Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

February 2020
# History of the Eastside Transit Corridor Phase 2

## Alternatives Analysis

Over 47 alternatives analyzed, including different:
- Routes
- Modes
- Stations
- Configurations

## 2009

**Draft EIS/EIR**
- Evaluated two light rail alternatives
- LPA not selected

## 2014

**Post Draft EIS/EIR Technical Study**
- Responded to comments
- Identified a new connection to Washington

## 2019

**Metro Reinitiated Environmental Process**
Three build alternatives are being evaluated
Project Overview

- One of the four pillar projects identified to be in operations by 2028
- Identifying funding strategies for acceleration
- Cycle 1 in Measure M Expenditure Plan identifies funding for one alignment
Project Funding Timeline

**Cycle 1**
State, Local, Federal and Other Funding
Measure M
Total: $3B

Groundbreaking 2029
Expected Opening Date 2035
(One Alignment)

**Cycle 2**
State, Local, Federal and Other Funding
Measure M
Total: $3B

Groundbreaking 2053
Expected Opening Date 2057
(Second Alignment)
Measure M Project Timeline

2018-2021

We are here

Final Environmental Clearance

2022-2023

Reinitiated Environmental Process & Advanced Conceptual Engineering

2023-2028

Final Design

2029-2035

Construction

2035

Open for Service
Scoping Comment Themes

> Major themes:

- General support for all three build alternatives
- Opposition to the at-grade segment of the SR 60 alignment from S Atlantic Bl to Findlay Av
- General support for the Washington Alternative from communities, business groups and employers along the alignment
- Concerns raised over environmental justice and equal consideration for undergrounding in lower-income areas of the county
Focused Technical Studies

> SR 60 Bridge Crossing
> SR 60 Peck Road Relocation
> SR 60 Station Concept Refinement Market Place
> SR 60 At-Grade Design
> Washington Tunnel Portal Location
> Washington Design Variation
> Combined Alternative Junction Design and Rail Operations
Washington Alternative

> Design Variations – Rosemead and I-605
> Bridge Crossings would require permitting
> Underground Tunnel
  • Mixmaster
  • Utility corridor
  • Freight tracks
> Tunnel Boring Machine (TBM) launch and extraction sites
SR 60 Alternative

> Longstanding issues

• Caltrans
  o Lateral encroachment permit
  o Not to preclude future improvements
  o No columns in the median

• US Environmental Protection Agency
  o Operating Industries, Inc Superfund Site

• Southern California Edison
  o Utility corridors transmission line conflicts

• US Army Corps of Engineers
  o Whittier Narrows flood plain
SR 60 Alternative - Technical Findings

> SR 60 Freeway future widening
  • Potential property acquisitions or impacts to sensitive land uses
    o Residential
    o Environmentally sensitive areas

> SR60/I-605 improvements require relocation of Peck Road station and guideway

> Bridge spans across the freeway would reduce operating speeds

> SCE utility corridors conflicts
  • Paramount Blvd interchange
  • Connection to SR 60 Maintenance Storage Facility
> Non-revenue lead tracks would extend the proposed terminus by approximately a half mile

> Lead tracks would cross over the San Gabriel River and the San Gabriel River Trail/Bike Path

> Vertical clearance of overhead transmission lines

<table>
<thead>
<tr>
<th></th>
<th>Regional Needs</th>
<th>SR 60 MSF</th>
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</thead>
<tbody>
<tr>
<td>Size</td>
<td>20 Acres</td>
<td>15.5 Acres</td>
</tr>
<tr>
<td>Storage Capacity</td>
<td>100-120</td>
<td>70</td>
</tr>
<tr>
<td>Light Rail Vehicles</td>
<td></td>
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</tbody>
</table>
Combined Alternative

> Introduces the inclusion of wye junction
> Additional property acquisitions
> Adds approximately $1.3-1.7 billion to the capital costs
  • Not commensurate with the forecasted ridership
Metro Policy Compatibility

> Transit Oriented Communities (2018) and First Last Mile Policies (2016)

- **SR 60**
  - Lacks connections to residential communities
  - Suburban street network, large block sizes, numerous freeway on/off ramps, and freeway underpasses
  - Serving fewer minority, low-income and transit-dependent populations
  - Demonstrated less TOC and FLM compatibility

- **Washington**
  - Stations are planned in areas with a connected street network making it easier to walk, bike, and ride transit
  - Serves more economically disadvantaged communities consistent with Metro’s Equity Platform
  - Demonstrated greater TOC and FLM compatibility
Washington Alternative

- Washington Alternative is a viable option with fewer constraints in contrast to the SR 60 Alternative
- Avoids conflicts with Caltrans ROW, federally protected resources, and major utilities
- Cooperating Agencies had fewer concerns
- Adequate options for Maintenance Storage Facility sites
- Station areas either have existing transit-supportive land use patterns or have the potential for future planning efforts
CEQA Only Environmental Clearance

- Streamline the environmental analysis and advance acceleration efforts
- Primarily funded by Measures M and R and other state and local sources
- Could reinitiate NEPA analysis if needed
Next Steps

> Recommend the Washington Alternative for the Cycle 1 funding

> Continue to work towards solving the mobility challenges along the SR 60 Freeway corridor and within the San Gabriel Valley

> Identify short and long term solutions well in advance of the second cycle of Measure M

> Prepare a feasibility study to evaluate options to improve mobility in and around the SR 60 Freeway
Community Meetings

EAST LOS ANGELES
Monday, February 3, 6–8pm
Fourth Street Primary Center
469 Amalia Av
Los Angeles, CA 90022

ROSEMEAD
Thursday, February 6, 6–8pm
Don Bosco Technical Institute
Tech Hall
1151 San Gabriel Bl
Rosemead, CA 91770

MONTEBELLO
Saturday, February 8, 10am–12pm
The Ark Montebello
931 S Maple Av
Montebello, CA 90640

• A Spanish interpreter will be available at every meeting.
• The information presented at each meeting will be the same.
Contact Us

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Meeting Schedule

Planning and Programming Committee Meeting
Wednesday, February 19, 2020, 11am
3rd Floor, Metro Board Room

Board of Directors Meeting
Thursday, February 27, 2020, 10am
3rd Floor, Metro Board Room