

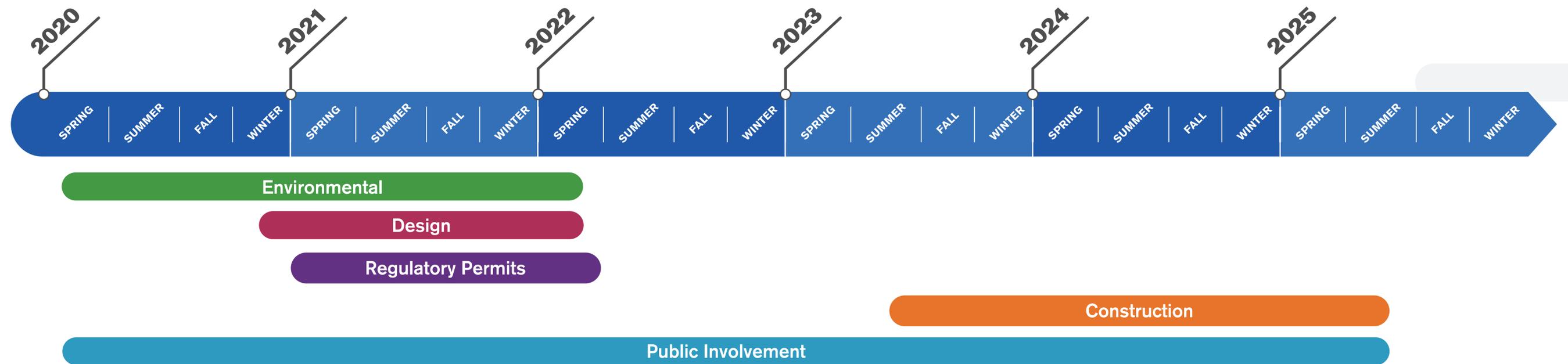
PROJECT OVERVIEW

- Segment 1: removes existing pedestrian at-grade crossing and moves the platform access closer to Tyler Avenue and includes:
 - Adding safety-related improvements (new Metrolink standard pedestrian crossing with delineators, active warning devices, pedestrian gates, emergency swing gates, and channelizing railing)
 - Safety-related improvements at Tyler Avenue at-grade crossing
 - Extending the siding track east up to the Peck Road bridge
 - Widening the Ramona Boulevard bridge undercrossing
- Segment 2: widens the Peck Road bridge undercrossing and extends the siding track east up to the I-10 freeway overcrossing

** Metrolink, as the California Environmental Quality Act (CEQA) lead agency for the project has determined that the project satisfies the criteria for a statutory exemption (SE) under Public Resources Code (PRC) § 21080(b)(10) for “Specified Mass Transit Projects”. The El Monte Project is exempt because it would increase commuter and passenger service on an existing rail line.*

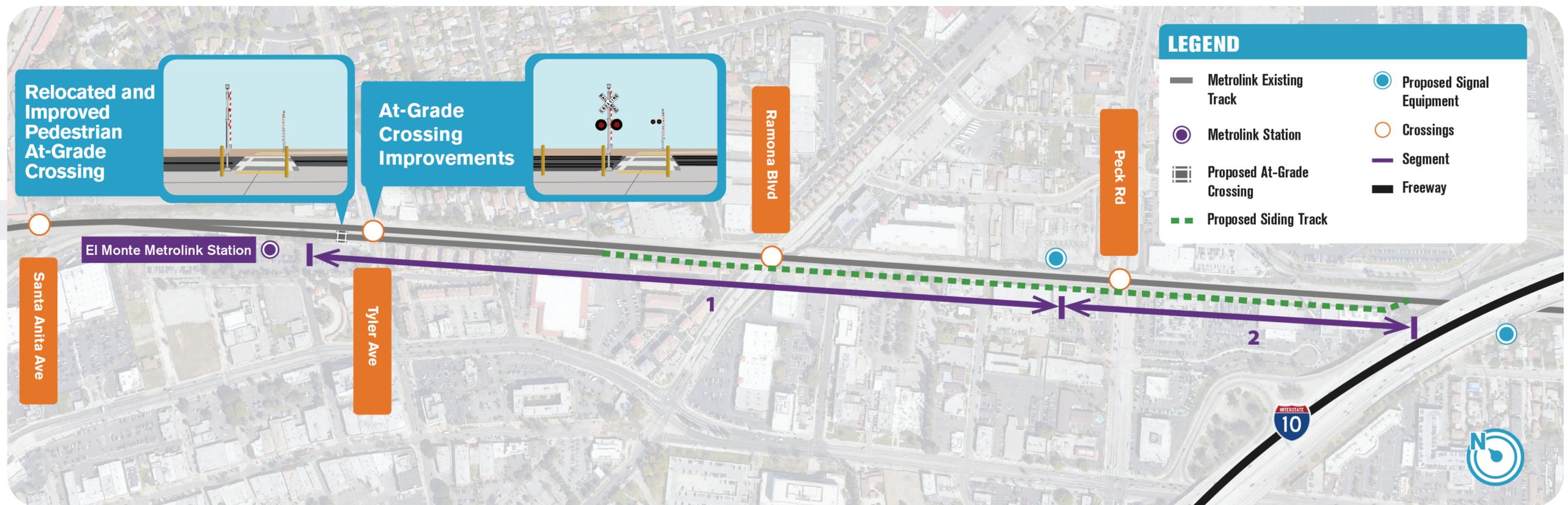
EL MONTE SIDING EXTENSION

PROJECT TIMELINE



EL MONTE SIDING EXTENSION

PROJECT MAP



PROJECT BENEFITS

-  **More service:** when combined with other SCORE projects, this Project will enable more frequent service. In the future, passengers can expect train service every 30 minutes in each direction.
-  **Improved service reliability:** trains will no longer have to wait for one another to pass, improving on-time performance.
-  The new platform access with an upgraded, protected crossing will create a more **convenient and safer walkway** for pedestrians.
-  **Enhanced safety: improved at-grade crossings** will facilitate **Quiet Zone ready corridors** that will also **minimize train horn blowing**.