

# SCORE

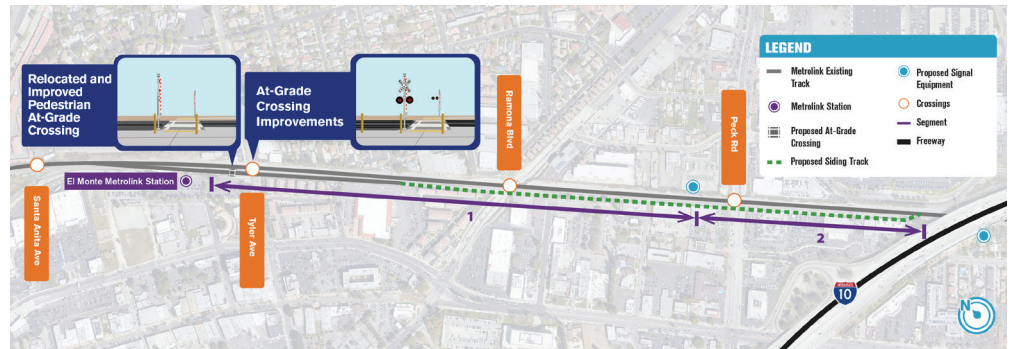
Southern California Optimized Rail Expansion

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METROLINK

## El Monte Siding Extension and Cogswell Road Improvement Project: San Bernardino Line

The proposed **El Monte Siding Extension Project** is planned to extend the siding track up to the I-10 freeway in two phases or segments. This will upgrade the regional rail passenger service along the San Bernardino line and provide safety improvements at the El Monte Station. Segment 1 is currently under final design, with construction estimated to begin winter 2026.



### The Project will:

#### In Segment 1:

- Remove existing pedestrian at-grade crossing and move the platform access closer to Tyler Avenue
- Add safety-related improvements (new Metrolink standard pedestrian crossing with delineators, active warning devices, pedestrian gates, emergency swing gates, and channelizing railing) at Tyler Avenue
- Extend the siding track east up to the Peck Road bridge

- Widen the Ramona Blvd bridge railroad
- Add a new pedestrian crossing at the West end of El Monte Station with delineators, active warning devices, pedestrian gates, emergency swing gates, and channelizing railing.

#### In Segment 2:

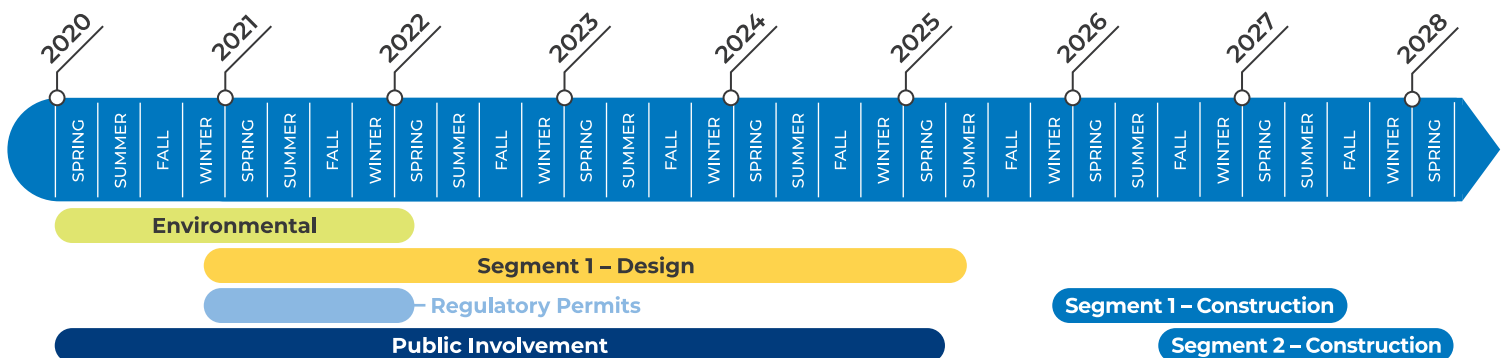
- Widen the Peck Road bridge railroad and extend the siding track east up to the I-10 freeway overcrossing

In addition to the El Monte Siding Extension Project, **Cogswell Road Crossing** will also receive safety improvements and create a Quiet Zone ready corridor.

### The Project will:

- Add pedestrian and emergency swing gates
- Improve the roadway median

- Install crosswalk striping through the crossing and make ADA compliant



# El Monte Siding Extension and Cogswell Road Improvement Project

## Frequently Asked Questions (FAQs)

### What is SCORE?

Metrolink's Southern California Optimized Rail Expansion (SCORE) program is an ambitious capital program that will upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games. SCORE is a \$10+ billion capital improvement program — grade crossing, station and signal improvements as well as track additions and work that accelerates progress towards Metrolink's zero-emissions future. Improvements that allow some cities to apply for quiet zones.

### How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$595 million, Metrolink leveraged those funds against state-level grant opportunities. In 2018, Metrolink was awarded an \$876 million grant from the California Transit Intercity Rail Capital Program (TIRCP) for Phase One of SCORE. To date, Metrolink has raised approximately 23%, or \$2.3 billion, of the \$10+ billion funding goal. Metrolink is identifying and pursuing additional grant opportunities to reach the overall funding goal.

### How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan—a 20-year planning and implementation framework for California's rail network—Metrolink identified railroad improvements that would improve safety, enable more frequent service, and make existing service more reliable. Metrolink's planning team conducted a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as Metrolink, Amtrak, BNSF, UPRR and possibly high-speed rail.

### What is involved in the El Monte Siding Extension Project?

The Project will upgrade Metrolink's current regional passenger rail service along the existing San Bernardino Line. Improvements at the El Monte Station will move the existing pedestrian at-grade crossing closer to Tyler Avenue with safety improvements. The work also includes sidewalk improvements, emergency swing gates, pedestrian gates, warning signals, walkway delineators and new signage at Tyler Avenue. To provide more operational flexibility in the schedule, the existing siding will be extended east of Metrolink's El Monte Station to allow trains to pass each other over a longer section of track. The existing siding will be extended to the I-10 freeway. The phased improvements will include two bridge widenings at Ramona Boulevard and Peck Road to support the additional siding track.

### What are Quiet Zones?

Quiet Zones ease noise in the community by limiting where and when trains are required to blow their horns. A city is responsible to apply for Quiet Zones, which are a Federal designation, once at-grade improvements are made. Metrolink is proposing to build the safety improvements necessary to make two crossings Quiet Zone ready.

**We appreciate your cooperation and understanding while we work to make improvements in El Monte.**

**Have a question or a comment about the El Monte Siding Extension Project: San Bernardino Line?**

Contact: Jeanette Flores, Assistant Director of Public Affairs, SCORE at floresj@scrra.net

### What is involved in the El Monte Siding Extension and Cogswell Road Improvement Project?

Improvements at El Monte Station will increase train capacity and enable more frequent train service at least every 30 minutes in either direction. The station improvements included with the track upgrades will allow Metrolink to provide passengers with more reliable and safer service. Eliminating the existing pedestrian grade crossing, and re-routing platform access near Tyler Avenue will provide riders a more convenient and safer access to the platform.

### What are the benefits to the community?

The El Monte Siding Extension Project will generate jobs and business opportunities, provide environmental benefits, and increase the frequency and reliability of Metrolink service. The new pedestrian crossings and siding extension will enhance safety for pedestrians, vehicles, and trains. Each year, an increase in commuter rail ridership in Los Angeles County will generate new pedestrians and bicyclists, take vehicles off the road, and reduce congestion and emissions, long term, for a better environment. The increased movement in everyday lives will improve the populations overall health and wellness while providing access to essential transportation.

### What are the economic benefits to the area?

The Los Angeles Economic Development Corporation (LAEDC) was commissioned to produce a study assessing the impact of the construction investment of the SCORE program. The benefits from SCORE will make the region increasingly attractive for the millions projected to arrive for the 2028 Summer Olympics and Paralympics and create regional prosperity in the decades to come. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity.

### What is the timeline for the El Monte Siding Extension Project?

Environmental review for the project began in the spring of 2020, followed by design reviews starting in the winter of 2020, with an expected completion date in the spring of 2023. Construction for Segment 1 is scheduled to begin in the winter of 2026, with completion anticipated in the winter of 2027. Segment 2 construction is set to begin in the fall of 2026 and finish in the spring of 2028.

### Where can I get more information about this project?

For more information, please visit [metrolinktrains.com/SCORE](https://metrolinktrains.com/SCORE)

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