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**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2011**

**MEASURE R PROJECT DELIVERY COMMITTEE
JANUARY 20, 2011**

SUBJECT: SOUTH BAY METRO GREEN LINE EXTENSION

ACTION: SCREEN ALTERNATIVE / COMMUNITY OUTREACH UPDATE

RECOMMENDATIONS

- A. Approve screening the Freight Track alternative from further consideration in the South Bay Metro Green Line Extension Draft Environmental Impact Statement/Report (Draft EIS/R); and
- B. Receive and file status report on Outreach efforts.

ISSUE

The Draft EIS/R commenced in January 2010 with the Light Rail Transit (LRT) and Freight Track build alternatives (Attachment A) in addition to the No-Build and Transportation System Management (TSM) alternatives defined during the Harbor Subdivision Alternatives Analysis (AA) process and further refined during the Draft EIS/R scoping period. The preliminary environmental and conceptual engineering work to date has revealed that the Freight Track Alternative does not perform as well as the LRT and TSM alternatives in meeting the project's Purpose and Need and does not offer advantages in terms of performance, timely implementation, cost effectiveness or reduced environmental impacts. The Federal Transit Administration (FTA) lead for the federal environmental clearance concurs with our assessment of the Freight Track Alternative. Board authorization is now needed to screen this alternative from further consideration in the Draft EIS/R. This report also updates the Board on our public participation efforts to date.

POLICY IMPLICATIONS

The South Bay Metro Green Line Extension is contained in the constrained element of the 2009 Long Range Transportation Plan. The 30/10 Initiative will accelerate the project's Revenue Operation Date to 2018. The screening of this alternative will facilitate the selection of a Locally Preferred Alternative (LPA).

ALTERNATIVE CONSIDERED

The Board has the option of carrying the Freight Track alternative in the Draft EIS/R analysis until the LPA is selected. This Alternative is not recommended as the technical analysis to date has confirmed that the elimination of the Freight Track Alternative is justified.

FINANCIAL IMPACT

The FY11 budget contains \$2.4 million in State Repayment of Capital Project loans in cost center 4330 (South Bay Area Team) in project 460304 (South Bay Metro Green Line Extension) account 50316 (Services Professional Technical). Since this is a multi-year project, it will be the responsibility of the cost center manager and the Executive Director Countywide Planning for budgeting expenditures in future years.

Impact to Bus and Rail Operating and Capital Budget

The funding for this project is from State Repayment of Capital Project Loans account which are funds derived from previous reimbursements from State Letters of No Prejudice agreements. Although eligible for bus and rail operating and capital expenditures, these funds were assumed in the LRTP for this phase of the South Bay Metro Green Line Extension.

DISCUSSION

Screening of Freight Track Alternative

The Purpose and Need for this project is to provide reliable, high-frequency transit service in the South Bay corridor. The Freight Track Alternative was moved forward into the draft environmental stage since it was intended to make the best use of the existing infrastructure. It was envisioned as a relatively simple, fast and less expensive alternative to implement "LRT like" transit service. However, our analysis to date shows that the Freight Track Alternative would not yield the quick to implement cost effective performance originally anticipated. Additionally, given its low performance in meeting the Project's objectives compared to the TSM and LRT alternatives, further analysis is not recommended. The justification for screening this alternative is shown in the performance comparison contained in Attachment B.

Outreach Status

Since we last reported to the Board in September 2010, we have continued a robust Outreach program. We held four Public Community meetings along the corridor in addition to one agency - Technical Advisory Committee (TAC) meeting in October 2010 in the Cities of Los Angeles (LAX), Lawndale, Torrance and Redondo Beach. The meetings were attended by 200 people who provided 100 verbal and/or written comments. Comments were generally supportive of the LRT and TSM alternatives. Comments from areas adjacent to the alignment expressed continuing concerns about noise, vibration, property values, crime, safety, and traffic impacts. We have also increased our social media presence with new Facebook and Twitter pages as well as periodically adding new content on the Metro website project page. Additionally, there were suggestions to study an alternate route such as Hawthorne Boulevard which was previously considered, but eliminated during the AA Study due to greater impacts, higher cost and lack of additional ridership. Comments from the agency TAC members expressed interest in extending the project to the proposed Torrance Regional Transit Center, despite the acknowledged funding gap. There were no comments requesting to keep the Freight Track Alternative in the Draft environmental process. We will continue our robust outreach efforts through the remainder of the environmental process.

NEXT STEPS

Work is progressing on the environmental and conceptual engineering tasks. The next series of public meetings will be held in late winter/early spring to provide an update on study progress and to present preliminary findings. We will continue our public outreach efforts through traditional print and electronic media such as the project website, Facebook and Twitter and meeting with the Project's TAC as well as other stakeholder groups and organizations. As the Draft EIS/R progresses, we will provide the Board with periodic updates.

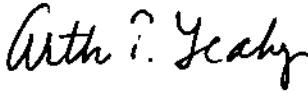
ATTACHMENTS

- A. Build Alternatives
- B. Alternatives Performance Comparison

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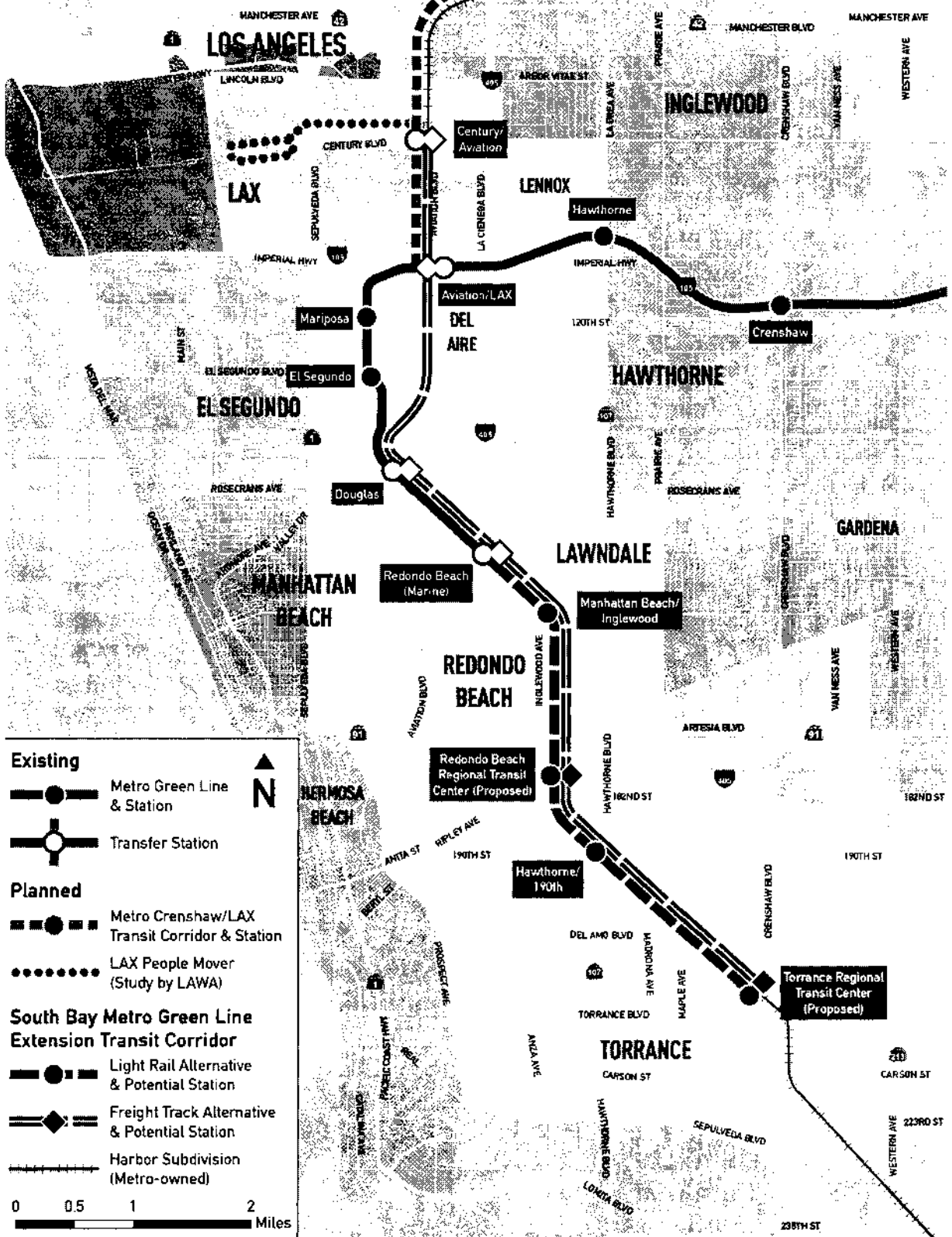
Martha Welborne, FAIA
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ATTACHMENT A

South Bay Metro Green Line Extension Build Alternatives



Alternatives Performance Comparison

Study Objectives	Characteristics	Freight Track	LRT	TSM
Improve Mobility With High Frequency Service	<i>Minimum Operating Headways</i>	15 Minutes	5 Minutes	5 Minutes; variable
Enhanced Transit by Interconnecting Lines	<i>Number New Stations/Transfers</i>	Two new stations	Four new stations	Four new stations
Provide Alternative Mode to the I-405/Encourage a Mode Shift	<i>Shifting drivers to transit</i>	Transfer Required 4,000 estimated daily riders; 1,000 new riders	No Transfer Required 13,000 estimated daily riders; 5,000 new riders	Transfer Required 6,300 estimated daily riders; 1,600 new riders
Improve Transit Accessibility Along Corridor	<i>Number of stations</i>	Four stations approx. 2.2 miles apart	Nine stations approx. 1 mile apart	Eight stations approx. 1 mile apart
Environmental Impacts	<i>Propulsion System Noise/Vibration</i>	Clean Diesel or CNG; More Noise/Vibration	Electric; Less Noise/Vibration	CNG; More Noise/Vibration
Community Support	<i>Scoping Comments</i>	Less Support	More Support	More Support