

**Metro**Los Angeles County
Metropolitan Transportation AuthorityOne Gateway Plaza
Los Angeles, CA 90012-2952213.922.2...
metro.net**PLANNING & PROGRAMMING COMMITTEE**
November 18, 2009**SUBJECT: METRO GOLD LINE EASTSIDE EXTENSION
FOUR QUADRANT CROSSING GATES****ACTION: APPROVE CONDUCTING ENVIRONMENTAL IMPACT REPORT (EIR)
AND COMMUNITY OUTREACH TO IMPLEMENT QUADRANT GATES****RECOMMENDATION**

Authorize the Chief Executive Officer (CEO) to:

1. Negotiate and execute a contract with a Planning or Environmental bench contractor or seek the services of a contractor in an amount not to exceed \$1.0 million to conduct the EIR document that addresses traffic, real estate, noise, visual impacts, and other environmental issues associated with the installation of four quadrant gates on Metro Gold Line Eastside Extension (MGLEE); and
2. Negotiate and execute a contract with a Community Outreach firm on the bench in an amount not to exceed \$200,000 to facilitate community participation in the EIR; and
3. Negotiate and execute Work Orders with the City and County of Los Angeles to provide Traffic Engineering Analysis support to the contractor in an amount not to exceed \$2.5 million; and
4. Amend the FY10 budget to increase revenues and expenses by \$2.0 million in Project 460202 (Metro Gold Line Four Quad Crossing Gates).

ISSUE

At its October 2008 and December 2008 meetings, the Board directed staff to take the necessary steps to seek approval to install four quadrant gates along all at-grade intersection crossings along the Gold Line Eastside Extension. The preparation of the EIR will lead to the next step in implementing the four quadrant gates, subject to Board approval and funding availability.

BACKGROUND

The Metro Gold Line Eastside Extension is a 6-mile Light Rail Transit line which connects directly with the Pasadena Gold Line at Union Station and crosses the 101 Freeway where it is at-grade along Alameda Street and along 1st Street until it reaches 1st Street and Gless Street. The line transitions into two parallel east/west bound subway tunnels for 1.7 miles which resurface at 1st/Lorena into an at-grade alignment from 1st Street to Indiana Street; then continues to 3rd Street until the eastern terminus of the alignment at Pomona Avenue and Atlantic Boulevard.

On February 28, 2002, the Board approved the certification of the Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (FSEIS/SEIR) and the adoption of the Locally Preferred Alternative for the Eastside Transit Corridor Project .

The design and construction of the current safety features along the tracks were approved by the responsible agencies. Two independent review boards in 2002 and 2009 determined that the Metro Gold Line Eastside Extension Project was safe and within industry standards. In addition, the California Public Utilities Commission (CPUC) reviewed and approved all at-grade crossings.

DISCUSSION

At its October 2008 and December 2008 meetings the Board directed staff to take the necessary steps to seek approval to install four quadrant gates along all at grade intersection crossings along the Gold Line Eastside Extension and to take the necessary steps to enhance the safety along the at-grade portion of the alignment. In response to Motions introduced by Director Molina at these meetings, Metro staff formed an ad-hoc Task Force comprised of all key stakeholders to study the feasibility and address steps required to install four quadrant gates on the MGLEE project. The initial step, which is part of the December 2008 motion, resulted in the preparation of a Feasibility Study (see Attachment A).

Four Quadrant Gate Study

The Four Quadrant Gates Feasibility study analyzed all at-grade crossings along the alignment and determined that the installation of gates will cause several impacts, including: right of way acquisition from adjacent properties, relocation of utilities, vehicular and pedestrian traffic impacts, disruption to businesses and institutional facilities and other environmental and community impacts. Furthermore, approvals by the City of Los Angeles, County of Los Angeles, and the California Public Utilities Commission of the engineering designs are required before installation can commence. It is estimated that completion of all required steps will take a minimum of four years to implement. The environmental impact report will analyze the degree of impact, recommend mitigation measures if possible, and provide for a public review process. The recommended action will provide funding to the City and County of Los Angeles to provide engineering support for the environmental document.

FINANCIAL IMPACT

The FY10 budget will be increased to add funding of \$2.0 million for Project 460202 (Metro Gold Line Four Quad Crossing Gates) in cost center 4320 (Central Area Team) from the Measure R Transit Capital 2% Fund. An additional \$1.7 million will be required in FY11 to complete the EIR. Since this is a multi-year project it will be the responsibility of the cost center manager and the Chief Planning Officer for budgeting expenses in future years.

Impact to Bus and Rail Operating and Capital Budget

The source of funds for this project will be from Measure R Funds – Transit Capital 2% which is eligible for Metro Rail capital expenditures. Other sources of funds were considered for this project, however, by using them it could impact those projects. Development of the EIR will have no impact on bus and rail operating costs but the eventual development/installation of the four quadrant gates will increase operating costs according to the project adopted.

ALTERNATIVES CONSIDERED

Metro could consider completing an EIR and community relations program with internal staff. Metro does not currently have available internal staff to complete an EIR and outreach program in a timely manner without impacts to other Metro projects. Metro could continue to operate without inclusion of the quad gates or with a limited selected number of gates. Staff will consider these options as part of the environmental assessment.

IMPLEMENTATION SCHEDULE

An EIR will take 12-18 months to complete, following approval of the Board of the funding and selection of a firm from Metro's approved Planning and Environmental contractor bench.

NEXT STEPS

Upon initiation of the EIR, the following actions will be undertaken:

- Award a contract to firm to conduct the EIR
- Award a contract to firm to develop and implement community outreach program
- Upon completion of the EIR, the following steps would need to be undertaken:
 - Approval of concept by City and County of Los Angeles before initiating design
 - Initiate field 'diagnostic reviews' with CPUC and other stakeholders to obtain approval from CPUC
 - Prepare and submit design drawings and approval request to CPUC
 - Initiate detail design including 'Fail-safe' Method(s) to activate the gates when trains approach the intersection
 - Determination of Cost to design, install, and maintain the gates

ATTACHMENT

A. Four Quadrant Gates Feasibility Study

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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2009**

ATTACHMENT

**THIS ITEM WILL BE SENT UNDER
SEPARATE COVER**