



Eastside Transit Corridor Phase 2

Contact Us

For additional information, please use the following contact tools to access more project information, ask questions or provide comments.


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Para información en español, por favor llame al 213.922.3012.

Environmental Fact Sheet



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Background

In 2007, Los Angeles County Metropolitan Transportation Authority (Metro) began an Alternatives Analysis Study (AA) that considered extending transit service from the terminus of the Metro Gold Line Eastside Extension at Pomona and Atlantic Boulevards to destinations farther east. In October 2009, the Metro Board considered the results of the AA Study together with additional technical screening and community input, to confirm two build alternatives to move forward into environmental analysis. The Draft Environmental Impact Statement/Report (Draft EIS/EIR) will examine the following two build alternatives along with the required No Build and Transportation System Management (TSM) alternatives:

- > State Route 60 (SR-60) Light Rail Transit (LRT)
- > Washington Bl Light Rail Transit (LRT)

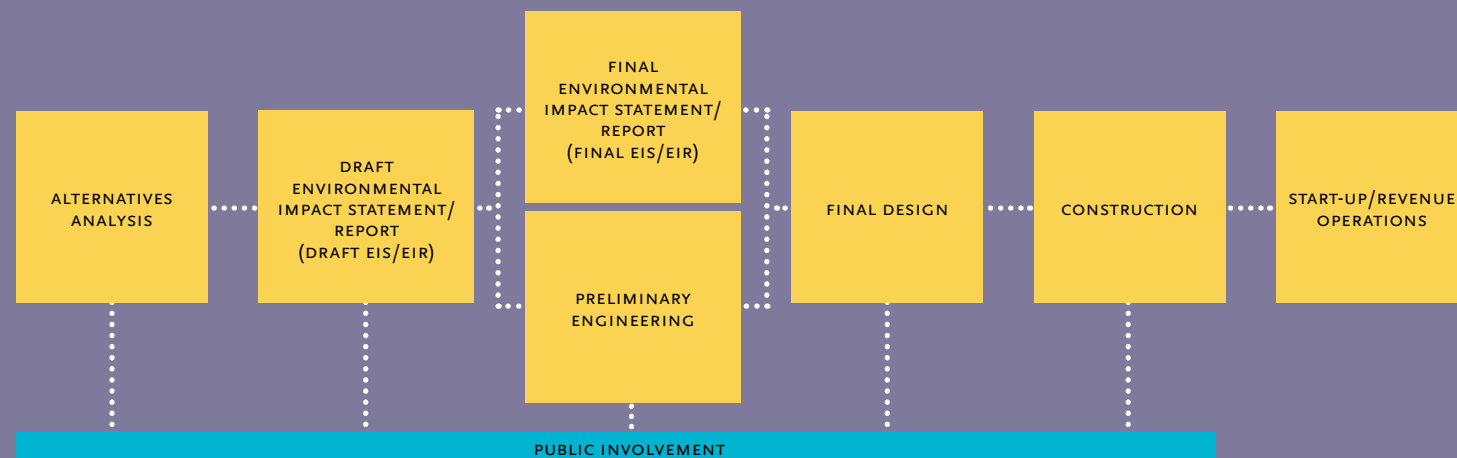
NEPA and CEQA Process

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are federal and state laws that require government agencies to identify the potential significant environmental impacts of their actions and to avoid, minimize or mitigate adverse effects where feasible. Any project requiring a federal action (including receipt of federal funding) that may result in significant adverse environmental effects must be studied in an Environmental Impact Statement (EIS) to comply with NEPA. Additionally, in California any project that could result in potentially significant environmental impacts requires preparation of an Environmental Impact Report (EIR) in compliance with CEQA. Therefore a combined NEPA EIS and CEQA EIR are being prepared for the Eastside Transit Corridor Phase 2 project. This document will evaluate potential impacts for both the construction period as well as for project operations. Mitigation measures will be developed where necessary to minimize or avoid identified environmental impacts.

How can I participate in the environmental process?

There are several steps in the EIS/EIR process that provide agencies, project stakeholders and the general public the chance to review the project and provide comments. The flow diagram below illustrates the process and opportunities for community input and review.

Project Development Process



Key Environmental Milestones for Community Involvement

PUBLIC SCOPING PERIOD (COMPLETED 2010)

To initiate the environmental process, an 80-day public scoping period was held to notify the public of the proposed project and invite comments on the project purpose and need, the alternatives to be evaluated in the EIS/EIR, and evaluation methodologies. A total of 527 comments were received during scoping.

DRAFT EIS/EIR EVALUATION AND PREPARATION

As part of the environmental evaluation, Metro will study potential impacts across a wide range of elements, including but not limited to air quality, cultural and historical resources, community impact, noise, visual impacts, geotechnical, transportation and safety, water, biological resources, and others.

PUBLIC COMMENT PERIOD FOR DRAFT EIS/EIR

Following the completion of the Draft EIS/EIR, Metro will release the document for a minimum of 45 days for public review and comment. The environmental document will be available for review at public locations, such as local libraries, on the project website, and at Metro. Community meetings and formal public hearings will be held to gather public input on the analysis in the document.

PREPARE AND CIRCULATE THE FINAL EIS/EIR

Upon the Metro Board adoption of the Locally Preferred Alternative, Metro will prepare the Final EIS/EIR. The comments received during the Draft EIS/EIR, as well as Metro's responses, will be included in the Final EIS/EIR. Metro will circulate the Final EIS/EIR for public review at least 45 days prior to adoption by the Metro Board and approvals from the Federal Transit Administration.

