

<b>RTIP ID#</b> <i>(required)</i> 1TL204			
<b>TCWG Consideration Date</b> February 28, 2012			
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The Azusa Intermodal Transit Facility would include the construction of an approximately 36-foot high, three-story parking structure with three covered stories and rooftop parking. The parking structure would contain 520 parking spaces. The proposed project would serve patrons of the future Gold Line Foothill Extension Azusa Station, Foothill Transit commuter bus patrons, and park, museum, and civic center visitors.</p> <p>The project site is located in the City of Azusa, which is located approximately 20 miles northeast of downtown Los Angeles (<b>Figure 1</b>). Regional access to the City of Azusa and the project site is by the Foothill Freeway (I-210). The project is located in downtown Azusa, adjacent to the Civic Center at 213 East Foothill Boulevard. The project site is bounded by Alameda Avenue on the west, Foothill Boulevard on the south, the railroad right-of-way (ROW) on the north, and Dalton Avenue on the east (<b>Figure 2</b>).</p> <p>Land uses surrounding the project site are primarily commercial and institutional. South of the project site are commercial uses along Foothill Boulevard. Institutional uses are located to the east and west, including the City of Azusa City Hall, Public Library, and Senior Center to the east, and the City of Azusa Police Department to the west. There are vacant commercial parcels, the railroad ROW, and residences located to the north. The project site is located adjacent to Veterans Freedom Park.</p> <p>The proposed project also includes bus bays for loading and unloading passengers and for layovers. Three bus bays will be constructed adjacent to the parking structure on Alameda Street. One additional bus bay along Santa Fe Avenue would also include space for an electric bus charging station. The site plan is shown in <b>Figure 3</b>.</p> <p>Construction of the proposed project would be done in one phase. Construction of the parking structure and the charging stations would occur simultaneously. Construction is anticipated to begin in 2013 and be completed in 2014.</p> <p>It is anticipated that the only buses serving the Azusa Intermodal Transit Facility would be serviced by Foothill Transit. Foothill Transit currently operates 288 compressed natural gas buses, 3 electric buses, and 23 diesel buses. The diesel buses are slated for retirement in the fall of 2013 before the opening of the Azusa Intermodal Transit Facility.</p>			
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i></p> <p>Bus, rail, or inter-modal facility/terminal/transfer point</p>			
<p><b>County</b></p> <p>Los Angeles</p>	<p><b>Narrative Location/Route &amp; Postmiles:</b> The project site is located in the City of Azusa, which is located approximately 20 miles northeast of downtown Los Angeles (<b>Figure 1</b>). Regional access to the City of Azusa and the project site is via the I-210). The project site is located in downtown Azusa, adjacent to the Civic Center at 213 East Foothill Boulevard. The project site is located along Alameda Avenue, north of Foothill Boulevard and south of the railroad ROW (<b>Figure 2</b>).</p> <p><b>Caltrans Projects – EA#</b> N/A</p>		
<b>Lead Agency:</b> City of Azusa			
<b>Contact Person</b>	<b>Phone#</b>	<b>Fax#</b>	<b>Email</b>
Tito Haes	(626) 812-5248	(626) 334-0410	thaes@ci.azusa.ca.us

<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10 X</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	X	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>
<b>Scheduled Date of Federal Action:</b> To Be Determined				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
N/A	<b>Exempt</b>	N/A	<b>Section 6004 – Categorical Exemption</b>	N/A
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	Underway	Underway	N/A	2013
<b>End</b>	October 2012	July 2012	N/A	2014
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i>				
<p>The proposed Azusa Intermodal Transit Facility would serve a variety of current and future mobility needs and be consistent with the vision of downtown Azusa. The proposed project would provide transit infrastructure to serve the Metro Gold Line, feeder bus circulation and downtown Azusa. The Federal Transit Administration requires federally-funded projects to have independent utility. The proposed project meets this requirement because it does not require the continued operations of existing or planned facilities and it would be usable without the need for additional improvements.</p> <p>The General Plan for the City of Azusa has the following policies which are designed to consolidate parking and develop a park-once strategy.</p> <p>Land Use Goals and Policies</p> <p>Policy 4.3: Encourage the development of shared parking or “park once” parking concepts.</p> <p>Policy 4.6: Strengthen the “Civic Center” area, through a shared parking facility/public plaza development.</p> <p>Urban Form Vision</p> <p>Policy 6.2: Encourage Foothill Transit to enhance regional transit connections to/from Azusa, by providing transit routes to Azusa transit centers or stations.</p> <p>Policy 6.4: Provide park-and-ride lots to encourage and facilitate use of transit.</p> <p>Policy 8.1: Plan for an adequate amount, not an oversupply, of parking for autos, carpool vans, and bicycles for each land use.</p> <p>Policy 8.2: Allow and encourage shared use parking in order to gain the maximum efficiency from the parking supply and to minimize the overall amount of parking provided in the city.</p>				

<p>The project site, located in an area of Azusa known as the Civic Center, is designated in the Azusa General Plan to accommodate future growth and development. Currently, the Azusa Civic Center has 70 dedicated off-street parking spaces and approximately 66 off-street parking spaces. The need for the proposed action is demonstrated by the following:</p> <ul style="list-style-type: none"> <li>• Facility Deficiencies. The proposed project would provide 520 parking spaces to accommodate parking demand for the Azusa Civic Center and critical transit infrastructure to current and planned bus boardings, transfers, and park-and-ride patrons.</li> <li>• Land Use Integration and Economic Development. The proposed project would consolidate parking and eliminate the necessity of incorporating several surface parking lots to meet parking demand. The project would also maximize the opportunity for economic development by enhancing the attractiveness of downtown Azusa through increased access.</li> <li>• Transit Infrastructure. The proposed project would provide shared parking and park once concept and land efficiency to achieve the policies designated under the Azusa General Plan.</li> </ul>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The area surrounding the project site is primarily commercial and institutional. To the south of the project site are commercial uses along Foothill Boulevard. To the east and west are institutional uses, including the City of Azusa City Hall, Public Library, and Senior Center to the east, and the City of Azusa Police Department to the west. To the north, there are vacant commercial parcels, the railroad ROW, and residences. The majority of diesel emissions in the project area are generated the I-210 located approximately 0.8 miles southwest of the project site at the closest point and a construction aggregate company located approximately 1.5 miles to the west. The aggregate company's trucks accesses I-210 from Irwindale Avenue and these trucks do not pass the project site.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Build and No Build LOS: Based upon the traffic impact analysis, increased passenger vehicle volumes associated with the proposed project would generate an impact at the San Gabriel Avenue/Foothill Boulevard intersection during the PM peak hour. The recommended mitigation measure is the addition of a traffic signal upgrade that would include adaptive signal timing (adjusting at set time periods to varying approach traffic volumes). The impact would be removed with implementation of this mitigation measure. Note that this intersection is in a primarily residential area with low diesel truck volumes.</p> <p>Project AADT: The park-and-ride facility would have 520 spaces and generate 984 AADT.</p> <p>% Truck and Truck AADT: Project-generated trips would be predominantly commute-related trips, which are anticipated to consist largely of light-duty gasoline powered automobiles. The proposed project would not result in Foothill Transit adding new buses to the existing fleet. However, it is anticipated that 366 buses would be rerouted to service the park-and-ride facility. None of these buses would be powered with diesel fuel. All buses would be powered by compressed natural gas or electricity. The proposed project is not anticipated to result in a significant increase in the use of heavy-duty diesel-powered trucks. In addition, the Metro Gold Line is powered with electricity rather than a diesel locomotive.</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>The project is anticipated to operate at capacity from the opening year. Therefore, the horizon year operations will be the same as the opening year (all traffic data provided by the traffic engineers for the project, KOA Corporation).</p>

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The proposed project is not an interchange or intersection.

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The proposed project is not an interchange or intersection.

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Based upon the traffic impact analysis, the proposed project would not result in an impact at surface street intersections after mitigation. The project is intended to provide regional traffic relief through the increase use of buses and carpooling activity.

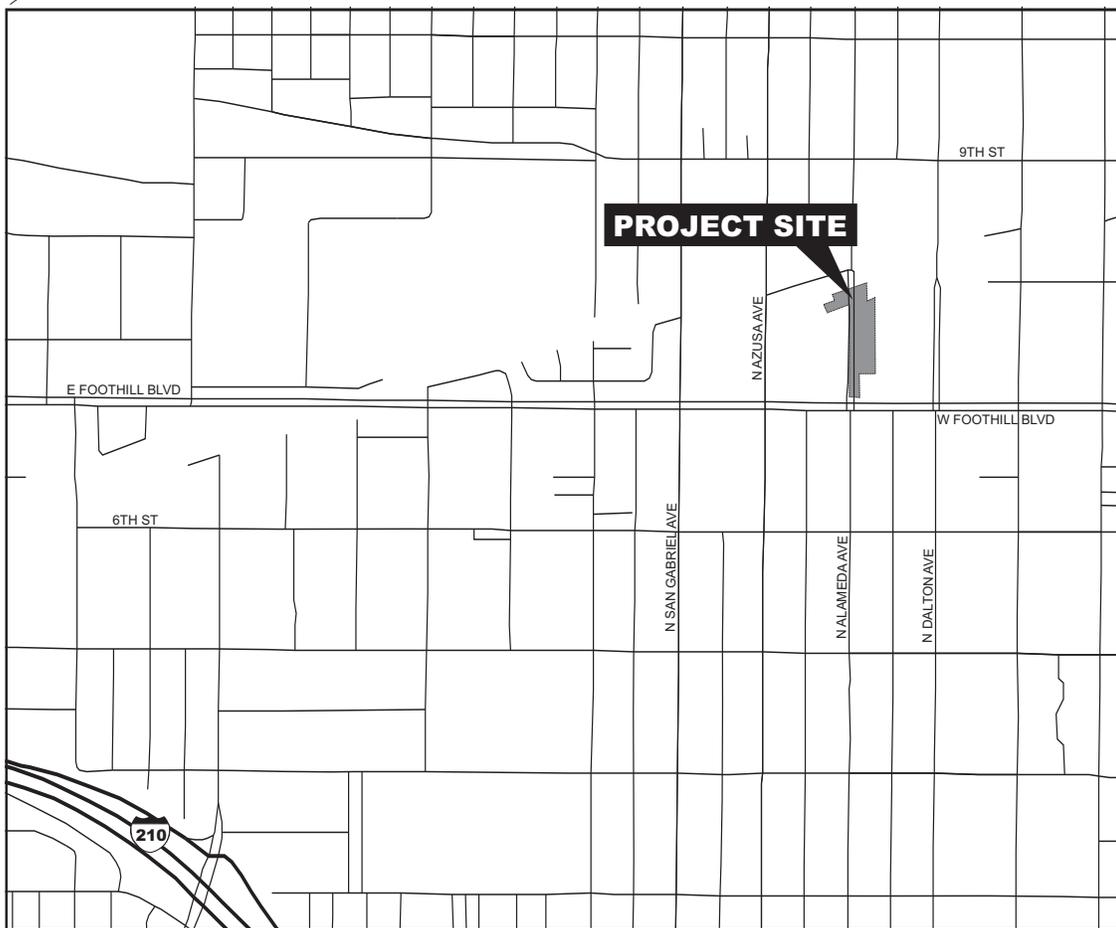
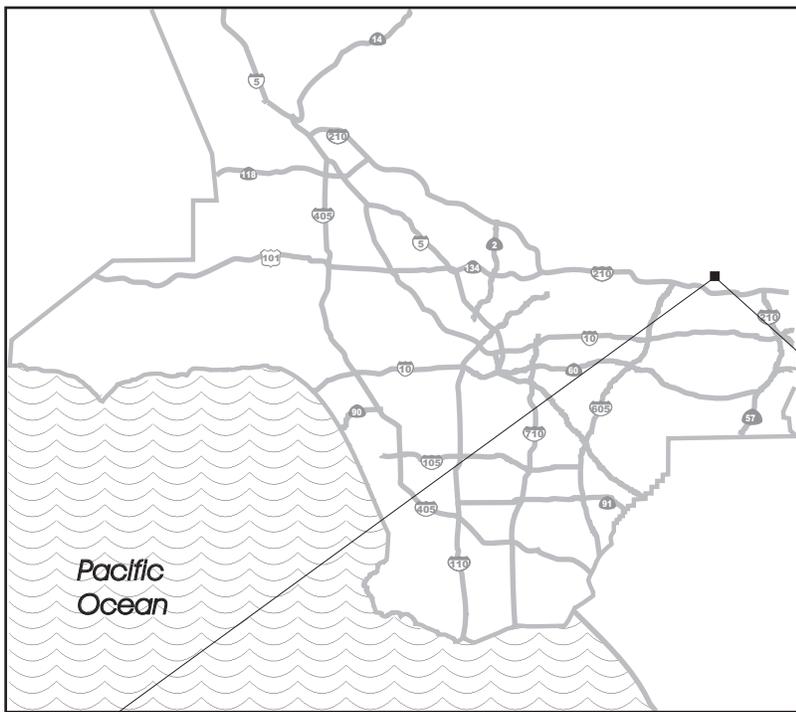
**Comments/Explanation/Details (*attach additional sheets as necessary*)**

According to the Environmental Protection Agency Transportation Conformity Guidance, the following types of projects are considered a Project of Air Quality Concern (POAQC):

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (defined as greater than 125,000 Annual Average Daily Traffic (AADT) and eight percent or more of such AADT is diesel truck traffic);
- Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or
- Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

It is anticipated that the only buses serving the Azusa Intermodal Transit Facility would be serviced by Foothill Transit. Foothill Transit currently operates 288 compressed natural gas buses, 3 electric buses, and 23 diesel buses. The diesel buses are slated for retirement in the fall of 2013 before the opening of the Azusa Intermodal Transit Facility.

The proposed project does not meet the definition of a POAQC as defined in USEPA's Transportation Conformity Guidance. The proposed project is not a highway project, would not increase the percentage of diesel vehicles on the roadway, does not involve a bus or rail terminal that significantly increases diesel vehicles, and is not identified in the State Implementation Plan as a possible particulate matter violation site.



LEGEND:

 Project Site

SOURCE: TAHA, 2012 and ESRI, 2012.

NOT TO SCALE





LEGEND:

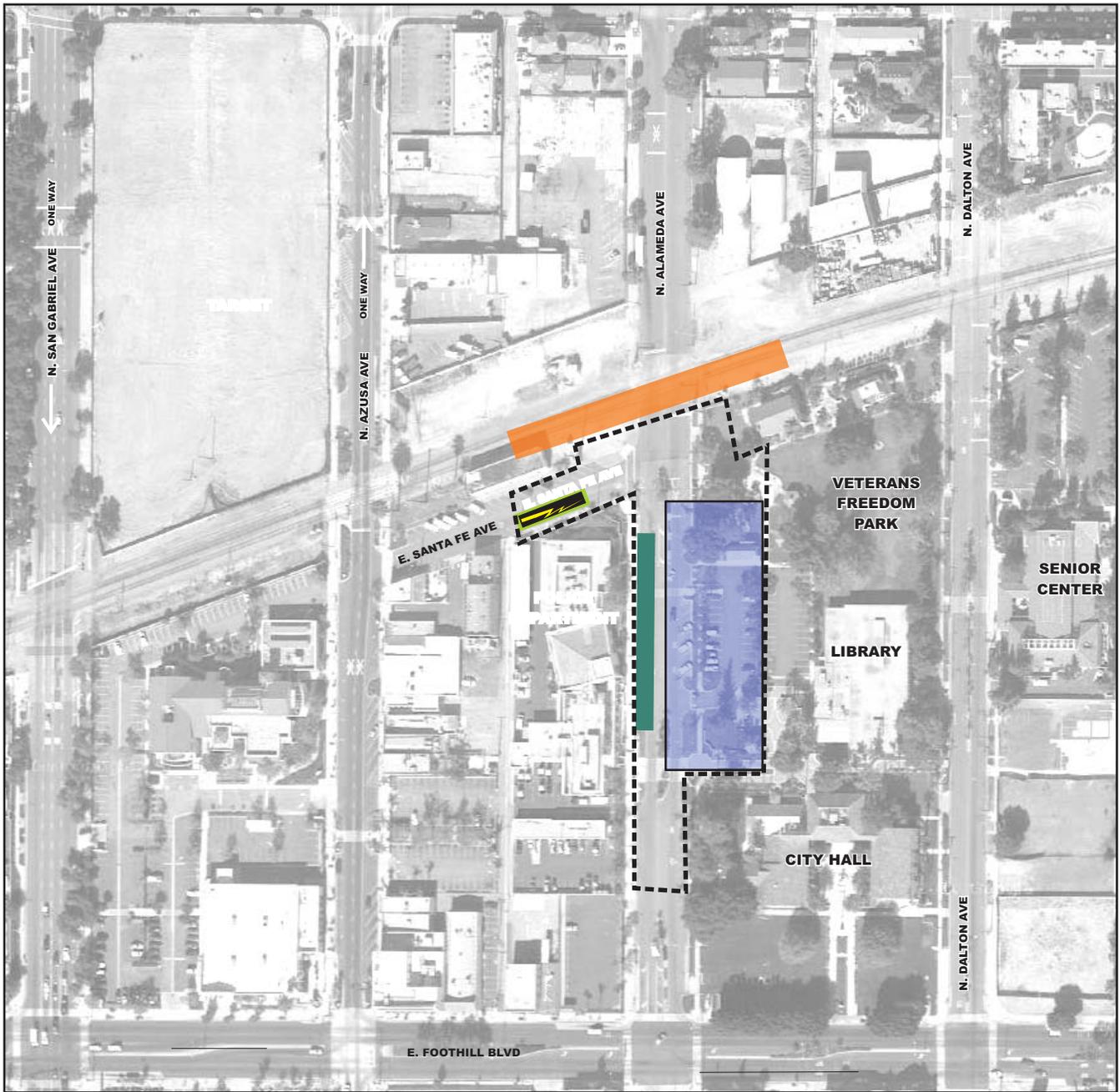
 Project Site

SOURCE: TAHA, 2012 and Google Earth, 2012.



FIGURE 2

PROJECT SITE



**LEGEND:**

-  Project Site
-  New Parking Structure
-  Potential Bus Bay Locations
-  Potential Electric Bus Charging Location
-  Future Metro Gold Line Station (Not part of project)

SOURCE: Google Earth, and TAHA 2012.

