

Eastside Transit Corridor Phase 2 Alternatives Analysis

Planning and Programming Committee

January 14, 2009



Metro

Recommendations

- A. Approve the Eastside Transit Corridor Phase 2 (AA) Study.
- B. Approve the alternatives recommended below, in addition to the No Build and Transportation Systems Management (TSM) alternatives, for further study in the Draft Environmental Impact Statement/Report (Draft EIS/R) and Advanced Conceptual Engineering (ACE):
 - 1. Alternative #1 (Metro Gold Line Eastside Extension via State Route 60);
 - 2. Alternative #2 (Metro Gold Line Eastside Extension via Beverly Boulevard);
 - 3. Alternative #3 (Metro Gold Line Eastside Extension via Beverly Boulevard/Whittier Boulevard); and
 - 4. Alternative #4 (Metro Gold Line Eastside Extension via Washington Boulevard)

Recommendations

C. Authorize the Chief Executive Officer to exercise:

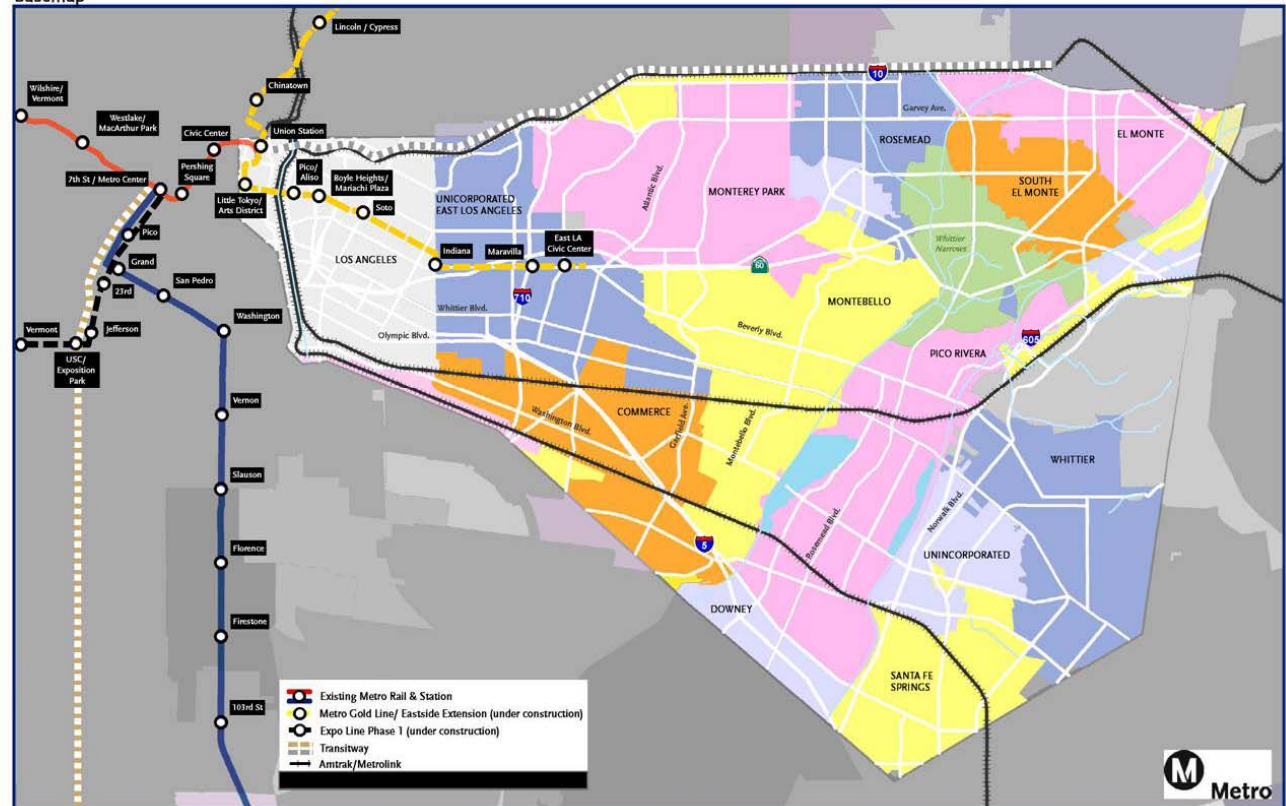
1. An option to Contract No. 4320-2003 with Camp Dresser & McKee/AECOM (CDM/AECOM) to prepare the Draft EIS/EIR and Advanced Conceptual Engineering in the amount of \$11,418,071 increasing the total contract value from \$2,203,584 to \$13,621,655;
2. An option to contract No. 4320-2006 with Arellano and Associates to conduct the facilitation of community outreach in the amount of \$1,167,000, increasing the total contract value from \$358,428 to \$1,525,428; and
3. Contract modifications for up to 15% of the above amounts to cover the cost of any potentially unforeseen issues that may arise during the above phases.

Study Area

- 80 square miles
- 13 cities and parts of unincorporated LA County
- 6 local bus operators + Metro
- 7% total population and employment in LA County
- 45% are low income households
- 42% are under 18 yrs. & older than 65 yrs.

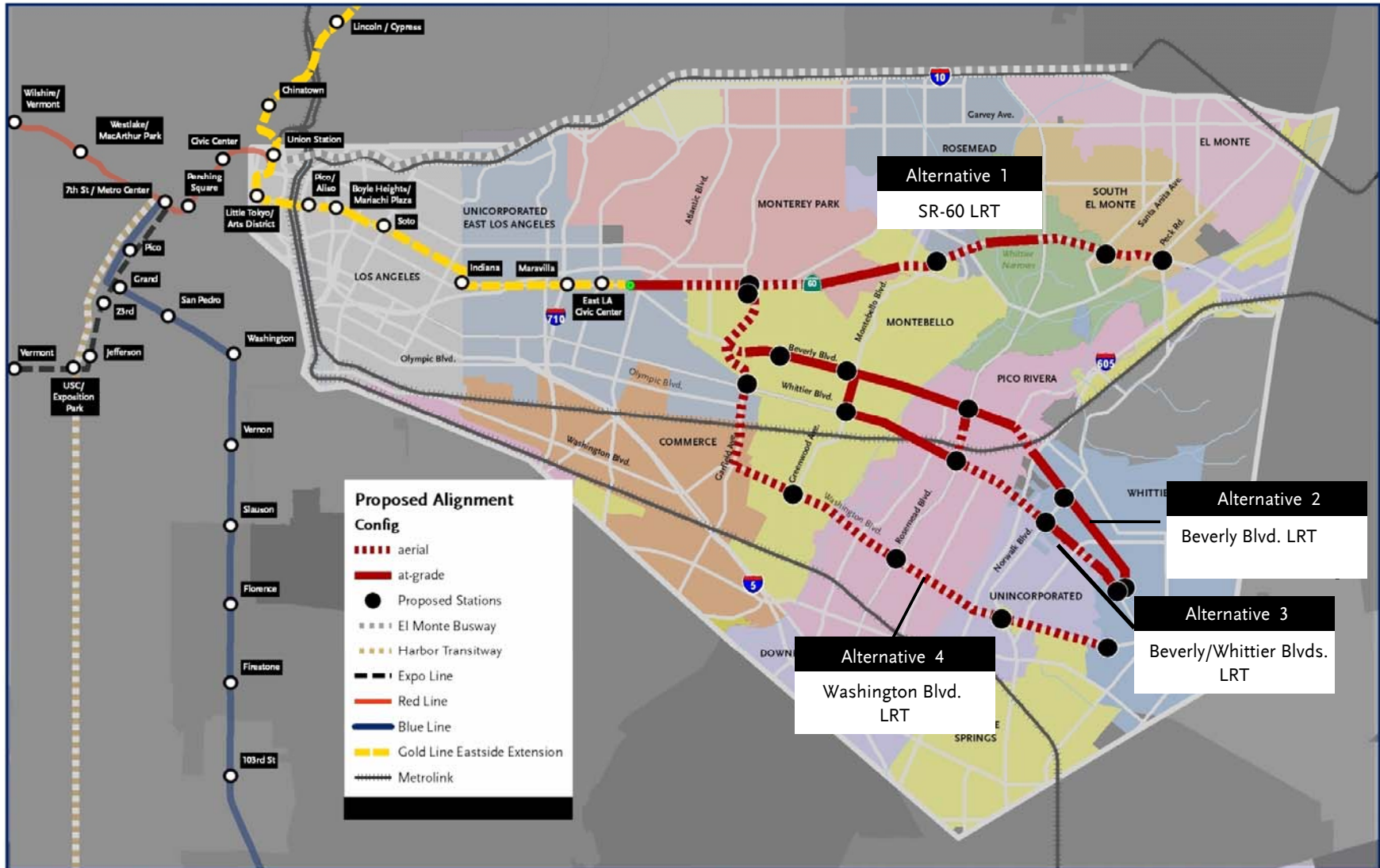


Eastside Extension Phase 2 Transit Corridor Basemap

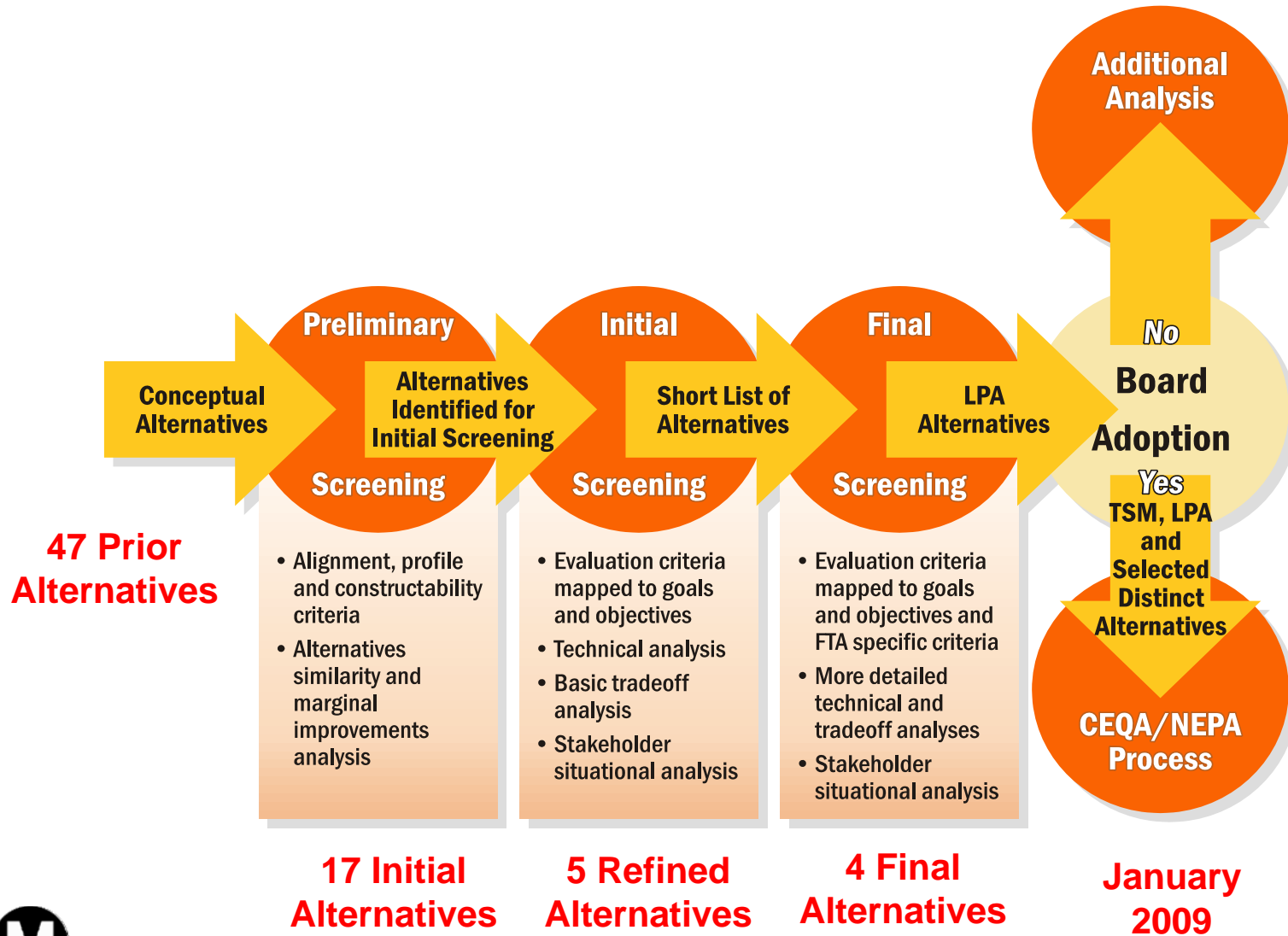


Final Recommended Alternatives

Eastside Transit Corridor - Phase 2 Final Recommended Alternatives



Alternatives Evaluation and Screening Process



Public Involvement

- Nearly 100 meetings and briefings held on this project to date
- 400 people attended 8 community scoping meetings
- More than 250 comments received in all forms



Summary of Comments Received



- Overwhelming support for light rail transit mode
- SR-60 and Whittier Blvd. alternatives received the highest level of support



- Support for grade-separations to minimize traffic and right of way impacts

Urban Design Elements – Montebello Town Center



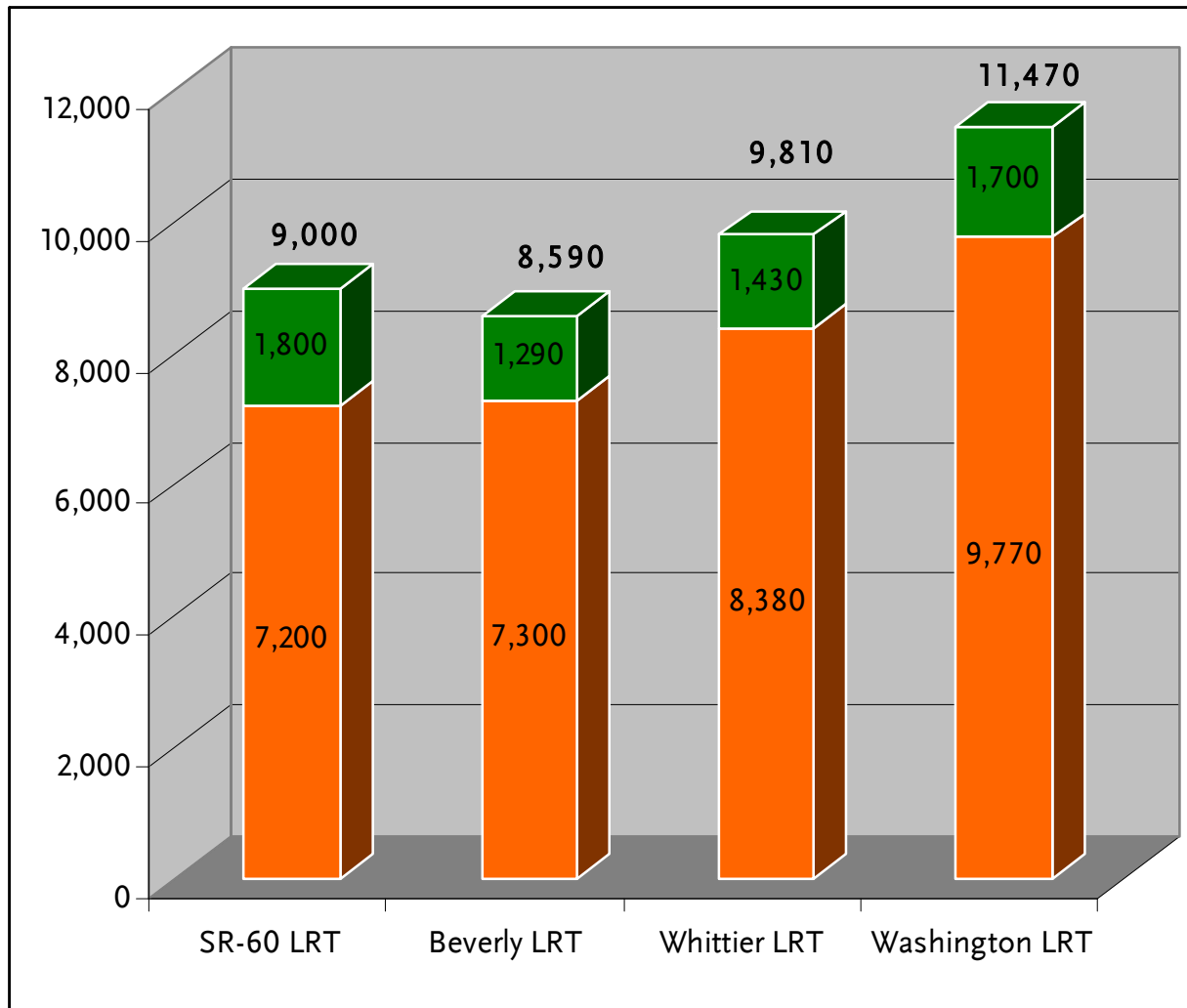
Urban Design Elements – SR-60 Freeway



Urban Design Elements – Whittier Blvd./Mar Vista



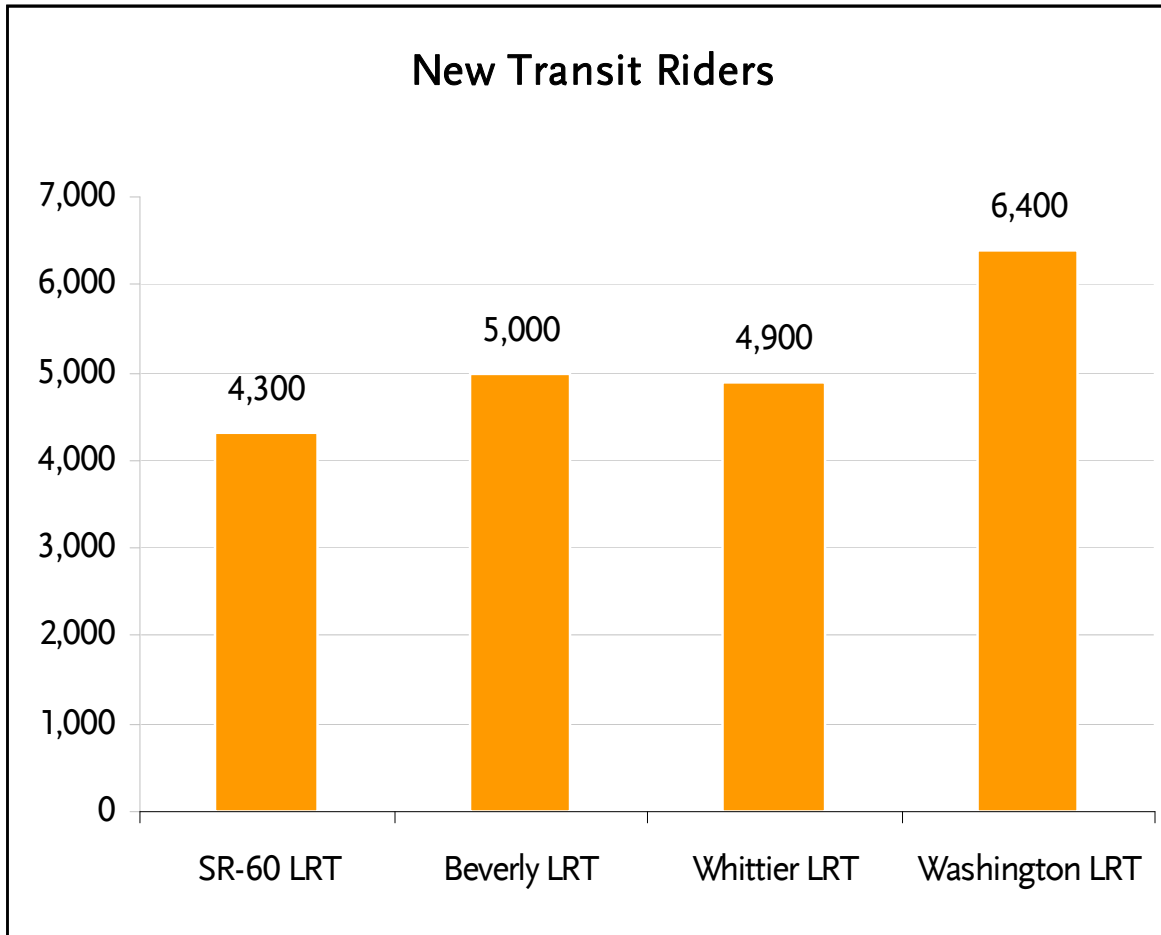
New Station Boardings (2030)



- New Daily Station Boardings (number of riders that board transit at each new station) range from 7,200 to 9,770.
- Systemwide Boardings range from (number of riders who use Phase 2 system using other Metro Rail System) 1,290 to 1,700.
- Whittier Blvd. LRT has the highest boardings at 11,470.



New Daily Transit Trips



- Washington LRT would add 6,400 New Daily Transit Trips.

- Beverly LRT and Whittier LRT would add approximately 4,900 to 5,000 New Daily Transit Trips.

- SR-60 LRT would add 4,300 New Daily Transit Trips.

Comparison of Alternatives

	SR-60 LRT 1	Beverly LRT 2	Whittier LRT 3	Washington LRT 4
Travel Time (minutes)	15.6	23.2	23.9	16.9
Cost (million)	1,778	1,143	1,518	1,849
Ridership	13,300	13,500	14,400	15,900
Length (miles)	8.5	8.9	8.9	9.3

- Highest Ridership – Washington Blvd. LRT (15, 900)
- Lowest Ridership – SR-60 LRT (13,300)
- Highest Cost – Washington Blvd. LRT (\$1.8 B)
- Lowest Cost – Beverly Blvd. LRT (\$1.2 B)

Next Steps

Upon Board approval:

- Execute contract options for the Draft EIS/EIR, Advance Conceptual Engineering and Community Facilitation
- Coordinate with FTA to initiate NEPA environmental clearance activities