Introduction

The Regional Connector Transit Corridor project (Regional Connector) is a vital public transit infrastructure investment that would enhance investments already made in the existing Los Angeles County Metropolitan Transportation Authority (Metro) rail system. It would link four distinct travel corridors covering over 80 miles across Los Angeles County through the center of downtown Los Angeles. Metro has envisioned this connection for nearly two decades beginning in the late 1980s/early 1990s. Figure ES-1 shows the regional Metro Rail lines expected to be in operation by the year 2035, and how the Regional Connector would serve as a central link between them.

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

The project area is the largest regional employment center in Los Angeles County

The Regional Connector would serve communities across the region, allowing greater accessibility while also fostering population and employment growth in downtown Los Angeles. The proposed Regional Connector would directly link 7th Street/Metro Center Station (the Metro Blue Line and Metro Expo Line terminus) located at 7th and Figueroa Streets, to the Metro Gold Line near Little Tokyo/Arts District Station at 1st and Alameda Streets. The project would include several new stations downtown and would allow continuous train operations between Long Beach and Azusa and from East Los Angeles and the San Gabriel Valley to Santa Monica without the need to transfer. It would also provide passengers with direct trains into the heart of the business and civic districts, whereas the Metro Gold Line currently passes along the edge of downtown. The following map (Figure ES-2) illustrates the present gap in the light rail network.

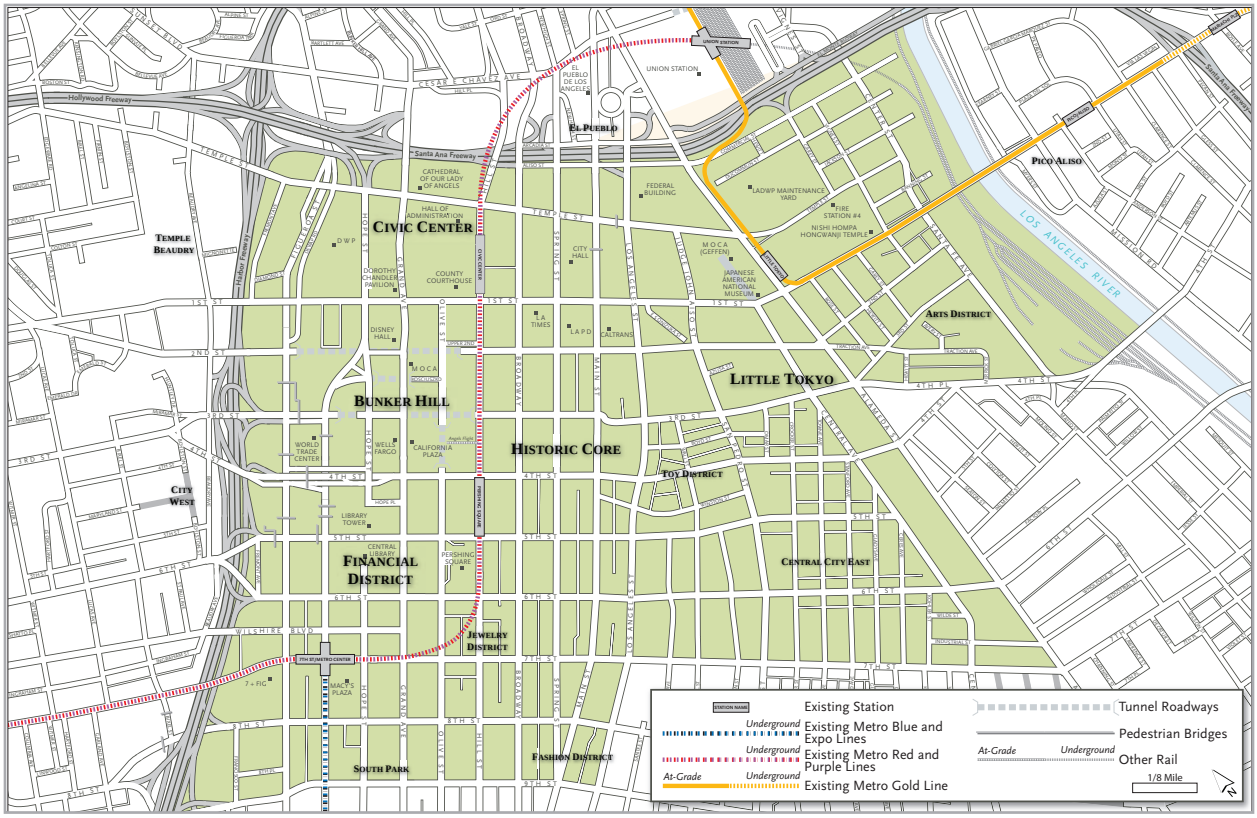
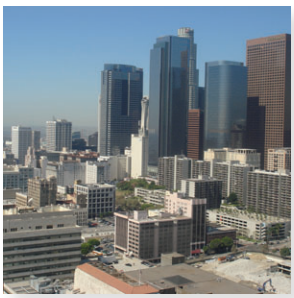


Figure ES-2: Project Area



The project area is the largest regional employment center in Los Angeles County, and is densely developed with multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and high-rise office towers. The corridor crosses several distinct community areas within downtown including the dense urban core of the Financial District; the residential high rises and regional entertainment centers of Bunker Hill; the Civic Center with a concentration of federal, state, and local government offices; residential and retail uses in the historic structures of the Historic Core; and the culturally unique, mixed uses of Little Tokyo. Figure ES-2 shows the general locations of these neighborhoods.

In addition to mobility benefits, the location of the Regional Connector project has the potential to improve the livability of the entire Los Angeles County region. The Regional Connector project fills the missing link in the Los Angeles rail network and by virtue of its location would afford the region with significant transportation, economic, land use, and environmental benefits. The analysis presented in this document shows that improved mobility to and through downtown Los Angeles has the potential to boost economic development and improve social justice by providing better access to employment, educational opportunities, and cultural activities. 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 purpose of this project is to improve the region's public transit service and mobility

In June 2008, Metro included the Regional Connector Transit Corridor project in its Draft Long Range Transportation Plan (LRTP) as a rail project in the Tier 1 Unfunded Strategic Plan. Measure R identified $160 million for the Regional Connector. Additional funding will need to be secured to build and operate the line. This is consistent with the Regional Transportation Plan (RTP) which was approved by the Southern California Association of Governments (SCAG) in May 2008.

Projected project mile-stones for the Regional Connector project include:

- Publication of the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR)
- Public review and comment on the Draft EIS/EIR (45 days following publication)
- Publication of the Final EIS/EIR
- Federal Record of Decision

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

Purpose and Need

Purpose

The purpose of this project is to improve the region's public transit service and mobility by connecting the light rail service of the Metro Gold Line to the Metro Blue Line and the Metro Expo Line. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles. Thus the Regional Connector would benefit both riders moving through the downtown area and those whose destination is to the downtown area.

The Regional Connector is planned with the goal of improving travel times, reducing transfers, reducing traffic congestion, improving air quality, and creating a sustainable light rail transit system that serves people throughout the region as well as in downtown Los Angeles. The vision is to connect the spokes of the regional system and provide a "one seat ride" from Long Beach to Azusa and from East Los Angeles and the San Gabriel Valley to Santa Monica.

Growth in population and employment will continue to draw both local and regional residents to the project area creating demand for transit services

Need

In evaluating the mobility and travel conditions within the project area several issues emerged that revealed a need to provide improved transit connections and service within and across downtown Los Angeles. These needs include:

- Growth in population and employment will continue to draw both local and regional residents to the project area creating demand for transit services.
- Transit system expansions to the radial network centered on downtown Los Angeles will continue to funnel riders into the unconnected core creating concerns related to insufficient Red Line capacity for connecting riders, overcrowded station platforms, and regional system schedule reliability.
- Transit dependent populations within the project area include low income households, significant elderly populations, and a high percentage of zero car households.
- Travel demand data highlights the congested nature of the downtown core, the high percentage of commuters that come from outside the project area, and the built up nature of the project area that prevents expansion of the road network.
- Transit usage requires multiple transfers for cross-town trips for both local and regional riders thereby increasing travel times.
- Local land use plans and policies identify the need for increased transit alternatives, linking the regional system through downtown, and transit and pedestrian friendly design in downtown communities.

See Figure ES-2 on page 2

Project Corridor

The project would link the regional destinations of Long Beach to Azusa and East Los Angeles and the San Gabriel Valley to Santa Monica without the need to transfer. The project area is located in downtown Los Angeles. It is bounded on the west by State Route (SR) 110 (Harbor Freeway); on the north by US 101 (Hollywood Freeway); on the south by 7th and 9th Streets; and on the east by Alameda Street between 7th and 4th Streets and the Los Angeles River between 4th Street and US 101 (Figure ES-2).

Description of Alternatives

The Alternatives Analysis (AA) process identified and screened 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 in the AA 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 for this Draft EIS/EIR and were confirmed and refined based on the public scoping process and community input received.

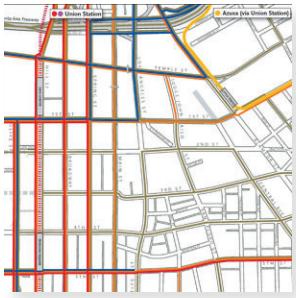
The AA process included initial technical analyses and community and public agency feedback

All proposed light rail transit (LRT) build alternatives would begin underground at the existing Metro Blue Line (and future Metro Expo Line) platform at the 7th Street/Metro Center Station. The tracks would extend in a northeastern direction to a new junction with the Metro Gold Line near Alameda Street. A final decision has not yet been made regarding the route of the Regional Connector Transit Corridor. Metro will consider all reasonable alternatives before making a final selection of a locally preferred alternative (LPA) that provides improved transit service in the Regional Connector Transit Corridor. This Draft EIS/EIR does designate the Fully Underground LRT Alternative (described below) as a staff recommended Preferred Alternative based on the technical analysis reported in the Draft EIS/EIR and input received from the community and other stakeholders.

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

No Build Alternative

The No Build Alternative is the future scenario without one 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 LRTP. Figure ES-3 illustrates the transit lines that currently serve the project area.



See Figure ES-3 on page 6

By the projection year of 2035, the Metro Expo Line to Santa Monica, Metro Purple Line to Westwood, Metro Crenshaw Line, Metro Green Line to the South Bay and LAX, and the Metro Gold Line to Azusa and the San Gabriel Valley will have opened, and 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 Alternative

The TSM Alternative includes all of the provisions of the No Build Alternative, plus two new express shuttle bus lines linking the 7th Street/Metro Center and Union Stations. These buses would run frequently, perhaps just a few minutes apart, especially during peak hours. Enhanced bus stops would be located every two to three blocks, to maximize coverage of the area surrounding the routes. Rail service would remain the same as the No Build Alternative.

See Figure ES-4 on page 7

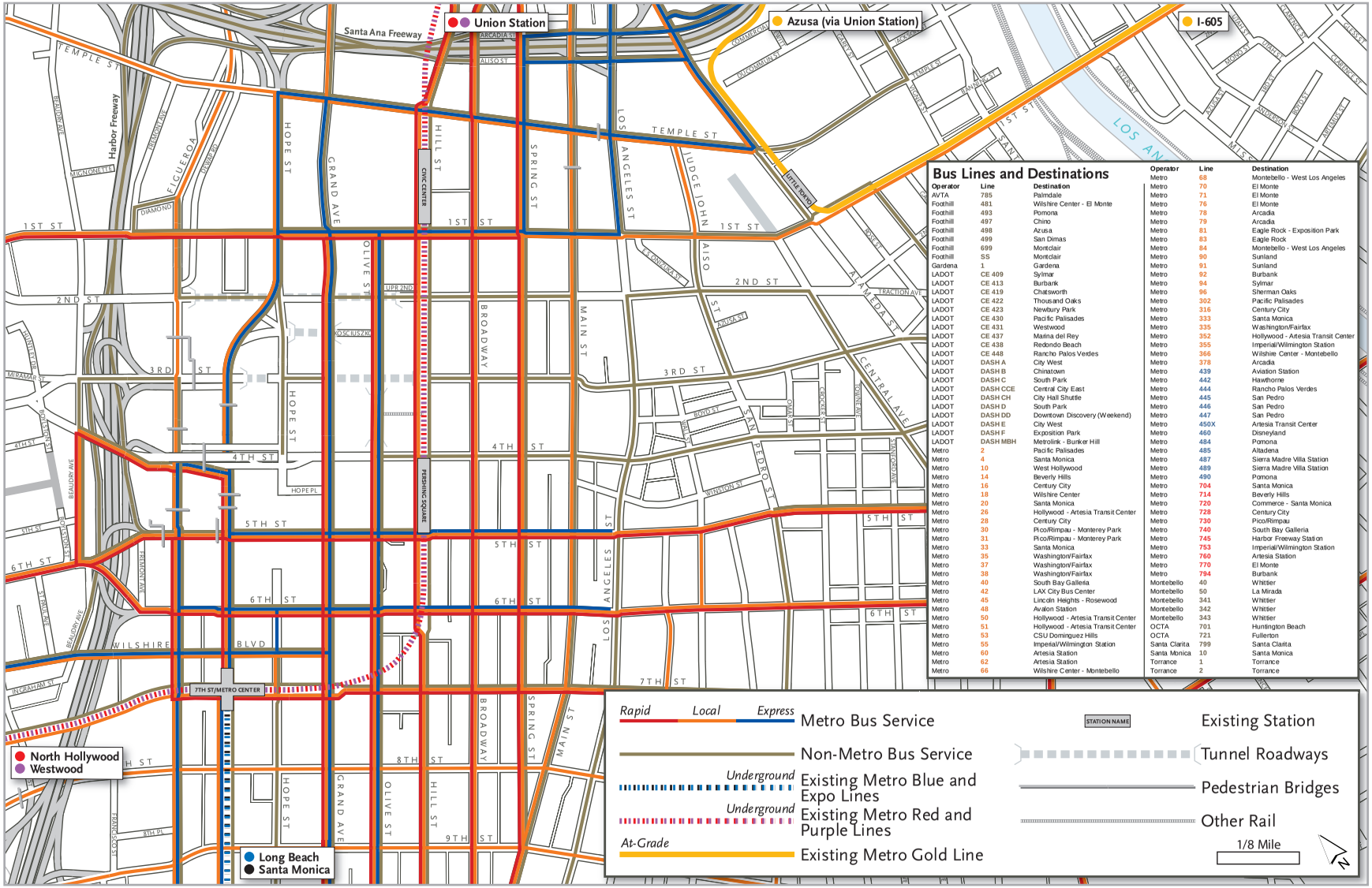


Figure ES-3: No Build Alternative

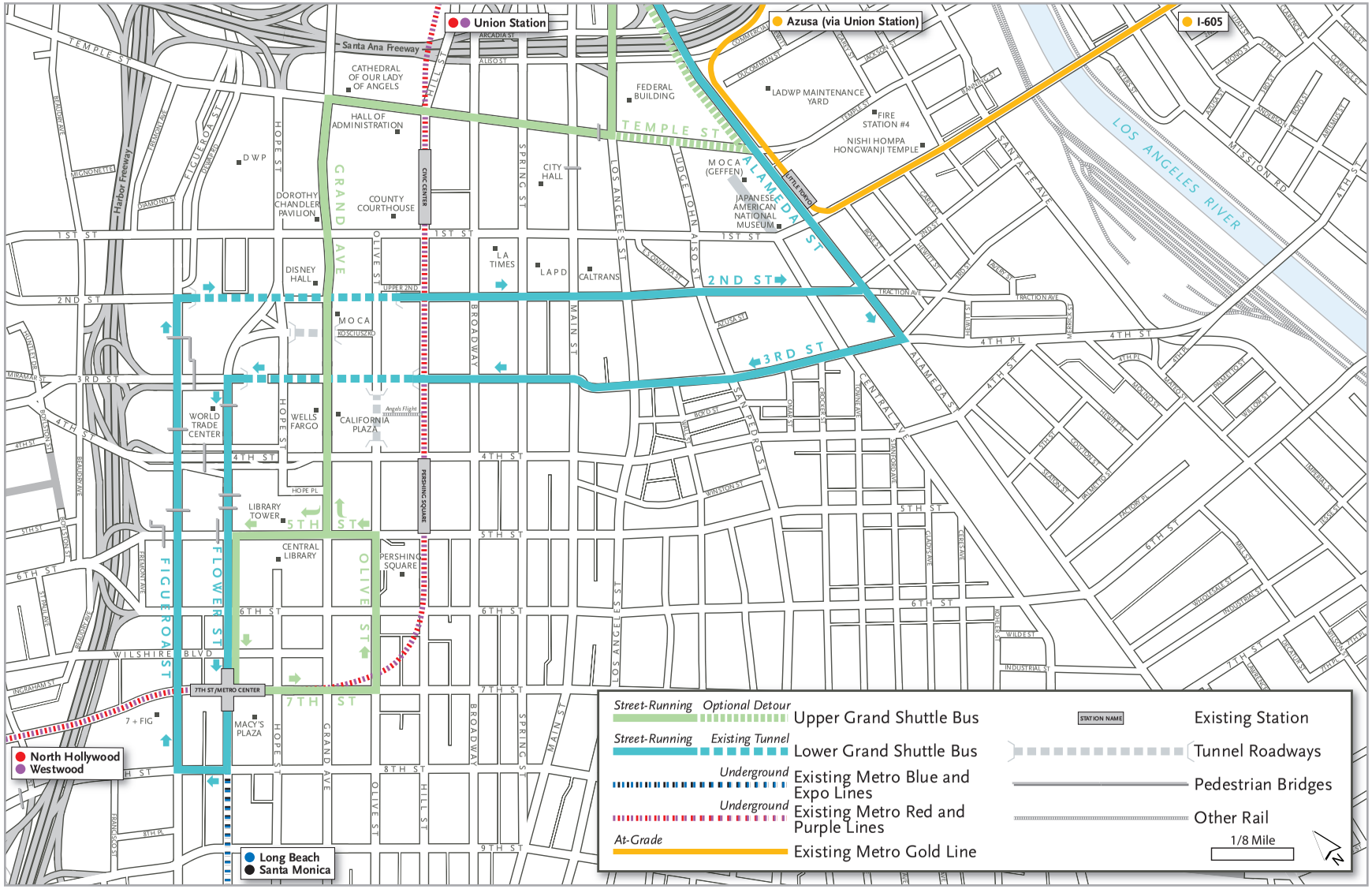


Figure ES-4: Transportation System Management Alternative

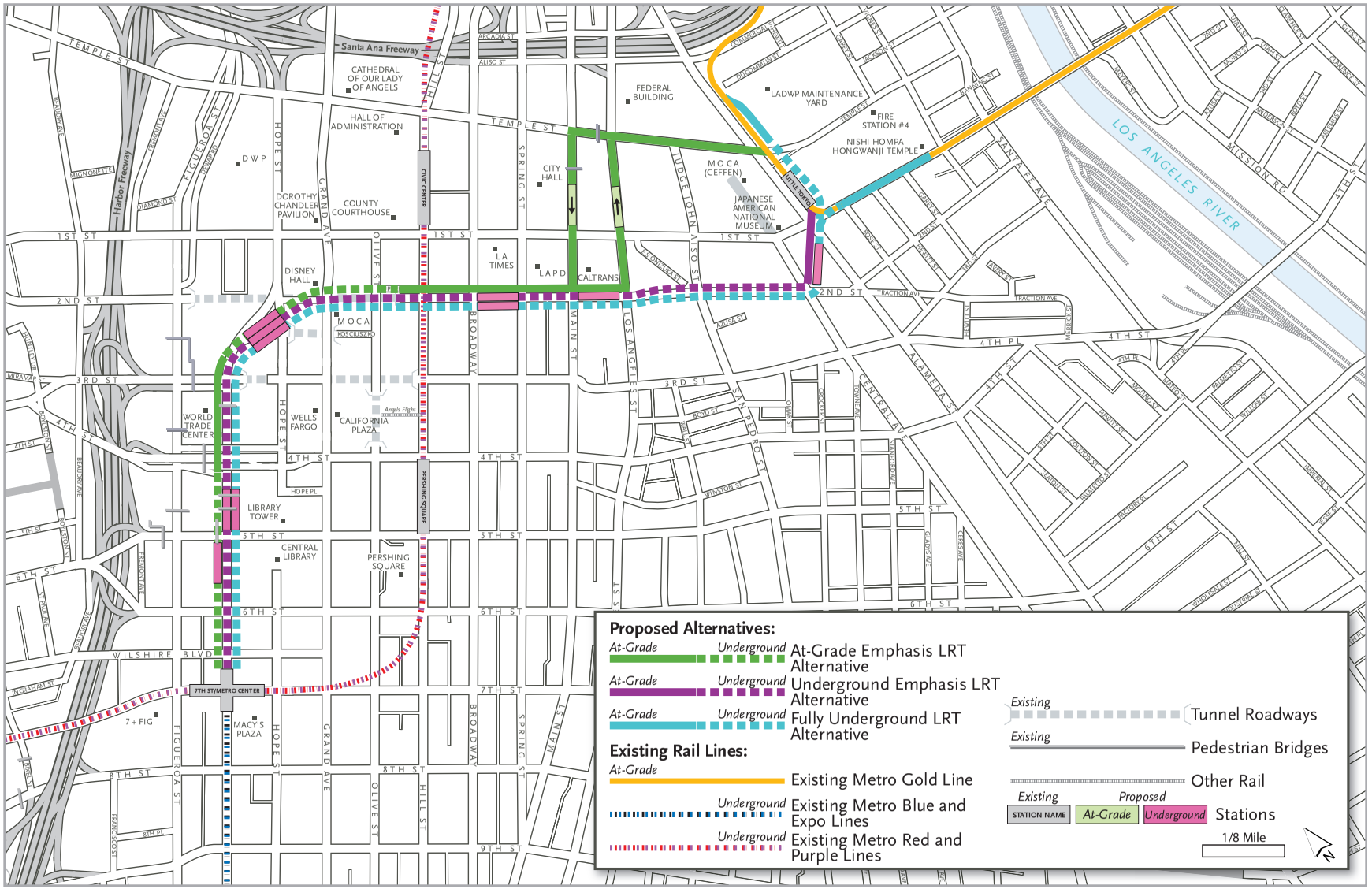


Figure ES-5: LRT Alignments and Stations Studied

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, 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 for this Draft EIS/EIR. These alternatives are:

- At-Grade Emphasis LRT Alternative
- Underground Emphasis LRT Alternative

Metro undertook a unique and intense community engagement process to shape and compose this Draft EIS/EIR. Based on this extraordinary public outreach effort, the Fully Underground LRT Alternative evolved to more fully address the community's concerns regarding potential impacts of the other build alternatives. The Metro Board voted in February 2010 to add the Fully Underground LRT Alternative to the Draft EIS/EIR analysis.

See Figure ES-5 on page 8

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

At-Grade Emphasis LRT Alternative

The At-Grade Emphasis LRT Alternative would provide a direct connection from the existing underground 7th Street/Metro Center Station to the Metro Gold Line at Temple and Alameda Streets with three new station locations. This alignment includes a combination of underground and at-grade segments, with 46 percent of the route underground. New stations would serve the Civic Center, Grand Avenue, and the Financial District. 2nd Street would be converted to a pedestrian-friendly transit mall between Hill and Los Angeles Streets. To implement this alternative, the number of traffic lanes and on-street parking spaces would be reduced on 2nd Street. As a result, traffic is likely to divert to adjacent parallel streets such as 1st and 3rd Streets, but the roadway capacity along these streets would remain unchanged. Roadway congestion would likely increase along these streets. Figure ES-6 provides an illustration of a typical At-Grade alignment.

Figure ES-6: Typical At-Grade Alignment

Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would provide a direct connection from 7th Street/Metro Center Station to the Metro Gold Line tracks at the Little Tokyo/Arts District Station with three new station locations. The alignment would extend underground from the 7th Street/Metro Center Station under Flower Street to 2nd Street. The tracks would then proceed east underneath the 2nd Street tunnel and 2nd Street to a new portal on the parcel bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue. It is anticipated that some of this property would need to be acquired to construct the portal and stage construction of the tunnels beneath 2nd Street. The new tracks would then connect to the tracks of the Metro Gold Line. The Underground Emphasis LRT Alternative would be entirely located underground except for a single at-grade crossing at the intersection of 1st and Alameda Streets. Figure ES-7 is an illustration of a typical underground alignment.

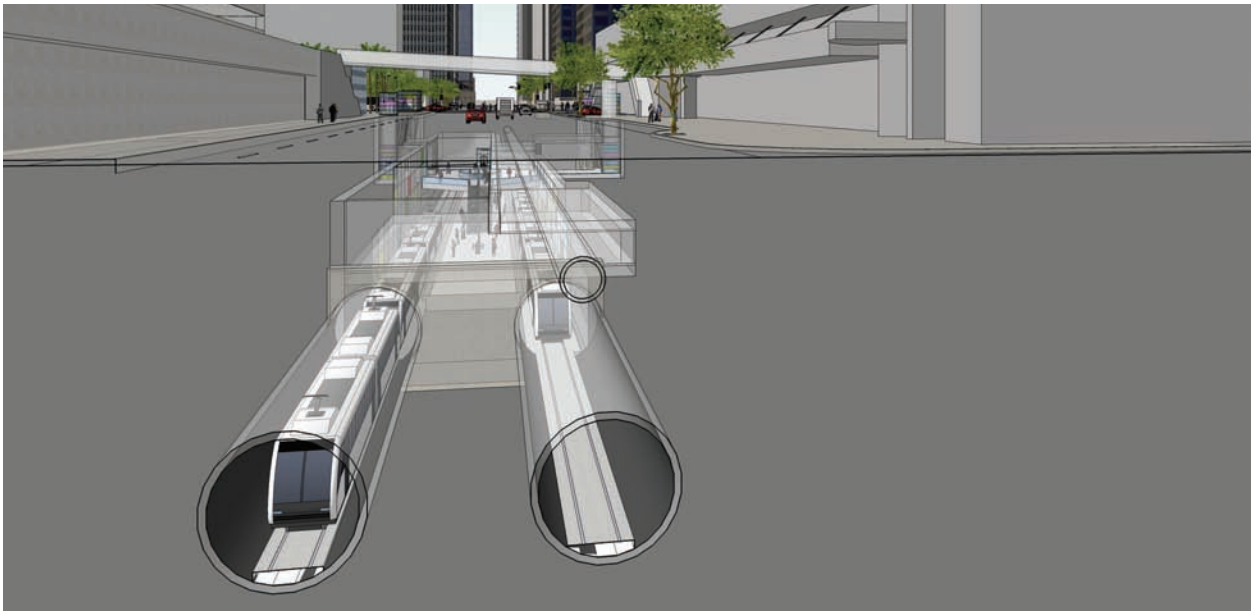


Figure ES-7: Typical Underground Alignment

Fully Underground LRT Alternative

As a result of a unique and intense community engagement process that evolved from the scoping process, the Fully Underground LRT Alternative was developed to best address community concerns simultaneous with cost, operational, and design concerns. Based on this unique and extraordinary public outreach effort, Metro staff is recommending that the Fully Underground LRT Alternative be designated the staff-recommended LPA in this Draft EIS/EIR. This recommendation is made by Metro staff because this alternative uniquely addresses community concerns, and the Regional Connector's transportation purpose and need, in a way that is superior to the other build alternatives.

The Fully Underground LRT Alternative is essentially the same configuration as the Underground Emphasis LRT Alternative, except that it provides for four new underground stations instead of three, and it traverses under the intersection of 1st and Alameda connecting to the Metro Gold Line within 1st Street and north of Temple Street.

The alignment would extend underground from the 7th Street/Metro Center Station under Flower Street and 2nd Street to Central Avenue in the same manner as the Underground Emphasis LRT Alternative. At 2nd Street and Central Avenue, the tracks would continue underground heading northeast under 1st and Alameda Streets.

An underground junction would be constructed beneath the intersection of 1st Street and Alameda Street. To the north and east of the junction, trains would rise to the surface through two new portals to connect to the Metro Gold Line heading north to Azusa and east towards I-605.

Figure ES-8: Typical Underground Station

Figure ES-8 is an illustration of a typical underground station, and Figure ES-9 is a typical underground station entrance as seen from street level.

Figure ES-9: Typical Underground Station Entrance

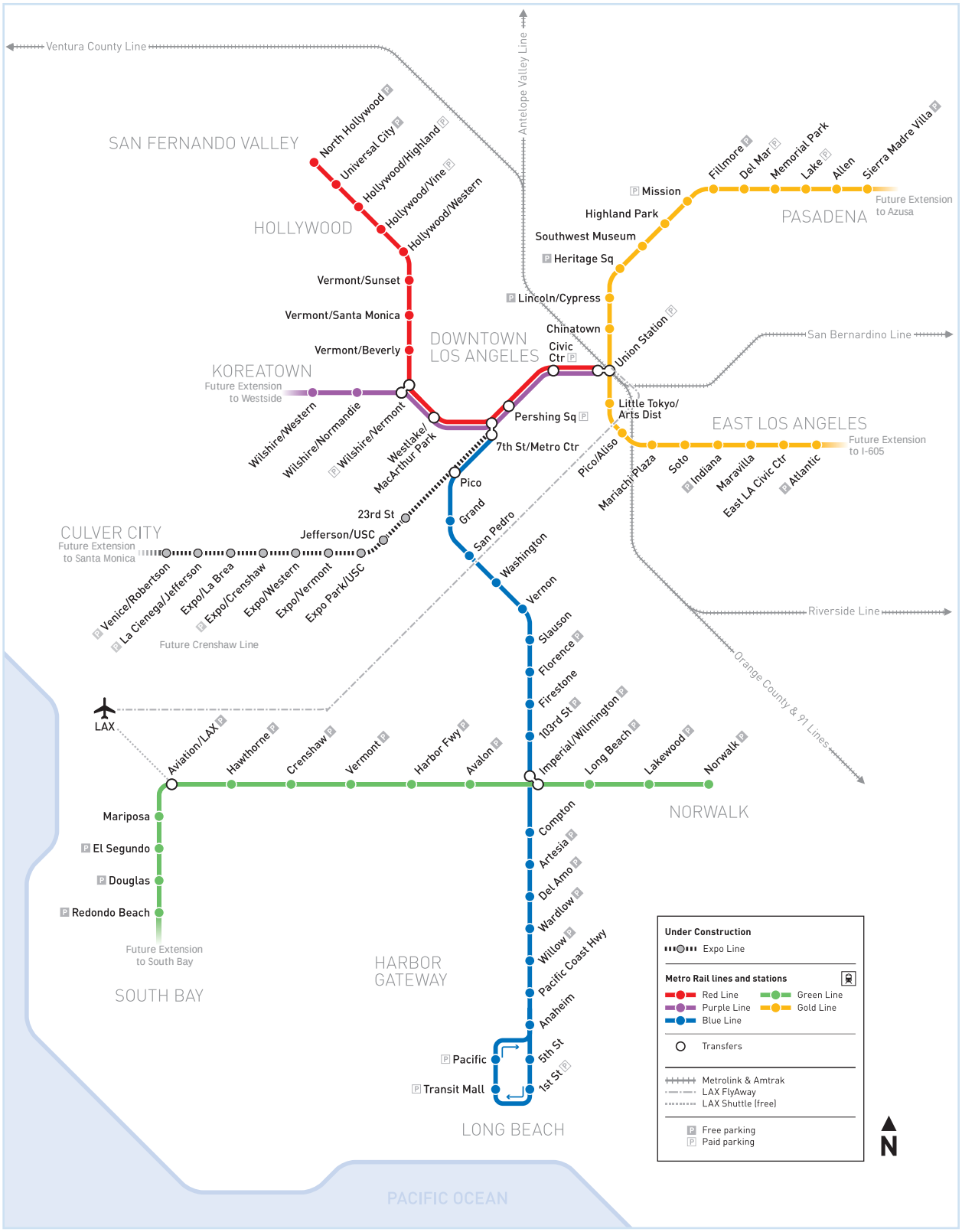


Figure ES-10: Existing Metro Rail System

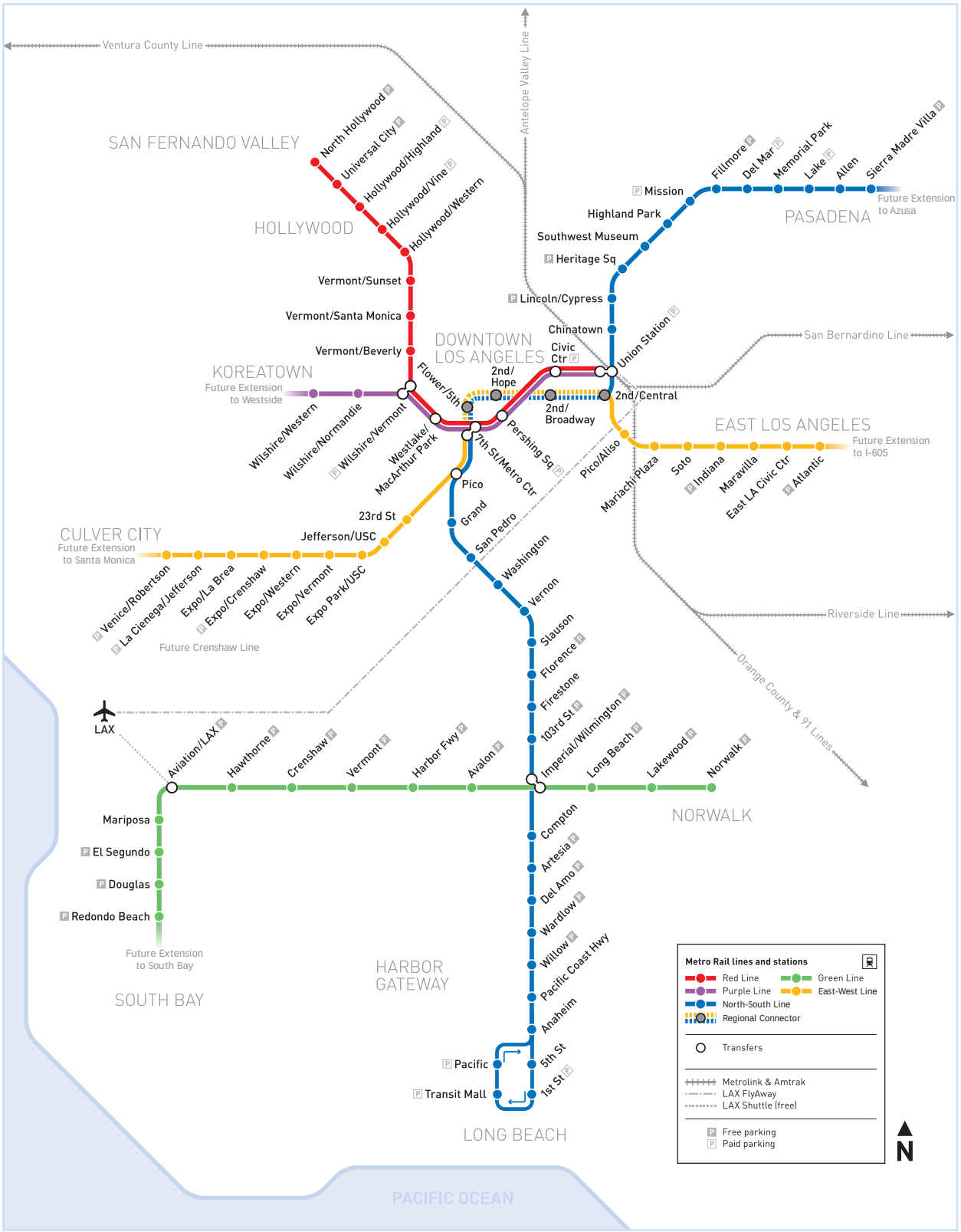


Figure ES-11: Metro Rail System with Fully Underground LRT Alternative

See Figure ES-10 on page 12

See Figure ES-11 on page 13

Figure ES-10 shows the existing Metro Rail system without the Regional Connector. Figure ES-11 shows how the system would operate with the Fully Underground LRT Alternative in place, illustrating the enhanced connectivity, new stations, and reduction in transfers associated with this alternative.

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 from the construction and operation of the project alternatives and the No Build alternative. NEPA requires that the No Build alternative continue to be evaluated because it serves as the basis for identifying project-related effects.

Due to the highly urbanized nature of the study area, environmental impacts would 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. Only environmental impact categories where at least one alternative would have adverse impacts remaining after mitigation are listed. More information about other environmental impacts that would not be adverse after mitigation is provided in the appropriate sections of Chapters 3 through 5. The topics where there would not be adverse impacts after mitigation are:

- Displacement and Relocation of Existing Uses
- Community and Neighborhood Impacts
- Visual and Aesthetic Impacts
- Climate Change
- Noise and Vibration
- Ecosystems/Biological Resources
- Geotechnical/Subsurface/Seismic/Hazardous Materials
- Water Resources
- Energy
- Historic – Built Environment
- Historic – Archaeology
- Parklands and Other Community Facilities
- Economic and Fiscal Impacts
- Safety and Security
- Growth-Inducing Impacts

Table ES-1: Summary Comparison of Alternatives

Criteria	No Build	TSM	At-Grade Emphasis	Underground Emphasis	Fully Underground
Alternative Features					
New Daily Systemwide Linked Trips in 2035	N/A	5,300	12,300	14,900	17,400
Number of Transfers Needed to Reach:					
Long Beach from Pasadena	2	2	0	0	0
East Los Angeles from Culver City	2	2	0	0	0
East Los Angeles from Long Beach	2	2	1	1	1
Culver City from Pasadena	2	2	1	1	1
Little Tokyo/Arts District from Long Beach	2	1[1]	1	0	0
Little Tokyo/Arts District from Culver City	2	1[1]	0	1	0
Little Tokyo/Arts District from Pasadena	0	0	1	0	0
Little Tokyo/Arts District from East Los Angeles	0	0	0	1	0
Travel Times in Minutes From[2]:					
Chinatown Station to Pico Station	20	25[1]	17	15	13
Pico/Aliso Station to Pico Station	23	30[1]	15	10	11
New Rail Stations	0	0	3	3	4
Alternative Length (miles)	N/A	N/A	1.8	1.6	1.9
FTA New Starts Cost Effectiveness Index (CEI) vs. TSM	N/A	Base	$20.44	$17.22	$16.77
Capital Costs (millions, 2009$)	None	$67.3	$899.2	$1,120.1	$1,245.2
2035 Operating and Maintenance Costs (millions, 2009$)	Base	$14.3	$11.9	$5.1	$6.1
Annual Greenhouse Gas Reduction (metric tons CO_2e)	Base	59,600	65,900	67,500	69,000-69,100
Environmental Impacts Remaining After Mitigation	Not Adverse/Significant			Adverse/Siginificant	
Temporary Impediment of Traffic/Transit/ Bicycle/Pedestrian Circulation During Construction	No	No	Yes	Yes	Yes
Number of Intersections with Significantly Worsened Traffic Congestion due to Operations	Base	None	AM: 11 PM:15	AM: 2 PM: 3	AM: 1 PM: None
Conflict with Applicable Land Use Plans	Yes	Yes	No	No	No
Maximum Construction Emissions (lbs./day):					
Volatile Organic Compounds (VOC)	None	None	119	147	193
Nitrogen Oxides (NOx)	None	None	432	488	626
Carbon Monoxide (CO)	None	None	908	998	1,304
Change in Nitrogen Oxides Emissions due to Operations Compared to No Build (lbs./day)	Base	+16	-7	-7	-7
Possible Destruction of Unknown Paleontological Resources	No	No	No	Yes	Yes
Disproportionate Burden on a Minority Community:					
Transit Service Equity Deterioration	Yes	Yes	No	No	No
Traffic Congestion Deterioration	No	No	No	Yes	No
Community and Neighborhood Impacts	No	No	No	Yes	No
Visual and Aesthetic Impacts	No	No	Yes	Yes	No
Use of Resources Protected Under Section 4(f) of the USDOT Act of 1966	No	No	Yes	De Minimis	De Minimis

1 Travel times assumes use of TSM buses instead of the Red/Purple Lines

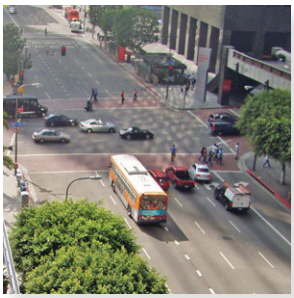
2 Travel times use conservative assumption of five minutes for each transfer. Actual transfer times vary, and may take longer

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 significant adverse impacts. Measures to mitigate potential impacts from the project alternatives are identified in the Draft EIS/EIR. Avoidance and minimization measures are identified along with other potential measures that would reduce or eliminate impacts. The NEPA Record of Decision would be issued after publication of the Final EIS/EIR and would include a list of all committed mitigation measures. Proposed mitigation measures for potentially adverse impacts are discussed under each category in Chapters 3 through 5.

Unavoidable Adverse Impacts

After mitigation, unavoidable adverse impacts would remain in seven categories. The staff recommended LPA would have unavoidable adverse impacts in only five of these seven categories. These impacts are described below.



Transportation

TSM Alternative

For the TSM Alternative, all adverse impacts would be mitigated to a less than significant level.

At-Grade Emphasis LRT Alternative

After mitigation measures are implemented for the At-Grade Emphasis LRT Alternative, 11 of the 18 impacted intersection locations would continue to experience adverse impacts during the AM peak hour. Similarly, in the PM peak hour, 15 of the 26 impacted intersection locations would continue to be adversely impacted.

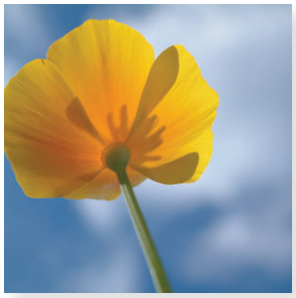
Underground Emphasis LRT Alternative

After mitigation measures are implemented for the Underground Emphasis LRT Alternative, two of the three impacted intersection locations would continue to experience adverse impacts during the AM peak hour. Similarly, three of the seven impacted intersection locations would continue to be adversely impacted during the PM peak hour.

Fully Underground LRT Alternative

After mitigation measures are implemented for the Fully Underground LRT Alternative, one intersection would continue to be adversely impacted to significant levels during the AM peak hour. In the PM peak hour, none of the three impacted intersections would continue to be adversely impacted. These locations can be mitigated to a less than significant level.

Air Quality



TSM Alternative

The alternative does not include any construction and therefore, would not have adverse construction-related impacts. Operational emissions for the TSM Alternative, including both buses and regional traffic, were found to be adverse under NEPA for NOx and less than significant for CEQA.

At-Grade Emphasis LRT Alternative

Unmitigated regional construction emissions of VOC, NOx, CO, and $PM_{2.5}$ would be greater than the significance criteria under CEQA and mitigation would be necessary. Even if the project employed up-to-date (2014 to 2017) equipment during construction, regional construction emissions would still remain adverse, significant, and unavoidable. Operational emissions for the At-Grade Emphasis LRT Alternative were not adverse and less than significant for both NEPA and CEQA.

Although regional construction emissions under the At-Grade Emphasis LRT Alternative would be significant and unavoidable, the net benefits to air quality by reducing regional vehicle miles traveled (VMT) would override the temporary adverse impacts.

Underground Emphasis LRT Alternative

Unmitigated regional construction emissions of VOC, NOx, CO, and $PM_{2.5}$ would be greater than the significance criteria under CEQA and mitigation would be necessary. Even if the project employed up-to-date (2014 to 2017) equipment during construction, regional construction emissions would still remain adverse, significant and unavoidable. However, localized construction emissions would be less than the maximum allowable emissions under the localized significance thresholds (LST) methodology and therefore, less than significant. Operational emissions for the Underground Emphasis LRT Alternative were less than significant for both NEPA and CEQA.

Although regional construction emissions would be significant and unavoidable, the net benefits to air quality by reducing regional VMT under the build alternative would override the temporary adverse impacts.

Fully Underground LRT Alternative

Even with implementation of mitigation during construction, regional construction emissions of VOC, NOx, CO, and $PM_{2.5}$ would remain adverse, significant and unavoidable under CEQA. With implementation of mitigation, localized construction emissions would be reduced below the maximum allowable emissions under the LST methodology and therefore, less than significant. Operational emissions for the staff recommended locally preferred alternative would be less than significant for both NEPA and CEQA.

Although regional construction emissions would be significant and unavoidable, the net benefits to air quality associated with the reduction in regional VMT would override the temporary adverse impacts.

Paleontology

TSM Alternative

Potential adverse construction-related impacts would be reduced to a less than significant level with implementation of mitigation and operational impacts would not be adverse.

At-Grade Emphasis LRT Alternative

Construction of the At-Grade Emphasis LRT Alternative would not have adverse or significant impacts on paleontological resources with implementation of proposed mitigation measures. The At-Grade Emphasis LRT Alternative would not result in adverse or significant operational impacts to paleontological resources.

Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would not have adverse or significant effects on paleontological resources with implementation of proposed mitigation measures with the exception of areas where tunneling operations cannot be mitigated. In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus construction and cumulative impacts would be adverse, significant and unavoidable. The Underground Emphasis LRT Alternative would not result in adverse or significant operational impacts to paleontological resources.

Fully Underground LRT Alternative

The Fully Underground LRT Alternative would not have adverse or significant effects on paleontological resources with implementation of proposed mitigation measures with the exception of areas where tunneling operations cannot be mitigated. In areas where new underground TBM segments would be constructed, mitigation for paleontological resources would not be feasible and thus construction and cumulative impacts would be adverse, significant and unavoidable. The Fully Underground LRT Alternative would not result in adverse or significant operational impacts to paleontological resources.

Environmental Justice

TSM Alternative

No adverse or significant impacts are anticipated under the TSM Alternative.

At-Grade Emphasis LRT Alternative

For the At-Grade Emphasis LRT Alternative, no disproportionate adverse impacts would remain after mitigation, with the exception of the visual impacts of the potential pedestrian overpass, which would be significant and unavoidable.

Underground Emphasis LRT Alternative

For the Underground Emphasis LRT Alternative, no disproportionate adverse impacts would remain after mitigation, with the exception of the visual impacts of the potential pedestrian overpass, which would be significant and unavoidable.

Fully Underground LRT Alternative

No adverse or significant impacts are anticipated under the Fully Underground LRT Alternative.

Section 4(f)

TSM Alternative

The TSM Alternative would not affect any Section 4(f) resources.

At-Grade Emphasis LRT Alternative

The At-Grade Emphasis LRT Alternative would require creation of a new portal in the side of the 2nd Street Tunnel and conversion of three of its four lanes to light rail use. This would be an adverse impact to this Section 4(f) resource. This alternative would also result in a de minimis impact on three other resources. De minimus findings would require additional written concurrence from the California State Historic Preservation Officer (SHPO).

Underground Emphasis LRT Alternative

The Underground Emphasis LRT Alternative would have a de minimis impact on the St. Vibiana Cathedral Rectory.

Fully Underground LRT Alternative

The Fully Underground LRT Alternative would have a de minimis impact on the St. Vibiana Cathedral Rectory.

Construction

TSM Alternative

The TSM Alternative would not result in any adverse construction related impacts, and no mitigation measures would be required.

At-Grade Emphasis LRT Alternative

With incorporation of mitigation measures, the At-Grade Emphasis LRT Alternative would still result in adverse and significant construction impacts to traffic circulation, regional air emissions, and paleontology.

Underground Emphasis LRT Alternative

With incorporation of mitigation measures, the Underground Emphasis LRT Alternative would still result in adverse and significant construction impacts to traffic circulation, regional air emissions, and paleontology.

Fully Underground LRT Alternative

With incorporation of mitigation measures, construction of the Fully Underground LRT Alternative would still result in adverse and significant construction impacts to traffic circulation, regional air emissions, and paleontology.

Cumulative Impacts

TSM Alternative

With implementation of mitigation, the TSM Alternative would not result in adverse or significant impacts related to the following environmental issues: transit, traffic, circulation, and parking; archaeological resources; or paleontological resources. Therefore, this alternative would not contribute to cumulative impacts with respect to these environmental issues. However, cumulative impacts would result with regard to transit service equity and environmental justice.

Measures to mitigate potential impacts from the project alternatives are identified in the Draft EIS/EIR

At-Grade Emphasis LRT Alternative

With incorporation of mitigation, construction of the At-Grade Emphasis LRT Alternative would still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

Operation of the At-Grade Emphasis LRT Alternative would result in a considerable contribution to adverse cumulative impacts at 11 intersections during the AM peak hour and 15 intersections during the PM peak hour.

Operation of the At-Grade Emphasis LRT Alternative would partially offset potential impacts due to loss of parking. However, some cumulative impacts to environmental justice due to the loss of parking could remain.

Underground Emphasis LRT Alternative

With incorporation of mitigation, construction of the Underground Emphasis LRT Alternative would still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, and pedestrian and bicycle movements.

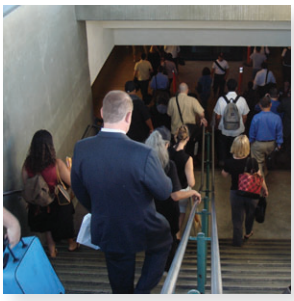
Operation of the Underground Emphasis LRT Alternative would result in a considerable contribution to significant cumulative impacts at two intersections (Alameda Street/2nd Street and Flower Street/4th Street) during the AM peak hour and three intersections (Judge John Aiso Street/1st Street; Alameda Street/2nd Street; and Judge John Aiso Street/Temple Street) during the PM peak hour.

Operation of the Underground Emphasis LRT Alternative would partially offset potential impacts due to loss of parking. However, some cumulative impacts to environmental justice due to the loss of parking could remain.

Fully Underground LRT Alternative

With incorporation of possible mitigation, construction of the Fully Underground LRT Alternative would still result in a considerable contribution to cumulative construction impacts associated with bus transit, traffic circulation, pedestrian and bicycle movements, and activity levels and revenue of businesses along the alignment.

Operation of the Fully Underground LRT Alternative would result in a considerable contribution to a significant cumulative impact at one intersection (Flower Street/ 4th Street) during the AM peak hour.



Next Steps

- Draft EIS/EIR Comment Period – A 45-day comment period will follow publication of the Notice of Availability of the draft EIS/EIR.
- Identification of Locally Preferred Alternative – The Locally Preferred Alternative will be selected by the Metro Board in the Fall of 2010.
- Final EIS/EIR – Summer 2011
- Project Decision – Late Summer/Early Fall 2011
- Federal Approval – Fall 2011