



Next stop: further east.

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2

Montebello Station Update

November 16, 2021

Meeting Format



Meeting will be recorded

Spanish interpretation available



- *Por teléfono en español: 646.749.3335*
- *Contraseña/Código: 598-417-997*



Webcams will **remain off** during meeting



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Discounted Fares/LIFE Program

Fare collection and front door boarding resumes on buses on Jan. 10, 2022

Discounted Prices

- > **Six months of half price passes for all riders!**
- > 1-Day, 7-Day and 30-Day passes at half-price savings that riders can start using on Jan. 10
 - \$3.50 for a day pass, \$12.50 for a weekly pass and \$50 for a 30-day pass if you are not enrolled in a discounted program
- > The fares will be available on TAP vending machines, taptogo.net and at Metro Customer Centers for purchase beginning Dec. 15 until July 20, 2022

Agenda

- > Project Overview and Schedule
- > Draft Environmental Impact Report Update
- > Grade Separation Policy
- > Greenwood Station and Alignment Update
- > Q & A

Our Expectation

We will conduct a respectful meeting to allow ideas and comments to be shared in an open and fair environment

Metro's Vision and Project Goals

Metro's vision

- > Increase prosperity for all by removing mobility barriers
- > Swift and easy mobility throughout LA County, anytime and
- > Accommodating more trips through a variety of high-quality mobility options

Project Goals (not all inclusive of all project goals and subject to change)

- > Improved access to the regional rail and bus network in LA County and beyond
- > Improved public transit access to regional employment centers
- > High-capacity transit line that will improve travel time in lower-income, transit-dependent areas

Project Overview: History

Early Planning	Environmental Review			
2009	2014	2017	2019	2020
<p>Alternatives Analysis</p> <p>Analyzed over 47 Alternatives including routes, modes, stations and configurations</p>	<p>Draft EIS/EIR</p> <p>Two (2) light rail alternatives LPA was not selected</p>	<p>Post Draft EIS/EIR Technical Study</p> <p>Respond to comments Identified a new connection to Washington</p>	<p>Reinitiated environmental process</p> <p>Three (3) alternatives to be evaluated</p>	<p>Withdraw of SR 60 and Combined Alternatives</p> <p>Board directed staff to evaluate the Washington Alternative</p> <p>Discontinued NEPA</p>

Measure M Expenditure Plan

CYCLE 1

Washington Alternative
State, Local and Other Funding
Total: \$3B

Groundbreaking
2029

Expected Opening Date
2035

CYCLE 2

Second Alignment (TBD)
State, Local, Federal and Other Funding
Measure M
Total: \$3B

Groundbreaking
2053

Expected Opening Date
2057

Project Overview: Measure M Project Timeline



 **ONGOING PUBLIC PARTICIPATION**

Eastside Transit Corridor Phase 2 is a four-pillar project. Schedule is subject to change per Metro Board direction

Project Overview: Washington Alternative



Draft Environmental Impact Report Update

- > In Feb 2020, Board approved the discontinuance of the National Environmental Policy Act (NEPA) and studying the project through the California Environmental Quality Act (CEQA)
- > 20 Environmental topics are required to be evaluated by CEQA, including impacts to communities and natural resources
- > Looks at short-term (construction), long-term (operational), and cumulative impacts of project on the environment
- > Community meetings will be scheduled prior to the release of the DEIR to inform the community
- > The DEIR is anticipated to be released in Spring/Summer 2022

Draft Environmental Impact Report Update

Range of Alternatives

- > Proposed Project:
 - Washington Alternative – Design options
- > Build Alternatives:
 - Potential Initial Operating Segments (IOS) – Design options
- > No Project

Design Options

Brief history of grade crossing analysis

- > 2014 Evaluated at-grade and aerial design option and grade crossing analysis
- > 2019 Re-evaluated grade crossing analysis

Grade Separation Policy

Grade Crossing Policy:

- > Presents a framework for evaluating traffic safety and operations related to at-grade crossings, identifying the need for safety treatments and/or grade separation
- > Policy includes a systematic review process

Evaluated:

Categorize each at-grade crossing based on train frequencies and roadway volumes conflicting with LRT operations

- > Typically based upon estimated peak hour per-lane volume of traffic crossing the alignment based on generalized growth factors
- > Traffic volumes derived from Metro's Travel Demand Model
- > Forecasts also considers station, park and ride, and kiss and ride locations

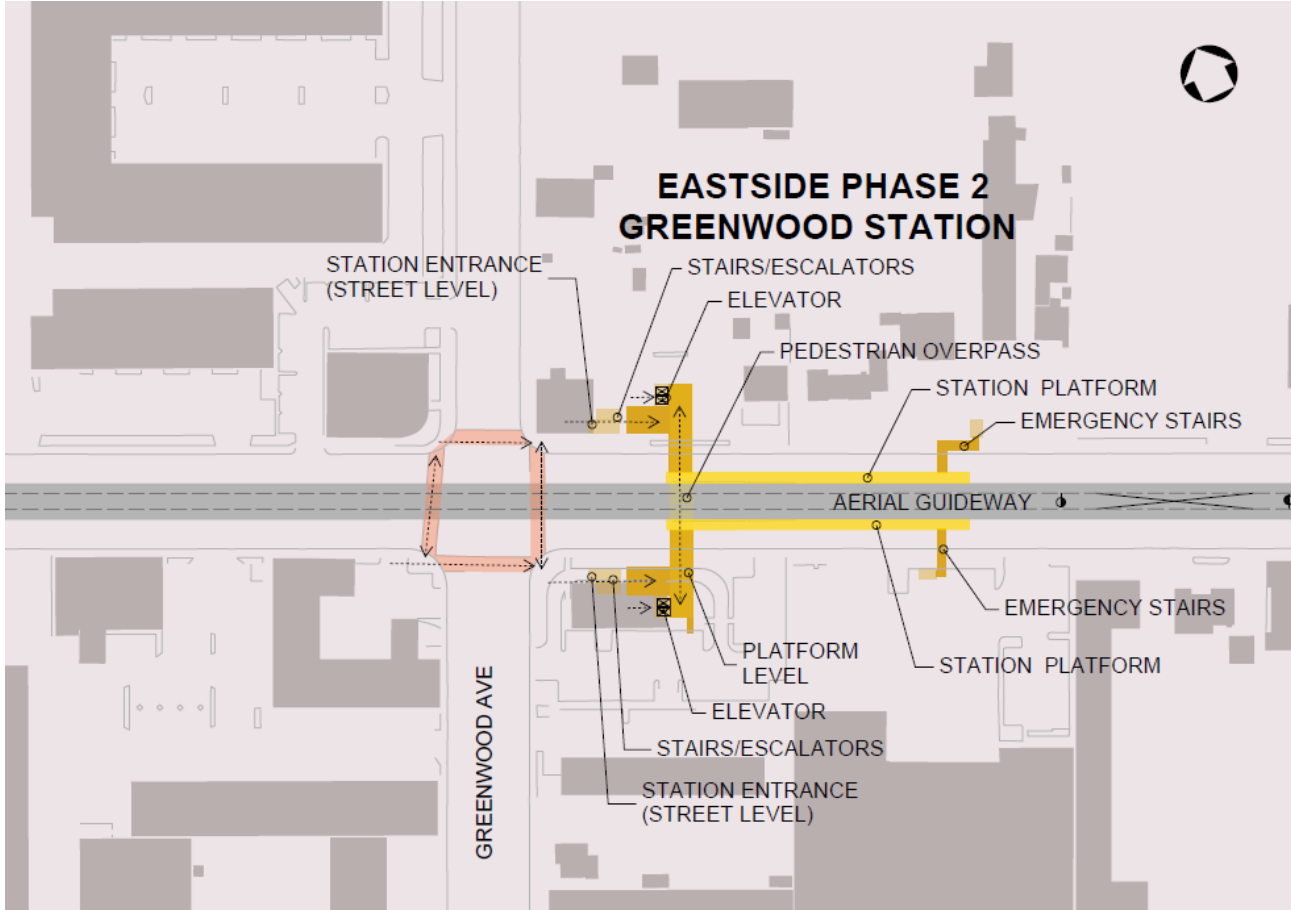
Grade Separation Policy

Possible determination from the analysis:

- > At-Grade Operation Should be Feasible
- > Possible At-Grade Operation
- > Grade Separation Usually Required

According to initial screening criteria, the Greenwood Avenue Crossing was evaluated to be within the realm of the ***“At Grade Operation Should Be Feasible”***

Greenwood Aerial Station



- > Station access requires vertical circulation with escalators and elevators
- > Accessibility (ADA)
- > Requires additional right of row to accommodate station structure
- > Station structure height would be approximately 60'

Greenwood Aerial Station

Metro E Line – La Brea Station



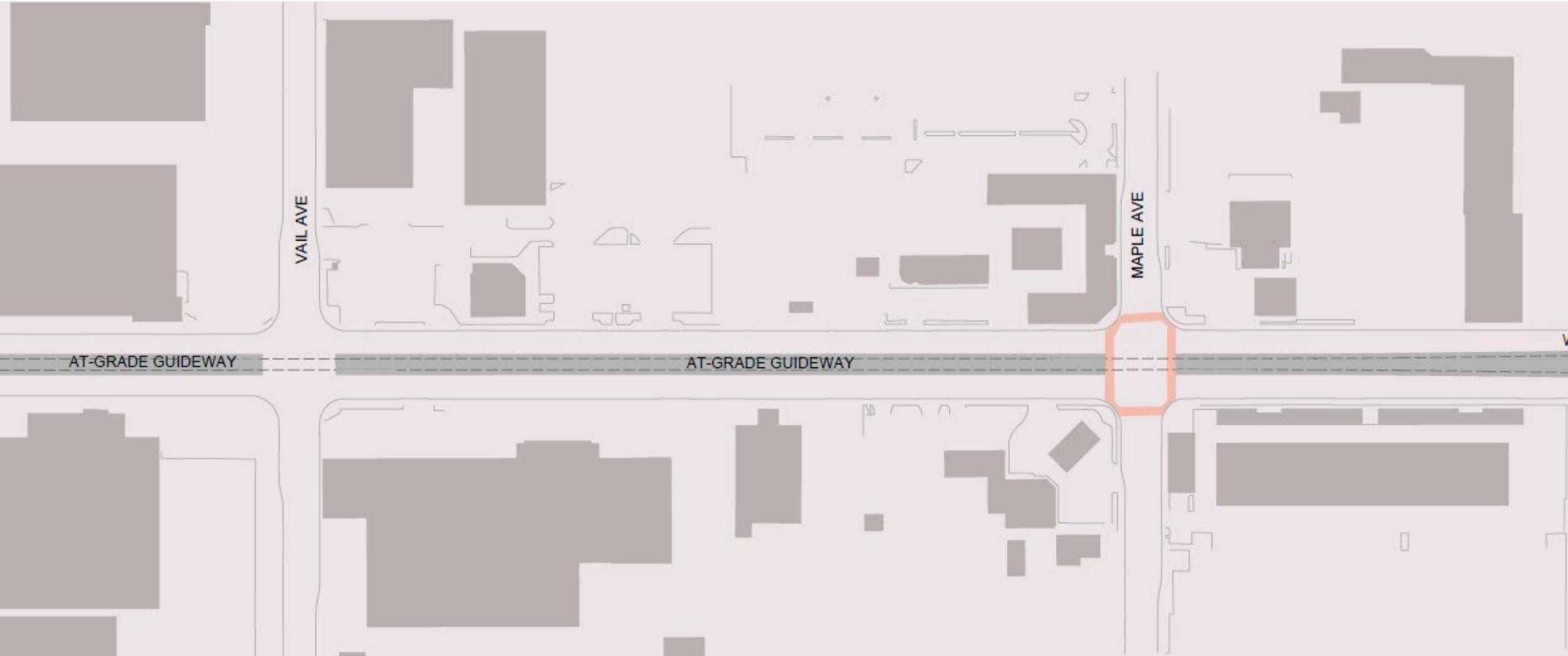
Metro L Line – Chinatown Station



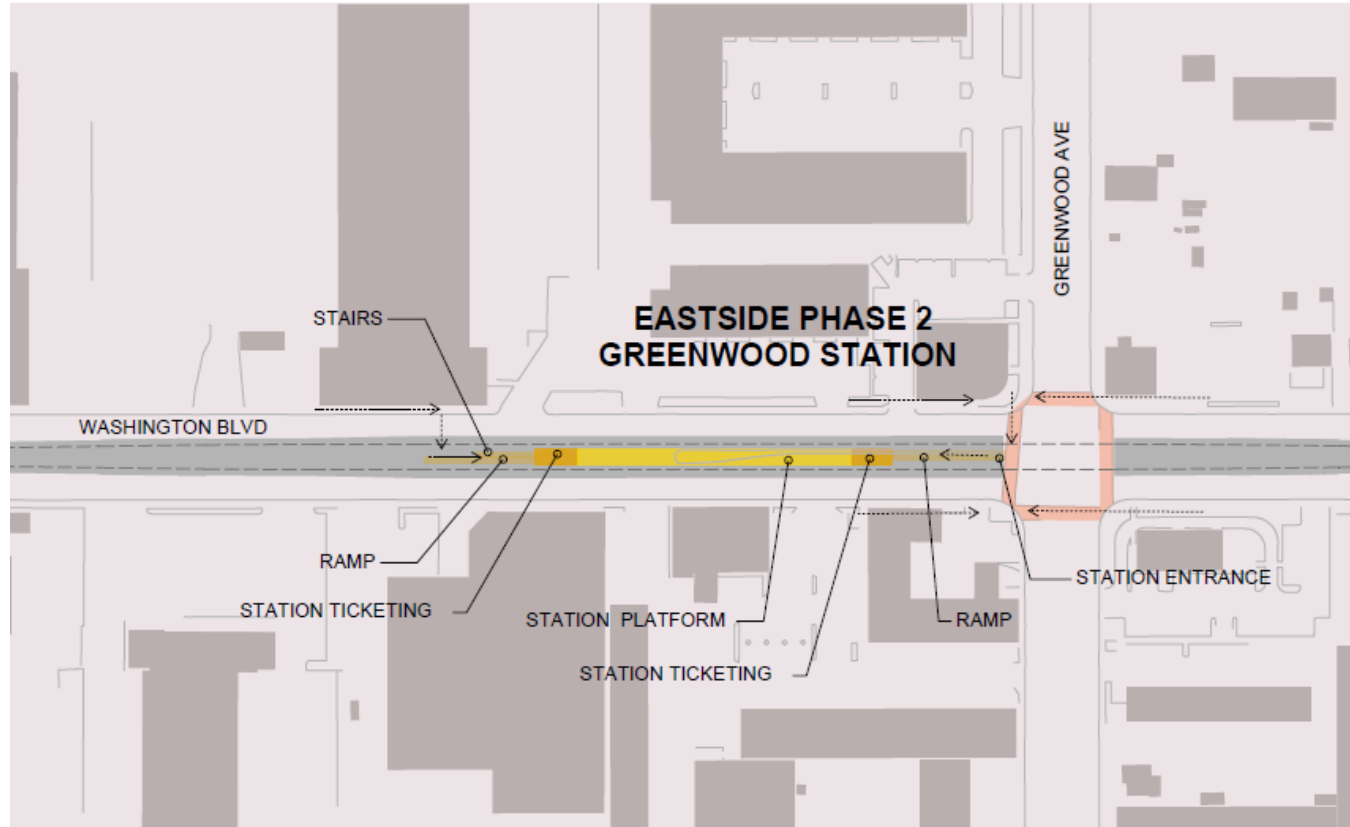
At-grade Segment



At-grade Segment



Greenwood At-grade Station



- > Station access is at ground level making the station easier to access
- > Accessibility (ADA)
- > Station area footprint is compact
- > Improved community integration with station level on the ground

Greenwood At-grade Station

Metro E Line – Santa Monica Station



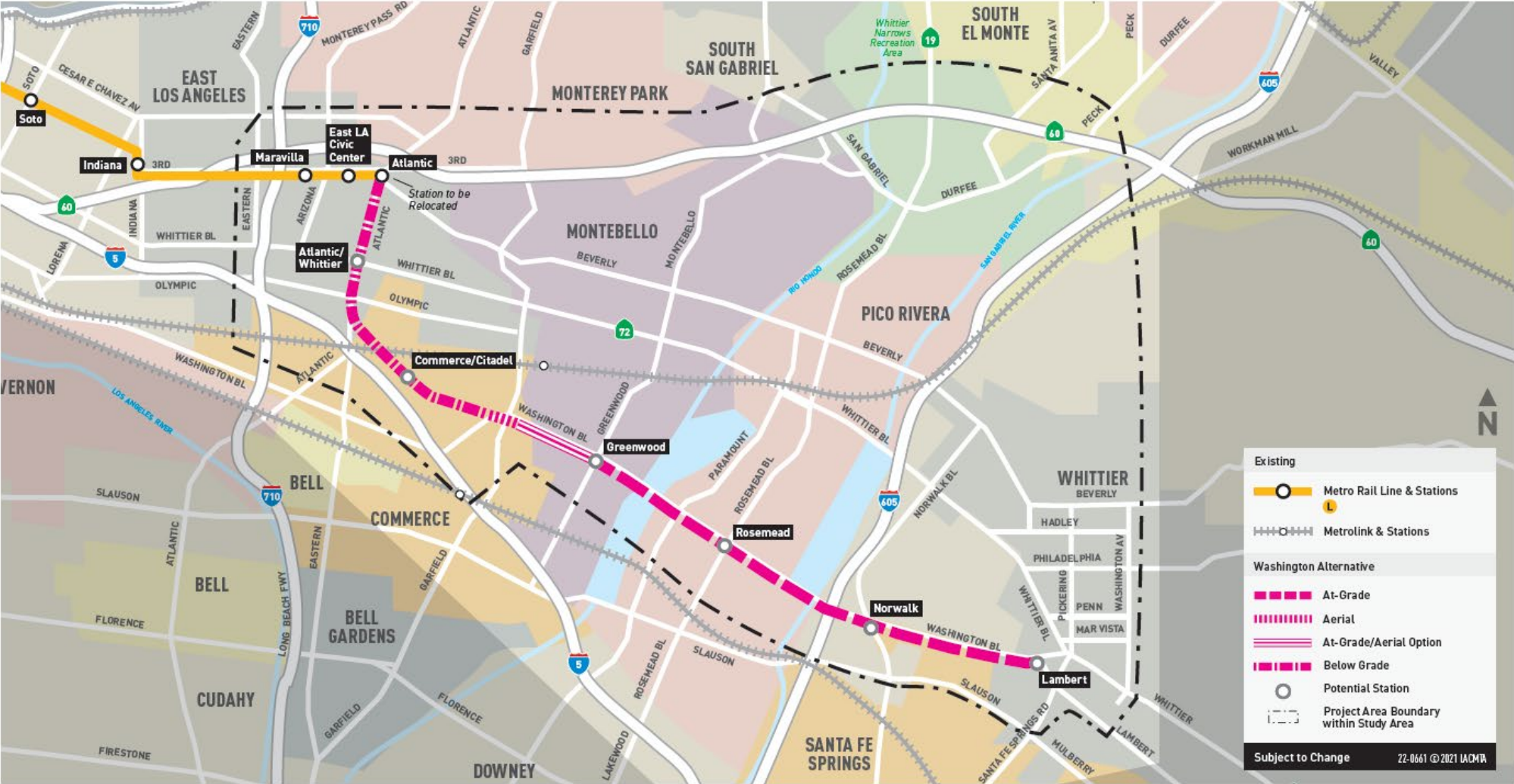
Metro L Line – 17th Street Station



Next Steps

- > Consider feedback and input from the community and stakeholders
- > The design options will continue to be studied in the environmental document
- > Community meetings will be held in advance of the release DEIR
- > Anticipated release of the DEIR in Spring/Summer 2022
- > Public hearings will be schedule for public comment on the DEIR

Washington Alternative



Contact Us



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Questions & Answers



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Virtual Community Meeting

Corridor-wide Update Meeting

Wednesday, November 17, 2021, 6 – 7pm

Zoom Link: tinyurl.com/ptyhj3u7

Call-In Number: 213.338.8477

Meeting ID: 819 3119 9686

Número de llamada: 646.749.3335

Código: 974-408-445

Tech Booth: Pico Rivera Senior Center

9200 Mines Av, Pico Rivera, CA 90660