

# Project Description

## Project Overview

The Southern California Regional Rail Authority (SCRRA) is proposing the El Monte Siding Extension Project (Project) to upgrade Metrolink's current regional passenger rail services along its existing San Bernardino Line. The Project includes new rail infrastructure that would be constructed almost entirely within SCRRA's right-of-way (ROW) in the City of El Monte, with grade crossing improvements at El Monte Station and Tyler Avenue, and a siding extension. The Project would extend the existing track siding, which starts west of El Monte Station, by 3,170 feet.

## Project Goals and Objectives

The Project improvements would allow for an hourly bidirectional service, a half-hourly regional train to dispatch in the peak direction, and an hourly express train in the peak direction. Metrolink's San Bernardino Line averaged 10,299 daily riders in 2019 (HDR 2019) pre-COVID.

The Project includes the following objectives:

- Objective 1: Improve safety and reliability of the existing rail system
- Objective 2: Reduce the amount of time required for station operations
- Objective 3: Increase the flexibility in the location of train meets<sup>1</sup> and schedule resiliency
- Objective 4: Allow for increased capacity and ridership along the corridor

## Project Location

The Project is within a 0.9-mile railroad segment on Metrolink's San Gabriel Subdivision and would extend from Mile Post (MP) 12.9 to MP 13.5, terminating north of Interstate 10 (I-10). Figure 1 shows the regional location of the Project, while Figure 2 shows the Project location.

## Project Components

The Project consists of pedestrian at-grade crossing safety and reliability improvements at El Monte Station and Tyler Avenue, and a 3,170-foot siding track extension to a new turnout east of El Monte Station. In order to install the new segment of siding track, the existing turnout would be removed, the existing mainline track would be shifted, and new siding track would be installed between MP 12.90 and MP 13.50. Implementation of the Project would require the following improvements:

- Installing approximately 3,170 feet of new siding track east of El Monte Station;
- Improving safety at Tyler Avenue at-grade railroad crossing. The existing sidewalk along Tyler Avenue would be improved to allow safe passage and flow for pedestrians and passengers through the installation of sidewalk improvements, emergency swing gates, pedestrian gates, channelizing railing, warning signals, walkway delineators, and signage. The crossing at Tyler

---

<sup>1</sup> Train meets occur when trains traveling in opposite direction on separate tracks pass one another.

Avenue would be improved with a vehicular exit gate added to the northbound side of the street, and the raised medians would be extended;

- Constructing a signal house, platform extensions, and pedestrian safety improvements at El Monte Station;
- Installing a new CP Watson, including a 60' --tall positive train control tower and signal house;
- Constructing a new turnout at MP 13.50 to connect the extended siding track to the main track;
- Reconfiguring the existing track drains and storm drains to maintain drainage patterns in the Project area;
- Modifying and partially reconstructing two bridges, one at Ramona Boulevard and one at Peck Road, to accommodate the siding track, as well as erecting a 2,000-linear-foot retaining wall at Peck Road to make space for the new siding track;
- Relocating, extending, or protecting-in-place existing utilities; and,
- Permitting/acquiring ROW for temporary and permanent easements. Temporary construction easements would be required for the safety crossing improvement work at Tyler Avenue and wall construction at the southern ROW line east of Ramona Boulevard. The only potential area of permanent easements would occur at the Peck Road crossing structure and for crossing equipment at Tyler Avenue. The ultimate size of the permanent easement would be determined during the final design phase of the Project. The Project may require permanent easements from the City of El Monte, Union Pacific Railroad (UPRR), and a private landowner.

## Construction

Project construction is expected to begin in 2022 and would continue for 24 months. A potential staging area has been identified at the northern portion of the United States Postal Service facility off Wiggins Avenue. The final construction staging locations would be determined during final design.

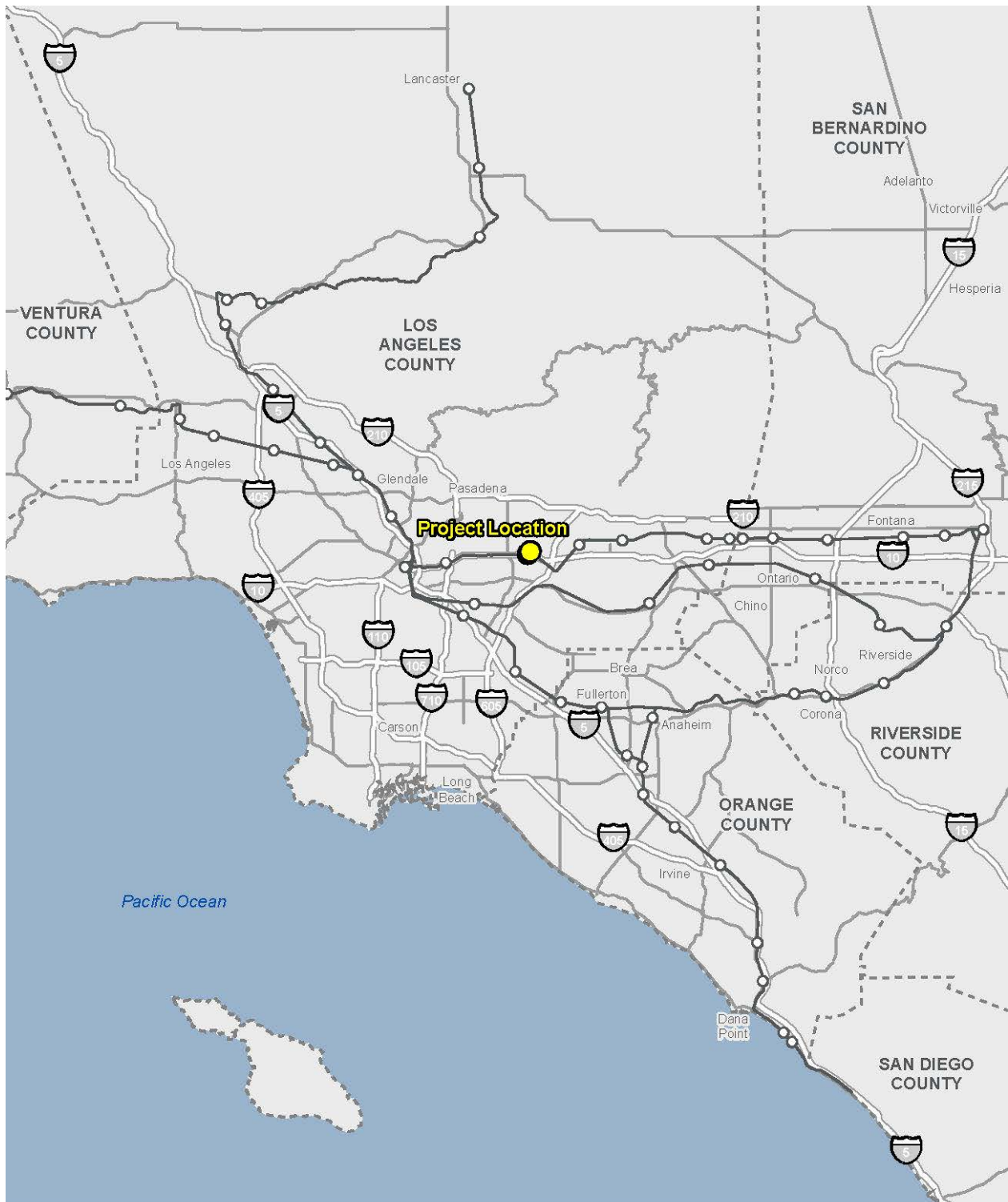
Most of the construction activities would be scheduled during hours that allow for exclusive track occupancy by construction crews, and would therefore have minimal effect on Metrolink operations. In some construction stages, work windows will also have to be coordinated with the Union Pacific Railroad. To the greatest extent possible, construction activities would be scheduled during the daytime, and nighttime work would be minimized. The Project would also include weekend work when Metrolink service is reduced.







## Operations

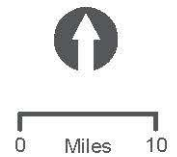
Once constructed, Project improvements would facilitate operational changes to the San Bernardino Line. With Project implementation, as well as completion of the other San Bernardino Line projects, Metrolink service could increase.

*This page is intentionally blank.*

Figure 1. Regional Location



-  Project Location
-  County Boundary
-  Metrolink Station
-  Interstate
-  Metrolink Line
-  Highway



*This page is intentionally blank.*



Figure 2. Project Detail Map (Sheet 1 of 4)



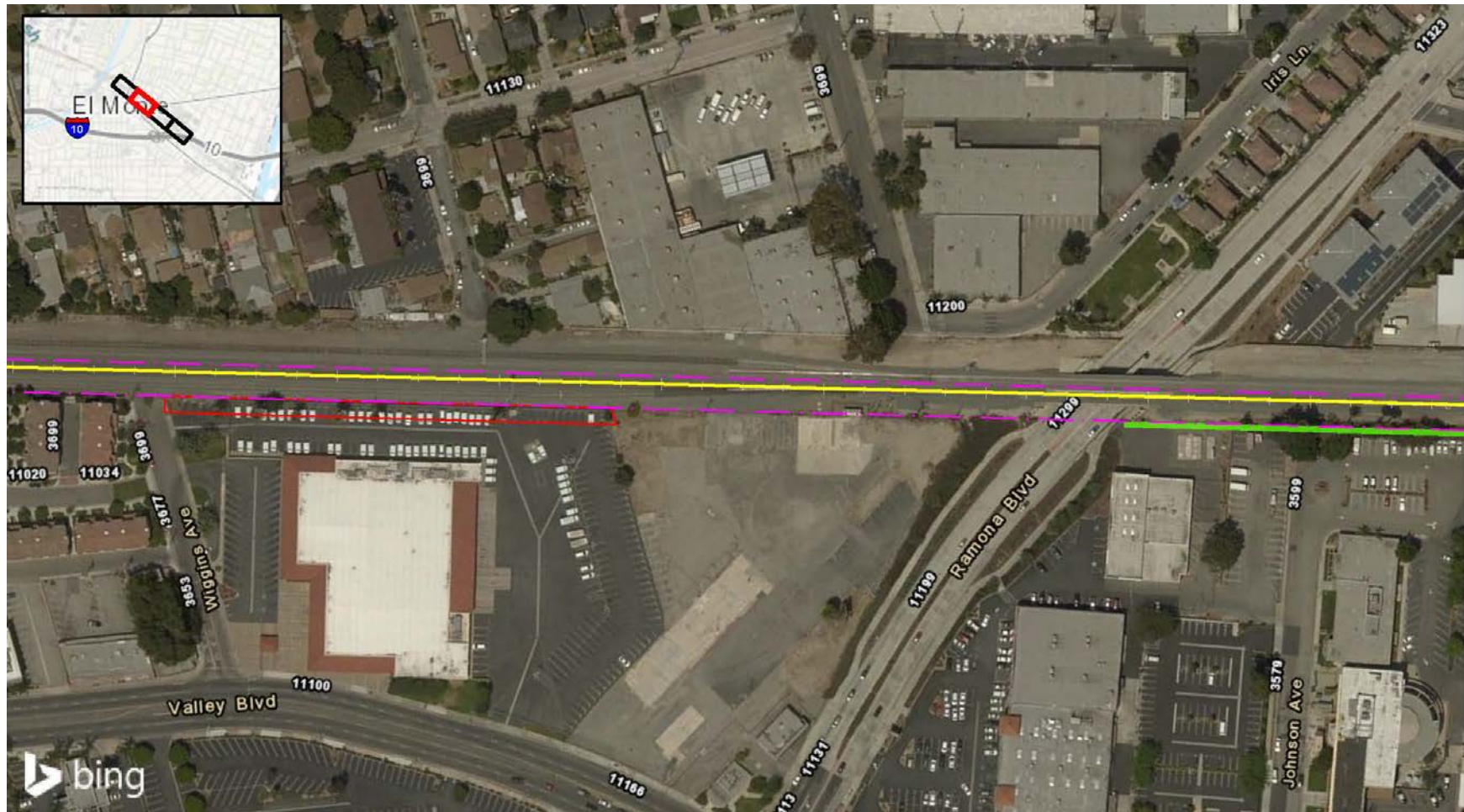
- El Monte Station and Siding Track
- El Monte Metrolink Station
- El Monte Metrolink Station Platform
- Existing Metrolink Track
- Proposed Permanent Easement
- Proposed Temporary Easement
- Proposed Staging Area
- SCRRRA ROW



*This page is intentionally blank.*



Figure 2. Project Detail Map (Sheet 2 of 4)

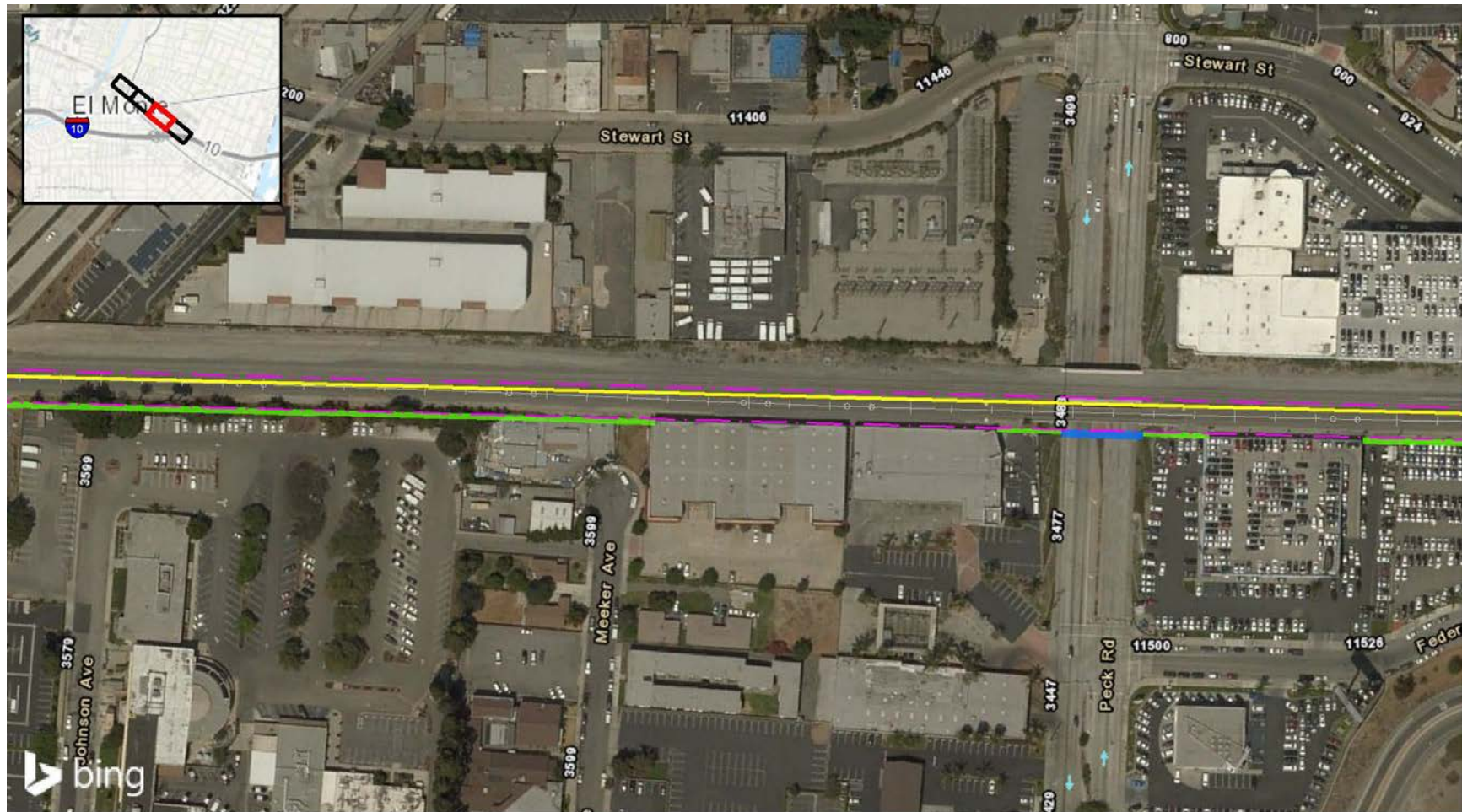


- El Monte Station and Siding Track
- Proposed Permanent Easement
- Proposed Staging Area
- El Monte Metrolink Station
- Proposed Temporary Easement
- SCRRROW
- El Monte Metrolink Station Platform
- Existing Metrolink Track



*This page is intentionally blank.*

Figure 2. Project Detail Map (Sheet 3 of 4)

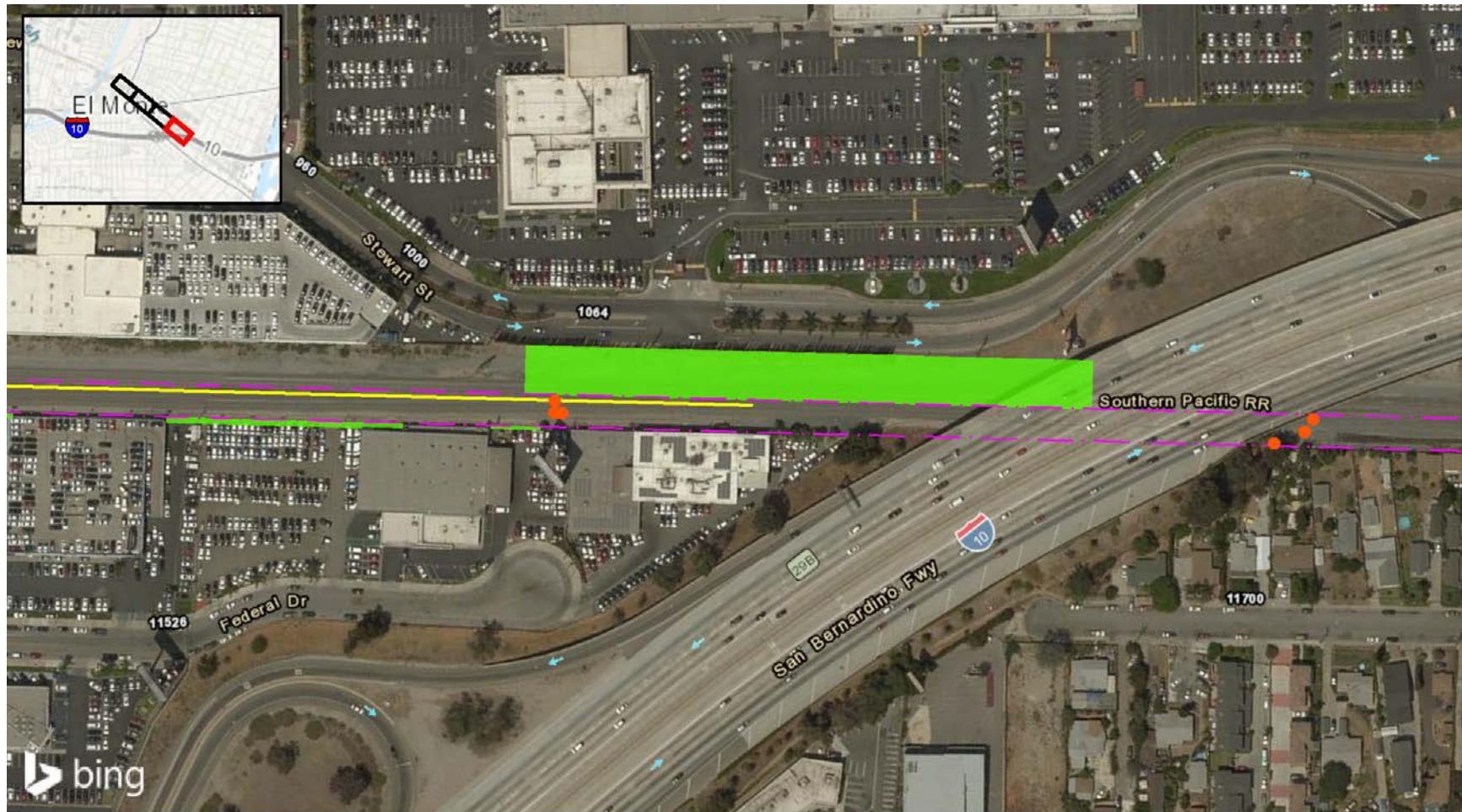


- El Monte Station and Siding Track
- El Monte Metrolink Station
- El Monte Metrolink Station Platform
- Existing Metrolink Track
- Proposed Permanent Easement
- Proposed Temporary Easement
- Proposed Staging Area
- SCRRRA ROW



*This page is intentionally blank.*

Figure 2. Project Detail Map (Sheet 4 of 4)



- Proposed Signal Equipment
- Proposed Permanent Easement
- Proposed Staging Area
- El Monte Station and Siding Track
- Proposed Temporary Easement
- El Monte Metrolink Station
- El Monte Metrolink Station Platform

