Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2
Fact Sheet
Overview

Metro is studying three (3) project alternatives to extend the Metro L Line (Gold) 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 (2) alignment (route) options for extending the Metro L Line (Gold) 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. In May 2017, Metro staff completed a technical study for the project that resulted in the following three (3) alternatives moving into the reinitiated environmental process:

1. SR 60 Alternative
2. Washington Alternative
3. Combined Alternative
   (builds both SR 60 and Washington alternatives)

SR 60 Alternative

The SR 60 Alternative generally follows the southern edge of the SR 60 freeway from the current Metro L Line (Gold) terminus at Pomona Bl and Atlantic Bl ending at Peck Rd in South El Monte. The alignment shifts to the north side of the freeway for about 1.5 miles to avoid sensitive land uses 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 Alternative

The Washington Alternative would travel south along Atlantic Bl in an underground segment between the current Metro L Line (Gold) terminus 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 being considered 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 alternatives. This alternative could also provide a connection between South El Monte and Whittier.

Initial Operating Segments

The project alternatives are not anticipated to be fully constructed in one funding cycle, therefore, Initial Operating Segments (IOS) will be evaluated to build the project in phases. Any IOS 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 B Line (Red) (built in three segments)
> Metro D Line (Purple) Extension (under construction in three segments)
> Metro E Line (Expo) (built in two segments)
> Metro L Line (Gold) Foothill Extension (under construction in four 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.
Reinitiated Environmental Process

A reinitiated environmental process for the project will update the original Draft EIS/EIR that was released in 2014. The reinitiated draft, Supplemental/Recirculated Draft EIS/EIR, will consider the changes that have occurred in communities along the alignments since 2014 and will:

> Update the project’s purpose and need, and the project’s objectives
> Evaluate various design refinements on alternatives to address comments received on the 2014 Draft EIS/EIR
> Update ridership and travel time projections
> Study potential environmental impacts
> Analyze grade crossings
> Identify locations for maintenance and storage facilities
> Develop IOS

The Supplemental/Recirculated Draft EIS/EIR will be prepared and 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 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 (one alignment)
> Cycle 2 allocates $3 billion in 2053 (second alignment)

The project is also identified as one of the four pillar projects and is a high priority for potential acceleration. 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 and Paralympic Games.
Project Timeline

The flow chart below highlights the project’s future milestones.

Project Involvement

Metro is committed to a comprehensive outreach program that provides project stakeholders with the necessary tools and resources to be informed about the project to provide valuable input at key milestones.

Project Development Process*

<table>
<thead>
<tr>
<th>Early Planning</th>
<th>Environmental Review</th>
<th>Engineering &amp; Design</th>
<th>Construction</th>
<th>Operations &amp; Maintenance</th>
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*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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