

An illustration of a Metro Rail train stopped at a station. The train is yellow and black with 'Metro Rail' and 'Go Metro' branding. The station platform is busy with people walking, a person on a bicycle, and a dog. The background shows a city street with buildings and trees. A large yellow tree trunk is on the left side of the image.

# Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Eastside Transit Corridor Phase 2

Legistar: 2024-0190

May 2024



Metro

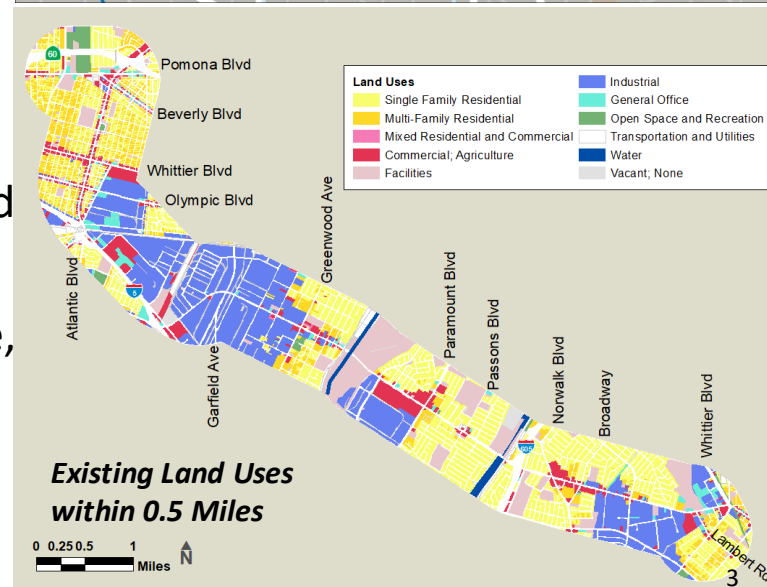
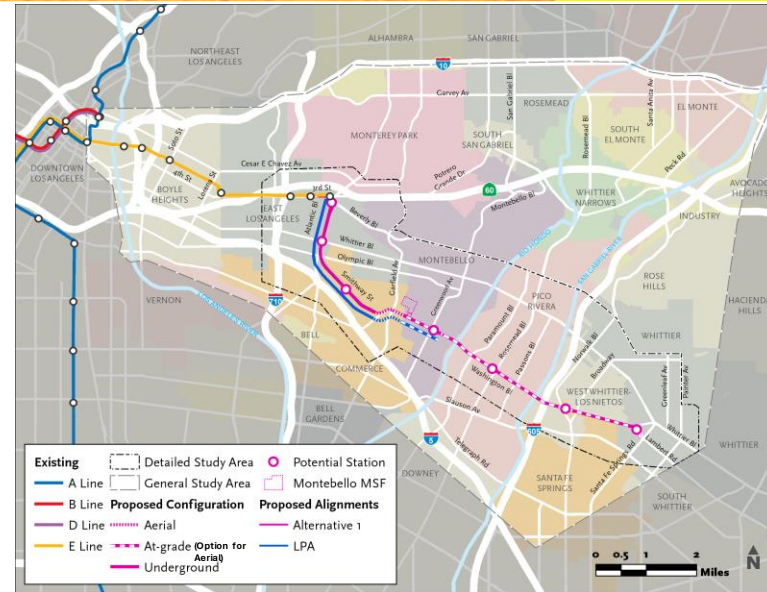
# Recommendation

## CONSIDER:

- A. **APPROVING** the Board selected full 9-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project
  
- B. **APPROVING** the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E Line to Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello
  
- C. **CERTIFYING**, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);
  
- D. **ADOPTING**, in accordance with CEQA the:
  - 1. Findings of Fact and Statement of Overriding Considerations, and
  - 2. Mitigation Monitoring and Reporting Program (MMRP); and
  
- E. **AUTHORIZING** the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

# Purpose and Benefits

- **Study area:** 82 square miles for General Study Area, 24 square miles for Detailed Study Area
- **Transit-dependent communities:** Within ½ mile of the stations, 119,759 people from disadvantaged and/or low-income households, including 89% Hispanic/Latino groups and 15% below the federal poverty line
- **High-travel demand corridor:** By 2042, population growth by 11%, jobs by 25%, and daily person trips by 18%
- **Ease Traffic Congestion:** Project to serve 15,000 average weekday boardings, resulting in 7,700 new transit riders and 10,000 fewer vehicle miles traveled
- **Regional Connection:** Connect East Los Angeles and Gateway Cities to Downtown LA with a one-seat ride, improving access to key destinations



# Eastside Transit Corridor Phase 2

## 9 miles (full alignment)

- 5 mile at-grade
- 1 mile aerial
- 3 miles below grade

## 7 LRT stations

- 4 at-grade
- 3 below grade
- 5 park & ride facilities
- 4 surface lots
- 1 existing parking structure

## Major crossings

- Rio Hondo Channel
- San Gabriel River
- I-605

## LRT Crossings

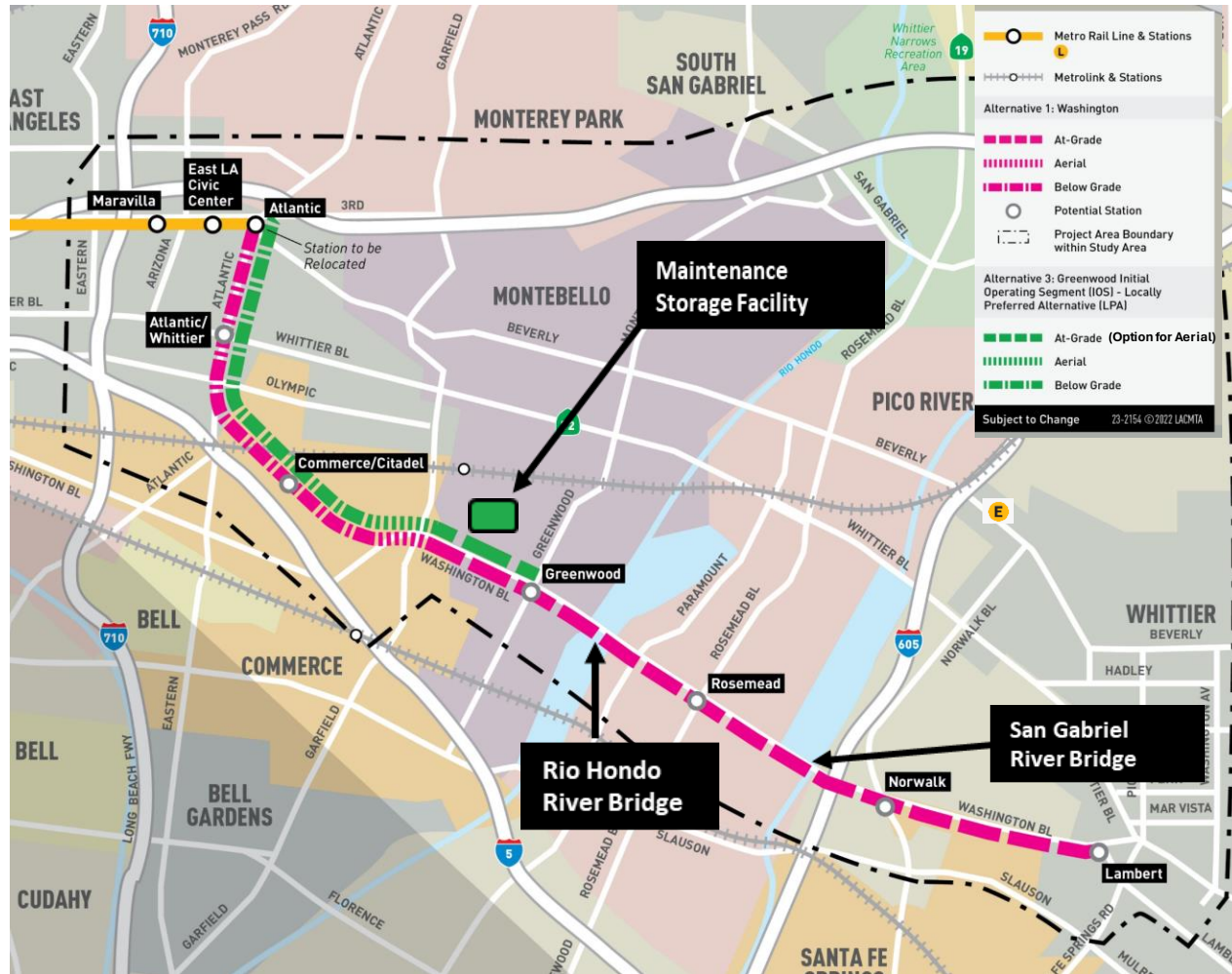
- 3 aerial grade-separations
- 14 at-grade crossings

## MSF facility

- City of Montebello

## TPSS

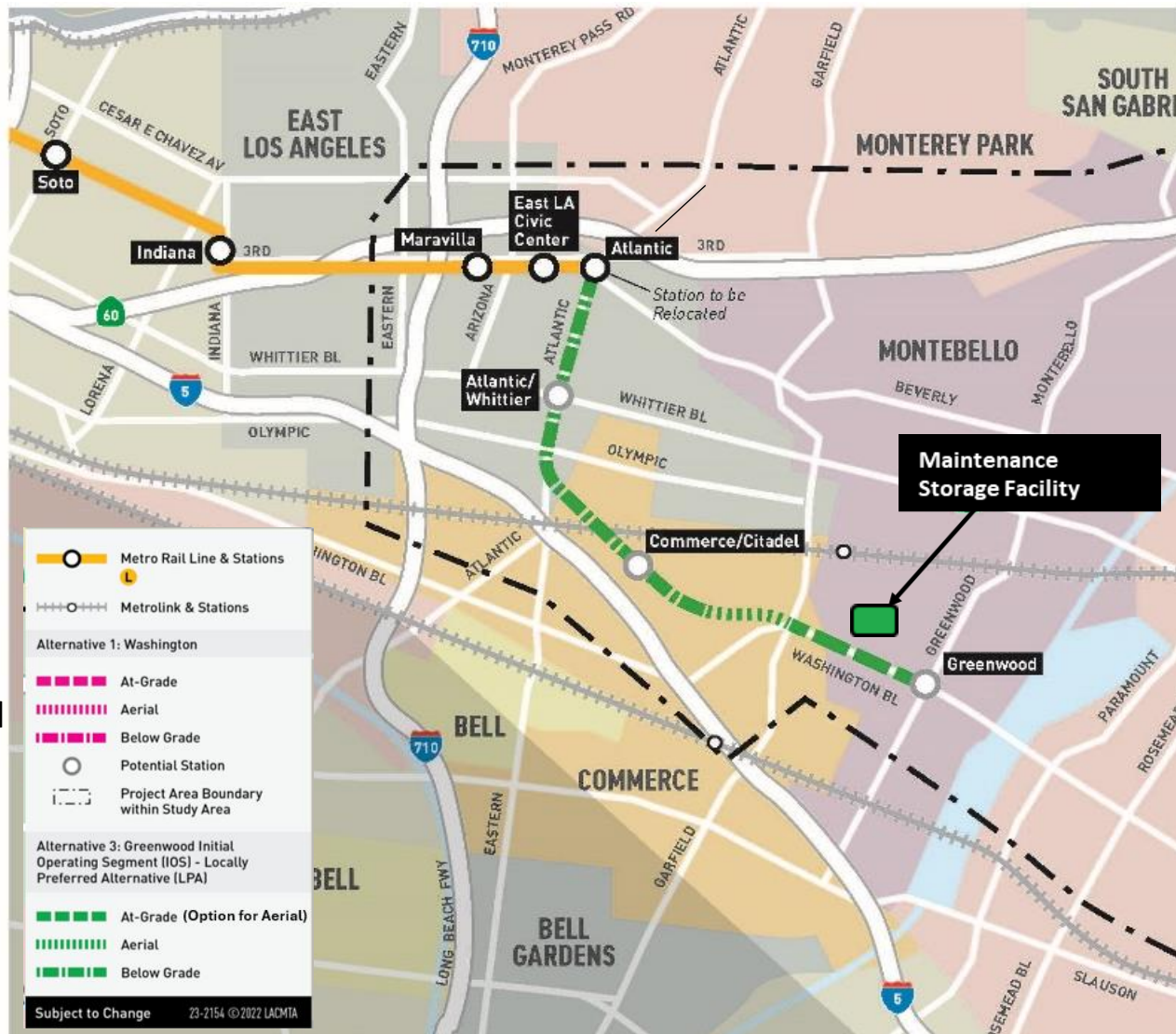
- 8 Locations



# Locally Preferred Alternative (LPA)

## Atlantic to Greenwood Initial Operating Segment (IOS)

- Approx. 4.6 miles (Atlantic Station to Greenwood Station)
- 4 stations, including 1 relocated open-air station, 2 underground stations, and 1 at-grade
- Stations located in Commerce, Montebello, and unincorporated Los Angeles County
- 11,000 average weekday total station boardings (2042)
- 5,857 new daily transit riders
- 1,859 transit-dependent households within ½ mile of stations



# Recirculated DEIR Comments and Environmental Impacts

- **Draft EIR Comments:** 301 total comment submissions (total of 958 comments) concerning approval/disapproval of one or more of the Build Alternatives, economic and social issues, traffic and safety, construction impacts, community impacts
- **Significant and unavoidable impacts** would result from implementation of the Project
- **Selected the environmentally superior alternative:** Alternative 3 with the Montebello MSF site option, with or without the design options; with no residential displacements
- **Incorporated design refinements** for the following:
  - Aerial or at-grade yard lead track options for the Maintenance and Storage Facility located in the City of Montebello, and
  - Additional interlockings to meet the Metro Rail Design Criteria (MRDC) for revenue services and safety standards for rail operations and maintenance
- **Prepared a Mitigation Monitoring and Reporting Program (MMRP)**
  - With mitigation, the Project will result in significant unavoidable impacts on Paleontological Resources
- **Project benefits outweigh and override the significant and unavoidable impacts**

# FEIR Community Outreach and Next Steps

## Final EIR and Notice of Availability (NOA) released on April 26, 2024

- NOA mailed to agencies & organizations (111), affected property owners (237), and Draft EIR commenters (101)
- Final EIR available at library locations throughout project corridor
- Legal notices in local newspapers (LA Times, LA Opinion, Whitter Daily News)
- Eblasts to over 2,400 stakeholders and SMS (texts) to over 130 stakeholders
- Notices (door-to-door) to 45,000 properties along project corridor
- 24,000 notices mailed to stakeholders and elected officials
- 5,000 fliers for community events

## Next Steps

- File a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse for the Final EIR document
- Coordinate with FTA to reinitiate the NEPA process by Summer 2024