



Metro

August 7, 2015

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON PAW
CHIEF EXECUTIVE OFFICER

FROM: BRYAN PENNINGTON BWP
EXECUTIVE DIRECTOR, ENGINEERING & CONSTRUCTION

SUBJECT: STATE ROUTE 710 NORTH DRAFT EIR/EIS
PUBLIC REVIEW & COMMENT PERIOD ENDS

ISSUE

The purpose of this memo is to advise the Board that the public review and comment period for the State Route 710 North Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) started on March 6, 2015, and ended on August 5, 2015. During this period, a total of five Public Hearings were held by Caltrans to provide ample opportunity for stakeholders to comment on the Draft EIR/EIS.

Caltrans accepted public comments by mail, in person at the public hearings, and online. Around 2500 individuals and organizations provided comments by the close of the public review and comment period including those provided verbally at the hearings as well as letters, comment cards, emails and online submissions that were sent.

Approximately 900 individuals attended the public hearings held on:

1. Saturday, April 11, 2015 at East Los Angeles College in Monterey Park;
2. Tuesday, April 14, 2015 at the Pasadena Convention Center in Pasadena;
3. Wednesday, May 6, 2015 at La Cañada High School in La Cañada-Flintridge;
4. Wednesday, May 7, 2015 at Los Angeles Christian Presbyterian Church in El Sereno; and
5. Saturday, June 20, 2015 at David Wark Griffith Middle School in East Los Angeles

DISCUSSION

The Draft EIR/EIS analyzed five alternatives:

1. The No Build Alternative – includes transportation projects/planned improvements already programmed, excluding planned improvements within the State Route 710 corridor.
2. The Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative- includes operational improvements, capacity enhancements, and demand management strategies throughout the study area.
3. The Bus Rapid Transit (BRT) Alternative – provides high speed, high frequency bus service along a 12 mile long corridor between East Los Angeles and Pasadena.
4. The Light Rail Transit (LRT) Alternative – provides a 7.5 mile long passenger rail service between East Los Angeles and Pasadena, that is comprised of an elevated segment (3 miles) and an underground (tunnel) segment (4.5 miles).
5. The Freeway Tunnel Alternative - provides a 6.3 mile route that connects the existing stubs on the Route 710 Freeway, from Interstate 10 in Alhambra to the State Route 134/Interstate 210/State Route 710 interchange in Pasadena, with either one or two bored tunnels.

An analysis of costs and benefits (CBA) for the State Route 710 North Study Alternatives was made available to the public on June 19, 2015.

NEXT STEPS

The study team will review and evaluate public comments received during the public review and comment period.

Staff will continue to provide periodic updates to the Board on the State Route 710 North EIR/EIS schedule and process.