Los Angeles County Metropolitan
Transportation Authority

EASTSIDE TRANSIT CORRIDOR
PHASE 2 STUDY

Alternatives Analysis (AA) Report

FINAL

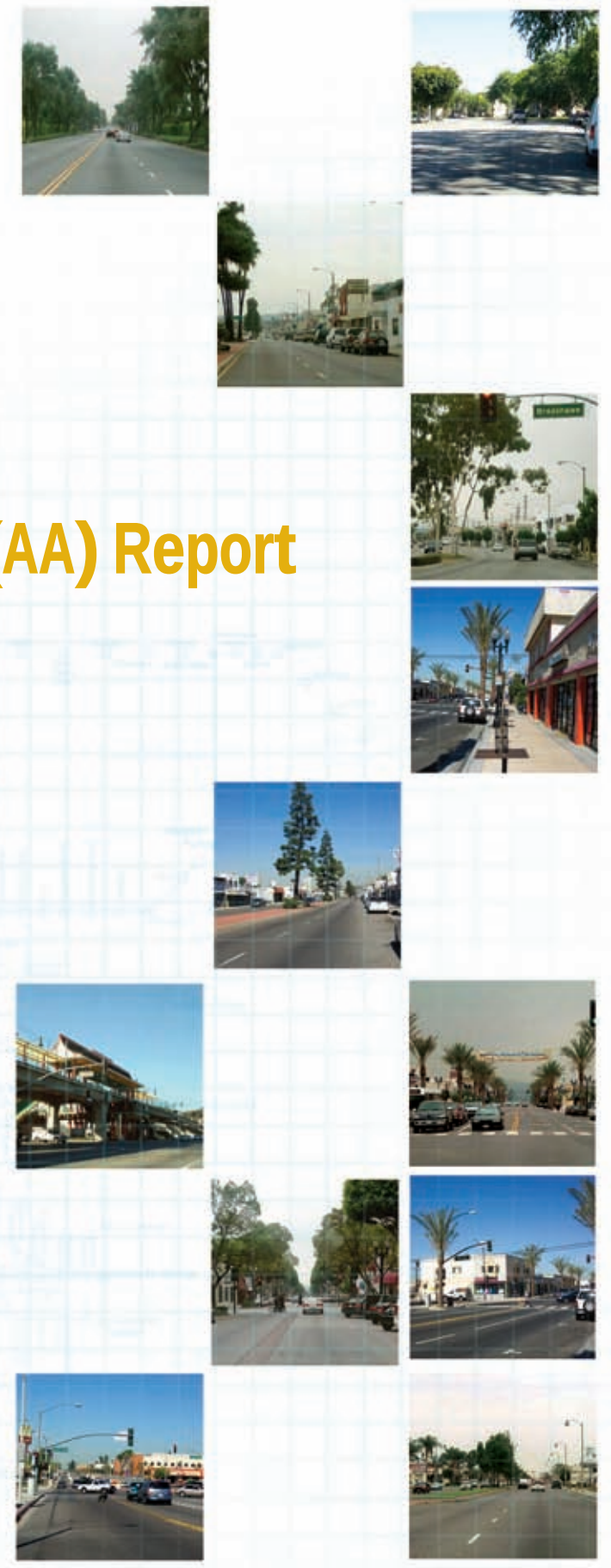

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Table of Contents

7. Comparative Analysis of Alternatives

List of Figures

List of Tables

Appendices

Appendix A References
Appendix B List of Acronyms
Appendix C List of Preparers
Appendix D List of Technical Reports

Preface

Project Context

The Metro Eastside Transit Corridor Phase 2 project is a continuation of the transit investment currently being made in the Metro Gold Line Eastside Extension from Union Station to East Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) and its predecessors have envisioned this connection between Downtown Los Angeles and the growing cities on the Eastside for nearly three decades. Phase 2 would expand upon the Metro Gold Line Eastside Extension investment and bring improved, high-capacity transit service as far east as cities of Whittier or El Monte, potentially passing through the cities of Commerce, Monterey Park, Montebello, Rosemead, South El Monte, and Pico Rivera.

Planning for the Eastside Transit Corridor began in the early 1980s. Early planning efforts identified an extension of the heavy rail Metro Red Line subway. In 1993, the Metro Board of Directors abodpted this as the Locally Preferred Alternative. The selected alternative would have followed a winding route from Union Station to 1st and Lorena St., adding a total of four new stations to the system. Long-term plans called for ultimately extending the subway to Whittier Blvd. A Final EIS/EIR was completed in 1994 and the Federal Transit Administration later issued a full funding grant agreement to Metro for the project. However, the 1998 Metropolitan Transportation Authority Reform and Accountability Act, as well as Metro's restructuring plan under the terms of the bus consent decree, led to tighter funding constraints and the cancellation of the Eastside subway project along with the postponement of several other transit projects across the county.

In 2000, with the construction of the Pasadena Blue Line light rail project (later renamed the Metro Gold Line) moving forward, Metro revisited the idea of rail transit on the Eastside with the Eastside Transit Corridor Study, Re-Evaluation/Major Investment Study (MIS). The Metro Board of Directors ultimately selected a light rail extension of the Metro Gold Line as the new Locally Preferred Alternative for the Eastside. The first phase of the extension is currently under construction and is expected to be complete by the end of 2009. In July of 2007, the Metro Board authorized an Alternatives Analysis (AA) study to explore transit solutions for beyond the interim terminus at Atlantic Blvd. This report contains the results of the AA study for the Eastside Transit Corridor Phase 2.

Purpose of the Alternatives Analysis Report

As defined by the Federal Transit Administration (FTA), the Alternatives Analysis study identifies a transportation need and study area, discusses all possible alternatives to

addressing the need, and provides the data and evaluation needed to select a locally preferred alternative or a refined set of alternatives for additional analysis. Some of the criteria addressed during the study include environmental impacts, costs, financial feasibility, technical feasibility, neighborhood effects, transportation benefits, and consistency with local land use plans. The Alternatives Analysis study represents the initial stage of the Federal New Starts program application process, whereby the project may receive funding from FTA to assist with construction and development costs.

Organization of the Report

This AA Report is divided into seven sections, preceded by an executive summary. The sections are as follows:

- Chapter 1.0 Purpose and Need
- Chapter 2.0 Alternatives Considered
- Chapter 3.0 Transportation Issues and Analysis
- Chapter 4.0 Affected Environment and Environmental Issues
- Chapter 5.0 Cost and Financial Analysis
- Chapter 6.0 Public Involvement Process and Agency Coordination
- Chapter 7.0 Comparative Analysis of Alternatives