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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014**

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

**ACTION: APPROVE ALIGNMENT RECOMMENDATIONS AND FURTHER
TECHNICAL STUDY**

RECOMMENDATIONS

A. Approve carrying forward two build alternatives and the associated maintenance yard(s) into further technical study as described below:

1. SR 60 North Side Design Variation (NSDV) (Attachment A) which would extend the existing Metro Gold Line Eastside Extension from the Atlantic/Pomona Station, approximately 6.9 miles to Peck Rd. in the City of South El Monte. The Alternative would operate primarily within the southern portion of the SR 60 Freeway right-of-way (ROW). The NSDV, which would transition to the north side of the SR 60 just west of Greenwood Ave. and back to the south side just west of Paramount Blvd. is selected so as to minimize potential impacts to the OII Superfund site.

Coordination and refinements to the Alternative would be carried out to address comments received from Cooperating and Public Agencies;

2. Washington Blvd. Alternative (Attachment B) which extends the existing Metro Gold Line Eastside Extension from the Atlantic/Pomona Station, approximately 9.5 miles to Lambert Rd. in the City of Whittier. The Alternative includes two grade separated design variations at Rosemead Blvd and at San Gabriel River/I-605/Pioneer Blvd. in order to minimize potential traffic impacts and physical constraints, respectively.

Refine the Alternative to identify an alternate north-south connection to Washington Blvd.

Coordination and refinements to the Alternative would be carried out to address comments received from Cooperating Agencies, Public Agencies and stakeholder concerns;

3. Analyze environmental impacts and performance with both Alternatives in operation, including conducting cost containment studies.

- B. Eliminate from further study as described below:
1. State Route 60 (SR 60) Baseline Alternative (Attachment A) from further study due to potential Environmental impacts and concerns expressed by the United States Environmental Protection Agency (EPA);
 2. Washington Blvd. Alternative Aerial configuration on Garfield Ave. between Via Campo and Whittier Blvd. (Attachment B) due to Community and Neighborhood, Visual and Aesthetic impacts and stakeholder concern.
- C. Receive the Eastside Transit Corridor Phase 2 (Eastside Phase 2) Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). Attachment C contains the Executive Summary. The full Draft EIS/EIR is available upon request.

ISSUE

The adopted Long Range Transportation Plan (LRTP) includes the Eastside Phase 2 project in the Constrained Element with funding becoming available starting in 2026, and also identifies a second Eastside Phase 2 project for the corridor not selected in the Strategic Unfunded Plan, Tier 1. Measure R allocates \$1.27 billion (2014 dollars) to the Eastside Phase 2 project.

The Draft EIS/EIR contains the technical analysis to inform the public and decision makers of the potential adverse and beneficial impacts of the alternatives. Coordination efforts with the Federal Transit Administration (FTA) and the project's three Cooperating Agencies, EPA, United States Army Corps of Engineers (USACE) and Caltrans, helped inform the development of the Draft EIS/EIR. In addition, a strong public participation process supported the technical analysis. While the Draft EIS/EIR demonstrates a need for both alternatives and community support for having service to the two subregions was strong, further technical and environmental analysis is warranted in order to provide additional detail that is necessary to address environmental comments received during the public comment period from Cooperating Agencies, Public Agencies and stakeholders. Board approval of conducting further technical studies before entering the Final EIS/EIR is being requested.

DISCUSSION

Per the Draft EIS/EIR, both build alternatives studied would provide environmental and social benefits for the project area and would help address mobility challenges faced by the project area by 2035, including connecting the project area to Metro's regional rail network and providing much needed transportation services.

Comments received from stakeholders and project cities during the public comment period indicated strong support for both alternatives. Comments received from Cooperating and Public Agencies indicated a need to conduct additional technical

studies in order to provide the additional detail that is necessary to address comments provided in their area of expertise and jurisdictional oversight.

SR 60 North Side Design Variation Alternative

The SR 60 NSDV would extend the existing Metro Gold Line Eastside Extension from the Atlantic/Pomona Station, approximately 6.9 miles to Peck Rd. in the City of South El Monte. The alternative is approximately 94% grade separated and would operate primarily within the southern portion of the SR 60 Freeway ROW. The NSDV, would transition to the north side of the SR 60 just west of Greenwood Ave. and back to the south side just west of Paramount Blvd. was analyzed in coordination with the project's three Cooperating Agencies. Potential impacts to the south side of the Oil Superfund Site are minimized. This alternative proposes four stations with supporting park and ride lots.

The SR 60 NSDV is estimated to generate approximately 16,700 daily boardings with an estimated travel time of 13 minutes from the Peck Rd. terminus to the existing Metro Gold Line station at Atlantic/Pomona. The capital cost in 2010 dollars is estimated to range between \$1.2 and \$1.3 billion. Travel time savings are estimated at 21.9 minutes per boarding.

Moving forward into the technical study, the following areas would require continuing resolution and coordination with the following jurisdictions and agencies:

- EPA to further address comments regarding the Oil Superfund site;
- USACE in further addressing Executive Orders and Federal Regulations as they relate to the operation of the SR 60 NSDV and location of the proposed Santa Anita Station and supporting park and ride;
- Caltrans to address comments regarding design of SR 60 NSDV;
- Department of Interior and California Department of Fish and Wildlife to address comments related to habitat and wetlands delineation;
- Southern California Edison (SCE);
- City of Monterey Park to address comments regarding visibility.

Washington Blvd Alternative

As studied in the Draft EIS/EIR, the Washington Blvd. Alternative would extend the existing Metro Gold Line Eastside Extension from the existing Atlantic/Pomona station approximately 9.5 miles to Lambert Rd. in the City of Whittier. It includes both at-grade and aerial configurations, beginning at-grade as it departs the Atlantic/Pomona station, transitioning to an aerial configuration running on the south side of SR 60 Freeway ROW to Garfield Ave. it would turn south onto Garfield Ave. remaining in an aerial configuration. The aerial configuration would continue as it turns southeast along Washington Blvd. At Montebello Blvd., the alternative would transition to an at-grade configuration within the center of Washington Blvd to the terminus station at Lambert

Rd., in the City of Whittier. This Alternative proposes six stations with supporting park-and-ride lots at five stations.

Two design variations were studied as part of the Washington Blvd. Alternative. The first is an aerial crossing at Rosemead Blvd. in order to minimize potential traffic impacts at that intersection. The second design variation is an aerial crossing over the San Gabriel River/I-605 freeway and Pioneer Blvd. in order to address potential physical constraints.

As studied in the Draft EIS/EIR, the Washington Blvd Alternative is estimated to generate approximately 19,900 daily boardings. Travel time from the Lambert Rd terminus to the existing Metro Gold Line station at Atlantic/Pomona is estimate to range between 17 and 22 minutes. The capital cost in 2010 dollars is estimated between \$1.4 and \$1.7 billion. Travel time savings are estimated at 21.3 minutes per project boarding.

Per the Draft EIS/EIR, after implementation of mitigations, the aerial configuration on Garfield Ave. between Via Campo and Whittier Blvd. would have unavoidable adverse effects/ significant impacts. The aerial configuration would require removal of community resources, thereby altering the social and physical character within the immediate community. Changes in the visual character of Garfield Ave. would also result due to shade and shadow impacts along Garfield Ave. between Via Campo and Whittier Blvd. created by the aerial guideway. In addition, this configuration received strong community opposition. Eliminating the aerial configuration would address the potential environmental impacts and stakeholder concern.

Moving forward into the technical study, the following areas would require continuing resolution and coordination with jurisdictions and agencies:

- EPA to address comments regarding the Omega Superfund site;
- Refine the Washington Blvd Alternative to identify an alternate north south connection to Washington Blvd.

Maintenance Yards

Under the SR 60 NSDV, one potential Maintenance Yard Option has been identified. Referred to as the Mission Junction Yard, this site is approximately 11 acres and is located in the City of Los Angeles, generally bounded by 1-5 to the east, I-10 to the south, the Los Angeles River to the west and the Union Pacific rail line to the north as shown in Attachment A.

In addition to the Mission Junction Yard Option, the Washington Alternative also considers two additional locations (Attachment B). The Commerce Maintenance Yard Option is approximately 12 acres in size and is proposed to be within the City of Commerce, located west of Garfield Ave. in the SCE transmission line corridor.

A third Washington Blvd. Maintenance Yard option is within the City of Santa Fe Springs. This site is approximately nine acres in size and is located south of Washington Blvd. and east of Allport Ave.

In addition to the sites being analyzed, the Eastside Phase 2 project may also consider using the Monrovia facility that is currently under construction as part of the Metro Gold Line to Montclair.

All Maintenance Yard Options would be carried forward for further technical study.

SR 60 NSDV and Washington Blvd Alternatives

The Draft EIS/EIR analyzed each build alternative independent of one another. Given the demonstrated need for transit service in each subregion, strong community support from the subregions for their respective alternative and the identification of two Eastside Phase 2 alternatives in the LRTP, it is worthwhile to study potential impacts, performance and cost of having both alternatives in operation.

Technical work to evaluate how the two alternatives could be operated would allow us to build upon the analysis in the Draft EIS/EIR to identify potential environmental impacts of constructing and operating both alternatives, impacts on ridership, identify potential frequencies and operational configuration. Cost containment strategies, including analyzing a minimum operable segment would also be studied. Analysis carried out through the technical studies would also help inform project phasing within the LRTP reserved amount.

Draft EIS/EIR Environmental Process and Community Participation

The environmental study was initiated in 2007 with the Alternatives Analysis study (AA) wherein 47 alternatives were reviewed. Through technical analysis and community input, the 47 alternatives were narrowed down to four build alternatives with the No Build and the Transportation System Management (TSM). The four build alternatives were carried into an AA Addendum where additional technical screening was carried out. In 2009, the Board authorized staff to carry forward into the Draft EIS/EIR phase the No Build, the TSM and two build alternatives, SR 60 Light Rail Transit (LRT) and Washington Blvd. LRT.

The Draft EIS/EIR phase was initiated in 2010 with the publication of the Notice of Intent (NOI) in the Federal Register and the Notice of Preparation (NOP) being sent to the California State Clearinghouse and Los Angeles County Clerk on January 25, 2010. The 80 day scoping period extended through April 14, 2010, during which time four public scoping and one resource agency meeting were held. Over 300 stakeholders participated in the five meetings. In addition, over 20 briefings with Councils of Governments (COGs), community organizations and city staff took place.

In May, 2014, in anticipation of releasing the Draft EIS/EIR, the Gateway Cities and San Gabriel Valley COGs were updated. Briefings for elected officials and agencies, and eight open houses and city council presentations in the project cities were held. In total more than 330 meetings were held during the Draft EIS/EIR phase with over 2,800 attendees.

The Notice of Availability (NOA), which serves as a notice to the public regarding the availability of the Draft EIS/EIR, was published in the Federal Register and filed with the California State Clearing House and Los Angeles County Clerk's office on August 22, 2014. A 60 day public comment period extended through October 21, 2014. Four public hearings and one agency meeting were held during this time. Open Houses were held prior to the start of each public hearing. The Draft EIS/EIR was made available on Metro's website and library as well as over 15 public locations within the project area. The document was also made available via CD upon request.

Outreach for the public hearings was robust with the NOA being mailed to almost 3,500 project stakeholders and over 22,000 postcards mailed to residents, property and business owners along the proposed corridors. In addition just under 1900 e-mails were sent informing stakeholders of the availability of the Draft EIS/EIR. Other notification methods used included press notices sent to over 50 media outlets; display ads in multiple publications, including Chinese and Spanish language papers; "take-ones" distributed on buses and trains, and delivered to cities hosting the public hearings and other key locations along the two corridors.

More than 525 people attended the four public hearings. Over 1,130 comments were received, including 120 verbal comments taken at the public hearings. Comments from community residents, local businesses and organizations expressed strong support for their respective alternatives with many expressing support for both alternatives. Concerns expressed relate to potential traffic impacts, potential property acquisitions, safety and design. Included within the total count are comments received from almost 40 federal, state, regional and local agencies.

FINANCIAL IMPACT

Impact to the Budget

The Fiscal Year (FY) 15 budget included \$350,000 in Traffic Congestion Relief Program (TCRP) funds to carry out work on the Draft EIS/EIR phase. Staff will work with Regional Programming, Budget and Local Programs and the Office of Financial Services to identify a funding source for the required technical studies and will bring back a request to the Board to amend the budget when we return to award the technical study contract modifications.

ALTERNATIVES CONSIDERED

The Board could consider:

1. Choosing not to approve further technical study on both alternatives and instead select one alternative to move forward;
2. Choosing not to approve further technical study on the alternatives and instead select that neither alternative move forward.

These options are not recommended because the technical analysis and community outreach conducted to date reflect that both alternatives meet the project purpose and goals and would address the needs of the project area. A high degree of community support for both alternatives exists.

Moving forward with the technical studies will allow us to conduct technical analysis to address comments received by Cooperating Agencies and Public Agencies, further define project costs, and analyze potential impacts and performance of having both alternatives in operation.

NEXT STEPS

Upon Board approval, a scope of work will be developed for technical work and community facilitation. Staff will return to the Board to request authorization to award the contract modifications and amend the budget.

ATTACHMENTS

- A. SR 60 and SR 60 NSDV Map
- B. Washington Alternative Map
- C. Draft EIS/EIR Executive Summary

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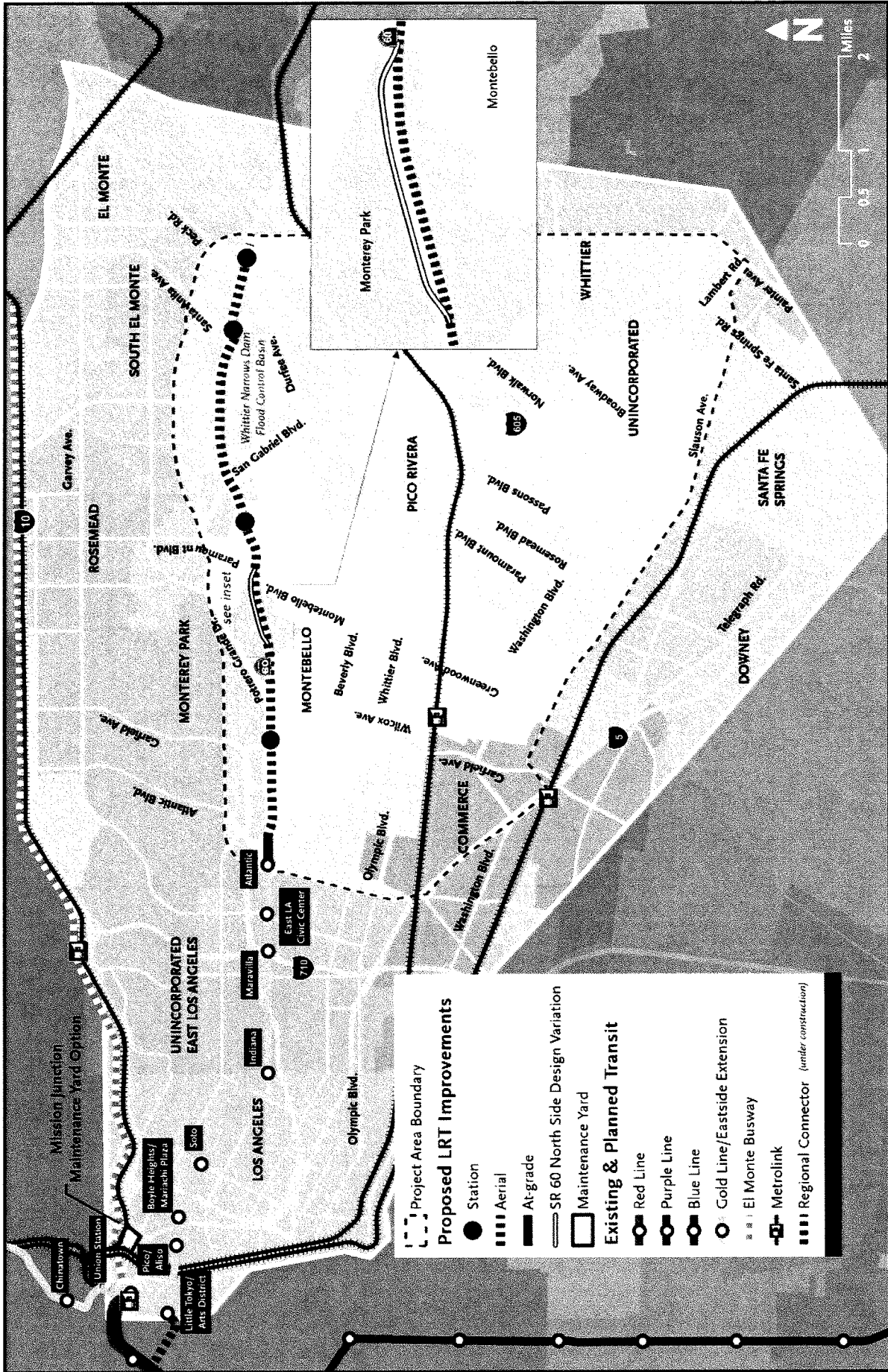


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STATE ROUTE 60 ALTERNATIVE

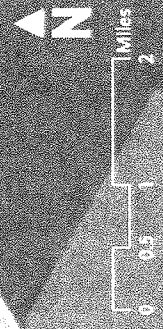


Proposed LRT Improvements

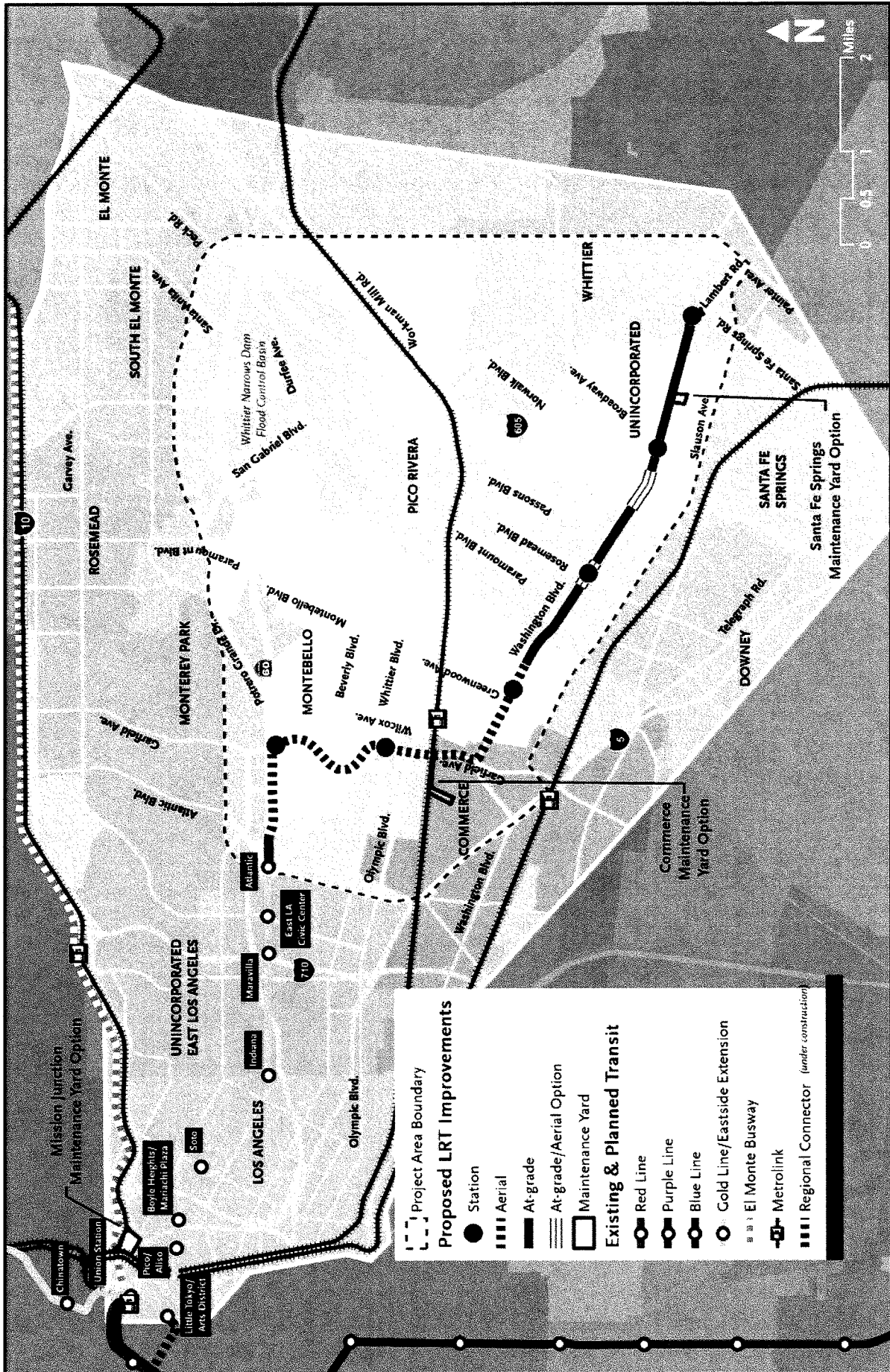
- Station
- Aerial
- At-grade
- SR 60 North Side Design Variation
- Maintenance Yard

Existing & Planned Transit

- Red Line
- Purple Line
- Blue Line
- Gold Line/Eastside Extension
- El Monte Busway
- Metrolink
- Regional Connector (under construction)



WASHINGTON BLVD ALTERNATIVE



Proposed LRT Improvements

- Station
- Aerial
- At-grade
- At-grade/Aerial Option
- Maintenance Yard

Existing & Planned Transit

- Red Line
- Purple Line
- Blue Line
- Gold Line/Eastside Extension
- El Monte Busway
- Metrolink
- Regional Connector (under construction)



Introduction

The Eastside Transit Corridor Phase 2 Project is a vital public transit infrastructure investment that would provide a transit connection to the existing Metro Gold Line Eastside Extension and link communities on the eastern side of the County of Los Angeles. With the implementation of the Regional Connector Transit Corridor project, the Metro Gold Line Eastside Extension will directly connect to the Metro Expo Line and will be operating light rail trains between Santa Monica, Culver City, University of Southern California (USC), downtown Los Angeles, and the Eastside by 2020, improving mobility within the project area and offering more sustainable transit alternatives. Figure ES-1 shows the regional Metro Rail lines expected to be operational by the year 2035, and illustrates how the Eastside Transit Corridor Phase 2 Project would extend the existing Metro Gold Line Eastside Extension.

The Eastside Transit Corridor Phase 2 Project would provide area residents, businesses, and transit-dependent populations with a transit alternative connecting them to the Metro Gold Line Eastside Extension and the regional rail system. The proposed Eastside Transit Corridor Phase 2 Project would extend the Metro Gold Line Eastside Extension from the existing Atlantic Station to the east by 6.9 to 9.5 miles. The proposed light rail transit (LRT) build alternatives would terminate near State Route 60 (SR 60)/Peck Road or Washington Boulevard and Lambert Road. Figure ES-1 illustrates how the Eastside Transit Corridor Phase 2 Project would extend the existing Metro Gold Line Eastside Extension and provide access to the Metro Blue Line, Green Line, and Red and Purple Line subways.

In addition to mobility benefits, the Eastside Transit Corridor Phase 2 Project would provide the project area with transportation, economic, land use, and environmental benefits. The analysis presented in this document shows that improved mobility to and from the project area has the potential to boost economic development in the project area and improve social justice by providing better access to employment, educational opportunities, and activity centers. Improved transit connectivity would increase transit ridership, which would also generate environmental benefits through reduced vehicle trips, less roadway congestion, and improved air quality.

The Eastside Transit Corridor Phase 2 Project is included in the Southern California Association of Governments (SCAG) *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, adopted in April 2012. The RTP also outlines several projects in and around the project area aimed at maximizing the effectiveness, safety, and reliability of Southern California's transportation system.

Project milestones for the Eastside Transit Corridor Phase 2 Project include:

- ✦ Publication of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
- ✦ Public review and comment on the Draft EIS/EIR (60 days following publication)
- ✦ Publication of the Final EIS/EIR – Release of the Final EIS/EIR document is based on the condition that funding is available to allow for construction of the project within three years after issuance of the Record of Decision (ROD)

Eastside Transit Corridor Phase 2

- Metro Board of Directors decides to approve a project alternative and adopt a Mitigation Monitoring and Reporting Program (MMRP) and CEQA Findings
- California Environmental Quality Act (CEQA) Notice of Determination (NOD)
- Federal ROD

Following the Federal ROD, the project can proceed to final design, construction, and operation. The schedule of these milestones will be refined as the project nears the end of the environmental review.

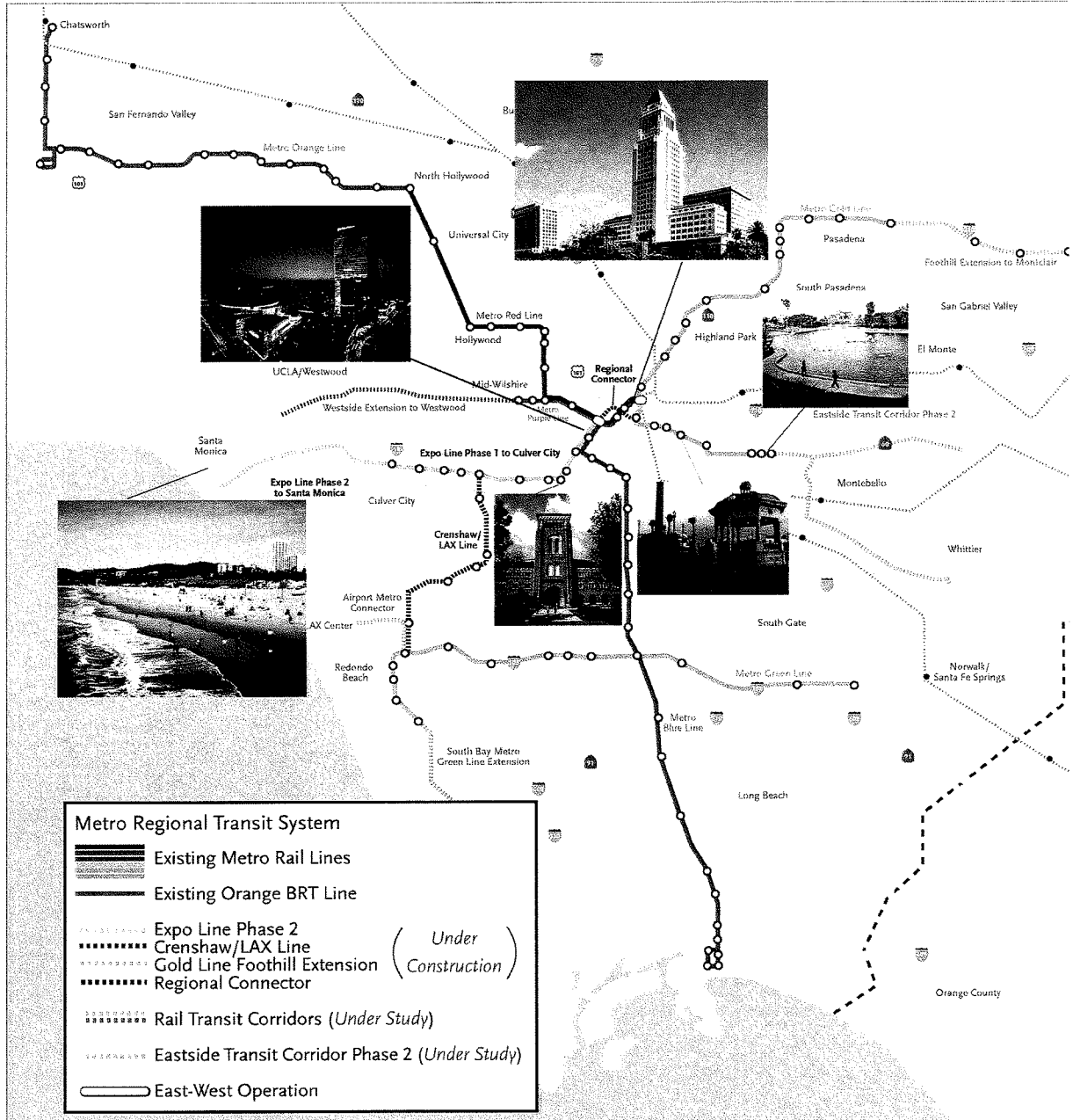


Figure ES-1: Existing and Proposed Regional Metro Rail Lines (2035)

Purpose and Need

Purpose

The purpose of the Eastside Transit Corridor Phase 2 Project is to provide area residents, businesses, and transit-dependent populations with a transit alternative connecting them to the Metro Gold Line Eastside Extension and the regional rail system.

In doing so, the project would improve mobility within the project area and offer a more sustainable transit alternative to address increased travel demand and projected growth, and would meet the following objectives:

- ☒ Serve the large number of transit-dependent and low-income populations in the project area;
- ☒ Increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County;
- ☒ Provide regional transit connectivity with the Metro Gold Line Eastside Extension and Measure R projects; and
- ☒ Provide transit alternatives to alleviate roadway congestion, improve mobility options for enhanced quality of life, and provide a convenient and reliable alternative to the automobile.

The project would improve mobility within the project area and offer a more sustainable transit alternative to address increased traffic demand and projected growth.

Need

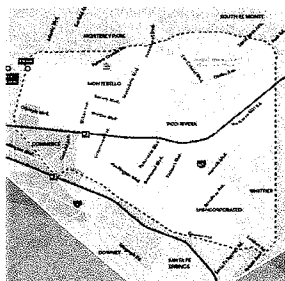
The following mobility challenges within the project study area will continue to grow, due in large part to population growth, if no action is taken:

- ☒ **Increasing travel demand** – The number of work trips taken to and from the project study area in 2006 is forecast to increase 32 percent by 2035.
- ☒ **Increasing travel times** – By 2035, the average peak-period travel time within the project study area is expected to increase by 25 percent and 34 percent in the morning and afternoon peak periods, respectively.
- ☒ **Transit-dependent population** – The project study area has a significant level of transit-dependent population who need convenient and reliable transit options to get them where they want and need to go; 38 percent of the project study area population is under age 18 or over age 65, 16 percent of households are categorized as low-income, and 12 percent of all households have zero vehicles.
- ☒ **Increasing freeway congestion** – With no major freeway improvements planned or funded, a growing population, and forecasted increases in travel demand, freeway congestion will continue to increase.
- ☒ **Increasing arterial congestion** – Major arterials in the project study area, including but not limited to Washington Boulevard and Garfield Avenue, experience heavy morning and evening peak period congestion, which negatively affects access for both automobiles and buses.
- ☒ **Heavy truck traffic** – The SR 60, I-5, and I-10 Freeways, along with project study area arterial streets, such as Washington Boulevard, are subject to heavy truck traffic. Larger vehicles and slower movements of heavy

truck traffic on freeway and arterial streets lead to a more congested environment in which both automobiles and buses operate.

- **Increasing population and employment growth** – Population densities, employment densities, and the concentration of activity centers in the project study area are expected to increase by five percent for population and one percent for employment by 2035.
- **Limiting travel options** – With limited regional rail system connections, residents of and visitors to the project study area can rely only on available bus systems operating on the same congested roadway network. Commuter rail options are limited to two Metrolink stations within the 82-square-mile project study area.

Project Corridor

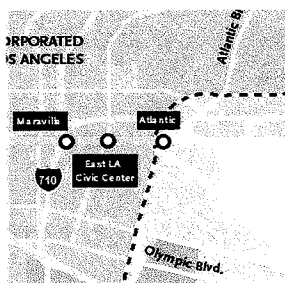


See Figure ES-2 on page ES-5

The Eastside Transit Corridor Phase 2 project area encompasses over 50 square miles of communities to the east and southeast of downtown Los Angeles. As illustrated in Figure ES-2, the project area includes portions of the cities of Commerce, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, and Whittier, and portions of unincorporated Los Angeles County, which include East Los Angeles and west Whittier-Los Nietos.

Description of Alternatives

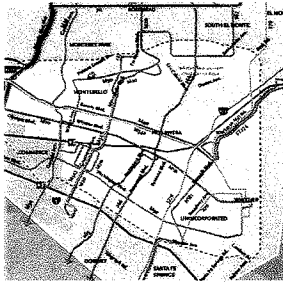
The Alternatives Analysis (AA) process identified and screened 47 potential transportation alternatives in light of the project’s purpose and need, goals, and objectives. The AA process included initial technical analyses and community and public agency feedback gathered at meetings and public workshops. Alternatives considered during the AA process represent the full spectrum of reasonable means of achieving the goals and objectives outlined above. The AA evaluated the potential alternatives based on their environmental impacts, efficiency, financial feasibility, effectiveness, and equity. From the AA effort, alternatives emerged which were analyzed further in the addendum to the AA Report, and two build alternatives were confirmed and refined based on the public scoping process and community input received for this Draft EIS/EIR.



Existing Atlantic Station

Both proposed LRT build alternatives would begin at the existing Metro Gold Line Eastside Extension Atlantic Station at-grade and extend in an east direction terminating either in the vicinity of the SR 60/Peck Road interchange in South El Monte or in the vicinity of the Washington Boulevard and Lambert Road intersection in Whittier.

In addition to the LRT alternatives, a No Build Alternative and a Transportation System Management (TSM) Alternative are also being studied. The No Build Alternative demonstrates how the regional transportation system would function if the proposed project was not implemented, and serves as a benchmark for measuring the potential impacts of the TSM and build alternatives.



See Figure ES-3 on page ES-7

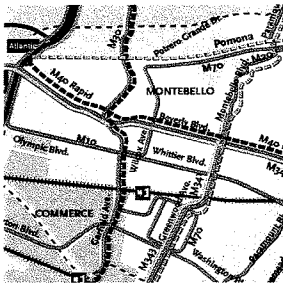
No Build Alternative

The No Build Alternative is the future scenario without either of the proposed build alternatives. The No Build Alternative does not include any major service improvements or new transportation infrastructure beyond what is listed in Metro's 2009 Long Range Transportation Plan (LRTP) through the year 2035 and all of the projects that are identified for construction and implementation in the financially constrained project list of the SCAG 2012-2035 RTP/SCS. Figure ES-3 illustrates the transit lines that currently serve the project area.

By the projection year of 2035, the Metro Crenshaw/Los Angeles International Airport (LAX) Line, Metro Expo Line to Santa Monica, Metro Purple Line to Westwood, Airport Metro Connector, and the South Bay Metro Green Line Extension, Metro Gold Line to Montclair, the LAX People Mover, and the Regional Connector that will connect existing lines through downtown Los Angeles will have opened. A number of bus routes will have been reorganized and expanded to provide connections with these new rail lines. The transit network within the project area would otherwise be largely the same as it is now.

Transportation System Management (TSM) Alternative

The TSM Alternative includes all of the transit and roadway provisions of the No Build Alternative, plus proposed enhancements to existing bus service. Under the TSM Alternative, the basic approach is to enhance the east-west bus service in the same corridor as the build alternatives to develop the TSM network. In order to leverage the investment in an east-west transit spine, the TSM Alternative also includes enhancements to north-south bus services that would feed and integrate with the improved east-west spine. The TSM Alternative is presented in Figure ES-4.



See Figure ES-4 on page ES-8

Build Alternatives

An LRT system consists of electric trains powered by overhead wires, typically operating in an urban transit setting. LRT uses conventional steel tracks, which have the flexibility to be placed in exclusive surface right-of-way (ROW), in tunnels, on elevated viaducts, in street medians, or in mixed flow traffic lanes. This allows light rail trains to operate in a variety of environments. From the AA effort, two build alternatives emerged which were analyzed further in this Draft EIS/EIR. These alternatives are:

- SR 60 LRT Alternative
- Washington Boulevard LRT Alternative

Figure ES-5 shows all of the possible LRT routes and stations studied in this Draft EIS/EIR. The features and impacts of each of the build alternatives are compared in the following section.

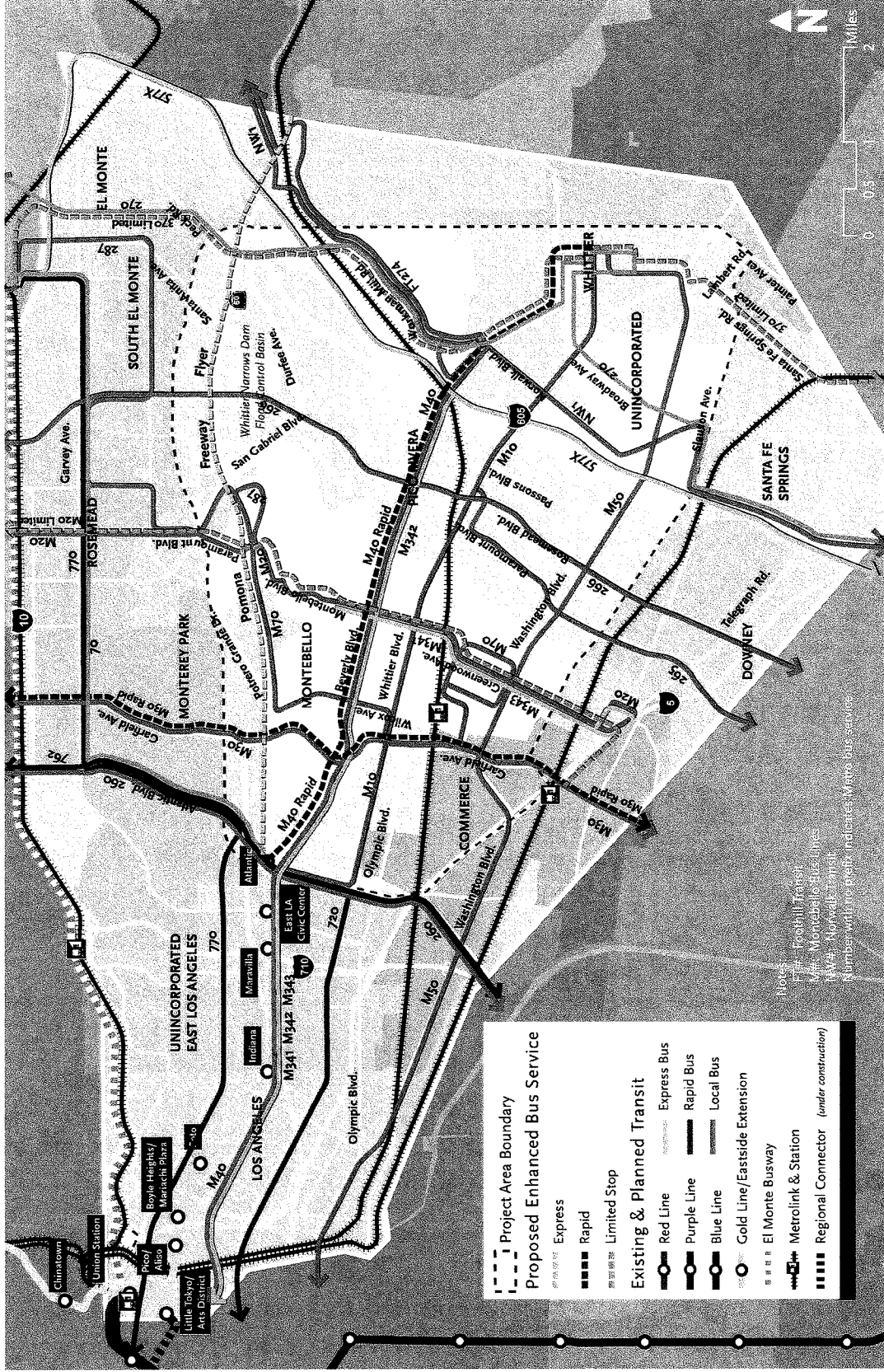
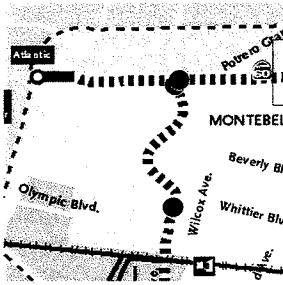


Figure ES-4: Transportation System Management Alternative



See Figure ES-5 on page ES-9

State Route 60 (SR 60) LRT Alternative

The SR 60 LRT Alternative would extend the existing Metro Gold Line Eastside Extension, a dedicated, dual track LRT system with overhead catenary wiring, from the existing Atlantic Station approximately 6.9 miles east to Peck Road. More than 94 percent of this alternative would operate in an aerial configuration, primarily within the southern portion of the SR 60 Freeway ROW. This alternative includes four stations with supporting park and ride facilities at each station. The SR 60 LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the exception of the Pomona Freeway Flyer (operator to be determined). One potential site has been preliminarily identified for the location of a new maintenance site, adjacent to the existing Mission Junction maintenance facility. A maintenance yard in the city of Monrovia, which is currently under construction, is also an option for the maintenance yard that would service this line.

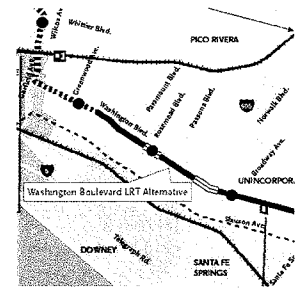
In coordination with the California Department of Transportation (Caltrans), U.S. Environmental Protection Agency (USEPA), and U.S. Army Corps of Engineers (USACE), the SR 60 North Side Design Variation was analyzed as a way to minimize potential impacts to the former Operating Industries, Inc. (OII) landfill Superfund site, located through the SR 60 corridor in the City of Monterey Park. Appendix I includes formal correspondence from the three cooperating agencies. With this variation, instead of running along the edge of the landfill site on the south side of SR 60, the LRT alignment would transition from the south side to the north side of SR 60 just west of Greenwood Avenue and return to the south side of SR 60 approximately one-quarter mile west of Paramount Boulevard as shown in Figure ES-5. This design variation would include approximately 3,500 feet of at-grade and aerial alignment on the north side of SR 60, and two new bridges to carry the LRT guideway over the SR 60 Freeway.

Washington Boulevard LRT Alternative

The Washington Boulevard LRT Alternative would extend the existing Metro Gold Line Eastside Extension approximately 9.5 miles east to the city of Whittier at Lambert Road. This alternative is proposed to operate in an aerial and at-grade configuration. The proposed alignment would run east at-grade from the Metro Gold Line Eastside Extension Atlantic Station along Pomona Boulevard and transition to an aerial configuration running in the south side of the SR 60 Freeway ROW to Garfield Avenue. The alternative would then turn south in an aerial configuration above Garfield Avenue. The aerial structure would continue south on Garfield Avenue and turn southeast along Washington Boulevard. At Montebello Boulevard along Washington Boulevard, the alignment would transition to a street running configuration within the center of Washington Boulevard to a terminus station located south of Washington Boulevard just west of Lambert Road in the city of Whittier. This alternative includes six stations, with park and ride facilities at all station locations, with the exception of the Whittier Boulevard station. The Washington Boulevard LRT Alternative also includes all No Build Alternative transit and roadway improvements and TSM Alternative bus services, with the following exceptions:

- The Pomona Freeway Flyer (operator to be determined) would operate between the Garfield Avenue station and Crossroads Parkway near SR 60.
- Metro Rapid Route 720 would be extended to the Garfield Avenue station to provide connectivity.
- Montebello Bus Lines Route 50 Rapid service would operate between downtown Los Angeles and the Greenwood Avenue station only, as it would duplicate LRT service on Washington Boulevard east of Greenwood Avenue.

Three potential sites, as shown in Figure ES-5, have been preliminarily identified for the location of a new maintenance yard. A maintenance yard in the city of Monrovia, which is currently under construction, is also an option for the maintenance yard that would service this line. Two design variations are being considered for the Washington Boulevard LRT Alternative. The first design variation, the Rosemead Boulevard aerial crossing, would include a grade separation at Rosemead Boulevard. Compared to the original street running configuration of the Washington Boulevard LRT Alternative crossing the San Gabriel River/I-605, the second design variation would include an aerial crossing over the San Gabriel River/I-605 and a grade separation at Pioneer Boulevard.



See Figure ES-5 on page ES-9



Summary of Environmental Impacts

Based on guidance contained in the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), this Draft EIS/EIR studied the potential environmental consequences associated with construction and operation of the project alternatives, the TSM, and the No Build Alternative.

Due to the highly urbanized nature of the project area, potential environmental impacts pertain primarily to the built environment. Over 20 categories of environmental impacts were evaluated. Table ES-1 summarizes the characteristics of the alternatives and their effects. Environmental impact categories where at least one alternative would have an adverse effect or significant impact remaining after mitigation are discussed below under unavoidable adverse effects/significant impacts remaining after mitigation. Table ES-2 summarizes the impacts, mitigation measures, and impacts remaining after mitigation associated with each alternative.

Unavoidable Adverse Effects/Significant Impacts

The SR 60 LRT Alternative would have no unavoidable adverse effects/significant impacts after implementation of mitigation measures.

The Washington Boulevard LRT Alternative would have unavoidable adverse effects/significant impacts on the following environmental resources:

Transportation: Seventeen intersections would be significantly impacted by operation of the Washington Boulevard LRT Alternative. Adverse effects/significant impacts at one of the 17 intersections would be reduced to not adverse/less than significant. For the remaining 16 intersections, mitigation measures such as lane configuration changes that would increase capacity of the roadways or restrictions in allowable turning movements, were considered infeasible due to ROW constraints or secondary effects to upstream and downstream locations. Since no feasible mitigation measures exist that would reduce these impacts below the level of significance, impacts would be significant and unavoidable for the remaining 16 intersections.



Community and Neighborhood: The Washington Boulevard LRT Alternative would adversely alter the social and physical character of the existing community along Garfield Avenue in Montebello between Via Campo and Whittier Boulevard. It would adversely affect the area between Via Campo and Beverly Boulevard due to the removal of community resources (i.e., the Chinese Garden Restaurant and matures trees on the west side of Garfield Avenue) and adverse visual changes to the neighborhood. The physical changes to the existing character of this area would be adverse, even after implementation of mitigation measures. After mitigation, the Washington Boulevard LRT Alternative would still result in adverse effects under NEPA. Significant impacts would not occur under CEQA. This finding applies for both the at-grade and aerial options at Rosemead Boulevard and I-605/San Gabriel River, and all of the maintenance yard options.

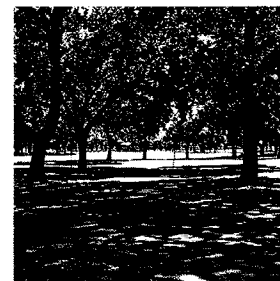


Visual and Aesthetics: The Washington Boulevard LRT Alternative would substantially change the visual character of Garfield Avenue between Via Campo

and Whittier Boulevard and result in adverse effects/significant impacts. The aerial guideway and support beams and columns would straddle Garfield Avenue, permanently changing the visual scale and character of the area along Garfield Avenue between Via Campo and Whittier Boulevard. The visual alteration of the community along Garfield Avenue, including shading and shadows, would be prominent and would result in an adverse and unavoidable effect under NEPA and a significant and unavoidable impact under CEQA, even after mitigation.



Cumulative Impacts: Even with incorporation of mitigation, operation of the Washington Boulevard LRT Alternative would still result in a considerable contribution to cumulative visual impacts along Garfield Avenue between Via Campo and Whittier Boulevard and cumulative impacts on 16 intersections.



More information regarding environmental impacts is provided in the appropriate sections of Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. All impacts and mitigation measures associated with each alternative are listed below in Table ES-2.

Table ES-1: Summary Comparison of Alternatives

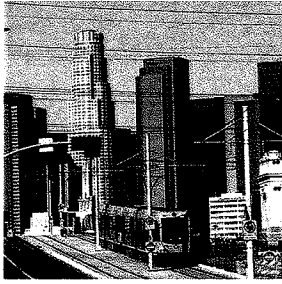
Criteria	No Build Alternative	TSM Alternative	SR 60 LRT Alternative	Washington Blvd LRT Alternative
Project Objectives				
Enhance service to transit dependent/low-income population	No	Yes	Yes	Yes
Increase access to activity and employment centers	No	Yes	Yes	Yes
Leverage transit investments to provide connections farther east	Low	Low	High	High
Alleviate roadway congestion	No	No	Yes	Yes
Improve mobility options	No	No	Yes	Yes
Provide a convenient/reliable alternative to the automobile	No	No	Yes	Yes
Alternative Features				
New Daily System-wide Linked Trips in 2035	N/A	22,798	28,683	29,575
Average Weekday Daily Boardings	N/A	N/A	16,700	19,900
Travel Time (minutes)	50-60	30-42	13	17.5 to 22
Capital Costs (millions, 2010\$)	None	100.1	1,271 to 1,296	1,425 to 1,661
Alternative Length (miles)	N/A	N/A	6.9	9.5
New Stations	0	0	4	6
Environmental Impacts Remaining After Mitigation				
Transportation: Intersection impacts during operation	No	No	No	Yes
Community and Neighborhood Impacts: Changes to the physical character of the existing community; community/resource events	No	No	No	Yes (adverse but not significant)
Visual and Aesthetic Impacts: Visual alteration of the existing community	No	No	No	Yes
Cumulative Impacts: Visual and aesthetic impacts	No	No	No	Yes
Cumulative Impacts: Intersection impacts	No	No	No	Yes

Source: CDM Smith 2012.

Notes:

“Adverse” refers to the level of effect under NEPA and ‘significant’ refers to the level of impact of significance per CEQA.

Adverse but not significant – impacts are perceived as negative are considered ‘adverse’ under NEPA but do not reach a level of significance under CEQA.



Avoidance, Minimization, and Mitigation Measures

Metro is committed to satisfying applicable federal, state, and local environmental regulations and to applying reasonable mitigation measures to reduce adverse effects and significant impacts. Measures to mitigate potential effects and impacts from the project alternatives are identified in this Draft EIS/EIR. If the Metro Board of Directors authorizes the completion of a Final EIS/EIR and a constrained financial plan, when the Metro Board of Directors decides to approve a project alternative the Board will also adopt an MMRP, which lists all of the committed mitigation measures, and CEQA Findings. Potential mitigation measures for potentially adverse effects/significant impacts are discussed under each category in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation and are summarized in Table ES-2.

Areas of Controversy/ Issues to be Resolved

Based on comments received and scoping meetings held as part of the Notice of Preparation (NOP) public review period, comments received after the NOP public review period, and coordination with cooperating agencies, the following areas of controversy and issues to be resolved are identified and addressed in this Draft EIS/EIR.

The comments received demonstrated substantial support for each of the two LRT alternatives

The comments received demonstrated substantial support for the two LRT alternatives: the SR 60 LRT Alternative and the Washington Boulevard LRT Alternative. Common themes regarding concerns of the community and public agencies included the importance of transit connectivity, service to colleges and universities, providing service to underserved areas, concerns regarding environmental and engineering challenges along the two alignments, and potential economic opportunities for the cities along the corridors. Environmental concerns included but were not limited to traffic impacts associated with construction and operation, construction impacts to residents and businesses, potential visual impacts to residential and business communities, and the potential for future projects to impact the proposed project's ridership. Appendix H, Final Scoping Report, of this Draft EIS/EIR includes a scoping comment log with comments received during the scoping period. Appendix I, Agency Coordination and Public Involvement, of this Draft EIS/EIR includes public comments received after the close of the scoping period.

Cooperating agencies and the public expressed environmental concerns regarding the proximity of the SR 60 LRT Alternative to the OII landfill Superfund site. Cooperating agencies and the public also expressed concern

over the proposed location of the Santa Anita Avenue station and park and ride facilities within a flowage easement maintained by USACE. In coordination with Caltrans, USEPA, and USACE, the SR 60 North Side Design Variation was analyzed as a way to minimize potential impacts to the former OII landfill Superfund site, located through the SR 60 corridor in the City of Monterey Park. Appendix I includes formal correspondence from the three cooperating agencies. With this variation, instead of running along the edge of the OII landfill Superfund site on the south side of SR 60, the LRT alignment would transition from the south side to the north side of SR 60 just west of Greenwood Avenue and return to the south side of SR 60 approximately one-quarter mile west of Paramount Boulevard.



Next Steps

- ✎ Draft EIS/EIR Comment Period – A 60-day comment period will begin with publication of the Notice of Availability of the Draft EIS/EIR.
- ✎ Metro Board identifies Locally Preferred Alternative – The Metro Board of Directors may choose to select a Locally Preferred Alternative in Fall 2014.
- ✎ Initiation of the Final EIS/EIR¹ – Winter 2014.

¹ Metro Board's authorization is required to proceed with initiating work on the Final EIS/EIR. Release of the Final EIS/EIR document is based on the condition that funding is available to allow for construction of the project within three years after issuance of the ROD.

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