particular interest and/or concern to their neighborhoods will be created. These sub-groups will reflect the following geographic areas:

- Little Tokyo
- Bunker Hill
- Historic Core
- Financial District

Formation of a Technical Advisory Group

Metro will form a Technical Advisory Group comprised of various City of Los Angeles departments, as well as Los Angeles County, State and Federal agencies that will meet on an as needed basis.

VII. Public Participation Measures of Effectiveness

On a periodic basis, the Public Participation process will be reviewed to determine if modification of any particular strategy is necessary or if additional strategies need to be incorporated into the Plan to reach desired demographic groups.

Appendix C
Notice of Intent

received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Issued in Washington, DC on March 18, 2009.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E9-6400 Filed 3-23-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements in the Regional Connector Transit Corridor, Los Angeles, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) intends 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 project area lies entirely within the City of Los Angeles and is within the densely developed downtown core that includes multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations. 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.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, 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 11, 2009 at the address below. See **ADDRESSES** below for the address to which written public comments may be sent. 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 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 p.m.; at the Lake Avenue Church, 393 N Lake Avenue, Pasadena, CA 91101.

- Wednesday, April 1, 2009; 6:30 p.m. to 8 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 Web site (<http://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? Los Angeles, CA 90012, or via e-mail at roybald@metro.net. The locations of the public scoping meetings are given above under **DATES**.

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.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and LACMTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: Alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives, and the identification of any significant social, economic, or environmental issues relating to the alternatives.

Project Initiation

The FTA and LACMTA 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). LACMTA 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 LACMTA 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.

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 U.S. 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 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.

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 U.S. Highway 101 and 2nd Street.

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.

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. Bus 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 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-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 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 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. A fourth optional station on 2nd Street between Broadway and Los Angeles Street will be analyzed.

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.

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.

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. 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.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and LACMTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency

participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and LACMTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on LACMTA's Web site (Regional Connector Transit Corridor Project Web page: <http://www.metro.net/regionalconnector>). The public involvement program includes a full range of activities including the project Web page on the LACMTA Web site, development and distribution of project newsletters, and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the public involvement program.

LACMTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements

include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324); the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulation implementing section 106 of the National Historic Preservation Act (36 CFR part 800); the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402); section 4(f) of the Department of Transportation Act (23 CFR 771.135); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

Issued on: March 19, 2009.

Leslie T. Rogers,

Regional Administrator, Region IX, Federal Transit Administration.

[FR Doc. E9-6421 Filed 3-23-09; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Solicitation of Comments and Notice of Availability of Fiscal Year 2009 Funding for Transit Investments for Greenhouse Gas and Energy Reduction Grants

AGENCY: Federal Transit Administration, DOT.

ACTION: Interim notice of funding availability, request for comments.

SUMMARY: The American Recovery and Reinvestment Act of 2009 (ARRA) appropriated \$100 million for a new discretionary grant program for public transportation projects that reduce a transit system's greenhouse gas emissions or result in a decrease in a transit system's energy use. Because of time limitations in ARRA funding, this notice announces the availability of the new grant program, application requirements, and deadlines for submitting grant proposals for funding. However, because the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program is a new grant program, FTA also is accepting comments on the program's provisions and may alter some of the requirements in response to comments.

DATES: Comments must be received by April 7, 2009. Late-filed comments will be considered to the extent practicable. Complete proposals for the TIGGER Grant Program must be submitted by May 22, 2009.

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 INITIATION: 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.

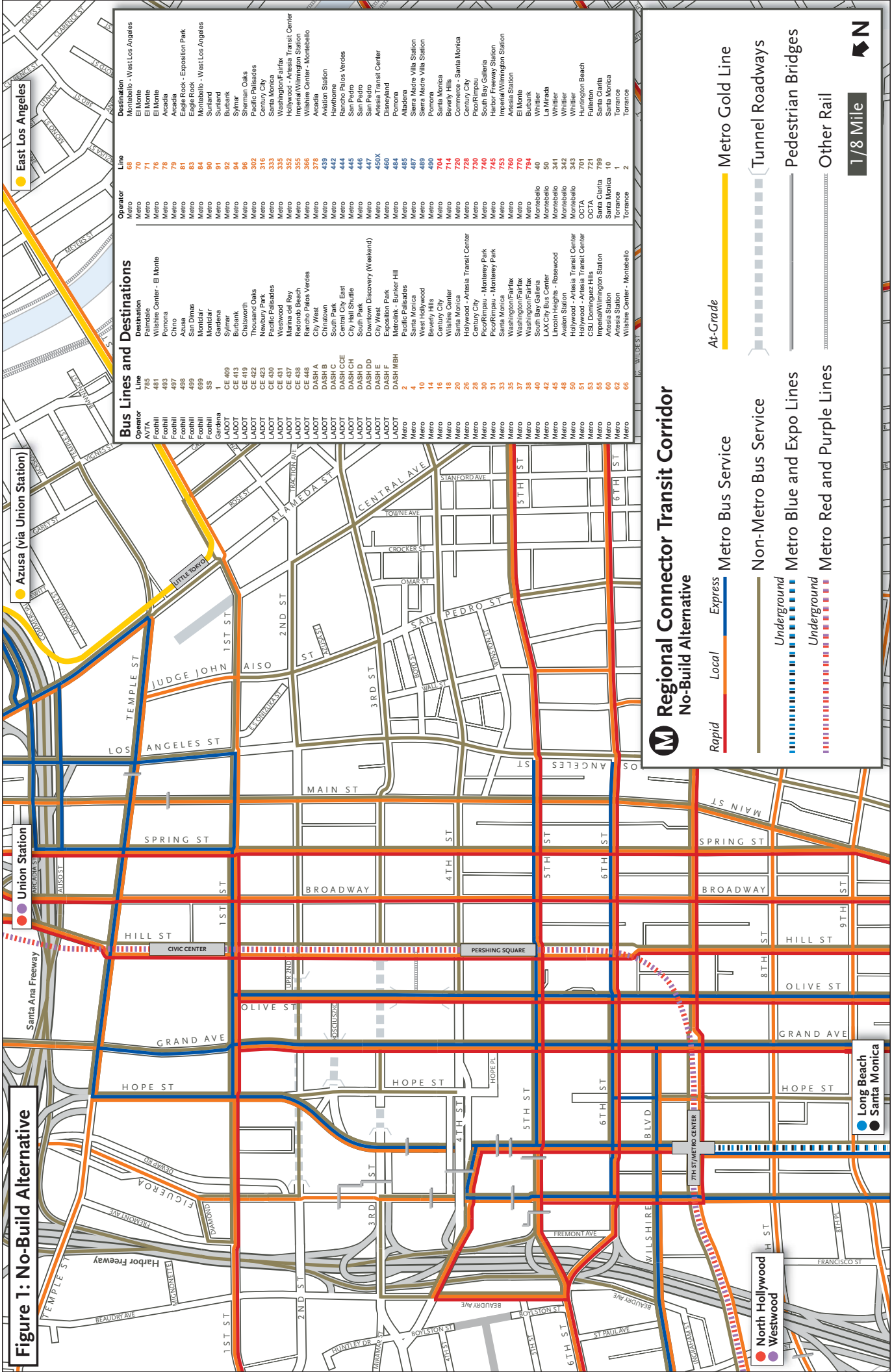
Scoping materials will be available at the meetings and on the Metro website (www.metro.net/regionalconnector). Paper copies of the scoping materials may also be obtained from Ms. Ann Kerman, Community Relations Manager, Metro, at 213-922-7671, or kermana@metro.net. An interagency scoping meeting will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



Bus Lines and Destinations

Operator	Line	Destination
AVTA	785	Painville
Foothill	483	Wilshire Center - El Monte
Foothill	487	Chino
Foothill	498	Azusa
Foothill	499	San Dimas
Foothill	689	Monterey Park
Foothill	SS	Monterey Park
LADOT	CE 400	Sunland
LADOT	CE 413	Chatsworth
LADOT	CE 419	Thousand Oaks
LADOT	CE 422	Newbury Park
LADOT	CE 423	Pacific Palisades
LADOT	CE 430	San Marcos
LADOT	CE 437	Marina del Rey
LADOT	CE 438	Redondo Beach
LADOT	CE 448	Rancho Palos Verdes
LADOT	DASH A	Chinatown
LADOT	DASH B	South Park
LADOT	DASH C	City Hall/Union Station
LADOT	DASH CH	City Hall/Union Station
LADOT	DASH DD	South Park
LADOT	DASH E	City West
LADOT	DASH F	Exposition Park
LADOT	DASH IMBH	Metrolink - Bunker Hill
Metro	4	Metrolink - Bunker Hill
Metro	10	West Hollywood
Metro	14	Beverly Hills
Metro	16	Wilshire Center
Metro	18	Santa Monica
Metro	20	Santa Monica
Metro	26	Century City
Metro	28	Century City
Metro	30	Pico/Rampart - Monterey Park
Metro	31	Pico/Rampart - Monterey Park
Metro	33	Washington/Fairfax
Metro	35	Washington/Fairfax
Metro	37	Washington/Fairfax
Metro	38	Washington/Fairfax
Metro	40	South Bay Galleria
Metro	42	South Bay Galleria
Metro	45	LAX City Bus Center
Metro	48	Lincoln Heights - Rosewood
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

Operator	Line	Destination
Metro	68	Montebello - West Los Angeles
Metro	70	El Monte
Metro	71	El Monte
Metro	76	El Monte
Metro	77	Academy
Metro	79	Academy
Metro	81	Edge Rock - Exposition Park
Metro	83	Eagle Rock
Metro	84	Montebello - West Los Angeles
Metro	90	Sunland
Metro	92	East Los Angeles
Metro	93	East Los Angeles
Metro	94	Sylmar
Metro	96	Sherman Oaks
Metro	302	Pacific Palisades
Metro	316	Century City
Metro	333	Santa Monica
Metro	339	Hollywood - Artesia Transit Center
Metro	352	Hollywood - Artesia Transit Center
Metro	355	Imperial/Wilmington Station
Metro	366	Wilshire Center - Montebello
Metro	378	Academy
Metro	439	Aviation Station
Metro	442	Aviation Station
Metro	444	Aviation Station
Metro	445	Aviation Station
Metro	446	San Pedro
Metro	447	San Pedro
Metro	450X	Artesia Transit Center
Metro	460	Downtown
Metro	482	Artesia Station
Metro	484	Artesia Station
Metro	487	Artesia Station
Metro	489	Sierra Madre Villa Station
Metro	490	Sierra Madre Villa Station
Metro	704	Santa Monica
Metro	714	Beverly Hills
Metro	728	Commercer - Santa Monica
Metro	730	Pico/Rampart
Metro	738	Pico/Rampart
Metro	740	South Bay Galleria
Metro	745	Harbor Freeway Station
Metro	753	Imperial/Wilmington Station
Metro	769	Artesia Station
Metro	784	Artesia Station
Metro	784	Artesia Station
Metro	40	Whittier
Metro	50	La Mirada
Metro	341	Whittier
Metro	342	Whittier
Metro	343	Whittier
Metro	721	Fullerton
Metro	721	Fullerton
Metro	799	Santa Clara
Metro	10	Santa Monica
Torrance	1	Torrance
Torrance	2	Torrance

Regional Connector Transit Corridor No-Build Alternative

Legend:

- At-Grade:** Yellow line
- Tunnel Roadways:** Dashed grey line
- Pedestrian Bridges:** Grey line with vertical dashes
- Other Rail:** Dotted grey line
- Metro Gold Line:** Yellow line
- Metro Bus Service:** Orange line
- Non-Metro Bus Service:** Grey line
- Metro Blue and Expo Lines:** Blue line
- Metro Red and Purple Lines:** Red line
- Underground (Blue and Expo):** Blue dashed line
- Underground (Red and Purple):** Red dashed line
- Rapid:** Red line
- Local:** Orange line
- Express:** Blue line

Scale: 1/8 Mile

North Arrow: N

● East Los Angeles

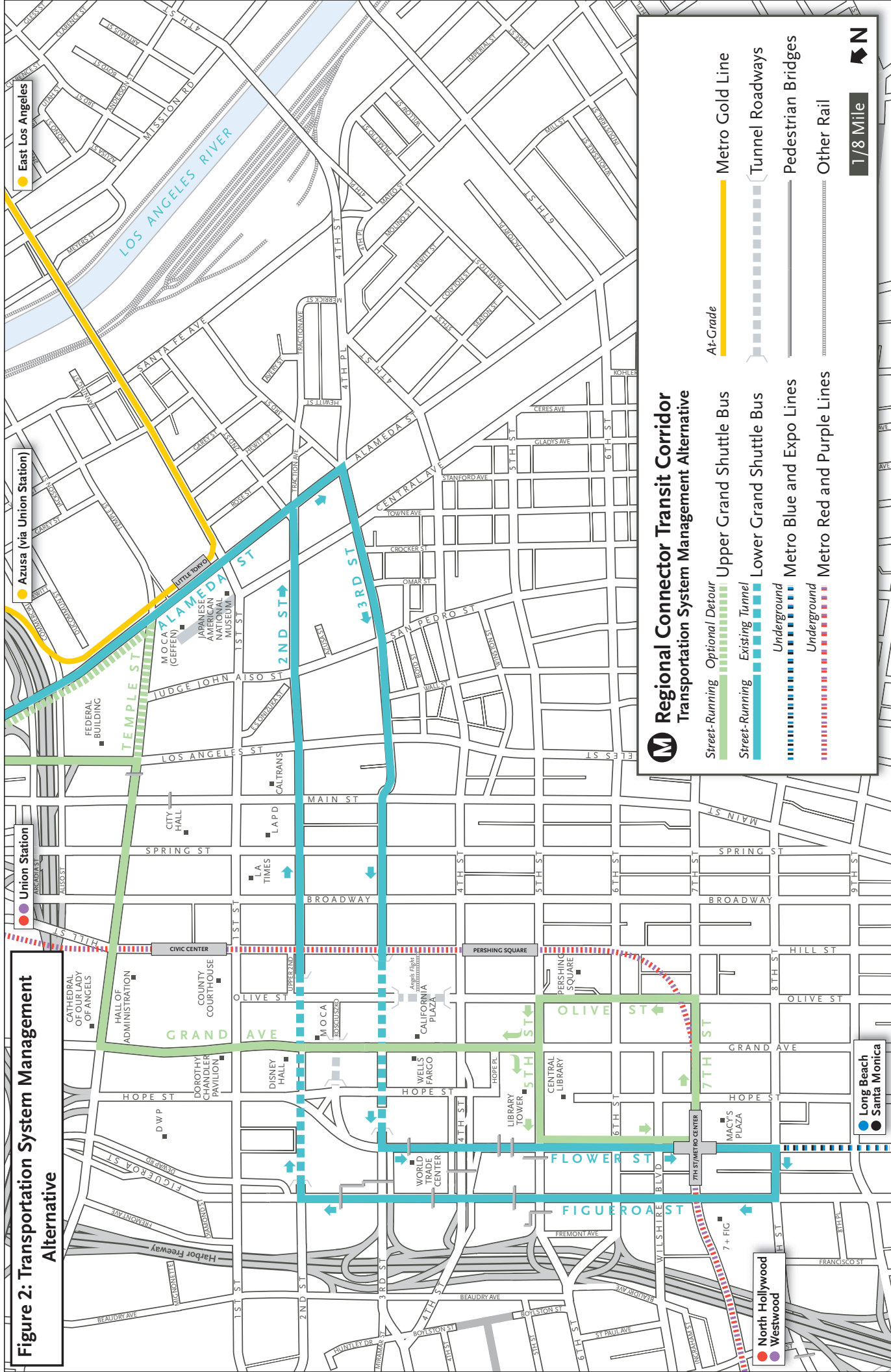
● Azusa (via Union Station)

● Union Station

● Long Beach
● Santa Monica

● North Hollywood
● Westwood

Figure 2: Transportation System Management Alternative



M Regional Connector Transit Corridor Transportation System Management Alternative

Street-Running	Optional Detour	At-Grade	Metro Gold Line
Street-Running	Existing Tunnel	Upper Grand Shuttle Bus	Tunnel Roadways
Underground	Underground	Lower Grand Shuttle Bus	Pedestrian Bridges
Underground	Underground	Metro Blue and Expo Lines	Other Rail
		Metro Red and Purple Lines	1/8 Mile

North Hollywood (●) Santa Monica (●)
 Union Station (●) Azusa (via Union Station) (●) East Los Angeles (●)
 Long Beach (●) Santa Monica (●)

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

