

RTIP ID# LA0B311				
TCWG Consideration Date February 26, 2008				
Project Description <i>(clearly describe project)</i> Foothill Transit proposes to develop a Park-and-Ride (PNR) structure on the existing at-grade parking lot at 100 South Vincent Avenue in the City of West Covina, Los Angeles County. The site is conveniently located adjacent to the Interstate 10 (I-10), which is an important transportation corridor connecting Riverside County with Los Angeles Metropolitan District.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Park-and-Ride				
County Los Angeles	Narrative Location/Route & Postmiles South Vincent Avenue/I-10			
Caltrans Projects – EA#				
Lead Agency: Foothill Transit Authority				
Contact Person Bob Arthur	Phone# 626-931-7208	Fax# 626-931-7308	Email BArthur@foothilltransit.org	
Hot Spot Pollutant of Concern (check one or both) PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
CATEGORI CAL EXCLUSIO N (NEPA)	x EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	OT HE R
Scheduled Date of Federal Action: May 2008				
NEPA Delegation – Project Type <i>(check appropriate box)</i> N/A				
EXEMPT	Section 6004 – Categorical Exemption		Section 6005 – Non- Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	July 2007	Jan 2007	Mar 2008	2008
End	May 2008	June 2008	July 2008	2010
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> See attached Purpose and Need discussion.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The existing land uses within the vicinity of the project consist of commercial structures. The closest residential development to the project site is located approximately 600 feet to the north across I-10. There are no large generators of diesel truck traffic within the project area.				

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility No Build: LOS E, Total AADT = 42,420, Truck AADT = 2,969 (7 %), Year 2007, Along Vincent Avenue</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility No Build: LOS E, Total AADT = 46,930, Truck AADT = 3,285 (7 %), Year 2009, Along Vincent Avenue Build: LOS E, Total AADT = 48,190, Truck AADT = 3,373 (7 %), Year 2009, Along Vincent Avenue</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>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</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis.</p>

PURPOSE AND NEED OF THE PROPOSED PARK-AND-RIDE (PNR) FACILITY

Project Purpose

The purpose of the project is to:

- Provide a safe and convenient PNR Facility for commuters from the south San Gabriel Valley.
- Enhance opportunities for increased public transit ridership.
- Accommodate commuters using existing PNR facilities and future transit riders including those who previously used PNR facilities in the area that were removed at the request of respective property owners.
- Improve the existing traffic circulation.
- Promote environmentally-friendly transit usage.
- Provide relief to existing, PNR facilities that are at over 100% capacity.
- Provide an alternative to the possible loss of a nearby PNR facility.
- Provide commuter parking to the stops for commuter transit services that are located adjacent to the proposed PNR facility.
- Provide permanent PNR availability for commuters in the area.

Project Need

The needs for the proposed project are:

- Over 1,000 PNR spaces have been removed over the past four years in the region resulting in a shortage of PNR spaces.
- New commuter service (Silver Streak) is operating adjacent to the facility, but no commuter parking is available.
- The current West Covina Civic Center serves some of the commuting patrons but has always been considered temporary and is operating at approximately 125 percent of capacity.
- The proposed PNR facility provides easy access to I-10 and is an ideal location for commuter parking.
- I-10 operates well below service speeds due to traffic but provides a bus lane from El Monte to Downtown Los Angeles which is a backbone to commuter transit service.
- Caltrans and Los Angeles Metro have planned an expansion of the carpool lane through West Covina which will further improve commutes and increase demand for mass transit from the area.

According to the 2004 Regional Transportation Improvement Program (RTIP), the Southern California Association of Governments (SCAG) region was among the nine largest metropolitan regions in the nation with the highest share of workers who carpooled to work in 2000. The City of West Covina is one of the fastest-growing cities in Los Angeles County, which is a part of the SCAG. The expected population growth will increase local and commuter traffic as well as the need for alternative transportation solutions. If these trends continue, more alternative transit facilities will be needed and should be provided for the region.

Existing PNRs (Plaza PNR and West Covina Civic Center PNR) in the vicinity of the proposed project are not adequately addressing existing patron's needs. These PNRs operate at their full capacity or beyond

capacity. In addition, Eastland PNR was closed five years ago, and since that time no substitute PNR has been proposed to absorb the commuters who were previously using this transit center.

Additionally, the new Silver Streak line, which is a substitute for bus line 480, provides expeditious, high-frequency transit, with a limited number of stops between Montclair and Downtown Los Angeles. It is expected that Silver Streak would service more transit patrons if a sufficient PNR facility would be provided in the close proximity of the Silver Streak bus stop.

Line 498 which currently operates between Glendora and Downtown Los Angeles through West Covina, averages 1,200 passenger boardings per weekday, which accounts for 60 percent of its capacity. An additional 40 percent is left for further growth. With the implementation of the West Covina PNR, more patrons are expected to utilize services provided by line 498 and the Silver Streak line.

Because the population growth and the demand for alternative transit are increasing, the West Covina PNR will absorb the existing and predicted future demand for the transit options.

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is a park-and-ride facility that does not increase the capacity of I-10 or any local roadways. Based on the *Traffic Impact Analysis* (Fehr & Peers, December 2007), the traffic volumes along Vincent Avenue would not exceed the 125,000 average daily traffic trips threshold for a POAQC. In addition, the traffic volumes would not exceed the eight percent or 10,000 vehicle thresholds for total truck AADT for a POAQC. The future traffic volumes along Vincent Avenue are shown in Table A.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Impact Analysis*, with mitigation, the proposed project would not affect the delay or LOS at the local intersections. The LOS conditions with and without the proposed project are shown in Tables B and C.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{2.5} or PM₁₀ violation.

Table A: Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	Existing	Cumulative No Project	Cumulative With Project
Vincent Avenue between Lakes Drive and I-10	42,420 / 2,969	46,930 / 3,285	48,190 / 3,373

Source: LSA Associates, Inc., February 2008.

Table B: Cumulative without Project Intersection Levels of Service

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay (sec)	LOS	V/C or Delay (sec)	LOS
1.	N. Vincent Avenue & I-10 WB Ramps	0.708	C	0.836	D
2.	S. Vincent Avenue & I-10 EB Off-Ramp	0.591	A	0.706	C
3.	S. Vincent Avenue & Lakes Drive/Plaza Drive	0.570	A	0.985	E
4.	S. Vincent Avenue & West Covina Parkway	0.701	C	0.817	D
5.	Lakes Drive & Lakes Drive	8.2	A	10.1	B
6.	California Avenue & Plaza Drive	9.7	A	137.0	F

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

Table C: Cumulative with Project Intersection Levels of Service

Intersection		A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay (sec)	LOS	V/C or Delay (sec)	LOS
1.	N. Vincent Avenue & I-10 WB Ramps	0.720	C	0.847	D
2.	S. Vincent Avenue & I-10 EB Off-Ramp	0.605	B	0.719	C
3.	S. Vincent Avenue & Lakes Drive/Plaza Drive	0.592	A	0.992	E
4.	S. Vincent Avenue & West Covina Parkway	0.703	C	0.885	D
5.	Lakes Drive & Lakes Drive	8.3	A	10.5	B
6.	California Avenue & Plaza Drive	9.7	A	139.1	F

Notes:

V/C = Volume/Capacity Ratio

LOS = Level of Service

Mitigated LOS and V/C at the intersection of S. Vincent Avenue and Lakes Drive/Plaza Drive.