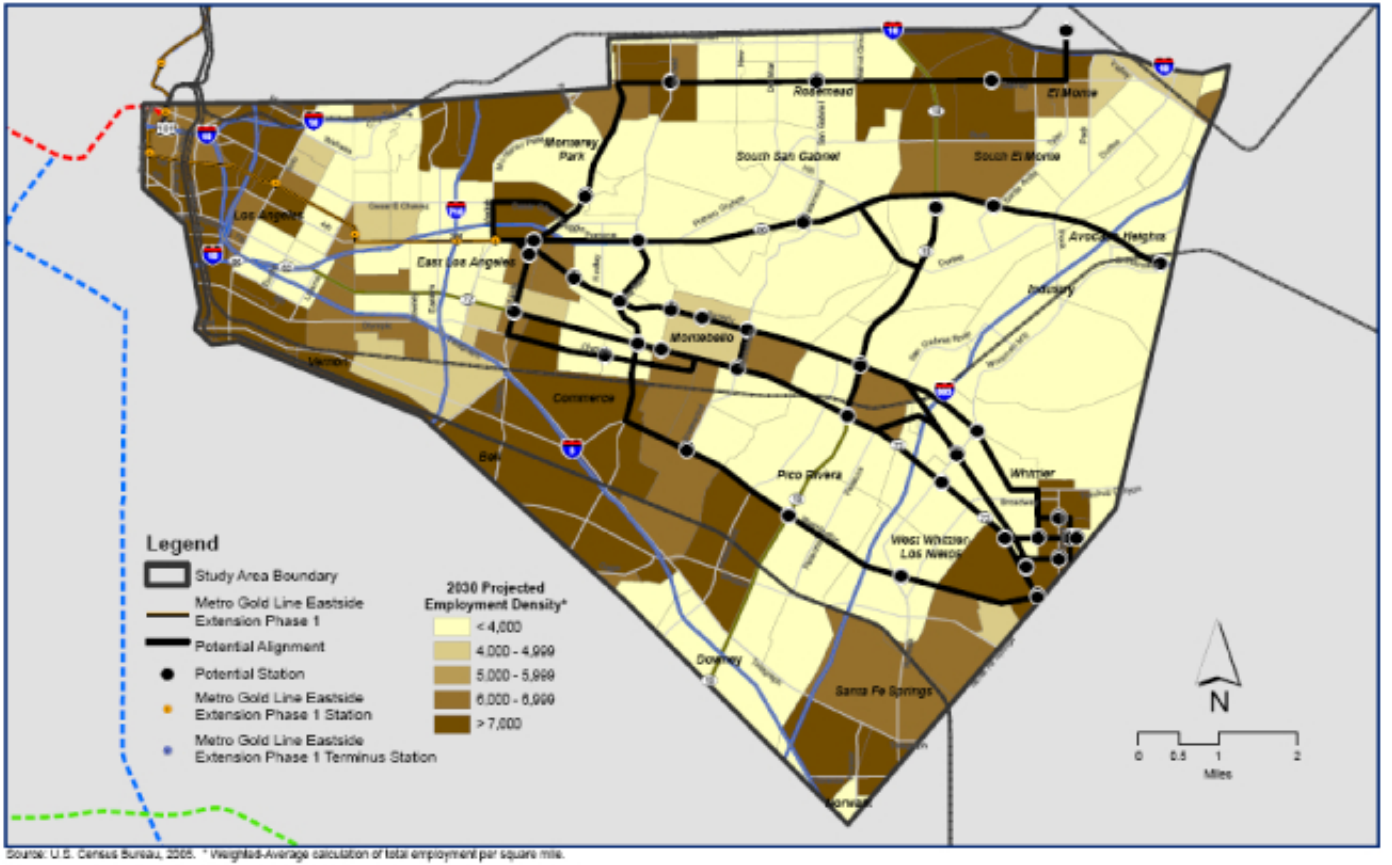
Figure 1-15 2030 Employment Density in PSA



Source: U.S. Census Bureau, 2005. * Weighted-Average calculation of total employment per square mile.

Table 1-5 Commuters and Mean Commuting Time in 1990 and 2000

	Commuters (excludes work at home)			Mean Commuting Time (min)		
Name	1990	2000	Percent Change	1990	2000	Percent Change
LA County	4,115,248	3,858,750	-6%	26.48	29.40	11%
SCAG Region	6,844,948	3,858,750	-44%	26.35	29.03	10%
City of Commerce	4,416	3,882	-12%	21.29	25.70	21%
El Monte	41,762	39,211	-6%	25.77	27.20	6%
City of Industry	157	240	53%	27.11	29.70	10%
Los Angeles	1,629,096	1,494,895	-8%	26.47	29.60	12%
Montebello	25,702	22,197	-14%	25.93	27.50	6%
Monterey Park	26,298	23,826	-9%	25.27	27.30	8%
Pico Rivera	24,289	22,833	-6%	25.50	27.10	6%
Rosemead	20,670	19,637	-5%	26.63	27.00	1%
Santa Fe Springs	6,481	6,256	-3%	22.33	26.90	20%
South El Monte	8,137	7,141	-12%	23.25	24.60	6%
Whittier	36,389	35,596	-2%	25.67	30.10	17%

Source: Census 1990 & 2000 Summary File 3; Data tabulated by SCAG Community Development Division

The above table generally shows an increase in mean commuting time and a decrease in work commuters from 1900 to 2000. The share of work trips among total trips has been declining because of technological innovations allowing workers to rideshare (carpool and vanpool) and work at home (e-commuting and telecommuting), among others. However, the growth rate of VMT and workers driving alone did not decrease. Drive-alone commutes among other things tend to be longer than other personal trips. In addition, increased work travel time is also associated with location of jobs and housing, and reliance on a shared transportation network with commuters and the goods movement industry.[2]

1.1.4 Corridor Alternatives

Multiple corridor alignments in the PSA were identified and evaluated through the AA planning process. The study team screened over 17 conceptual alternative alignments to five refined alternatives, which include four different east/west alignments. The study team focused on east-west alternatives in the PSA, identifying four major corridors for detailed study including, SR-60, Beverly Blvd., Whittier Blvd., and Washington Blvd. Local arterials in the east-west orientation mirror the westbound AM / eastbound PM flows of the paralleling freeways; whereas, north-south arterials are congested approaching freeways in the AM and both approaching and departing freeways in the PM.

[2] 2004 RTP: Destination 2030

Within the PSA, three of the four study corridors (Beverly Blvd., Whittier Blvd., and Washington Blvd.) are classified as Major Arterials, and therefore serve as important east/west roadways linking cities and neighborhoods. The fourth study corridor, SR-60, is an east/west state highway that connects the PSA to downtown Los Angeles and Riverside County.

1.2 Planning Context and Background

This section describes past studies and planning efforts to improve the mobility problem in the PSA. Regional and local studies reinforce the need for transportation improvement in the PSA.

1.2.1 Regional Transportation Plan

In 2004, SCAG developed the Destination 2030 Regional Transportation Plan (RTP). The RTP provides a basic policy and program framework to improve the transportation system and integrate it with the best possible growth patterns for the region through 2030.

The RTP is a performance based plan with the following goals: maximize mobility and accessibility, ensure safety and reliability, preserve our transportation system, maximize productivity of our system, protect the environment, and encourage land-use and growth patterns that complement our transportation system. SCAG developed performance indicators (such as mobility, accessibility, safety, etc.) and measures to quantify the goals and evaluate progress towards achieving the goals.

The RTP outlines future highway projects, including the widening of I-5 and providing one HOV lane in each direction from the Orange County border to I-605. Prior to the 2004 RTP, the 2001 RTP had supported the SR-60 truck lane project from the I-710 to San Bernardino County. These improvements if implemented may provide long-range highway relief. However, given projected population and travel demand in the PSA, a transit alternative would increase mobility options and provide further relief to congested highways.

1.2.2 Systems Planning

The Metropolitan Transportation Authority (Metro) documents system planning in the Long Range Transportation Plan (LRTP).The most recent document adopted by the Metro board was completed in 2001. The 2001 LRTP identifies regional investments in public transportation to improve mobility. The LRTP identifies a limited number of constrained and strategic projects for the East Los Angeles Corridor. Most importantly, the Strategic Plan recommends the need for a public transportation investment in the East Los Angeles Corridor from Atlantic to Norwalk/Whittier (east of the Eastside Extension phase 1 which is currently under construction).

In the 2001 LRTP, regional and local recommendations to improve mobility that apply to the PSA are listed below:

- Constrained Public Transportation Projects
- Bus System Improvements
- Countywide Bus System Improvements
- Metro Rapid Corridors- 22 lines
- Implement Tiered Transit System
- Transit Capital Project Funding in Call for Projects
- Community Transit Service
- Commuter Rail Improvements
- Metrolink Expansion
- Strategic Public Transportation Projects
- Bus System Improvements
- Metro Rapid Corridors- additional 14 lines
- Additional Transit Capital Call for Projects funding
- Community Transit Service
- Transit Corridors
- East Los Angeles Corridor- extension from Atlantic Blvd. to Norwalk/Whittier
- Commuter Rail

Since the adoption of the 2001 LRTP, Metro has provided additional Metro Rapid Bus service within the PSA. This is discussed further in the section on transportation facilities below.

Metro Rail system coverage is sparse on the Eastside in comparison to other areas of the region. The existing Metro rail network provides rail lines in many directions of the compass (refer to Figure 1-2 above) – the Metro Gold Line to the northeast, the Metro Blue and Metro Green Lines to the south, the Metro Red and Metro Orange Lines to the west and northwest, and the Expo Line under construction to further build out rail to Mid Cities and the Westside. The only Metro Rail line to the East is the phase one minimum operable segment (MOS) of the Gold Line Eastside Extension. This line extends only six miles into the 80 square mile PSA, yielding less rail service in the PSA than most other areas in the County.

1.2.3 Corridor Planning

Studies on major transit improvements for the Eastside Transit Corridor date back to the late 1980s and early 1990s. Transit service to the PSA was originally identified as part of the Metro Red Line extension; a heavy rail transit service line proposed within Los Angeles County. The project was suspended due to funding constraints. In 1998, Metro completed the Regional Transit Alternatives Analysis study and reaffirmed its commitment to fund fixed guide-way

transit improvements beyond rapid bus in suspended rail corridors including the Eastside Transit Corridor. As a result, Metro funded and completed the Eastside Transit Corridor Re-evaluation/ Major Investment Study (MIS) in 2000.

The MIS Study analyzed a mix of alignments, configurations, technologies and station locations for potential projects extending from Union Station in downtown Los Angeles east to the City of Whittier. Over 47 various alternatives were analyzed and narrowed to approximately eight alternatives. Metro's Board of Directors then authorized continued study of a first phase of the Eastside Extension, to further narrow alternatives through the completion of a Draft EIR/EIS.

In 2001, Metro completed the Draft EIR/EIS and subsequently a Final EIR/EIS in 2002 for the first phase of what is now known as the Metro Gold Line Eastside Extension. As part of the Federal New Starts funding application, Metro received a Record of Decision from the Federal Transit Administration and ultimately a Full Funding Grant Agreement, which committed the federal government for approximately half the cost of the project. As a result of this effort, the Metro Gold Line Eastside Extension's first phase is currently under construction and anticipated to be operational in 2009 (see Figure 1-1). This Alternatives Analysis is the first study of the second phase of the Metro Gold Line Eastside Extension authorized by Metro since completion of the MIS in 2000.

The current Alternatives Analysis for the Eastside Transit Corridor will help to identify the most promising transportation investments linking the communities further east of the phase 1 segment. The development of the initial conceptual alternatives for this study was based upon extensive analysis of the PSA, transportation planning context and previous corridor studies.

1.3 Corridor Conditions and Needs

In the AA study is the opportunity to build on the existing corridor conditions and needs to determine whether the Eastside PSA can warrant and support a fixed-guideway transit alternative. For the present roadway conditions, as corridor use intensifies during AM and PM peak periods on major arterials, local streets begin to endure the pressure of cut-through traffic congestion. Additionally, the arterial corridors go in accordance with the pattern of the residential neighborhoods, city/town centers, and overall character of development through which it traverses. The arterial network also accommodates the extensive transit system in the PSA. Seven transportation providers utilize the study corridors for local and regional bus service, including express and para-transit. In the 2001 Metro LRTP, the need to evaluate the role of public capital transportation projects in the PSA is recognized to improve overall mobility. SCAG's "Destination 2030" has established policy frameworks to enhance the transportation system in ways that integrate dense growth patterns and attract activity centers and regional destinations. Potential redevelopment in the PSA provides an important opportunity to establish new regional and community centers where transit is viewed as a

desirable amenity. The study considers not only existing supply and demand of transit service, arterial infrastructure, and travel trends, but also projected demand based on future population growth. Identifying fixed-guideway transit alternatives is a crucial part of the larger vision of improving regional mobility and connectivity, retrofitting transportation corridors, and reinvesting in livable communities.

1.3.1 Highway Conditions

In the PSA, peak hour congestion on the roadway and highway network is a pressing concern. Major highways in the PSA are already close to capacity. Spill over from these congested highways causes substantial congestion on the local roadway networks, which during peak hours are operating at low level of service (LOS). Peak hour traffic estimates are used to approximate the amount of congestion experienced.

Highway travel to regional destinations is already impacted by high levels of congestion on area freeways and principal arterials in directions of peak travel. There are no significant highway improvements identified in the financially constrained 2001 Long Range Transportation Plan, which would provide relief to SR-60, I-5 or I-10 to accommodate travel to points west in the morning or east in the evening. While there are three Metrolink lines penetrating the PSA, there is only one Metrolink station serving the central zone. And Metrolink, while effective for commuter travel, does not provide the type of all day long service as provided by the Metro rail and bus network.

Preliminary projections for Year 2030 show these same travel patterns continuing, but with nearly 33 percent growth over existing conditions. These same preliminary travel projections show that construction of an extension of the light rail line to the vicinity of I-605 would increase Gold Line rail trips by about 40 percent over the amount with only the Phase 1 project (e.g., daily rail trips in the range of 30,000 to 45,000 with Phase 1 alone may increase to as high as 40,000 to 60,000 with the extension).

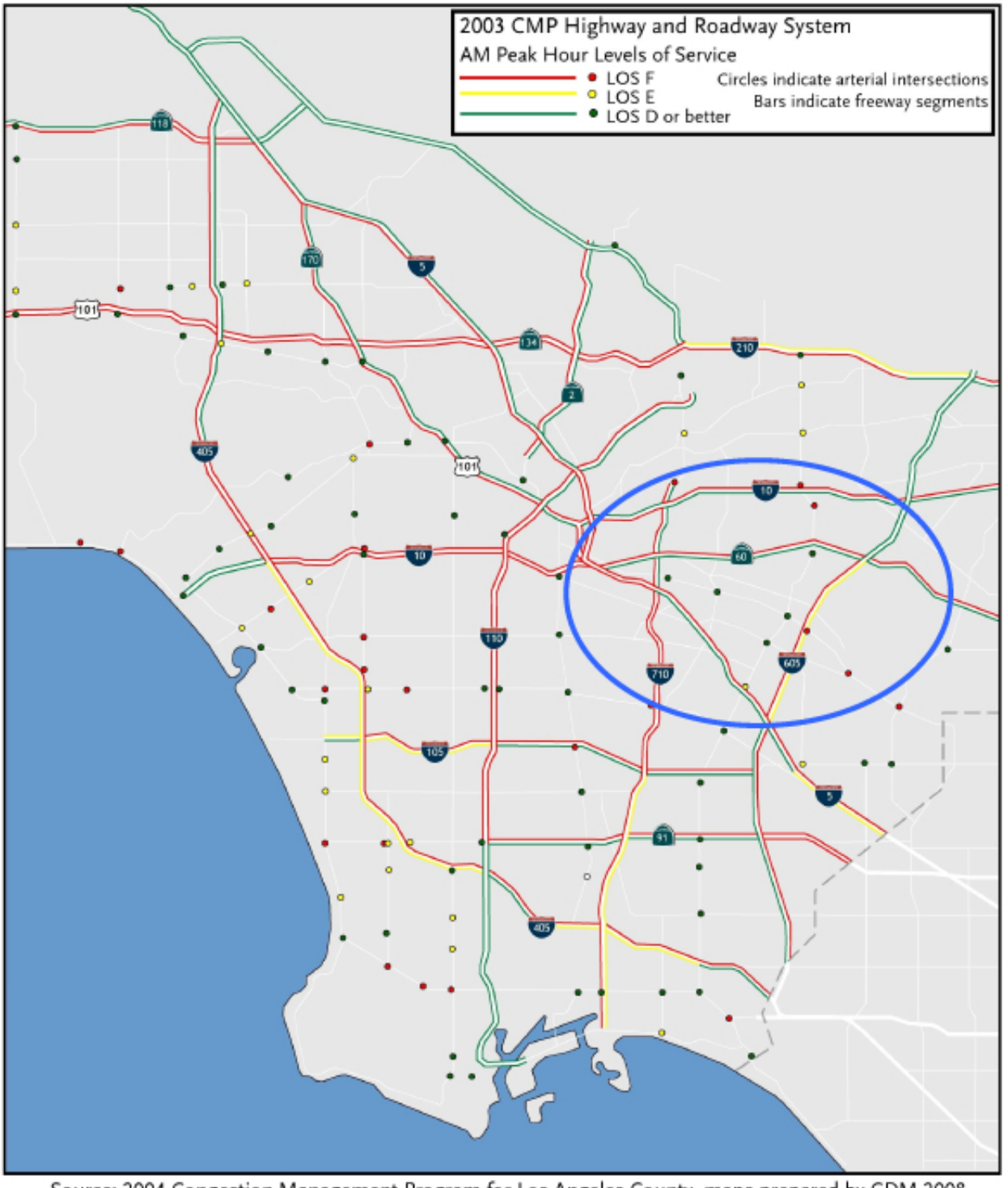
Existing conditions on area freeways and arterial roadways are highly congested during peak periods (see Figures 1-14 and 1-15). Heaviest congestion is present on the I-5, SR-60 and I-10 freeways in the westbound direction towards the Los Angeles CBD in the morning peak period and eastbound in the afternoon peak period. However, in the PM peak period, congestion is also present to a lesser degree in the reverse peak direction. The north/south I-710 and I-605 freeways are congested both in the AM as well as PM peak periods with bottleneck conditions near freeway-to-freeway connections such as the I-5 /SR-60 interchange.

With no major freeway or highway improvements provided in the financially constrained regional transportation plan, building the transit network coverage and services will be crucial to address the projected growth in population and employment.

1.3.2 Roadway Conditions

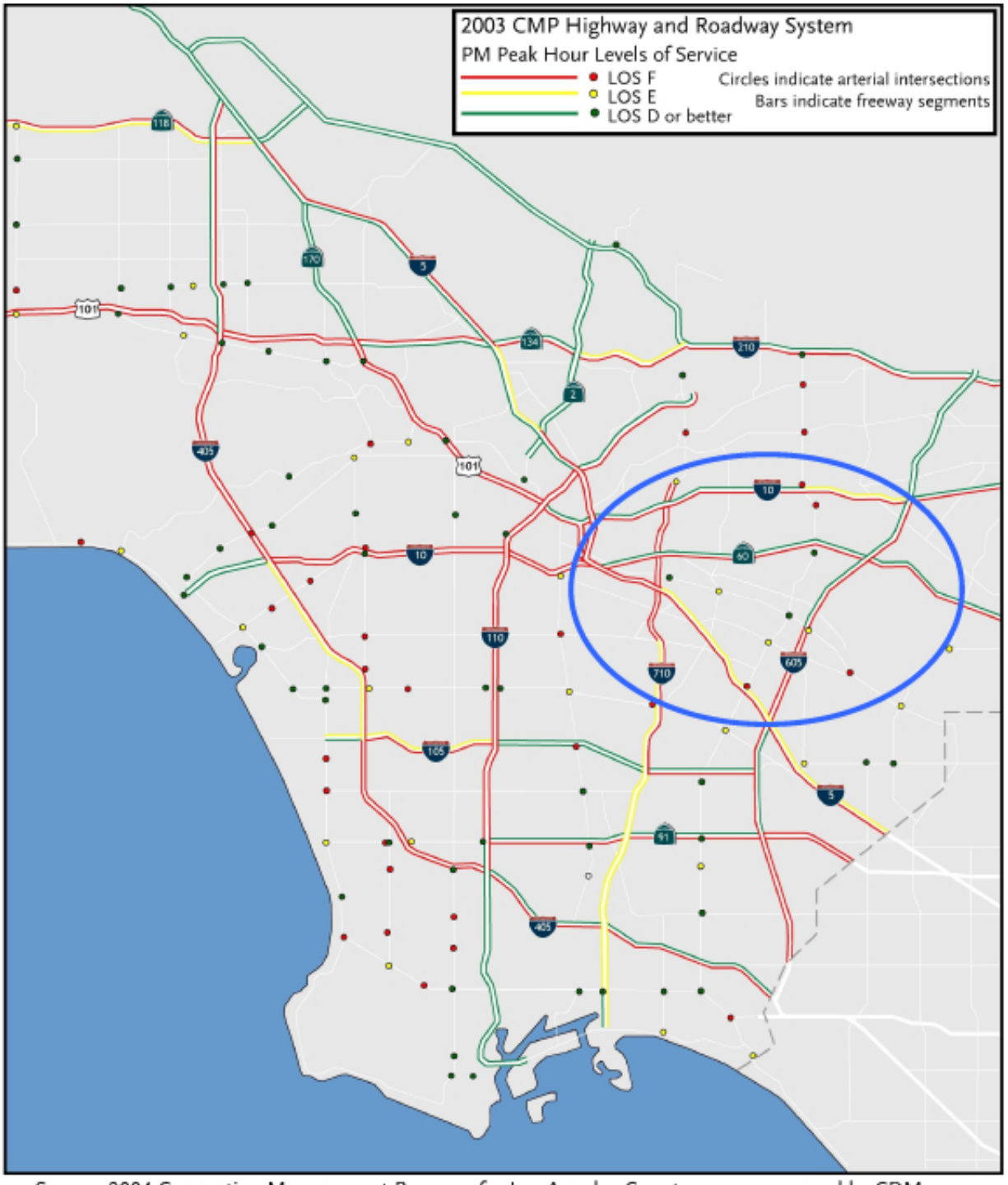
The alternatives under evaluation, as part of the AA, took into account roadway conditions, existing infrastructure configurations, and land uses in the PSA, to develop the most viable transit solution. Within the PSA, the existing roadway conditions on local arterials in the east-west direction are highly congested during peak periods. North-south oriented arterials are as congested when approaching and departing freeways in the AM and PM peak periods. Three of the four study corridors (Beverly Blvd., Whittier Blvd., and Washington Blvd.) are classified as Major Arterials, and therefore serve as important east/west roadways linking cities and neighborhoods with the regional transportation network. The fourth study corridor, SR-60, is an east/west state highway that connects the PSA to downtown Los Angeles and Riverside County.

Figure 1-16 Highway Congestion – Existing A.M. Conditions



Source: 2004 Congestion Management Program for Los Angeles County, maps prepared by CDM 2008.

Figure 1-17 Highway Congestion – Existing P.M. Conditions



Source: 2004 Congestion Management Program for Los Angeles County , maps prepared by CDM

Table 1-6 presents the LOS descriptions and classifications for intersections and freeway segments. Congestion is ranked from LOS A to LOS F based on volume capacity (V/C) ratio, a measure of the number of vehicles passing through an intersection divided by the number of vehicles the intersection can support. For example, an intersection LOS A has a V/C ratio less than 0.600, indicating a free-flow roadway. Conversely, an intersection V/C ratio of LOS F has a value greater than 1.00, indicating very poor traffic flow and congested conditions.

Beverly Blvd. is located between the SR-60 freeway and Whittier Blvd. West of Paramount Blvd., Beverly Blvd. has four travel lanes; east of Paramount Blvd., Beverly Blvd. has six travel lanes. Currently, most intersections on Beverly Blvd. operate acceptably during the weekday morning and evening commute periods. However, at intersections with major roadways (including Garfield Ave. and Beverly Blvd.), operating conditions are poor (LOS E or F) during both time periods.

Whittier Blvd. is designated as State Route 72 (SR-72) and part of the Congestion Management Program (CMP) highway network within the PSA. The CMP is a state mandated program to develop street networks and address concerns about urban congestion. In general, Whittier Blvd. has four travel lanes to the west of Paramount Blvd., five travel lanes (two westbound lanes and three eastbound lanes) between Paramount Blvd. and the I-605 freeway, and four travel lanes to the east of the I-605 freeway. During the weekday morning commute period, the majority of intersections along Whittier Blvd. operate with acceptable conditions (LOS A through D), except at intersections with major cross-streets (such as with Rosemead Blvd. and Norwalk Blvd.). However, during the weekday evening commute period, most intersections along Whittier Blvd. are congested and operate with poor conditions (the major intersections with Atlantic Blvd., Garfield Ave., Paramount Blvd., Rosemead Blvd., and Norwalk Blvd. are all at LOS D, E or F conditions).

Washington Blvd. is located between Whittier Blvd. and the I-5 freeway at the southern end of the PSA. In general, Washington Blvd. has four travel lanes to the west of the I-605 freeway and six travel lanes to the east of the I-605 freeway. Intersections along Washington Blvd. generally operate with acceptable conditions (LOS A through D) during the weekday morning commute period, except at intersections with major cross-streets (such as with Rosemead Blvd.). During the weekday evening commute period, conditions on Washington Blvd. are somewhat worse, with poor operating conditions at the major intersections (including with Rosemead Blvd. and Norwalk Blvd.).

Table 1-7 presents the existing intersection operating conditions at key locations along each roadway for the weekday AM and PM peak hours (the peak hour of the morning and evening commute periods).

In addition, the projected intersection and freeway mainline operating conditions were estimated for a future 2030 horizon year, based on output from the Los Angeles County 2004

Congestion Management Program analysis. In general, the anticipated growth along the freeway segments and at major arterials in the PSA would worsen operating conditions and result in increased congestion and delays. At the analysis intersections, intersection levels of service are projected to worsen by one or two service levels (i.e., from LOS B to LOS D, or from LOS D to LOS E). At the 17 locations evaluated, the frequency of LOS E or F conditions during the weekday AM or PM peak hours would increase from 15 to 23, including almost all locations during the PM peak hour. At the analysis freeway segments, mainline LOS would also worsen due to the anticipated growth rates. At several locations, the projected V/C would increase to over 1.5, indicating severe congestion and total breakdown in freeway operations. These conditions would also result in major delays and queued conditions at the freeway on-ramps.

The east-west peak hour congestion on the study corridors is a continuing concern due to roadway over-capacity and level of density in the PSA. During peak periods, the major arterial network operates at low LOS. The local arterial network also draws in significant congestion as well as cut-through traffic from congested highways. Physical roadway improvements, such as widening existing roadways, is unlikely since the financially constrained 2001 Long Range Transportation Plan did not identify major highway improvements within the PSA. However, Metro is in the process of revising the regional transportation plan, scheduled to be released in 2009. Building an alternative transit solution among a roadway network that desperately is in need of traffic relief will be crucial to address and accommodate projected growth and congestion.

Table 1-6 LOS Designations

V/C Ratio	Description	Grade
Intersections		
< 0.60	Virtually free flow	A
> 0.60 – 0.70	Stable flow with slight delays	B
> 0.70 – 0.80	Stable flow with more delays	C
> 0.80 – 0.90	Stable flow with significant delays	D
> 0.90 – 1.00	Unstable flow with significant delays	E
> 1.00	Enforced flow with poor traffic conditions	F
Freeway Segment		
< 0.35	Free-flow	A
> 0.35 – 0.54	Reasonably free-flow	B
> 0.54 – 0.77	Stable flow with more delays	C
> 0.77 – 0.93	Stable flow with significant delays	D
> 0.93 – 1.00	Unstable flow with significant delays	E
> 1.00 – 1.25	Breakdown in vehicular flow	F(0)
> 1.25 – 1.35		F(1)
> 1.35 – 1.45		F(2)
> 1.45		F(3)

Source: Highway Capacity Manual 2000

1.3.3 Transit Facilities and Services

Regional Transit Context

Metro operates fixed guide-way rail service throughout the Los Angeles metropolitan area. Other various public transportation providers connect with several Metro rail stations, including Metrolink and Amtrak. Figure 1-16 provides a map of currently available Metro rail service with 62 stations and 73 route miles of service.

Metro Red Line - Originates from Union Station with several stops in downtown Los Angeles, running along Vermont Ave. and Hollywood Blvd., with stops at Vermont/Santa Monica where the Los Angeles Community College is located, the tourist hub of Hollywood and Highland, and the Universal theme park location in Universal City. The line began operating with service between Union Station and Westlake/MacArthur Park in 1993. The current 17.4 mile line branches into two directions at the Wilshire/Vermont station. The Wilshire/Western branch opened in 1996 and is referred to as the Purple Line. The Hollywood branch has operated since 1999, with service to North Hollywood beginning in 2000. As of the 2007 fiscal year, this line carried approximately 136,355 weekday boardings.

Figure 1-18 Regional System Map

Table 1-7 Intersection and Freeway Levels of Service-Existing Conditions

Intersection		AM Peak Hour		PM Peak Hour	
North-South Street	East-West Street	V/C	LOS	V/C	LOS
Atlantic Blvd.	Garvey Ave.	0.68	B	0.90	D
Garfield Ave.		0.73	C	0.80	D
Rosemead Blvd.		0.95	E	0.94	E
Atlantic Blvd.	Beverly Blvd.	0.75	C	1.03	F
Garfield Ave.		1.02	F	0.95	E
Montebello Blvd.		0.60	A	0.62	B
Rosemead Blvd.		1.04	F	1.23	F
Atlantic Blvd.	Whittier Blvd.	0.58	A	0.81	D
Garfield Ave.		0.80	C	0.94	E
Montebello Blvd.		0.74	C	0.71	C
Paramount Blvd.		0.73	C	0.88	D
Rosemead Blvd.		0.81	D	1.02	F
Norwalk Blvd.		0.94	E	1.07	F
Painter Ave.		0.82	D	1.04	F
Rosemead Blvd.	Washington Blvd.	0.93	E	0.96	E
Pioneer Blvd.		0.67	B	0.80	C
Norwalk Blvd.		0.76	C	0.92	E

Freeway Segment	Direction	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
SR-60 east of Indiana St.	Eastbound	1.02	F(0)	1.31	F(1)
	Westbound	1.42	F(2)	0.59	C
SR-60 west of Peck Rd.	Eastbound	0.76	C	1.42	F(2)
	Westbound	1.31	F(1)	0.83	D

Sources: Metro, 2007 and LA County Department of Public Works, 2002-2008.

Table 1-8 Intersection and Freeway Levels of Service - 2030 Conditions

Intersection		AM Peak Hour		PM Peak Hour	
North-South Street	East-West Street	V/C	LOS	V/C	LOS
Atlantic Blvd.	Garvey Ave.	0.81	D	1.04	F
Garfield Ave.		0.85	D	0.95	E
Rosemead Blvd.		1.10	F	1.11	F
Atlantic Blvd.	Beverly Blvd.	0.87	D	1.17	F
Garfield Ave.		1.14	F	1.09	F
Montebello Blvd.		0.72	C	0.77	C
Rosemead Blvd.		1.17	F	1.38	F
Atlantic Blvd.	Whittier Blvd.	0.69	B	0.96	E
Garfield Ave.		0.92	E	1.09	F
Montebello Blvd.		0.87	D	0.82	D
Paramount Blvd.		0.85	D	1.02	F
Rosemead Blvd.		0.93	E	1.19	F
Norwalk Blvd.		1.11	F	1.23	F
Painter Ave.		0.96	E	1.15	F
Rosemead Blvd.	Washington Blvd.	1.08	F	1.11	E
Pioneer Blvd.		0.80	C	0.94	E
Norwalk Blvd.		0.88	D	1.06	F

Freeway Segment	Direction	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
SR-60 east of Indiana St.	Eastbound	1.20	F(0)	1.53	F(3)
	Westbound	1.66	F(3)	0.69	C
SR-60 west of Peck Rd.	Eastbound	0.89	D	1.66	F(3)
	Westbound	1.53	F(3)	0.97	E

Sources: Metro, 2007 and LA County Department of Public Works, 2002-2008.

Metro Blue Line - Opened in 1990 and was the first light rail transit line in Los Angeles since the previous system's closure in the 1960s. The 22 mile line runs between 7th St./Metro Center and Long Beach, passing through the communities of Vernon, Huntington Park, South Gate, Watts, Compton, and Carson. The Blue Line, which has more stations than any other Metro rail line, averaged 77,834 weekday boardings in the 2007 fiscal year.

Metro Green Line - Opened in 1995 and serves the communities of Norwalk, Downey, Lynwood, Watts, Inglewood, Lennox, El Segundo, Manhattan Beach and Redondo Beach. The light rail line is approximately 20 miles long and runs east-west, primarily along the median of the Interstate 105 (I-105) Freeway. In the 2007 fiscal year, the line carried an average of 40,576 weekday boardings.

Metro Gold Line - was originally part of the Blue Line Extension but the project was halted due to lack of funding and other complications. The 13.6 mile line began operating in 2003, serving the communities of Chinatown, Highland Park, South Pasadena, and Pasadena. As of the 2007 fiscal year, the line averaged 19,579 weekday boardings.

Metro Gold Line Eastside Extension - the first phase is expected to open in 2009, making destination stops in Little Tokyo, Boyle Heights, and East Los Angeles. The six mile line will connect with the existing Gold Line to Pasadena without requiring riders to transfer.

Metro Expo Line - is expected to open in 2010 as the first phase mid-city segment of the Exposition Light Rail line. The 8.5 mile line will run primarily at-grade from 7th St./Metro Center in Downtown Los Angeles to the intersection of Washington Blvd. and National Blvd. in Culver City.

Metro Orange Line - is a 14 mile dedicated busway and bike path that opened in 2005. It runs east and west from North Hollywood, interfacing with the Metro Red Line, to the Warner Center. It serves as a shortcut through the San Fernando Valley, boarding an average of 25,618 weekday riders for fiscal year 2007.

Bus

Bus service is the primary public transportation option available to the communities within the PSA. In addition to Metro, six local bus operators provide service to the PSA including local, express, dial-a-ride, and para-transit routes.

Major travel corridors in the PSA include east/west corridors such as Whittier Blvd., Beverly Blvd., and north/south corridors such as Atlantic Blvd. and Garfield Ave. Fixed route service in the PSA runs at high frequencies during the workday, with decreased service during the evenings and weekends. Rail feeder routes provide direct connections to Metrolink and Amtrak rail stations, while local routes provide transportation to most major shopping areas, recreation facilities, and public schools within the PSA. Figure 1-17 illustrates transportation facilities within the PSA.

Bus service is operated by seven transportation service providers including:

- Metro Bus;
- Montebello Bus Lines;
- Monterey Park Spirit Bus Lines;
- City of Commerce Lines;
- Norwalk Transit;
- Whittier Transit; and,
- Foothill Transit.

Figure 1-19 Transportation System Map

Source: Metro 2008. Graphic by CDM, 2008

Metro Bus

In 2001, the LRTP found that service on the Metro Rapid Bus "720" Wilshire-Whittier Blvd. Line was operating close to capacity. Line 720's average weekday ridership in 2001 was 40,343. Combined with local service along Wilshire and Whittier Blvd. (Lines 18, 20, and 21), the grand total for the corridor was 90,300, which represented a 42 percent increase in Wilshire/Whittier Blvd. corridor ridership over local service alone[3]. One recommendation identified in the LRTP was to explore more cost-effective long-term solutions, including high-capacity buses.

Since the adoption of the 2001 LRTP, Metro has provided additional Metro Rapid Bus service within the PSA. In 2004, the "751" Soto St. Line opened, followed by the "770" Garvey Ave./Cesar Chavez Ave. Line in December of 2007. The "762" Atlantic Blvd. Line opened for service in June of 2008, providing service from Fair Oaks Ave. and Colorado Blvd. in Pasadena to Atlantic Ave. and Imperial Highway in Lynwood.

Table 1-9 shows the bus lines provided by each bus operator. The frequency of available service for each bus route is shown in Table 1-10.

Commuter Rail

Commuter rail service within the PSA is provided primarily by Metrolink and Amtrak, with a connection to Metro rail service at Union Station (refer back to Figure 1-16).

Metrolink operates under the Southern California Regional Rail Authority (SCRRA), serving the Counties of Ventura, Los Angeles, Riverside, San Bernardino, Orange, and San Diego on 388 route miles. There are four Metrolink lines that traverse the PSA from Union Station to their final destinations including the 91, Orange County, Riverside, and San Bernardino Lines. The Commerce Station, at the intersection of Garfield Ave. and Telegraph Rd., is shared by the 91 and Orange County Lines and is the sole station on these lines within the PSA. The Riverside Line stops at the Montebello/Commerce Station, situated near the Garfield Ave. and Flotilla St. intersection, less than two miles northeast of the Commerce Station. Existing stops within the PSA on the San Bernardino Line include the Cal State LA Station, located on the south side of the university adjacent to I-10, and the El Monte Station near the El Monte municipal airport.

Amtrak is an inter-city passenger rail system serving Los Angeles' Union Station with statewide and nationwide service. Amtrak's Pacific Surfliner Line carries passengers from San Luis Obispo in the north to San Diego in the south. It shares rail tracks with the Metrolink Ventura and Orange County lines from Oxnard to San Clemente Pier.

[3] Wilshire/Whittier Blvd. and Ventura corridors Demonstration Projects, available at, http://www.metro.net

Table 1-9 Bus Transit Routes in PSA

Agency Provider	Route / Line		Route Description
Metro	18	Local Service to/from Downtown LA	West 6th St-Whittier Blvd
	30		West Pico Blvd-East 1st St-Floral Dr
	62		Telegraph Rd-Norwalk-Pioneer Blvd-Hawaiian Gardens
	66		East Olympic Blvd-West 8th St
	68		West Washington Blvd-Cesar Eat Chavez Ave
	70		Garvey Avenue
	105	East/West Local Service in Other Areas	Vernon Ave-La Cienega Blvd
	108		Marina del Rey-Slauson Ave-Pico Rivera
	176		Highland Park-South Pasadena-Alhambra-San Gabriel-El Monte Station
	251	North/South Local Service in Other Areas	Lynwood-Soto St-Avenue 26
	258		Garfield Ave-Eastern Ave-Arizona Ave-Fremont Ave-Main St-Alhambra
	260		Atlantic Ave-Fair Oaks Ave
	265		Lakewood-Paramount Blvd-Pico Rivera
	484	Express Service to/from Downtown LA	Cal Poly Pomona-La Puente-Valley Blvd
	485		Lake Ave-Oak Knott-Fremont Ave
	487		Sierra Madrea Villa-San Gabriel Blvd-Del Mar Ave
	489		Temple City-Rosemead Blvd
	490		Cal Poly Pomona-Walnut-Covina-Baldwin Park-Ramona Blvd
	611	Special Service	CIRCULAR: Maywood-Bell-Cudahy-South Gate-Walnut Park & Huntington Park
	620		Boyle Heights Shuttle
	720	Metro Rapid	Wilshire Blvd-Whittier Blvd
	751		Soto St
	762		Atlantic Blvd
Montebello	10		Atlantic Blvd &Whittier Blvd
	20		Greenwood Ave, Montebello Blvd, & San Gabriel Blvd
	30		Garfield Ave
	40		Beverly Blvd
	50		Washington Blvd
	60		Passon Ave
	70		Via Campo / Wilcox Ave / Mines Ave
	341		Taylor Ranch Express
	342		Norwalk Blvd Express
	343		Telegraph Rd Express
Monterey Park	1		local circulator service
	2		local circulator service
	3		local circulator service
	4		local circulator service
	5		local circulator service
Commerce	Blue		city circulator service
	Red		city circulator service
	Green		city circulator service
	Orange		city circulator service
	Yellow		city circulator service
Norwalk	1		Rio Hondo / Bellflower
	9		City of Santa Fe Springs
Whittier	1		Northwest Whittier/Uptown Whittier/Whittwood Town Center
	2		Northwest Whittier/Uptown Whittier/Whittwood Town Center
Foothill	274		West Covina - Industry - Whittier
	285		Puente Hills Mall - Whittier Hospital - La Habra
	269		El Monte Station - Montebello Town Center
	481		El Monte - Downtown LA - Express Service
	707		Silver Streak
	493		Downtown LA - Puente Hills Mall via 60
	497		Downtown LA - City of Industry Park & Ride via I-10
	498		Downtown LA - Citrus College via I-10 - Express Service
	499		Downtown LA - Via Verde Park & Ride via I-10

Source: Metro Bus Timetables 2007, Cities of Montebello, Monterey Park, Commerce, Norwalk, Whittier, & Foothill Transit Bus Timetables 2007

Table 1-10 Frequency (in Minutes) of Bus Transit Service in PSA

Agency Provider	Route / Line	Weekday		Saturday		Sunday/Holiday	
		Peak	Off Peak	Peak	Off Peak	Peak	Off Peak
Metro	18	3	8-10	5-10	15-40	10	15-40
	30	4-10	8-15	6-15	30-60	7-20	30-60
	62	15-20	30-40	60	60	60	60
	66	1-10	6-16	3-20	13-48	9-35	13-60
	68	7-10	8-12	10-20	20-60	12-30	20-60
	70	10-12	15	10-12	20-60	12	30-60
	105	15-18	18-20	15	20-60	20	40-60
	108	4-8	15	14-17	18-60	15-20	25-60
	176	60	60	-	-	-	-
	251	7-12	12	18	30-60	15	30-60
	258	22	35	-	-	-	-
	260	10-12	15	20	20	20	30
	265	26-40	43-50	50	50	50	50
	484	8-15	20-30	20-40	40-70	30	50-70
	485	12-15	30	30	40-60	30	40-60
	487	20-30	40-45	60	60	60	60
	489	20	-	-	-	-	-
	490	12-30	20-30	60	60	60	60
	611	30	30	30	30-60	30	30-60
	620	20	15-18	-	-	-	-
	720	3-10	10-15	6-12	10-15	6-12	10-15
	751	8-12	12-15	18-19	20	-	-
	762	10	20	20	20	-	-
Montebello	10	5-8	10-20	15	30-40	15	30-40
	20	15	15	15	15	15	15
	30	40-45	60	40	60	40	60
	40	8-10	15-20	15	30	15	30
	50	30	60	60	60	-	-
	60	35	70	70	70	-	-
	70	30	30	-	-	-	-
	341	30	-	-	-	-	-
	342	1 trip	-	-	-	-	-
	343	2 trips	-	-	-	-	-
Monterey Park	1	40	40	40	40	-	-
	2	40	40	40	40	-	-
	3	40	40	40	40	-	-
	4	40	40	40	40	-	-
	5	30	40	-	-	-	-
Commerce	Blue	60	60	60	60	-	-
	Red	53	60	53	60	-	-
	Green	60	60	60	60	-	-
	Orange	60	60	-	-	-	-
	Yellow	60	60	-	-	-	-
Norwalk	1	28	28				
	9	60	60	60	60	60	60
Whittier	1	60	60	60	60	-	-
	2	60	60	60	60	-	-
Foothill	274	60	60	60	60	60	60
	285	60	60	60	60	60	60
	269	30	30	60	60	60	60
	481	20	20	-	-	-	-
	707	15	15	15	15	15	15
	493	8-12	10-20	-	-	-	-
	497	15	30	-	-	-	-
	498	5-15	8-15	-	-	-	-
	499	12	15	-	-	-	-

- indicates not in service for that day/time Source: 2007 Metro, Montebello, Monterey Park, Commerce, Norwalk, Whittier, & Foothill Transit bus timetables