

Selection of Locally Preferred Alternative

At the conclusion of the Draft EIS/EIR phase, the Metro Board will adopt a Locally Preferred Alternative (LPA). The LPA will be one of the alternatives that will be studied further and will be built using the initial \$3 billion funding allocation.

At that time, staff will also provide a recommendation to the Board on the selection of the LPA based on a combination of factors, including but not limited to:

- > Community and stakeholder support
- > Project purpose and need
- > Environmental considerations
- > Technical evaluation (potential impact and benefits)
- > Ridership forecasts
- > Opportunities for first/last mile (FLM) and transit-oriented communities (TOCs)

- > Property acquisition requirements, including identifying a maintenance and storage facility site
- > Costs (construction and operations)
- > Constructability
- > Operational feasibility
- > Equity

The Board action on the staff recommendation for the LPA may include:

- > Accept staff recommended LPA and initiate Final EIR/EIS and Preliminary Engineering (PE)
- > Modify the LPA and initiate Final EIR/EIS and PE
- > Reject the LPA and direct staff to conduct further studies

Phases of Project Development



This timeline is subject to change based on various factors, including funding opportunities (See Project Funding section).

CONTACT US

Metro invites you to stay involved and share your feedback.

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Next stop: further east.

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2 Fact Sheet



Overview

Metro is studying three project alternatives to extend the Metro Gold Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles. The goal of the proposed Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting eastside communities in LA County to Metro's regional transit system, including Commerce, East Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whittier.

In 2014, a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) analyzed two alignment (route) options for extending the Gold Line further east into South El Monte – via State Route 60 (SR-60) – or Whittier (via Washington Bl). Based on the Technical Analysis and comments received by agencies and the public, the Metro Board of Directors opted to complete additional studies to address the comments received. As a result, in May 2017, Metro staff completed a Technical Study for the project that resulted in the project definition to include three (3) LRT alternatives, including:

1. SR-60 LRT Alternative (SR-60)
2. Washington Bl LRT Alternative
3. Combined LRT Alternative
(builds both SR-60 and Washington)

SR-60 Alternative

The SR-60 LRT Alternative generally follows the southern edge of the 60 freeway from the current Metro Gold Line terminus at Pomona Bl and Atlantic Bl and continues to Peck Rd in South El Monte. A short segment shifts to the north side of the freeway, between Greenwood Av and Paramount Bl. Proposed stations* along this route being considered include:

- > Garfield Station in Montebello
- > The Shops at Montebello Station in Montebello
- > Santa Anita Station in South El Monte
- > Peck Station in South El Monte

Washington Bl Alternative

The Washington Bl Alternative could travel south along Atlantic Bl in an underground segment between the current Metro Gold Line terminus station at Pomona Bl/ Atlantic Bl and the Citadel Outlets in Commerce. The route then proceeds east along Washington Bl via aerial and at-grade (street level) configurations ending at Lambert Rd in Whittier. Proposed stations* along this route that will be further evaluated include:

- > Redesigned Atlantic Bl Station in East Los Angeles
- > Atlantic Bl/Whittier Bl Station in East Los Angeles
- > The Citadel Station in Commerce
- > Greenwood Av Station in Montebello
- > Rosemead Bl Station in Pico Rivera
- > Norwalk Bl Station serving unincorporated Los Nietos, Whittier and Santa Fe Springs
- > Lambert Rd Station in Whittier

Combined Alternative

The Combined Alternative is defined as the complete build-out of both the SR-60 and Washington Bl Alternatives. The alternative could also provide a direct connection between South El Monte and Whittier.

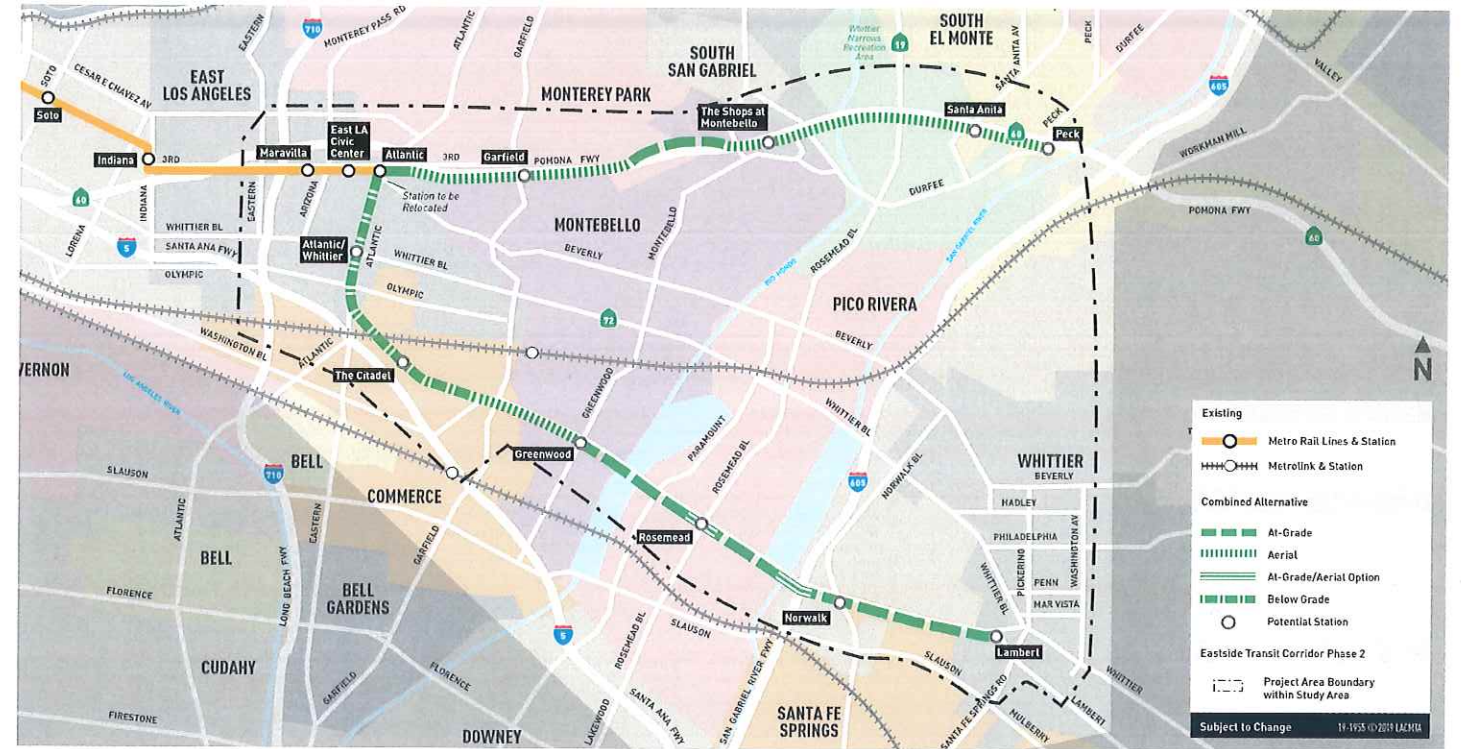
Minimum Operable Segments

The project alternatives are not anticipated to be fully constructed in one funding cycle, therefore, Minimum Operable Segments (MOS) will be evaluated to build the project in phases. Any MOS must be able to operate as a stand-alone system and include a maintenance and storage facility. This approach is similar to the phased-construction of other Metro Rail projects, including:

- > Metro Red Line (built in three segments)
- > Metro Gold Line Foothill Extension (under construction in four segments)
- > Metro Purple Line Extension (under construction in three segments)
- > Metro Expo Line (built in two segments)

* Station locations will be evaluated thoroughly to ensure each proposed station has ridership demand, economic development opportunities, first-last mile connections, among other factors.

Eastside Transit Corridor Phase 2 Combined Alternative



Reinitiated Draft Environmental Documentation

A reinitiated Draft EIS/EIR for the project will update the original Draft EIS/EIR that was released in 2014. The Reinitiated Draft will consider the changes that have occurred in communities along the alignments since 2014 and include:

- > Update the project's purpose and need
- > Evaluate refinements on alternatives to address comments received on the 2014 Draft EIS/EIR
- > Update ridership and travel time projection
- > Study potential environmental impacts
- > Analyze grade crossings
- > Identify locations for maintenance and storage facilities
- > Develop minimum operable segments.

A Supplemental/Recirculated Draft EIS/EIR is anticipated to be available for public review in 2021. Throughout the environmental review phase, Metro staff will continue to provide project updates to stakeholders and provide the necessary tools and resources to keep communities informed. Opportunities to provide feedback will also be scheduled at key milestones in the planning process.

Project Funding

Thanks to voter support of the Los Angeles County Traffic Improvement Plan – presented to voters as Ballot Measure M in November 2016 – Metro allocated \$6 billion in funding for this project that has been programmed in two cycles (per the plan's funding schedule).

- > Cycle 1 allocates \$3 billion in 2029
- > Cycle 2 allocates \$3 billion in 2053

The project is also identified in Metro's Reimagining LA County Plan (also known as the Twenty-Eight by 28 Plan) as a high priority project. Per the plan, if funding can be secured prior to the anticipated 2029 funding cycle, one of the alternatives (yet to be determined) could be built in time for the 2028 Summer Olympic Games.