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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2010011062

Project Title: Eastside Transit Corridor Phase 2 Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority

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Project Location: Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier Los Angeles
City *County*

Project Description (Proposed actions, location, and/or consequences).

The Project would extend the Los Angeles County Metropolitan Transportation Authority (Metro) L (Gold) Line, a light rail transit line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier. It would extend the Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative. The Build Alternatives are: Alternative 1 Washington (Alternative 1), Alternative 2 Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), and Alternative 3 Atlantic to Greenwood IOS (Alternative 3). Each Build Alternative meets the Project Objectives to varying extents by creating benefits, both to the region and to local communities. By extending the existing Metro L (Gold) Line into eastern Los Angeles County, the Project will enhance access and mobility and provide connectivity to other destinations along Metro's regional system. Further, the Project will reduce travel times and the need for transfers within the system by providing a one-seat ride via the Regional Connector. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the mobility needs of transit-dependent populations.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

(Continued) The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County.

Short- and Long-term impacts analyzed for all environmental resources include transportation and traffic; visual and aesthetics, air quality; biological resources, cultural resources, climate change, communities and neighborhoods, population, and housing; tribal cultural resources; utility and energy; geology, soils, seismicity, and paleontological resources; hazardous waste and materials, land use and planning; noise and vibration; safety and security, hydrology and water quality growth-inducing impacts; cumulative impacts, construction impacts and irreversible and irretrievable commitments of resources. Mitigation measures for the following environmental resources would reduce all potential impacts to less than significant: biological resources; hazards and hazardous materials; hydrology and water quality; noise and vibration; transportation and traffic; tribal cultural resources.

The following environmental resources would remain significant and unavoidable with mitigation measures: cultural resources; and geology, soils, seismicity, and paleontological resources.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The following areas of controversy and concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:
- Impacts to businesses during construction
- Traffic impacts due to reduction of lanes on Washington Boulevard
- Impacts to parking and need for parking
- Noise levels during construction
- Safety for students at nearby schools
- Security at stations

Provide a list of the responsible or trustee agencies for the project.

Los Angeles County Metropolitan Transportation Authority is the lead agency for the Project. Responsible or trustee agencies include the California Department of Transportation (Caltrans), District 7; United States Army Corps of Engineers (USACE); California Department of Fish and Wildlife (CDFW); Los Angeles County Flood Control District (LAFCD)