News Bulletin

The Eastside Transit Corridor - Phase 2 project involves the environmental study of two light rail alternatives that could extend the Gold Line Eastside Extension line, which currently connects Union Station to East Los Angeles, to cities farther east. The SR-60 and Washington Boulevard light rail alternatives both fulfill the project goals to improve mobility and accommodate future growth in the project area.

As we continue the environmental evaluation of these alternatives, the Los Angeles County Metropolitan Transportation Authority (Metro) will make every effort to ensure that you are kept informed and always receive accurate information, and the purpose of this news update is to do just that.

What is LRT?

Light Rail Transit or LRT, is quiet, electric powered trains that are designed to be seamlessly integrated into the communities they serve. Trains are generally the size of 60-foot buses with up to three vehicles in length. They function best as local service with frequent station stops approximately one mile apart. Some people confuse LRT with Metrolink or Amtrak trains, which are larger and faster diesel power trains designed for longer distance commuting trips. LRT is used throughout the world, including here in the greater Los Angeles area, and has proven to be a safe and reliable form of transportation for millions of riders and hundreds of communities.

What do the environmental documents evaluate?

Currently, Metro is completing the Draft Environmental Impact Statement/Report (Draft EIS/EIR) which are mandated studies that identify project environmental impacts and methods to reduce, avoid or mitigate impacts related to: construction, noise, traffic, air quality, community effects, visual impacts, safety and more. The Draft EIS/EIR is scheduled to be completed and released for public review in late 2011 or early 2012. You will be notified when the document is released, and Metro will conduct a series of community open houses and a public hearing to allow for review and comment.

How will this project benefit me?

Once completed, the Eastside Phase 2 project will connect you to major destinations like downtown Los Angeles, the Westside, Long Beach, Pasadena and North Hollywood... all a simple train ride away. Having access to Metro's rail and transit network will provide the freedom to choose not to drive, reducing congestion and cleaning our air.
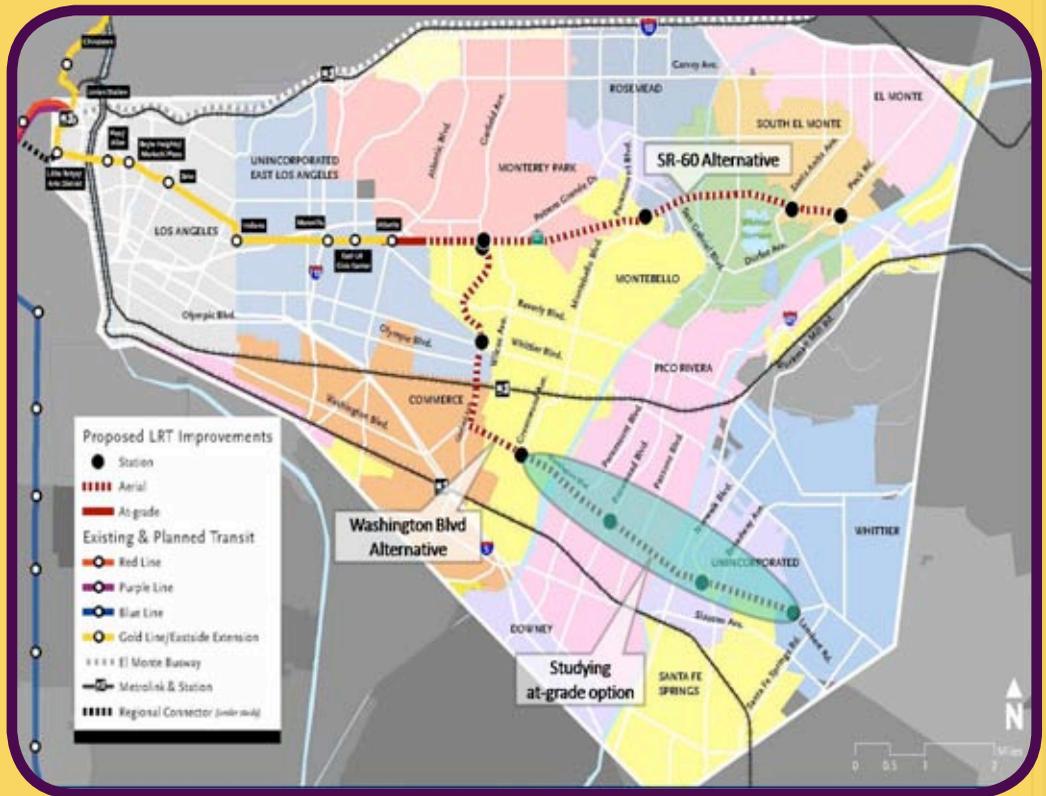
Ⓜ **Metro**

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Eastside Transit Corridor Phase 2

Tracking the Project

The easiest way to stay involved is to become part of the project database. If you have previously signed-in at any of our meetings, you are automatically included.

Over the course of the study, meeting notifications and other project materials will be mailed to the project database to keep interested persons informed of the study developments.

Phone
If you would like more information or to be added to the project database, you can simply call the helpline at 213.922.3012, and leave your name and contact information.

Internet
You can access project information via the web at *metro.net/eastsidephase2*

Facebook
Become a fan on Facebook at facebook. com/metroeastsidephase2

How will I know I'm receiving official Metro materials and information?
Project materials will always be clearly marked with an official Metro logo and our project branding colors. Any other materials you may receive (i.e., black & white flyers) are not produced or endorsed by Metro. If you have questions about the accuracy of project information from non-Metro sources we encourage you to contact us directly or review our website.

How will pedestrian safety be addressed?
All light rail transit in Los Angeles County is designed using federal and state safety standards. These include stringent seismic codes, Americans with Disabilities Act (ADA) standards, pedestrian design guidelines, parking codes and a host of other safety considerations. Station area platforms must be well lit and have security cameras installed as well as Metro security personnel assigned to ride the system and patrol the station areas for additional safety. All parking and related station area amenities will also be well labeled and lit for easy access.

Will Metro need to acquire property for this project?
The environmental documents will identify any property that is needed to construct either of the two proposed alternatives. As a public agency, it is Metro's goal to minimize potential disruptive impacts of property acquisitions and evaluate all other options. If property must be acquired in order to provide new or expanded transit facilities, Metro is required to follow state guidelines to purchase property at fair market value and provide assistance to relocate affected residents, property owners and businesses who qualify for relocation assistance.

Which of the two LRT alternatives is the most feasible? Does Metro have a preference?
Feasibility is a function of costs, demand, and environmental constraints, all of which are currently being evaluated. The results of these analyses will be completed next Spring, and will be the basis for the Board to select a Locally Preferred Alternative (LPA). Each of the proposed alternatives will be screened across federally-approved criteria to determine feasibility and effectiveness. Metro does not have a preference for either alternative; however, following completion of the Draft EIS/EIR, the Metro Board will be asked to select a LPA considering all factors and community input.

When could construction begin?
In short, the project could be constructed when the project studies and engineering are completed and the funding is available. Current Metro funding scenarios show that the local Measure R money ($1.27 billion) could be available starting in 2022. Metro is also exploring the potential of using state and federal money to accelerate the availability of Measure R funding to allow construction to occur earlier.

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