



Board Report

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PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;
- B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and,
- C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.

ISSUE

On May 27, 2026, Metro, in coordination with the Federal Transit Administration (FTA), released the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2 Project's Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment (IOS) for future E-Line extension from East Los Angeles to the City of Montebello, per the NEPA guidelines. FTA is the NEPA Lead Agency, and Metro is the Project Sponsor for the EA. The full EA document was published on the Federal Register (www.federalregister.gov/ <<https://www.federalregister.gov/>>) and the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). The Executive Summary of the EA is included in Attachment A. The EA was available for a 30-day public review period through June 26, 2026. The EA identifies the Project IOS's reasonably foreseeable environmental effects and provides NEPA project mitigation measures to reduce or avoid potentially adverse effects. These measures are generally similar or slightly modified compared to the Mitigation and Monitoring Reporting Program (MMRP) in the certified Final Environmental Impact Report (May 2024).

The Project is a Measure R and Measure M project that is included in the 2020 LRTP and the 2024-2050 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Board approval of the recommended actions is necessary to 1) update the Project LPA definition to include a new 9-acre MSF in the City of Commerce and associated NEPA project mitigation measures for inclusion in FTA's NEPA decision document, and 2) amend the 2020 LRTP with the refined LPA and request an amendment for the refined Project description in the SCAG RTP/SCS updates.

BACKGROUND

Since 2007, Metro has conducted extensive environmental reviews and outreach programs for the Eastside Transit Corridor Phase 2 Project (Project). This has included the Alternatives Analysis (AA) in 2007-2009, the original Draft Environmental Impact Report (EIR) in 2014, technical studies for project refinements in 2015-2018, scoping for the Recirculated EIR in 2019, release of the Recirculated Draft EIR in June 2022, selection of the LPA in December 2022, and release of Final EIR with responses to a total of 301 submissions, which encompassed 958 comments received on the Recirculated Draft EIR. Throughout the process, Metro engaged and informed elected officials, agency staff (e.g., the Washington Coalition and other local, state, and federal partnering agencies), community stakeholders, and the general public of the status of the Project in each phase of the Project, including the progress of the environmental review process. At its May 2024 meeting, the Board approved the full 9-mile Project and certified the Final Environmental Impact Report (Final EIR) under the California Environmental Quality Act (CEQA), with an IOS from East Los Angeles to City of Montebello and a 39-acre Maintenance and Storage Facility (MSF) for E-Line systemwide operations in the City of Montebello. Specifically, construction of the 39-acre Montebello MSF site would have involved acquiring six industrial properties and the relocation of nine businesses that currently provide roughly 500 jobs.

The 9-mile Project area has about 722,000 residents and 274,000 employees, with projections indicating an 11% increase in population and a 25% increase in jobs by 2042. It will pass through densely populated, low-income, and transit-dependent communities. Approximately 119,759 residents within ½ mile of the stations are identified as disadvantaged or low-income. Of this group, 49% are minorities, and 15% are transit-dependent individuals living below the federal poverty level, according to the American Community Survey (2020). Additionally, per the May 2024 Final EIR, once fully built to the Lambert Station terminus, the 9-mile Project is expected to serve over 15,000 average weekday boardings, an increase of approximately 7,700 in daily transit ridership, and to reduce daily VMT by over 10,000 vehicle miles.

NEPA Process

The Board had previously directed staff in December 2022 to reinstate the NEPA process to pursue federal funding for the LPA (IOS to Montebello). In May 2025, the FTA determined that the Project requires preparation of an EA for a publication of a Finding of No Significant Impact (FONSI). An EA is a concise document assessing the significance of the potential social, economic, and environmental impacts of a federal action on a project. If an EA finds that the action has no significant effect, or that impacts can be mitigated to a level below significance for the environment, it concludes with a FONSI.

DISCUSSION

The EA evaluates the LPA (IOS to Montebello), identified in the Final EIR under CEQA, as the Build Alternative. As required by NEPA, a “No Build Alternative” is also evaluated in the EA. The Build Alternative would consist of 4.7 miles of new and reconfigured light rail transit extending the Metro E Line from the current terminus at Atlantic Boulevard/Pomona Boulevard to an at-grade terminal station in the City of Montebello. There would be one relocated underground Atlantic/Pomona station and three new stations, including the Atlantic Blvd/Whittier Blvd station (underground), the Commerce/Citadel station (underground), and the Greenwood Ave/Washington Blvd station (at-grade). Metro’s project team collaborated with the FTA to prepare the EA document and technical studies, Section 106 consultation with tribal and cultural resources, and prepared Categorical Exemptions for pre-construction surveys.

Project Design Refinements during the NEPA study

Metro continued advancing the project design to 30% Preliminary Engineering (PE) for the IOS, focusing on rightsizing MSF and other complex design elements (tunnels, cut-and-cover stations, cross passages, transition structures, at-grade crossings). The Metro project team completed pre-construction surveys (including 158 soil borings and 178 utility potholes), along with over 8,000 flyers for door-to-door distribution and digital eblasts to key stakeholders and surrounding communities. Metro’s project team met regularly with corridor cities, utility companies, and railroad companies on engineering design reviews and refinements, utility conflicts and adjustments, and first-last mile planning. Compared to the April 2024 Final EIR, the EA includes design adjustments to the Project’s IOS, such as three new MSF site options, modification of traffic circulation to improve safety on 3rd Street, and refinements to traffic circulation at the LPA’s Greenwood/Washington station area along Washington Boulevard in Montebello. Additionally, the frequency of operations during peak periods has changed from 5 minutes to 6 minutes to ensure safe operations for the E-Line through the Regional Connector.

In response to environmental considerations and feedback from corridor cities, property owners, and the general public concerning the extensive 39-acre MSF site, Metro proactively undertook a design refinement study to reduce property impacts and project footprint during the Preliminary Engineering phase (30% design). Metro conducted a targeted stakeholder outreach related to the MSF site.

The Montebello MSF site, as identified in the Final EIR, is designated for the storage and maintenance of up to 120 vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. The Montebello MSF site will necessitate the acquisition of six industrial properties that are currently engaged in active manufacturing and operations. Metro has revisited the fleet size and operating and maintenance requirements for the IOS and the existing E-Line system by fully utilizing any remaining capacity of our existing Metro yards, while keeping our environmental footprint for the MSF as small as possible.

For the 4.7-mile IOS, the EA evaluates all three opportunity sites for the MSF, including:

- **MSF Site 1:** Site 1 is a 25-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 204 employee parking stalls, located west of Vail Avenue, with

mid-block yard lead tracks. MSF Site 1 and the associated aerial yard lead tracks would require full acquisition of five (5) industrial properties supporting nine (9) businesses, and partial acquisition of a parcel owned by AT&SF Railway (part of BNSF Railway).

- **MSF Site 2:** Site 2 is a 28-acre site in the City of Montebello for maintenance and storage of up to 84 light rail vehicles and 255 employee parking stalls, located between Yates Avenue and Vail Avenue with aerial yard lead tracks on Yates Avenue. Construction of MSF Site 2 would require the acquisition of two (2) large industrial buildings, one strip parcel owned by AT&SF Railway (part of BNSF Railway), one full acquisition of a property at the corner of Washington Boulevard and Yates Avenue, and additional partial acquisitions of two industrial properties along Yates Avenue for the lead tracks to the MSF site.
- **MSF Site 3:** Site 3 is a 9-acre site in the City of Commerce for maintenance and storage of up to 39 vehicles and 55 employee parking stalls, located south of Gayhart Street and east of Saybrook Avenue. Site 3 will suffice for the minimum fleet requirement of 12 vehicles to operate the IOS to Montebello and for additional storage needed for E-Line systemwide operations. Site 3 would utilize five (5) parcels already acquired to support tunnel boring operations per the Final EIR and the rail alignment transit structure from the tunnel to the aerial Light Rail Transit structure over Garfield Boulevard. After tunnel boring is finished, a permanent satellite yard can be built on these five parcels without displacing any additional businesses prior to construction of the MSF.

After completion of the MSF design refinement study, public release of the EA, completion of the public hearings and public comment period on the EA, the MSF Site 3 in the City of Commerce is recommended as it meets the fleet requirement for the IOS, does not require any new additional acquisitions or business relocations, reduces the number of acquisitions required for the IOS, avoids displacing an additional nine businesses employing approximately 500 jobs before the construction of a MSF, and it significantly reduces environmental and construction impacts on the Washington Boulevard corridor.

Summary of Environmental Effects

The EA discloses potential impacts to 16 broad categories of environmental resources per NEPA and identifies mitigation measures to reduce or avoid adverse effects. The EA identified that there would be no adverse effect related to the following environmental topics: air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics.

The EA identified that the project would be a de minimis impact on Section 4(f) resources, indicating that it would not affect the features, attributes, or activities of the historic sites in the study area. The EA identified adverse effects associated with the operation and construction of the Build Alternative related to the following environmental topics: biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. Avoidance, minimization, and mitigation measures were identified for these resources, and, as described in the EA, the Build Alternative would have no adverse effect on them with the implementation of the NEPA project mitigation measures. National Historic Preservation Act Section 106 consultation efforts require the federal lead agency, FTA, to continue coordination with SHPO in Summer 2026 for the

Project, to obtain concurrence and a determination that the project would not adversely affect historic properties. The results will be documented in the final NEPA document, with responses to comments received on the EA during the 30-day public review period, and FONSI, anticipated in Fall 2026.

Project Benefits

According to the EA, the IOS is expected to serve approximately 7,550 total daily weekday station boardings by 2050, an increase of 4,050 daily transit riders. This estimated ridership in the EA is lower than that presented in the Final EIR due to changes in regional and local travel patterns resulting from the COVID-19 pandemic and the 2024 SCAG current economic forecasts. The IOS would ease traffic congestion by reducing daily vehicle miles traveled (VMT) by over 8,000. Construction of the IOS is anticipated to create over 11,600 new jobs (construction, operations, maintenance, service) for Los Angeles County, with local hiring, and approximately \$3.1 billion in additional economic activity beyond the direct construction spending for the region. Operation-related spending for the IOS is expected to generate an additional \$2.2 million annually for employment opportunities for the region.

EA Notifications

Metro utilized a multi-channel, multilingual outreach strategy to maximize public awareness and participation during the NEPA Environmental Assessment review period. Consistent with Metro's community engagement strategy, opportunities for participation were provided through in-person meetings, virtual meetings, public hearings, stakeholder briefings, community-based organizations, pop-up events, direct outreach, and digital engagement platforms.

The Notice of Availability (NOA) for the EA was filed with the California State Clearinghouse and the Los Angeles County Clerk and mailed to the public and responsible agencies, organizations, elected officials, property owners, and other interested parties. Metro notified the public of the EA's release and opportunities to provide public comment through various means in English and Spanish, including notifications to properties along the Build Alternative, flyers at local events through partnership with 14 community-based organizations (CBOs)*, city halls and libraries in the IOS communities, banners, e-blasts, about 200 SMS texts, 285 phone calls, newspaper legal ads, and social media ads for engaging people of color, low-income, limited English proficiency populations, and persons with disabilities. Approximately 28,280 flyers to save the date of the 4 public hearings were distributed to the general public along the project corridor, with an additional 23,200 flyers distributed to residents or businesses in the IOS station areas via transit intercepts and door-to-door business canvassing.

*List of 14 CBOs includes: Alma Family Services, Bike LA, Breathe SoCal, Day One, DESI, Heart of Compassion, Helpline Youth Counseling, LEEAF, Mundo Maya Foundation, Streets Are For Everyone, Strength Based Community Change, California Resource Services for Independent Living, MAOF, and Casa de La Familia.

The EA was made available to the public and agencies via the Project website (www.metro.net/projects/eastside_phase2/ <https://www.metro.net/projects/eastside_phase2/>). A web-based, user-friendly platform was used to present the EA document. The EA was published on the Federal Register ([federalregister.gov/](https://www.federalregister.gov/) <<https://www.federalregister.gov/>>). The Executive Summary of the EA was provided in both English and Spanish. Printed copies of the full EA document were available at the following locations:

1. Federal Transit Administration, Region 9 Southern California Office, 888 S Figueroa St Ste

440, Los Angeles, CA 90017

2. Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
3. East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
4. Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
5. Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640

To provide the community with relevant Project information that is not evaluated under NEPA, Metro published additional reports and resources on the Project website, including responses to Frequently Asked Questions (FAQs), an interactive StoryMap/Hub, and plans/profiles of the Build Alternative for the IOS.

Community Engagement and Public Participation

Metro implemented a comprehensive community engagement program during the NEPA Environmental Assessment phase to inform residents, businesses, stakeholders, and public agencies about the project and opportunities to participate in the federal environmental review process. Engagement efforts focused on increasing awareness of the Environmental Assessment, providing accessible and bilingual project information, revisiting concerns raised during previous project outreach activities, and ensuring meaningful public participation during the 30-day comment period. The following is a summary of the recent public meetings and community outreach efforts that helped inform the EA:

- January 2025 - Seven outreach events with community members (total 884 engagements) along the LPA;
- January and February 2025 - Four community meetings (total of 216 participants, consisting of three in-person meetings in East Los Angeles, Montebello, Commerce, and one virtual meeting) to inform the public of project updates, Metro's intent to start the NEPA process, and discuss the NEPA schedule;
- March 2025 through May 2026- Partnership with 14 community-based organizations (CBOs) to continue increasing project awareness along the project corridor, including participation in about 23 local pop-up events, 162 targeted stakeholder briefings, and one community-based organization (CBO) meeting (with representatives from 9 CBOs) to notify CBO partners of Project updates;

Following the release of the EA on May 27, 2026, Metro hosted four public hearings in June 2026 to provide project updates and receive comments on the NEPA EA (a total of 189 attendees and 67 comments), consisting of three in-person meetings in East Los Angeles, Commerce, Montebello, and one virtual meeting. Court reporters and translators were present at all public hearings to receive spoken and/or written public comments. Both English and Spanish-speaking staff members and Spanish translators were present at all public hearings and outreach events to engage the public. Various exhibits, monitors, and interactive website tools were used to provide the public with an understanding of project design refinements and included the Metro project planning and engineering team to answer questions during the open house sessions, as well as a full presentation reviewing those design refinements. Public comments on the EA were accepted at the June 2026 public hearings and via mail, phone, email, and web form during the 30-day public comment period. Community feedback helped inform ongoing project refinements, including further evaluation of MSF options and continued efforts to minimize impacts to surrounding communities while advancing the

project's mobility, equity, and sustainability goals.

At the conclusion of the 30-day public review period ending June 26, 2026, a total of approximately 140 comment submissions were received, which encompassed approximately 350 comments. Comments received on the EA are generally similar to the types of comments (a total of 301 submissions, which encompassed 958 comments) recorded in the Project's Final EIR. Comments received on the EA during the formal public review period cover a wide range of topics, including strong support for the E-Line extension to Whittier from the general public and corridor cities; comments and suggestions related to project alignment and profile (underground vs. street level), alternative routes, station design, parking and multimodal access, landscaping, temporary construction impacts, permanent traffic impacts to residents and businesses due to traffic reconfiguration, truck access and detours; property acquisition and relocation for businesses, safety and security; and interest in ongoing community engagement as project design advances, transit-oriented development opportunities, public realm enhancements, and strategies to minimize impacts to surrounding communities. Metro will work with the FTA to prepare responses to comments received on the EA for inclusion in the final NEPA decision document by Fall 2026.

Funding Plan

The preliminary cost estimate for the IOS is approximately \$7,902 millions in year 2022 dollars based on 15 percent design. This estimate will be refined upon completion of 30 percent Preliminary Engineering for the IOS in Fall 2026 and following FTA review during Project Development. The IOS funding plan was last presented to the Board in May 2024, when the Final EIR was certified. It relies on committed Measure M and Measure R sales tax revenues, other local sales tax sources (Proposition A and Proposition C), secured state funds, and additional state and federal funding to be secured. Groundbreaking of the IOS is assumed in Fiscal Year (FY) 2029 and opening in FY2035-2037. The remaining funding to be secured totals approximately \$3,943.0 million for the IOS.

Funding Sources	LPA (IOS Greenwood) Costs in year of expenditure dollars, in millions
Sources – Secured	
Local (Sales Tax – Measure R, Measure M, Proposition A, Proposition C, 3% Contribution)	\$3,790.5
State (TIRCP, STIP)	\$168.8
Total Secured	\$3,959.3
Sources – Yet-to-be-Secured	
State (e.g., SB-1 , TIRCP)	\$1,505.1
Federal (e.g., New Starts)	\$2,437.9
Total Yet-to-be-secured	\$3,943.0
Total	\$7,902.3

Notes:

STIP: State Transportation Improvement Program

TIRCP: Transit and Intercity Rail Capital Program

SB1: Senate Bill 1

For the future 4.3-mile extension from Montebello to Whittier, the preliminary cost estimate is approximately \$1.9 billion in year 2022 dollars based on 15 percent design. Based on preliminary cash flow forecasts, Measure M Cycle 2 funding is anticipated to be sufficient to cover both pre-construction and construction costs for further E-Line extension to Whittier, totaling approximately \$4,989 million in year-of-expenditure (YOE) dollars, with groundbreaking scheduled for FY2053 and opening for revenue services by FY2058. Staff will continue the development of a funding strategy for the LPA and the full Project to address the funding gap. As the project progresses to key milestones, staff will continue coordinating with the Early Intervention Team to identify project risks and mitigation opportunities to control the project costs, including assessment of project delivery method options for future project phases, value engineering, working with local stakeholders to refine right-of-way acquisition assumptions, exercising cooperative agreements, streamlining the permitting process with cities, etc.

Metro Cost Benefit Analysis

In July 2025, the Board adopted a standardized Cost-Benefit Analysis (CBA) methodology framework for conducting data-driven evaluations of project alternatives, particularly in assessing benefits relative to the costs of alternatives. In this instance, a CBA was conducted for the three MSF

alternatives as discussed in Attachment B. The CBA indicates that all MSF options are viable. MSF Site 3 performs best, with a score of 6.2 out of 7 points across qualitative and quantitative evaluation metrics, including various benefits and costs. MSF Site 2 scored 5.7 out of 7, and MSF Site 1 scored 5.3 out of 7 across the same metrics. MSF Site 3 (a 9-acre site in the City of Commerce) performs best due to its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses.

DETERMINATION OF SAFETY IMPACT

Recommended actions will not affect the safety of Metro customers and/or employees because this Project is in the planning phase, and no construction or operational safety impacts result from the recommended Board Actions.

FINANCIAL IMPACT

The FY 2027 budget includes approximately \$5.29M in Project 460232 for professional services in Countywide Planning and Development to complete the final NEPA document. The source of funds comes from Measure R 35% Transit Capital fund, Measure M 35% Transit Construction fund, as well as state grant funds that have been awarded to the Project. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

Board approval for the recommended actions is consistent with the goals and objectives outlined in the Metro Equity Platform Framework that identified that the Project traverses through Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. The full project alignment traverses six EFCs, which are in the Cities of Montebello, Commerce, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated communities of East Los Angeles and West-Whittier Los Nietos. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the IOS. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a current gap in high-quality transit services. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network providing residents with critical transit service to access greater employment, health, and educational opportunities that include, but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

VMT was analyzed for this item through the VMT analysis completed for the Eastside Phase 2 Project Final EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the EA identified a reduction in daily regional VMT of approximately 8,000 miles compared to the Horizon Year (2050) No Build Alternative conditions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity and.
- Goal 4: Transform LA County through regional collaboration and national leadership
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could consider not approving any of the recommended actions. However, this action is not recommended as it would jeopardize the Project schedule, delay progress toward revenue operations for the IOS by Year 2035-2037 per Measure M. Delaying the Project would delay these efforts and add cost.

NEXT STEPS

Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, which will include the minor design refinements and the 9-acre MSF Site 3 in the City of Commerce as the Board-approved MSF Site for the IOS, with a FONSI anticipated by Fall 2026. Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS. To be consistent with other projects' successful progress and delivery, the Project staff will continue to coordinate with corridor cities and engage communities throughout the NEPA environmental process.

ATTACHMENTS

Attachment A - NEPA EA Executive Summary
Attachment B - Cost-Benefit Analysis

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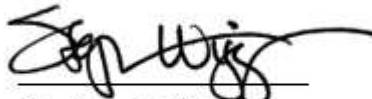
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EXECUTIVE SUMMARY

ES-1 Introduction

The Federal Transit Administration (FTA), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) has prepared this Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the Eastside Transit Corridor Phase 2 (Project). The Project includes the Build Alternative and the No Build Alternative and is described in detail in **Chapter 2.0** (Description of Alternatives) and **Appendix E** (Alternatives Considered and Project Description).

Metro proposes to extend the Metro E Line east from the current terminus at Atlantic Station to an at-grade terminal station at the Greenwood station in the City of Montebello. The Build Alternative includes the following key features:

- Approximately 4.7 miles of reconfigured and new light rail transit guideway
- One reconfigured and three new stations
- Facilities to support rail operations constructed near the alignment (e.g., traction power substation, train control houses, radio communications)
- A modification to existing tracks west of the proposed alignment extension (Maravilla Crossover)
- One maintenance and storage facility (MSF)

Relying upon the requirements under NEPA, as revised by the Building United States Infrastructure through Limited Delays and Efficient Reviews Act of 2023, and 23 Code of Federal Regulations (CFR) Part 771, effective July 3, 2025, this EA analyzes reasonably foreseeable effects that result from the Project. As discussed in **Chapter 3.0** (Affected Environment and Environmental Consequences), reasonably foreseeable effects are those effects that have a rational link to the Project in terms of geographic and temporal proximity, and must be sufficiently likely to occur. Reasonably foreseeable effects do not include effects that are speculative in nature or causally attenuated from the Project.

Unless otherwise defined in the resource-specific section of the EA, for the purposes of assessing reasonably foreseeable effects, the following parameters apply:

- Geographic proximity includes effects as described in **Section 3.1.1** of this EA. The Study Area extends 0.5 to 2 miles from the centerline of the Build Alternative's guideway; it encompasses the Cities of Commerce and Montebello, the community of East Los Angeles in unincorporated Los Angeles County, and a small portion of Monterey Park to the northwest. For some environmental resource topics, specialized study areas are geographical boundaries designed to analyze a specific environmental, social, or technical impact. **Appendix S** (Regulatory Setting Summary) summarizes federal, state, and local regulations for the individual environmental resource.
- The temporal scope for long-term effects is between 2025 (the year the EA for the Project was started) and 2050 (the horizon year for planned regional projects in operation). Temporary effects are expected to occur during Project construction and are described in **Section 3.17** (Construction). Project construction is anticipated to last approximately 60 to 84 months.
- Sufficiently likely to occur includes effects associated with other projects for which funding has been committed, including, for example, projects included in the fiscally-constrained list of projects in the Regional Transportation Plan with dedicated funding for construction.

Under NEPA, a proposed project is an activity that is subject to a federal action. This Project is subject to federal and state environmental review requirements pursuant to NEPA and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, as Metro plans to seek federal funding for the Project from FTA. Metro is the lead agency under CEQA.

ES-1.1 Project Background

Since 2007, Metro has implemented a comprehensive outreach program and alternative selection process for the Project, including extensive public outreach comprised of community meetings, workshops, open houses, and public hearings throughout each phase of environmental review. Additional details on the Project background, alternative screening and selection process, and environmental review process are provided in **Chapter 2.0** and **Appendix E**, of this EA. The outreach efforts are described in more detail in **Chapter 5.0** (Public Involvement) and **Appendix Q** (Public Outreach Report).

ES-2 Purpose and Need

The purpose of the Project is to reduce travel times for communities in eastern Los Angeles County and provide new multimodal connections to destinations within the greater Southern California region. By serving highly concentrated areas of employment, activity centers, and residential communities, the Project would expand economic opportunities and promote the growth of local economies, while supporting transit oriented community goals and addressing the travel needs of transit dependent populations. It would enhance regional connectivity by providing new and faster multimodal options and lead to economic development and infill growth opportunities throughout eastern Los Angeles County.

The Build Alternative addresses the transportation needs of eastern Los Angeles County communities which face high population and employment growth and constrained transportation facilities. Future population and employment growth will contribute to increases in travel demand which, if unaddressed, will overwhelm existing and future transportation networks, impact goods movement, and exceed transit capacities in eastern Los Angeles County. The Build Alternative is needed to address growing population and employment densities, congestion impacts on bus transit and vehicle travel, quality of life, and high transit demand within the Study Area. See **Chapter 1.0** of this EA for additional information.

ES-3 Alternatives

ES-3.1 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative is not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing transit and roadway projects from the base year (2025) and planned transit projects currently under construction or funded for construction that would be in operation by the horizon year (2050). The No Build Alternative is used for comparison purposes to assess the relative benefits and effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects that serve the greater Los Angeles County region. The No Build Alternative evaluates the reasonably foreseeable effects that would be expected to occur within the Project's geographic proximity and temporal scope described in **Section ES-1** and **Chapter 3.0** if the Build Alternative were not implemented. The No Build Alternative is required for comparison under NEPA.

The No Build Alternative would not provide a rail transit option for communities in eastern Los Angeles County and, therefore, would not satisfy the purpose of the Build Alternative. The No Build Alternative would not address growing population and employment densities, local and arterial roadway congestion, quality of life issues, or high transit demand in the Study Area; therefore, the No Build Alternative would not satisfy the Build Alternative's need.

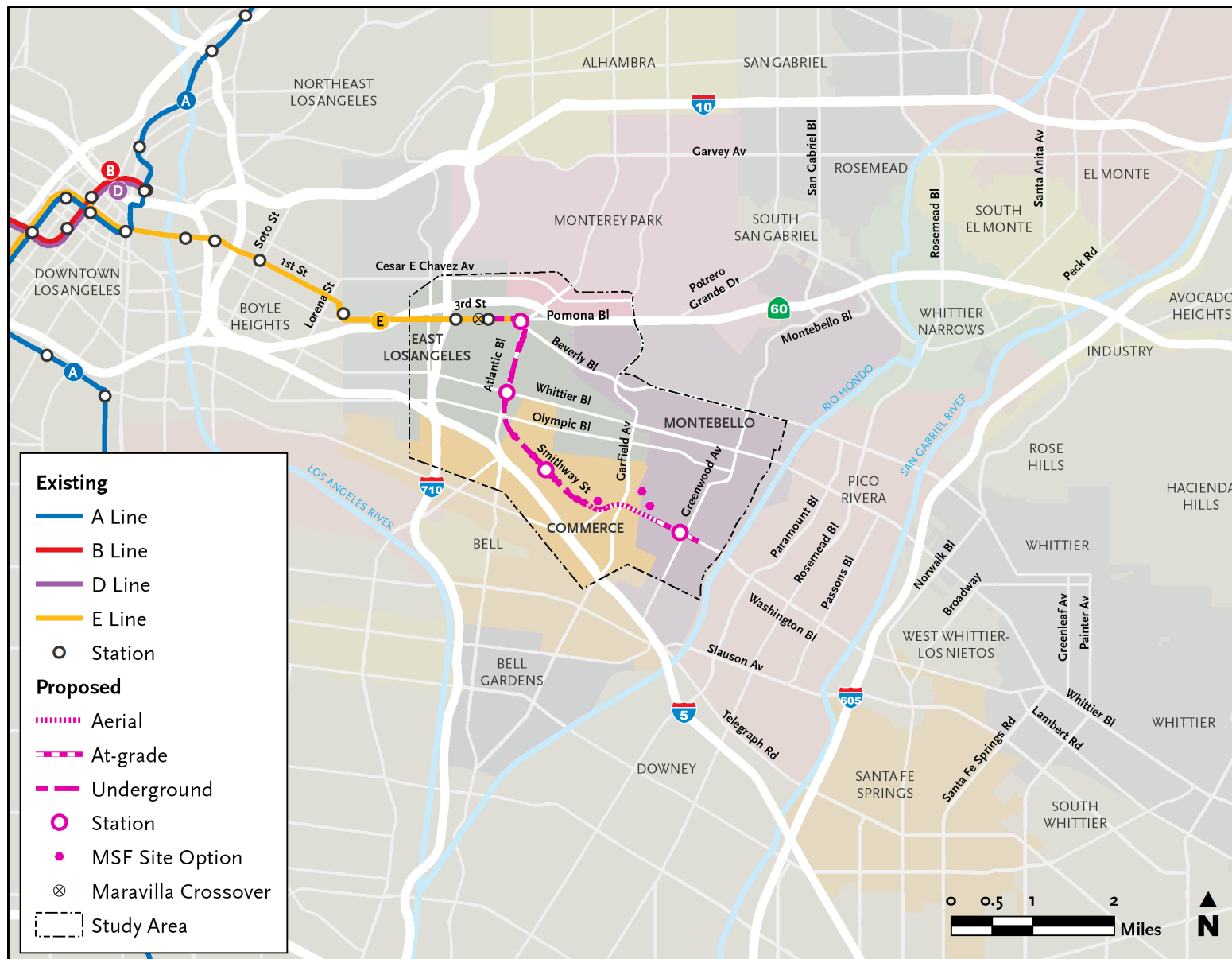
ES-3.2 Build Alternative

The Build Alternative is an electric-powered light rail transit service extension in eastern Los Angeles County. It would include approximately 4.7 miles of reconfigured and new light rail transit guideway, extending the Metro E Line east from its current terminus at Atlantic Boulevard to an at-grade terminal station at the proposed Greenwood station in the City of Montebello. The 4.7 mile alignment would include the reconfiguration of 0.4 mile of existing track to transition to a new 4.3 mile extension. This alternative would have approximately 3.1 miles of underground alignment, 0.9 miles of aerial alignment, and 0.7 miles of at-grade alignment; a relocated underground Atlantic/Pomona station; and three new stations. The Build Alternative would also include facilities to support vehicle operations, such as overhead catenary systems, radio communications, and train control houses that would be constructed along the alignment; a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and one MSF. The MSF would either be located in the City of Montebello (MSF Site 1 or 2) or in the City of Commerce (MSF Site 3), as shown in **Figure ES.1**.

The Build Alternative would construct a light rail transit option for communities in eastern Los Angeles County, enhancing regional connectivity, improving mobility and increasing travel efficiencies, supporting transit dependent populations, promoting local economic growth, and serving high-density urban areas. The Build Alternative satisfies the purpose and need of the Eastside Transit Corridor Phase 2 Project because it would expand transit opportunities in eastern Los Angeles County, provide a transportation alternative to local and arterial roadways during periods of congestion, improve quality of life by enhancing mobility and access options, and serve a population with high transit demand.

ES-4 Summary of Environmental Consequences and Mitigation Measures

Table ES.1 provides a summary of the Build Alternative's reasonably foreseeable environmental effects and the NEPA project measures (NPM) and/or NEPA mitigation measures (NMM) that would be implemented to address the Build Alternative's reasonably foreseeable permanent and temporary effects on the environment. NPMs and NMMs are identified for various resources. NPMs are incorporated as part of the Build Alternative to avoid or minimize potential adverse effects and consist of design features, best management practices, and measures required by law, including permit approvals. NMMs are additional actions, not otherwise part of the Build Alternative, that are designed to minimize, reduce, or compensate for reasonably foreseeable adverse effects. **Chapter 3.0** of the EA provides more detailed information and analysis about the Build Alternative's reasonably foreseeable environmental effects. **Appendix D** (Environmental Commitments Record) is a record of all NPMs and NMMs.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure ES.1 Study Area

Table ES.1 Summary of Environmental Effects

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Air Quality	Long-Term: The Build Alternative would be consistent with transportation plans and programs. There would be no potential for operation of the Build Alternative to generate a carbon monoxide or particulate matter hotspot. Emissions of all relevant criteria pollutants and precursors, except for volatile organic compounds, would be reduced as a result of the Build Alternative. The increase in volatile organic compounds would not exceed South Coast Air Quality Management District's regional emissions threshold levels (see Appendix F [Air Quality Impacts Report]) and there would be no potential for operational emissions to violate air quality standards. The Build Alternative would decrease vehicle miles traveled (VMT) compared to existing conditions, resulting in long-term benefits on air quality. Short-Term/Construction: Emissions during construction would be temporary and would not exceed the South Coast Air Quality Management District's regional construction emissions thresholds or localized significance thresholds. Construction would not be expected to result in emissions in any one location for 5 years or more; thus, construction emissions would not be expected to meaningfully affect long-term ambient concentrations and no quantitative particulate matter hot spots analysis is required. No adverse effect would occur. On March 24, 2026, the Transportation Conformity Working Group reviewed and determined that the Build Alternative is not a Project of Air Quality Concern and would not have adverse impacts on air quality. The Build Alternative meets the requirements of the Clean Air Act and 40 CFR 93.116.	Long-Term and Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term and Short-Term/Construction: No Adverse Effect
Biological Resources (Migratory Birds)	Long-Term: Disturbing vegetation during the bird nesting season could disrupt migratory bird nesting activities. However, long-term vegetation disturbance would primarily be from maintenance tree trimming, which is expected to be minimal. Additionally, the Build Alternative would comply with the Migratory Bird Treaty Act, which protects against the take of migratory birds. Therefore, there would be no long-term adverse effect on migratory birds. Short-Term/Construction: Street trees and landscape vegetation could be affected by construction and maintenance activities during the 3-year tree establishment period. If vegetation disturbance occurs during the bird nesting season, it could adversely affect migratory birds by disrupting nesting activities. The Build Alternative would comply with the Migratory Bird Treaty Act, Metro's tree policy, and tree protection policies of the corridor jurisdictions, which include provisions for tree protection and replanting during construction. Implementation of NMM BIO-1, which requires nesting bird surveys and avoidance of active nests during the bird nesting season, would reduce adverse effects on migratory birds during the construction and tree establishment period.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM BIO-1 - Nesting Birds	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Biological Resources (Vegetation)	Long-Term: Vegetation communities do not exist within the Biological Resources Study Area. Any tree-related maintenance activities would comply with the Metro Tree Policy and local tree protection policies. Thus, vegetation would not be affected by long-term maintenance activities. Short-Term/Construction: Street trees and landscape vegetation could be affected by construction activities; however, Metro would comply with its tree policy and local tree protection policies, which include provisions for tree protection and replanting during construction, and care of planted trees during the 3-year tree establishment period.	Long-Term and Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term and Short-Term/Construction: No Adverse Effect
Biological Resources (Invasive Species and Pathogens)	Long-Term and Short-Term/Construction: Equipment for construction and maintenance activities has the potential to transport invasive plant seeds in areas of exposed soil and spread tree disease pathogens. The Biological Resources Study Area is primarily built out with minimal landscaping, isolated street trees, and no vegetation communities. Thus, there would be limited potential to spread invasive species and tree disease pathogens.	Long-Term and Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term and Short-Term/Construction: No Adverse Effect
Community Impacts (Neighborhood Continuity)	Long-Term: The Build Alternative would not result in adverse effects neighborhood continuity. The Build Alternative would provide benefits that would strengthen neighborhood continuity. Development of Metro-owned properties would be required to adhere to the Metro Joint Development and Transit Oriented Communities Policy as described in and set forth in NPM EFI-1. Metro would ensure these developments would be evaluated for possible affordable housing development or other transit supportive land use and align with housing and economic goals through standards planning reviews. Therefore, operation would not result in adverse effects. Short-Term/Construction: Traffic could potentially result in traffic delays near construction staging areas. Street closures would potentially physically divide established communities. However, street closures would be periodic and temporary. Construction best management practices as set forth in NPM TRA-2 would minimize these short-term disruptions to traffic and street closure disruption during construction. As set forth in NPM TRA-4, site access during construction to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to reduced access within communities, which could lower quality of life and increase isolation. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would require that access to important community facilities and neighborhood areas are maintained. Construction of the Build Alternative and MSF would result in temporary employment opportunities. However, construction workers would likely be sourced from the existing local labor pool and construction of the Build Alternative and MSF would not require construction of new housing to house workers. Construction-related air quality emissions would not exceed South Coast Air Quality Management	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative Short-Term/Construction: NPM NOI-2 - Construction Noise and Vibration Control NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	District's regional construction emissions threshold levels (see Appendix F). Noise and vibration impacts would be reduced with implementation of measures identified in NPM NOI-2 and adverse effects would be reduced to not adverse with implementation of NMM NOI-1 through NMM NOI-10, NMM NOI-13, and NMM NOI-14 (see Appendix L [Noise and Vibration Impacts Report]).		NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences NMM NOI-13 - Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan NMM TRA-2 - Traffic Management Plan	

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Physical Character)	Long-Term: The Build Alternative would not result in adverse effects on physical character. The underground alignment would not change the physical character of surrounding surface land uses. The aerial alignment would be visually congruent with surrounding industrial and commercial land uses. The at-grade alignment and facilities would comply with the Systemwide Station Design Standards and integrate with the existing character of the surrounding land uses. The Build Alternative would require acquisition of commercial and industrial properties. Metro would provide relocation services and payments per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and access to these properties at a new location would be maintained in the long term. Short-Term/Construction: Potential street closures could potentially physically divide established communities. However, street closures would be periodic and temporary. NPM TRA-2 would be implemented to minimize street closure disruption during construction. As required by NPM TRA-4, site access to MSF Site 1 and adjacent properties would be maintained and meet design requirements. However, there would be an adverse effect due to street closures potentially physically dividing established communities. These adverse effects would be reduced to not adverse with implementation of NMM TRA-2, which would minimize street closure disruptions during construction and maintain access within and between established communities.	Long-Term: No Adverse Effect Short-Term /Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term /Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Access and Mobility)	Long-Term: The Build Alternative is anticipated to alter public access and mobility within and between communities and neighborhoods. The open trench on 3rd Street, and aerial and at-grade alignments, including the tail tracks ending at Montebello Boulevard, would eliminate left-turns and crossings at unsignalized intersections. Impacts would be reduced through the implementation of NPM TRA-1, which would implement best practice safety measures such as curbs, barriers, and signage crossings. As required by NPM TRA-3, site access during operations to MSF Site 1, 2, or 3 and adjacent properties would be maintained and meet design requirements. However, an adverse effect on access and mobility would still occur at the intersection of Garfield Avenue and Washington Boulevard because a reduction in travel lanes would result in an unacceptable level of service. Implementation of NMM TRA-1, which would install a new left turn lane and reconfigured right turn lane at this intersection, would reduce adverse effects to not adverse. Benefits of the Build Alternative include improved transit access, reduced automobile reliance and congestion, increased bicycle and pedestrian access, and enhanced mobility within and between communities overall. The Build Alternative would improve transit mobility in the Study Area by reducing transit travel times and improving connectivity between eastern Los Angeles County communities and the greater Southern California region. Short-Term/Construction: Temporary and periodic street and sidewalk closures could be required during construction activities. As identified in NPM TRA-2, lane and/or road closures would be scheduled to minimize disruptions to circulation patterns. As required by NPM TRA-4, site access during construction to MSF Site 1 or 2 and adjacent properties would be maintained and meet design requirements and alternative routes would be available for any streets requiring closure. However, there would be an adverse effect due to street closures impacting access and mobility within and between communities. As required by NMM TRA-2, the Traffic Management Plan specifies measures to minimize disruption to access and mobility during construction and would require that access to important community facilities and neighborhood areas is maintained. Therefore, with implementation of NMM TRA-2, construction adverse effects associated with street closures would be reduced to not adverse.	Long-Term: Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Parks)	Long-Term: The Build Alternative would not result in adverse effects on parks. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of parks within the Community Facilities and Public Services Study Area. Under the Build Alternative, the existing at-grade guideway would transition to the underground guideway within a trench along 3rd Street. This could potentially impact access to Belvedere Park Lake. However, U-turns would be allowed at Mednick Avenue and Woods Avenue. Additionally, a new high-visibility crosswalk would be constructed across 3rd Street to Belvedere Park Lake and other facilities. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. Short-Term/Construction: Intermittent increases in noise, dust, odors, and traffic delays could occur, which could affect adjacent parks. However, these impacts would not be adverse with implementation of standard control and noise and vibration mitigation measures. Implementation of NPM TRA-2 would minimize disruptions to the public caused by temporary closures. However, there would be an adverse effect due to intermittent closures and detours during construction, which could inhibit access to parks. Implementation of NMM TRA-2 would maintain mobility and access to local facilities and adverse effects associated with closures and detours would be reduced to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Community Impacts (Multi-Use Trails)	Long-Term: The Build Alternative would not result in adverse effects on multi-use trails as there are none within the Community Facilities and Public Services Study Area. Short-Term/Construction: Traffic could potentially delay access to the multi-use trails located east of the Study Area from Washington Boulevard. As identified in NPM TRA-2, Metro standard practices shall include timing closures to minimize disruptions to the public. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Community Impacts (Other Community Facilities)	Long-Term: The Build Alternative would not result in adverse effects on other community facilities. Operation of the Build Alternative would not require any physical acquisition, displacement, alteration, or relocation of fire, police, emergency service, or school facilities. The trench guideway along 3rd Street could potentially impact access to and from the East Los Angeles Civic Center and Library. Left turns would be eliminated to and from Civic Center Way; however, the pedestrian crossing would be maintained. Additionally, vehicle access to the Civic Center from Mednick Avenue and U-turns at Mednick Avenue and Woods Avenue would be available. A new high-visibility crosswalk east of La Verne Avenue would be constructed to provide pedestrian access across 3rd Street. Short-Term/Construction: Traffic could potentially result in traffic delays and thus hinder access to other community facilities. As identified in NPM TRA-2, Metro standard practices would include timing closures to minimize disruptions to the public. For construction of the MSF, access to nearby properties and alternative routes would be available for any streets requiring closures as set forth in NPM TRA-4. However, there would be an adverse effect due to street closures inhibiting access to other community facilities. With implementation of NMM TRA-2, the Build Alternative would require development of a Traffic Management Plan to maintain mobility and access to local facilities, and construction adverse effects associated with closures and detours would be reduced to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Historic, Archeological, and Tribal Resources (Historic Properties)	Long-Term: Maximum vibration levels at historic properties along the Build Alternative are predicted to be 68 vibration decibels. Due to the strategic location of switches, none of the vibration levels at historic properties are predicted to exceed the FTA frequent impact criteria along the Build Alternative. Construction of the Build Alternative would acquire and demolish six contributors to the Vail Field Industrial Addition historic district, which could result in a long-term effect on the historic district. However, none of these contributors are individually eligible historic properties. The six contributors are located near the center and on the periphery of the historic district, though their demolition would not alter the district's character defining features. The core would remain intact with enough contributors with characteristics to convey its historical significance. The Build Alternative would not diminish the integrity of the historic properties' character defining features. As a result, there would be no adverse effect on historic properties from visual changes. Short-Term/Construction: Construction activities would not physically destroy, damage, alter, or move historic properties. The physical features within each property's setting that contribute to its historic significance would not change. New visual elements of the Build Alternative construction would be congruent with the surrounding industrial setting and would not diminish features of the historic properties. Effects on specific properties are summarized below.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	<u>National Chicano Moratorium March</u>: Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. The Build Alternative would not result in the reconfiguration of the streets and sidewalks and the streets and sidewalk would continue to be constructed with asphalt and concrete. None of the district's character-defining features or contributing elements would be demolished or altered. Therefore, the Build Alternative would have no adverse effect on the National Chicano Moratorium March route. <u>Golden Gate Theater</u>: Construction of the guideway and station has the potential to cause vibrations and ground settlement that could impact the Golden Gate Theater, resulting in an adverse effect. Implementation of NMM CUL-1 would require building protection measures to be put in place, as identified in a pre-construction survey. NMM CUL-1 would reduce the potential for vibration-related adverse effects generated during construction activities to damage the Golden Gate Theater and there would be no adverse effect. <u>Vail Field Industrial Addition Historic District</u>: Demolition of six contributors to the historic district would occur during construction. This would not alter the district's character defining features and the core of the historic district would have characteristics to convey its historical significance. Therefore, the Build Alternative would have no adverse effect on the Vail Field Industrial Addition historic district. <u>Pacific Metals Company Building</u>: The construction of the Build Alternative would introduce a new visual element but would not change the historic character of the building. The aerial guideway, while conspicuous, would be congruent with other railway infrastructure in the area. The Build Alternative would have no adverse effect on Pacific Metals Company building. <u>MSF Site 2</u>: The aerial guideway would be within the parking lot of the Pacific Metals Company building but would not alter the building's façade or diminish the integrity of the building's significant design features. The E.F. Hauserman Company building would be within the vicinity of MSF Site 2. MSF Site 2 would introduce a new visual element but would not change the historic character of the building. Construction activities would not materially impair the historic property due to the distance from MSF Site 2 and its tail tracks. MSF Site 2 would have no adverse effect on historic properties. <u>MSF Site 3</u>: MSF Site 3 would be located within the Vail Field historic district. Construction of the MSF would introduce a new visual element but the visual quality and character of the site would be consistent with the industrial nature of the historic district and would not have an adverse effect.			

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Historic, Archeological, and Tribal Resources (Archaeological Resources)	Long-Term: The Build Alternative would not physically demolish, destroy, relocate, or alter any known archaeological resources that are historic properties. Short-Term/Construction: The Build Alternative would have no effect on known archaeological resources within the Area of Potential Effects. However, construction could have the potential to disturb and destroy archaeological resources that are currently unknown. NMM CUL-2 requires that construction workers receive training on how to proceed if cultural resources are inadvertently discovered and that a Cultural Resources Monitoring and Mitigation Plan be prepared for unanticipated discoveries. Implementation of this mitigation would reduce adverse effects on archaeological resources to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM CUL-2 - Unknown Archaeological Resources	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Historic, Archeological, and Tribal Resources (Traditional Cultural Properties)	Long-Term: The Build Alternative would not require additional ground disturbance or other activities that could adversely affect Traditional Cultural Places. Short-Term/Construction: No precontact archaeological sites were identified through research, survey, and Native American consultation in the Area of Potential Effects; therefore, precise locations with a higher potential to contain such resources cannot be identified. If unmitigated, there could be a potential disturbance of Traditional Cultural Places that are currently unknown during construction, resulting in an adverse effect. Implementation of NMM TCP-1, NMM TCP-2, and NMM TCP-3 would ensure that workers have a clear understanding of Traditional Cultural Places that may be present in the construction area, and that procedures and plans would be in place for monitoring for and for safely handling Traditional Cultural Places. Implementation of NMM TCP-1 through NMM TCP-3 would reduce adverse effects to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM TCP-1 - Traditional Cultural Places [TCP] Training NMM TCP-2 - Retain a Native American Monitor NMM TCP-3 - Unknown Traditional Cultural Places [TCP]	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Economic Impacts	Long-Term: Build Alternative-related spending would provide economic benefits by generating additional wages and salaries for households and creating jobs for the Southern California region. Wages and benefits from operation of the Build Alternative would be greater for the metro area relative to the County. The Build Alternative would result in travel time savings and travel cost savings. The Build Alternative would save travelers' travel time and attract additional riders relative to the No Build Alternative. The Build Alternative is expected to lead to new development and/or redevelopment of land surrounding some of the proposed stations, which would likely have the effect of increasing property tax revenues for affected local jurisdictions (i.e., Los Angeles County, City of Montebello and City of Commerce). Development of Metro-owned properties would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. While the Build Alternative would result in minor losses in the tax base and associated revenue, these effects would not be adverse. Moreover, the loss of tax revenue could potentially be offset by increased development near stations and along the Build Alternative alignment, which creates economic opportunity. Therefore, there would be no adverse effect. Short-Term/Construction: Build Alternative-related construction spending would provide regional economic benefits by generating additional wages and salaries for households and creating jobs for the region. General construction and soft costs/professional services expenditures and external funding sources would generate investment in the local economy and local employment. Construction of the Build Alternative would be required to adhere to the Metro Joint Development Program and Metro Pilot Local Hiring Initiative as required by NPM EFI-1. Construction could have temporary adverse economic effects on some commercial and industrial businesses, particularly near or adjacent to construction sites, including traffic disruption and air quality and noise effects. These construction effects could in turn result in a loss of sales and/or increased operating costs for commercial businesses. These businesses represent a relatively small portion of the overall economy. Therefore, there would be no adverse effect on the region.	Long-Term and Short-Term/Construction: No Adverse Effect	Long-Term and Short-Term/Construction: NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative	Long-Term: Beneficial Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Exposure to Seismic Hazards)	Long-Term and Short-Term/Construction: The Build Alternative is not on any known active faults capable of surface rupture, and is on generally flat, stable soils with low liquefaction potential. Because the Build Alternative is located in a seismically active area, there is potential for seismic ground shaking. To address potential seismic hazards, the Build Alternative would be constructed in compliance with the Metro Rail Design Criteria, applicable building codes, and standards as identified in NPM GEO-1. Compliance includes detailed requirements for planning and conducting a geotechnical investigation, geotechnical design methodologies, and reporting, such as the preliminary geotechnical investigation conducted in 2025. Specific structural engineering recommendations identified in the geotechnical investigations would be incorporated into the final design plans (NPM GEO-1). Thus, there would be no adverse effect.	Long-Term and Short-Term/Construction: No Adverse Effect	Long-Term and Short-Term/Construction: NPM GEO-1 - Geotechnical Investigation	Long-Term and Short-Term/Construction: No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Erosion)	Long-Term: The Build Alternative is located in an urbanized area that is primarily impervious with no exposed soil. There would be no ground disturbance or change in the amount of exposed soil compared to existing conditions. A small increase in impervious surface would not lead to a meaningful change in the amount of runoff and associated erosion. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits and low impact development standards, as identified in NPM HWQ-1. Thus, there would be no adverse effect. Short-Term/Construction: Implementation of erosion control best management practices (BMPs), as identified in NPM HWQ-2, would prevent substantial soil erosion or the loss of topsoil from exposed soils. At the close of construction, areas of exposed soil that were previously paved would be repaved. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	Long-Term: NPM HWQ-1 - Operational Best Management Practices for Water Resources Short-Term/Construction: NPM HWQ-2 - Construction Best Management Practices for Water Resources	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Soil Stability)	Long-Term: The Build Alternative could affect and be affected by soil stability including hazards such as landslides, subsidence, liquefaction, or collapse. However, the Build Alternative would undergo a detailed geotechnical investigation and comply with regulatory requirements, as set forth in NPM GEO-1, which would identify and address potential soil stability issues. Thus, there would be no adverse effect. Short-Term/Construction: The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from soil stability, including related to excavation and tunneling and dewatering. Thus, there would be no adverse effect.	Long-Term and Short-Term/Construction: No Adverse Effect	Long-Term and Short-Term/Construction: NPM GEO-1 - Geotechnical Investigation	Long-Term and Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Geology, Seismic, Soils, and Paleontological Resources (Expansive Soils)	Long-Term: The Build Alternative could affect and be affected by expansive soils, which swell and shrink with moisture changes and have the potential to damage foundations, structures, and underground utilities. However, the Build Alternative would undergo geotechnical investigation and comply with regulatory requirements described in NPM GEO-1. Thus, there would be no adverse effect. Short-Term/Construction: The Build Alternative would comply with regulatory requirements, as described in NPM GEO-1, and recommendations in a site-specific geotechnical investigation to avoid adverse effects from expansive soil. Thus, there would be no adverse effect.	Long-Term and Short-Term/Construction: No Adverse Effect	Long-Term and Short-Term/Construction: NPM GEO-1 - Geotechnical Investigation	Long-Term and Short-Term/Construction: No Adverse Effect
Geology, Seismic, Soils, and Paleontological Resources (Paleontological Resources)	Long-Term: The Build Alternative would not involve any ground disturbance in the long term that could have an adverse effect on paleontological resources. Short-Term/Construction: The Build Alternative is in an area of high sensitivity for paleontological resources, and damage or loss of paleontological resources could occur during tunnel construction from the use of tunnel boring machines, which could likely prevent the discovery of fossil resources. With implementation of NMM GEO-1 through NMM GEO-4, which require inadvertent discovery protocols and fossil recovery measures to help preserve the scientific value of fossils that may be present, potential adverse effects on paleontological resources during construction would be reduced to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM GEO-1 - Retaining a Qualified Paleontologist and a Qualified Paleontological Monitor NMM GEO-2 - Ability to Readily Salvage Fossils and Samples of Sediment NMM GEO-3 - Ability to Identify and Permanently Preserve Specimens NMM GEO-4 - Ability to Curate Specimen to a Professional Accredited Museum Repository	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Visual Resources	Long-Term: No scenic vistas are present in the Study Area. Views of surrounding landscapes and topography are available but not considered unique or of visual significance nor substantially affected by the Build Alternative elements. The Build Alternative would mostly operate underground or within the public roadway right-of-way. Certain elements located on properties outside of the public right-of-way (e.g., station plazas, traction power substations) would comply with applicable zoning and design requirements. Operational visual changes would be limited and would not result in adverse effects on visual character, visual resources, visual quality, or viewers. New visual features such as station entries, plazas, and related at-grade facilities would be designed to integrate with the surrounding urban context. Viewer sensitivity ranges from low to moderate due to the existing presence of industrial uses and exposure by residents, park users, and transit riders. However, given the context-sensitive design of the Build Alternative elements, the visual effects of the Build Alternative would not be adverse. Visual effects on historic properties are discussed under Historic, Archeological, and Tribal Resources. Short-Term/Construction: Long-range views would remain largely available from surrounding public locations during construction. Construction activities would result in temporary visual changes associated with building demolition, excavation, construction equipment, staging areas, and temporary surface disturbances. These changes would be most noticeable near locations where existing commercial parcels are acquired and demolished to accommodate new stations, station plazas, surface parking, electrical equipment, or MSF facilities. Although demolition would temporarily alter the visual character of these parcels, such changes would be short term and transitional in nature. Construction staging areas would be fenced, screened where feasible, and managed to minimize visual nuisance and avoid substantial degradation of visual character and quality in adjacent areas. Dust control measures required under South Coast Air Quality Management District Rule 403 would reduce visible dirt and dust on public roadways and nearby properties. Overall, while construction would introduce temporary visual contrast within the corridor, these effects would not result in a substantial or long-term degradation of the visual environment. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Transport, Storage, Use, and Disposal of Hazardous Materials)	Long-Term: The Build Alternative would involve the use of small amounts of hazardous substances, such as typical cleaning products used in maintenance. If the quantity of hazardous materials used, handled, or stored on-site would exceed regulatory thresholds, operations would adhere to all applicable existing federal, state, and local regulations pertaining to hazardous materials. Compliance with NPM HAZ-1 would ensure that cleaning and maintenance products are labeled with appropriate cautions and instructions for handling, storage, and disposal these materials would be in accordance with label directions. Compliance with NPM HAZ-3 would ensure that operation of the MSF would comply with existing regulations if the quantity of hazardous materials used, handled, or stored onsite exceeds the regulatory thresholds. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would have no adverse effect. Short-Term/Construction: The Build Alternative could expose the public or the environment to hazardous materials from the use of typical construction equipment and vehicles containing fuel, oil, and grease; hazardous building materials such as asbestos and lead based paint that could be encountered during demolition; and the use and transport of limited quantities of certain hazardous materials such as paints, solvents, and glues used during construction. NPM HAZ-2, NPM HAZ-4, and NPM HAZ-5 would implement construction best management practices for Hazardous materials. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro’s Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Compliance with NMM HAZ-2 through NMM HAZ-5 to reduce adverse effects related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials Short-Term/Construction: NPM HAZ-2 - Construction Best Management Practices for Hazardous Materials NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro’s Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Release of Hazardous Materials)	Long-Term: While it is anticipated that operation of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this operational analysis presents the potential possibilities of such a risk. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Hazardous materials could be stored within the Build Alternative site, but the materials would generally be in the form of routinely used common chemicals. Therefore, the probability of a major hazardous materials incident would be remote. Minor incidents would be more likely, but the consequences of the release of hazardous materials would likely not be severe due to the types of common chemicals anticipated to be used at the Build Alternative site. As identified in NPM HAZ-1 and NPM HAZ-3, operational best management practices for hazardous materials would be implemented and the Build Alternative would result in no adverse effect. Short-Term/Construction: While it is anticipated that construction of the Build Alternative would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, this construction analysis presents the potential possibilities of such a risk. Construction of the Build Alternative would require grading and tunneling activities that would potentially expose construction workers and the public to hazardous conditions through disturbance of contaminated soil and/or groundwater. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro’s Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. The Build Alternative would adhere to existing federal and state regulations related to hazardous materials and implement NMM HAZ-1 through NMM HAZ-5 and would have no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM HAZ-1 - Operational Best Management Practices for Hazardous Materials NPM HAZ-3 - Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials Short-Term/Construction: NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro’s Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Hazardous Materials (Hazardous Materials Sites)	Long-Term: Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soil from listed hazardous materials sites, thereby creating a significant hazard to the public or the environment. Short-Term/Construction: Disturbance of existing soil contamination from hazardous materials release sites or other sources could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly, and therefore would result in an adverse effect. NPM HAZ-4 and NPM HAZ-5 would implement construction best management practices for the Build Alternative. NMM HAZ-1 would require further investigation into potential soil and ground contamination. NMM HAZ-2 - Soil and Groundwater Management Plan would address potential handling and disposal of contaminated soil and groundwater, NMM HAZ-3 – Metro’s Contractor Specifications would provide guidance if soil and groundwater contamination is encountered, NMM HAZ-4 - Safety Manuals and Construction Work Plans would address worker health and safety and NMM HAZ-5 - Hazardous Building Survey and Abatement would require investigation into building materials or equipment that contains hazardous materials. Construction would adhere to existing federal and state regulations related to hazardous materials as set forth in NPM HAZ-4 and NPM HAZ-5 and would implement NMM HAZ-1 through NMM HAZ-5 to reduce adverse effects related to listed hazardous materials sites to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NPM HAZ-4 - Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials NPM HAZ-5 - Construction Best Management Practices for Commerce/Citadel station for Hazardous Materials NMM HAZ-1 - Phase I Environmental Site Assessment [ESA] and Phase II ESA NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 - Metro’s Contractor Specifications NMM HAZ-4 - Safety Manuals and Construction Work Plans NMM HAZ-5 - Hazardous Building Survey and Abatement	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Water Quality and Erosion)	Long-Term: The Build Alternative could release pollutants such as heavy metals and petroleum hydrocarbons over time. However, as described above, post-construction runoff and pollution control measures would be implemented, as required by National Pollutant Discharge Elimination System permits and identified in NPM HWQ-1. Thus, there would be no adverse effect. Short-Term/Construction: Construction could increase erosion and sedimentation and release pollutants that could affect water quality. Construction would comply with the National Pollutant Discharge Elimination System Construction General Permit and associated Stormwater Pollution Prevention Plan, as identified in NPM HWQ-2. The Study Area is relatively flat, which would minimize the risk of erosion and sedimentation. Areas of exposed soil that were previously paved would be repaved post construction. If encountered, groundwater contaminated with hazardous materials could spread into nearby surface water and groundwater, resulting in an adverse effect. Construction would adhere to applicable Waste Discharge Requirements and implement NMM HAZ-2, a Soil and Groundwater Management Plan to address handling and disposal of potential contaminated groundwater, and NMM HAZ-3, Metro's Contractor Specifications for encountering exposed soil and groundwater. Implementation of mitigation would reduce adverse effects to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM HWQ-1 - Operational Best Management Practices for Water Resources Short-Term/Construction: NPM HWQ-2 - Construction Best Management Practices for Water Resources NMM HAZ-2 - Soil and Groundwater Management Plan NMM HAZ-3 – Metro's Contractor Specifications	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Water Resources (Groundwater Resources)	Long-Term: The Build Alternative would not substantially change the amount of impervious surfaces and would not affect the Rio Hondo Spreading Grounds where most of the groundwater recharge occurs. Thus, there would be no adverse effect. Short-Term/Construction: There would be no construction within the Rio Hondo Spreading Grounds where most of the groundwater recharge in the vicinity occurs. The groundwater depth near the underground guideway would likely be below or at the lower level of construction activities for the Build Alternative (Diaz-Yourman and Associates 2021); thus, the amount of water that would need to be extracted, cleaned, and disposed of during construction would be minimal. Thus, there would be no adverse effect.	Long-Term and Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term and Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Water Resources (Drainage)	Long-Term: The Build Alternative would not result in ground disturbance and there would be no change in erosion or sedimentation. Since the Build Alternative would be constructed on and under primarily impervious land, it would not substantially increase the volume or peaks of runoff entering the storm drain system. The Build Alternative would comply with post-construction measures in applicable National Pollutant Discharge Elimination System permits, as identified in NPM HWQ-1. Thus, there would be no adverse effect. Short-Term/Construction: Construction would comply with the Construction General Permit and associated Stormwater Pollution Prevention Plan best management practices, as identified in NPM HWQ-2. Drainage systems would be constructed and connected to municipal systems per Metro Rail Design Criteria and jurisdictional permits. Metro/Metro's contractor would be responsible for preparing the drainage and grading plans and obtaining approval of the plans before construction. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	Long-Term: NPM HWQ-1 - Operational Best Management Practices for Water Resources Short-Term/Construction: NPM HWQ-2 - Construction Best Management Practices for Water Resources	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Land Use and Development (Land Use Compatibility)	Long-Term: The new light rail transit components of the Build Alternative, including the MSF and its lead tracks, would all be designed to integrate into and be compatible with the existing character of the surrounding land uses. Operation of the Build Alternative would not interfere with pedestrian and vehicle crossings or affect vehicle, bicycle, or pedestrian access in the surrounding community and would follow best management practices to maintain circulation, as identified in NPM TRA-1 and NPM TRA-3. As set forth in NPM EFI-1, development of Metro-owned property would follow Metro's Joint Development and Transit Oriented Communities Policy, supporting redevelopment with transit oriented uses and reducing potential land use impacts. Thus, there would be no adverse effect. Short-Term/Construction: Lane and/or road closures during construction would result in temporary periodic movement limitations for pedestrians, cyclists, and vehicles within and between local communities. Disruptions to communities would be minimized using jurisdiction coordinated scheduling, advanced notification, and wayfinding signage, as set forth in NPM TRA-2. As identified in NPM TRA-4, access would be maintained to all properties surrounding the MSF. However, there would be an adverse effect from road and lane closures during construction. As required by NMM TRA-2, a Traffic Management Plan, would minimize disruptions during construction and reduce adverse effects to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NPM EFI-1 - Metro Joint Development Program and Metro Pilot Local Hiring Initiative Long-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Land Use and Development (Consistency with Land Use Plans)	Long-Term and Short-Term/Construction: The Build Alternative would be consistent with applicable land use plans because it would improve regional and local transit connectivity in a manner that supports adopted regional, county, and city goals for transit oriented development, improved mobility, and coordinated land use and transportation planning. Thus, there would be no adverse effect.	Long-Term and Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term and Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Acquisitions and Relocations (Acquisition, Displacement, Replacement, and Relocation)	Long-Term: The Build Alternative could result in potential property acquisitions for the Build Alternative systems and facilities. Properties subject to potential acquisition include relocation assistance and compensation in accordance with applicable federal and state relocation laws. Adherence to existing regulations would ensure that affected property are treated fairly and supported through the process. In addition, phased acquisition, advance notice, and coordination with local agencies would allow businesses sufficient time to relocate without significant disruption. As set forth in NPM TRA-3, operational best management practices would be implemented to maintain access to property and businesses during operation of the maintenance and storage facility. Thus, there would be no adverse effect. Short-Term/Construction: Construction activities could require some property acquisitions in the form of temporary construction easements to allow construction staging on public sidewalks, streets, and if necessary, private property. Temporary construction easements would include temporary staging areas (including tunnel boring machine launch site), materials and equipment storage, contractor site offices during the construction period, and areas for cut and cover activities. The properties used for temporary construction easements would be returned to their original owners; however, these temporary construction easements could last the duration of construction (60 to 84 months) and could result in an adverse effect on property and businesses. Short-term street and sidewalk closures during construction of the Build Alternative could result in temporary limitations on movement for vehicles, cyclists, and pedestrians, which could affect access to properties and businesses in general. As set forth in NPM TRA-2, best management practices would be implemented during construction to address pedestrian and vehicle access and minimize disruption from construction work zones. However, lane and road closures could result in adverse effects on businesses. For the MSF, as identified in NPM TRA-4, access would be maintained to all surrounding properties throughout the course of construction. NMM TRA-2 would require development of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owner, and would reduce adverse effects to not adverse. Additionally, Metro has existing pilot programs that provide financial assistance to small businesses along rail corridors under construction.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Noise and Vibration (Noise)	Long-Term: Noise along the Build Alternative would be primarily due to passbys¹ from light rail transit vehicles for receptors near its aerial and at-grade configurations, in addition to operational noise for receptors near stationary noise sources (such as stations, the parking facility, or special trackwork such as switches). Noise generated by passby of light rail transit vehicles would not exceed the FTA severe noise impact criteria at any sensitive receptors because of the distance of receptors from the alignment and/or intervening	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM NOI-1 - Operational Design Standards for Noise	Long-Term: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
	structures, high existing ambient noise levels near receptors, and because a portion of the alignment would be underground. Noise from at-grade crossings (warning bells) and special trackwork (e.g., turnouts and crossovers) would be adjacent to manufacturing and commercial properties with high existing ambient noise levels. Thus, this noise would not exceed the FTA severe noise impact criteria at any sensitive receptors and there would be no adverse effect. Operational noise levels for the traction power substation would be substantially lower than existing ambient noise levels and design standards would be implemented to reduce their noise levels, as set forth in NPM NOI-1. One noise-sensitive historic property, the Kelly House at 860 Washington Boulevard, is approximately 80 feet from the crossover east of Greenwood station and is currently used as a residence. One historic property, the Greenwood Elementary School, which is currently used as a school, is adjacent to the Build Alternative but outside of the FTA screening distance. In total, four non-residential receptors, a park, library, and two schools, could potentially be impacted by airborne noise. None of the Build Alternative noise levels at these receptors are predicted to exceed the FTA moderate or severe impact criteria along the Build Alternative alignment. Short-Term/Construction: The Build Alternative would have adverse noise effects from the use of construction equipment near properties and sensitive receptors. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-1 through NMM NOI-10 would reduce the reasonably foreseeable adverse effects during construction to not adverse. NMM NOI-1 would require implementation of a noise control plan and construction monitoring plan. NMM NOI-2 would require Metro's contractor to use cast-in-drilled holes or drilled piles rather than impact pile drivers where necessary. NMM NOI-3 would require the construction contractor to erect temporary noise barriers between noisy activities and noise sensitive receptors. NMM NOI-4 would require Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors where practicable. NMM NOI-5 would require construction traffic and haul route routing in areas without noise-sensitive receptors where practicable. NMM NOI-6 would require contractors to use best available control technologies to limit excessive noise when working near residences where practicable. NMM NOI-7 would require Metro to establish a Construction Hotline to resolve noise issues arising from construction activities. NMM NOI-8 and NMM NOI-9 would lessen noise associated with spoil removal where necessary, and NMM NOI-10 would require ventilation fans to be placed away from sensitive receptors.		Short-Term/Construction: NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-3 - Noise Barriers NMM NOI-4 - Construction Staging Area NMM NOI-5 - Haul Routes NMM NOI-6 - Best Available Control Technologies NMM NOI-7 - Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-9 - Truck Staging NMM NOI-10 - Tunnel Vent Fans Away From Residences	Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Noise and Vibration (Vibration)	Long-Term: Corridor-wide vibration levels are predicted to exceed the FTA frequent criterion for vibration, resulting in an adverse effect. With implementation of NMM NOI-11 and NMM NOI-12, adverse operational vibration effects would be reduced to not adverse. NMM NOI-11 would require the use of track support systems to reduce vibratory impacts caused by steel wheels rolling over steel rails at rail joints during the passby of LRT vehicles at residences and NMM NOI-12 would reduce vibratory levels by reducing the width of gaps at joints when steel wheels roll over steel rails at rail joints. Short-Term/Construction: The Build Alternative would have adverse vibration effects from the use of construction equipment. As set forth in NPM NOI-2, construction activities would be carried out in compliance with Metro's Construction Noise and Vibration Control baseline specifications. Implementation of NMM NOI-2, NMM NOI-4, NMM NOI-5, NMM NOI-7, NMM NOI-8, NMM NOI-13, and NMM NOI-14 would reduce the potential vibration-related adverse effects during construction to not adverse. NMM NOI-2 would require Metro/Metro's contractor to use cast-in-drilled hole or drilled piles rather than impact pile drivers to reduce excessive vibration where necessary to meet performance criteria. NMM NOI-4 would require Metro/Metro's contractor to locate construction equipment and material staging areas away from sensitive receptors. NMM NOI-5 would require Metro/Metro's contractor to route construction traffic and haul routes away from sensitive receptors where practicable. NMM NOI-7 would require Metro/Metro's contractor to establish a Construction Hotline to resolve vibration issues. NMM NOI-8 would require using a spoil removal conveyor for the TBM where necessary to reduce vibration. NMM NOI-13 would require Metro/Metro's contractor to identify properties that may be susceptible to vibration damage within 100 feet of the alignment to provide data for monitoring vibration effects and developing the construction vibration control plan and monitoring plan described in NMM NOI-14. NMM NOI-14 would require Metro/Metro's contractor to develop a construction vibration control plan and a construction vibration monitoring plan to minimize vibration effects and reduce the risk of damage to susceptible structures.	Long-Term: Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NMM NOI-11 - Operational Vibration Mitigation — Tunnel NMM NOI-12 - Operational Vibration Mitigation Short-Term/Construction: NPM NOI-2 - Construction Noise and Vibration Control NMM NOI-2 - Cast-in-Drilled-Hole Construction Methodology NMM NOI-4 - Construction Staging Area NMM NOI-5 – Haul Routes NMM NOI-7 – Construction Working Hours NMM NOI-8 - Public Notification of Construction Operations and Schedules NMM NOI-13 – Identify Vibration Susceptible Properties NMM NOI-14 - Vibration Pre-Construction Survey and Control Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Safety)	Long-Term: The introduction of light rail vehicles adjacent to traffic lanes for the at-grade alignment along Washington Boulevard could create a safety concern for pedestrians and bicyclists at intersection crossings. The proposed stations would likely raise demand of pedestrians crossing nearby street intersections and, therefore, would need intersections near stations to provide adequate capacity and safety for pedestrians. As identified in NPM TRA-1, best practice safety measures would be implemented to minimize potential conflicts between vehicles and pedestrians. As standard practice, and set forth in NPM SAF-1, Metro would implement educational outreach efforts in coordination with local schools, libraries, and community centers located near the Build Alternative. Thus, there would be no adverse effect. Short-Term/Construction: Disruption during construction, including the use of large construction equipment and haul trucks, would create potential safety hazards for pedestrians, bicyclists, bus riders, and motorists. Implementation of safety measures such as signage, partial lane closures, construction barriers, and supervision by safety and security personnel. Compliance with safety requirements, including Occupational Safety and Health Administration, California Occupational Safety and Health Administration, and Metro safety and security programs, as identified in NPM TRA-2, would be implemented. Additionally, implementation of NMM TRA-2, requiring a Traffic Management Plan, would reduce adverse effects from road and lane closures to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation NPM SAF-1 - Fire and Police Best Management Practices Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Safety and Security (Security)	Long-Term: Security issues, such as fare evasion, assault, or robbery could potentially occur at light rail transit stations, within light rail transit vehicles, and at associated parking facilities. As standard operating practice, and as set forth in NPM SAF-1, Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new light rail transit facilities, as needed to ensure that adequate police protection services are provided. Thus, there would be no adverse effect. Short-Term/Construction: The presence of construction equipment and use of construction staging could result in security incidents, such as theft and vandalism. For security purposes, construction staging areas would be equipped with a combination of fences, lighting, security cameras, and/or guards. Additionally, construction would comply with Metro guidelines pertaining to security and the implementation of standard site security practices identified in NPM TRA-2. Thus, there would be no adverse effect on security related to construction activities.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	Long-Term: NPM SAF-1 - Fire and Police Best Management Practices Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Safety and Security (Emergency Response)	Long-Term: The Build Alternative would potentially increase fire and police protection response times as a result of delays at new grade crossings. As standard practice and as identified in NPM SAF-1, the contractor would coordinate with fire and police protection officials when designing grade crossings. In addition, as identified in NPM TRA-1 and NPM TRA-3, all new light rail transit facilities and crossings would be designed in accordance with the Metro Rail Design Criteria, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Thus, there would be no adverse effect. Short-Term/Construction: The potential for incidents of crime and terrorism could occur at construction sites and staging areas and could pose threats to human life and safety. Construction sites would be secured to prevent intrusion and illegal activities during construction as identified in NPM TRA-2. Emergency access could temporarily be obstructed by construction activities that could include temporary lane closures and obstruction of driveways. For the MSF, alternative routes would be available for any streets requiring closure, as set forth in NPM TRA-4. However, there would be an adverse effect due to lane closures. Implementation of NMM TRA-2 would require development of a Traffic Management Plan to facilitate access to local facilities impacted by road or lane closures, which would reduce adverse effects to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM SAF-1 - Fire and Police Best Management Practices NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Transportation Impacts (Transit)	Long-Term: The Build Alternative would provide transit travel time savings compared to the No Build Alternative. The Build Alternative's light rail transit service would result in less travel time compared to bus service between the Atlantic/Pomona station and Greenwood station. Thus, there would be no adverse effect. Short-Term/Construction: Temporary roadway closures, lane closures, bus stops, and sidewalk closures could disrupt the circulation system. These closures would result in a temporary adverse effect on transit operation. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on transit to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Travel Patterns)	Long-Term: The Build Alternative would result in reduced VMT and vehicle hours traveled compared to the No Build Alternative. The operation of the MSF would not result in a substantial or measurable increase in VMT and vehicle hours traveled. Thus, there would be no adverse effect. Short-Term/Construction: Construction could temporarily generate additional VMT related to construction work activities. Construction work activities are temporary and localized to the work area. As identified in NPM TRA-2, the Project would coordinate construction related traffic and travel patterns with the Cities of Commerce and Montebello and Los Angeles County throughout the construction process. Implementation of NPM TRA-2, Construction Best Management Practices for Transportation, would not result in a substantial change in travel patterns or increase VMT during the construction of the Build Alternative. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	Long-Term: None Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Transportation Impacts (Local Roadway Circulation)	Long-Term: The Build Alternative could result in roadway modifications to accommodate the light rail transit guideway, providing long-term mobility benefits. The MSF would involve only minor changes to traffic circulation, including new or modified driveways. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. However, the Build Alternative could result in a single intersection (Intersection #32: Garfield Avenue and Washington Boulevard) to move from Level of Service D to Level of Service E in the pm peak due to a reduction of travel lanes on Washington Boulevard, resulting in an adverse effect. Implementation of NMM TRA-1 would require one left-turn lane to be added in the southbound approach of Intersection #32 to optimize this intersection's cycle length and splits. This would reduce the adverse effect to not adverse. Short-Term/Construction: The Build Alternative could require temporary closures and detours that would cause a reduction in capacity along affected roads. Construction activities would be temporary and localized to the work area and would follow best management practices for transportation, as set forth in NPM TRA-2 and NPM TRA-4. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	Long-Term: Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation NMM TRA-1 - Garfield Avenue and Washington Boulevard Intersection Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Parking)	Long-Term: The Build Alternative could remove and relocate the parking supply. Off- and on-street parking facilities may be utilized for construction activities. For off-street parking spaces that are associated with full takes of parcels and their businesses, the demand for these spaces would be eliminated as well. As such, there would be no adverse effects on off-street parking with the full removal of these parcels. The MSF would provide sufficient on-site parking for employees, and no operational spillover parking effects on off-street or on-street parking facilities would occur. Thus, there would be no adverse effect. Short-Term/Construction: Although temporary, the potential effects on parking could result in a temporary adverse effect from construction of the Build Alternative. Work activities would be temporary and localized to the work area and implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on parking to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: None Short-Term/Construction: NMM TRA-2 Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Transportation Impacts (Pedestrian and Bicyclists)	Long-Term: The Build Alternative would provide bicycle circulation and access amenities in the station areas. In addition, the Build Alternative would enhance walkability in the immediate vicinity of the proposed stations and include improvements coordinated with local jurisdictions. Additional enhancements to existing signalized crosswalks, such as continental crosswalks, would further improve pedestrian access to transit stations as identified in NPM TRA-1. Thus, there would be no adverse effect. Short-Term/Construction: Temporary sidewalk closures could be required and short-term lane or roadway closures could affect existing and proposed bike routes. NPM TRA-2 would be implemented during construction of the Build Alternative to address pedestrian and vehicle access and minimize disruption from construction work zones. As set forth in NPM TRA-4, site access to the MSF and surrounding properties will be retained and meet design requirements during construction. However, there would be an adverse effect from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this adverse effect on pedestrians and bicyclists to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM TRA-4 - Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No adverse effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Transportation Impacts (Emergency Access)	Long-Term: The Build Alternative could potentially increase fire and police response times due to brief delays at new grade crossings; however, these would be minimal because of the short train lengths and limited crossing times. Emergency vehicles would continue to have access through coordinated signal operations and design measures ensuring quick clearance of intersections. Standard coordination with police and fire departments, compliance with applicable design and safety standards (including Fire/Life Safety Criteria), and construction of a new access road on 3rd Street to the Los Angeles County Sheriff's Department would maintain or improve emergency access. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-1. The MSF would include minor changes to traffic circulation, such as new or modified driveways, but these changes would be designed according to applicable state, Metro, and local design criteria and standards as identified in NPM TRA-3. Thus, there would be no adverse effect. Short-Term/Construction: Temporary construction-related street closures or detours could potentially increase fire and police protection response times. The Build Alternative would follow best management practices for transportation, as set forth in NPM TRA-2. However, there would be an adverse effect on circulation from road and lane closures. Implementation of NMM TRA-2, a Traffic Management Plan, would reduce this potential adverse effect on emergency access to not adverse.	Long-Term: No Adverse Effect Short-Term/Construction: Adverse Effect	Long-Term: NPM TRA-1 - Operational Best Management Practices for Transportation NPM TRA-3 - Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NMM TRA-2 - Traffic Management Plan	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Utilities (Water Supplies and Facilities)	Long-Term: The proposed light rail transit guideway and stations would consume water for landscaping irrigation and to supply fire sprinkler systems when/if needed. The MSF would consume water for landscaping irrigation, vehicle washing/rinsing, fire sprinkler systems, and typical employee breakroom/kitchen uses. The Build Alternative is anticipated to result in a small percentage increase in municipal water demand; however, the amount consumed would be less than the projected future capacity of available water supplies. Thus, there would be no adverse effect. Short-Term/Construction: Use of minimal water, mostly for dust control, would be temporary and intermittent and would not necessitate the relocation or expansion of potable water infrastructure. Construction of the MSF would include relocation and installation of new domestic water and fire water pipelines. Relocation of any water appurtenances (e.g., fire hydrants and water meters) would be near existing facilities, which would minimize impacts from ground disturbance. The relocated water appurtenances would connect to existing pipelines and would not create new demand for water that would exceed the capacity of the water supply system. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Wastewater Treatment Facilities and Capacity)	Long-Term: The proposed light rail transit stations would not have public restrooms and, as a result, would not generate wastewater. Thus, there would be no adverse effect. Short-Term/Construction: Activities would generate wastewater through the use of temporary worker restrooms and would require new sewer line connections for the MSF. No construction activities would exceed sewer capacity, generate significant wastewater, or necessitate the relocation or expansion of wastewater facilities. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Utilities (Stormwater Facilities)	Long-Term: The Build Alternative is in an urbanized area that is largely impervious and has existing storm drain infrastructure. The Build Alternative would result in a negligible increase in impervious surfaces, but not to an extent that would lead to increased runoff. The Build Alternative would also include low impact design features to facilitate drainage flow in compliance with stormwater control requirements, such as those established in the California Green Building Standards Code and set forth in NPM HWQ-1. Thus, there would be no adverse effect. Short-Term/Construction: Runoff could be generated by construction activities, such as dewatering and vegetation removal. Compliance with National Pollution Discharge Elimination System Construction General Permit and implementation of best management practices, as identified in NPM HWQ-2, would control runoff from construction. Thus, construction would not create or contribute runoff water that would exceed the capacity of the stormwater drainage system, and there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	Long-Term: NPM HWQ-1 - Operational Best Management Practices for Water Resources Short-Term/Construction: NPM HWQ-2 - Construction Best Management Practices for Water Resources	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Utilities (Electric Power)	Long-Term: The amount of electricity consumed for the Build Alternative during operation would be less than the projected future capacity of electricity supplies available. Further, the aerial guideway would require relocation of utility support poles, which would not result in an expansion of electricity usage. Thus, there would be no adverse effect. Short-Term/Construction: The Build Alternative would include installation of a power line for the tunnel boring machine and relocation and installation of electric lines to accommodate the site layout for the MSF. Demand impacts related to this new power service feed would be temporary and would not result in a substantial change in usage that could affect the capacity of service providers (i.e., Southern California Edison). Thus, the Build Alternative would not result in adverse effects related to relocation or construction of electric power.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Natural Gas)	Long-Term: The proposed light rail transit guideway and stations would not consume natural gas. The MSF would consume gas for routine maintenance activities and heating. The use of natural gas at the MSF would be substantially less than the projected future capacity of natural gas supplies. Therefore, operation of the Build Alternative would not require any notable expansion of an existing facility or construction of a new facility, and there would be no adverse effect. Short-Term/Construction: Construction activities would consume minimal, temporary, and intermittent natural gas for construction equipment. Construction activities for the light rail transit guideway and stations would mostly take place within existing public right-of-way and no natural gas facilities have been identified in the construction zone that would require relocation. Construction of the MSF would include the relocation and installation of gas pipelines, which would connect to existing pipelines and would not create new demand for natural gas that would exceed the capacity of the SoCal Gas supply system. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect
Utilities (Telecommunication)	Long-Term: Minor telecommunication connections for equipment like emergency phones may be installed and used at stations and in certain locations along the guideway. However, operations would not require any notable expansion of an existing facility or construction of a new facility. Thus, there would be no adverse effect. Short-Term/Construction: Construction may require the relocation of telecommunication facilities. If relocated, the telecommunication facilities would be relocated in close proximity to their previous location. Construction would not require or result in any notable expansion of possible relocated telecommunication facilities or construction of new facilities. Thus, there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects on this resource.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Utilities (Solid Waste)	Long-Term: The light rail transit guideway and stations would not include an operational source of solid waste although solid waste would be generated by transit users and by employees at the MSF. The disposal of solid waste from waste and recycle bins would have no notable potential to affect landfill capacity. Thus, there would be no adverse effect. Short-Term/Construction: Construction would involve the generation and removal of solid waste associated with the various demolition and construction activities. This would result in an incremental and temporary increase in solid waste disposal at landfills and other waste disposal facilities. Some excavated soil may be reused on-site, and the remaining materials would be hauled off-site for disposal at any of the area landfills that accept and/or recycle construction/demolition materials in compliance with Assembly Bill 939. Waste would be brought to transfer stations in batches throughout the construction period and there are multiple transfer stations in Los Angeles County where this waste could be collected and transferred to the landfill. The County anticipates adequate solid waste disposal capacity to be available over the next 15-year planning period (2019 to 2034) (LACDPW 2021). Thus, there would be adequate capacity available in Los Angeles County to handle anticipated solid waste generation during the construction period, and there would be no adverse effect.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect	No avoidance, minimization, or mitigation measures are proposed.	Long-Term: No Adverse Effect Short-Term/Construction: No Adverse Effect

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Use through permanent incorporation and/or temporary occupancy	Section 4(f) protects publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, as well as land of a publicly or privately owned historic site of national, state, or local significance. There are 10 historic Section 4(f) resources in the Area of Potential Effects and 6 park recreation Section 4(f) resources in the study area. Property acquisition, demolition and/or construction activities could represent a use through permanent incorporation and/or temporary occupancy to three of these resources: the National Chicano Moratorium March Historic District, the Vail Field Industrial Addition historic district, and the Pacific Metals Company building (if MSF Site 2 is selected). <u>National Chicano Moratorium March:</u> Construction would remove and replace the asphalt pavement along portions of the historic district's contributing march route. A trench would be installed within the existing right-of-way at 3rd Street and La Verne Avenue. Temporary occupancy from construction would represent a use. The Build Alternative would not reconfigure the streets and sidewalks, which would continue to be constructed with matching materials (asphalt and concrete). None of the district's character-defining features or contributing elements would be demolished or altered. The historic district would still convey its historical significance and there would be no adverse effect on the march route. Therefore, the Build Alternative would result in a <i>de minimis</i> impact. <u>Vail Field Industrial Addition Historic District:</u> Construction would permanently acquire and demolish six contributors to the historic district. Permanent incorporation from acquisition and demolition and temporary occupancy from construction activities would represent a use. However, none of these contributors are individually eligible historic properties. The core would remain intact with enough contributors to convey its historical significance. Therefore, the Build Alternative would not have an adverse effect on the historic district and the use from the Build Alternative would result in a <i>de minimis</i> impact. <u>Pacific Metals Company and MSF Site 2:</u> The aerial guideway would be within the parking lot of the Pacific Metals Company building and would require partial permanent property acquisition. Permanent incorporation from acquisition and temporary occupancy from guideway construction activities would represent a use. However, the guideway would be at a relatively similar height to the existing utility infrastructure and would not alter the building's façade or diminish the integrity of the building's significant design features. The construction activities and alteration of the setting with the new visual element of the aerial structure would not materially impair the building's integrity and would thus result in no adverse effect. Therefore, the Build Alternative would result in a <i>de minimis</i> impact.	Long-Term and Short-Term/Construction: <i>De Minimus</i> Impact	No avoidance, minimization, or mitigation measures are proposed.	Long-Term and Short-Term/Construction: <i>De Minimus</i> Impact

Topic	Description of Effects	Effects Before Implementation of Measure(s)	Proposed Measure	Effects After Implementation of Measure(s)
Section 4(f) Constructive Use	Construction could produce localized noise and air pollutant emissions or result in temporary lane and/or road closures that could affect any of the Section 4(f) resources. As set forth in NPM TRA-2 and NPM NOI-2, the Build Alternative would adhere to transportation best management practices and noise specifications during construction. Implementation of NMM NOI-1, a Construction Noise Plan and Noise Monitoring Plan, and NMM TRA-2, a Traffic Management Plan, would reduce adverse effects from noise and traffic circulation changes during construction to not adverse. The new open trench along 3rd Street could adversely impact access to Belvedere Park Lake by eliminating vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and left turns at Civic Center Way. U-turns would be allowed at Medick Avenue and Woods Avenue. Vehicles could also access Belvedere Park Lake from the existing entrance on Mednick Avenue. The existing crosswalk at Civic Center Way would remain and a new pedestrian crosswalk east of La Verne Avenue would be constructed to provide access. Therefore, access to the park would be maintained and there would be no constructive use. The underground guideway and Atlantic/Whittier station would be within 80 feet of the Golden Gate Theater. Vibration could adversely affect the historic resource; however, NMM CUL-1 would require protection measures that would reduce the potential for construction vibration to damage the Golden Gate Theater. Thus, there would be no constructive use this Section 4(f) Resource.	Long-Term: Not applicable Short-Term/Construction: Constructive Use	Long-Term: Not applicable Short-Term/Construction: NPM TRA-2 - Construction Best Management Practices for Transportation NPM NOI-2 - Construction Noise and Vibration Control NMM TRA-2 - Traffic Management Plan NMM NOI-1 - Construction Noise Plan and Noise Monitoring Plan NMM CUL-1 - Protection Measures – Differential Settlement/Vibration/Tunnel Boring Machine [TBM] Specifications for CVS Pharmacy [CVS]/Golden Gate Theater	Long-Term and Short-Term/Construction: No Constructive Use

Source: Metro; CDM Smith/AECOM JV 2026.

Note:

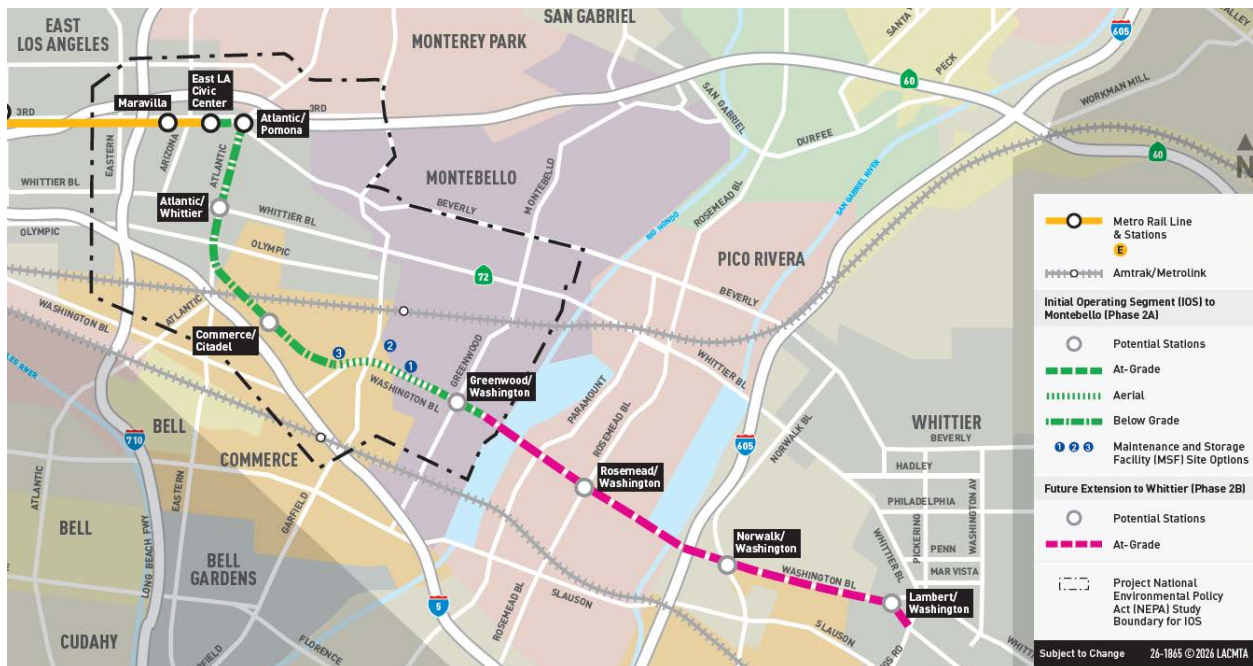
¹ A passby refers to the event of a transit vehicle (e.g., train, light rail vehicle, or bus) moving past a specific location.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Metro Cost Benefit Analysis (CBA)

In July 2025, the Board adopted a CBA framework for evaluating project alternatives, including assessing the regional economic impacts of investment and identifying benefits relative to the costs of investment. The CBA framework methodology includes two components – a Weighted Benefits Analysis and a Benefit-Cost Ratio. Metro used this methodology to evaluate the three maintenance and storage facility sites (MSF) studied in the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2. The evaluation is based on data collected during the CEQA and NEPA environmental review process, and the advanced conceptual engineering and ridership projections that accompanied that process.

Figure 1. Study Area and MSF Site Options



Weighted Benefits Analysis: The Weighted Benefits Analysis is a points-based evaluation comparing the MSF site options across five goals that are weighted per the Metro-adopted CBA methodology. This considers project benefits using relevant quantitative and qualitative metrics within each of the five goal categories. These metrics are scored relative to each other on a seven-point scale, with seven being the highest/best performing.

Table 1: Weighted Benefits Analysis

Goals	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3	Key Performance Indicators Evaluated
	Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	6.1 / 7	6.5 / 7	6.4 / 7	Travel Time; New Transit Trips; Travel Time Savings; Transit Access for MSF Employees; Efficiency of Employee Parking at MSF; Maintenance of Vehicular Access; Regional Traffic Circulation Impacts; Existing and Proposed Nearby Bike Facilities
Safety & Health (Weight: 15%)	6.3 / 7	5.8 / 7	7 / 7	Percent of Alignment that is Grade Separated; Number of Proposed Signalized Grade Crossings; Improved Access to Healthcare; Induced Walk and Bike trips; Proposed Walk/Bike Paths; Exposure to Noise; Potential for Conflict Points at MSF
Environmental Sustainability (Weight: 15%)	3.7 / 7	3.9 / 7	5 / 7	VMT Reduction of IOS; Impact to Tree Canopy; Construction GHG Emissions; IOS Energy Consumption from Operation, Increased VMT from Operations; Flood Risk; Proximity to Known Hazards and Hazardous Material Sites; Site Disturbance
Operational Sustainability & Delivery (Weight: 15%)	3.9 / 7	4.6 / 7	6.2 / 7	MSF Capital Cost Estimate; MSF Service Capabilities; MSF Features; Estimated Construction Duration of MSF; Impacted Parcels; Additional Acquisitions of Industrial Properties Needed for MSF; Street Vacation Needed for MSF; Light Rail Vehicle Storage Capacity at MSF; MSF State of Good Repair Costs
Economic Impact (Weight: 15%)	5.3 / 7	6.2 / 7	6.3 / 7	Number of Businesses Displaced by MSF Site Acquisition; Estimated Employees Displaced by MSF Site Acquisition; Employment Opportunities for MSF; Project Annual Value of Travel Time Savings; Project Annual Travel Cost Savings; Annual Operations-Related Spending Due to IOS; Annual Person-Year Jobs Created
Total Weighted Score	5.3 / 7	5.7 / 7	6.2 / 7	All MSF Sites are viable and MSF Site 3 performs the best.

**7-point scale with 7 as the highest/best performing*

Provision of a MSF is required for the operation of the ESP2 extension project, and the Weighted Benefits Analysis finds that all MSF site options are viable. Of the three MSF sites, MSF Site 3 performs best across four of the five CBA goal criteria – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact. MSF Site 2 performs best under the Mobility & Accessibility goal category.

Although 80% of the score (4 out of 5 goals) favors MSF Site 3, the difference between the total weighted score for MSF Site 3 and MSF Site 2 is half a point. This can be attributed to MSF Site 2 performing better across Mobility & Accessibility criteria, which is weighted at 40% of the total weighted score, compared to the other four goals, which are each only weighted at 15%. Overall, MSF Site 3 performs best, in large part due to

its ability to deliver similar mobility, accessibility, safety, health and economic benefits, at a lower cost, shorter construction duration and lesser impact to adjacent properties and businesses

Benefit-Cost Ratio: The Benefit-Cost Ratio (BCR) compares the monetized costs of the Project, including capital and operating costs, to the monetized benefits of the Project, including travel time savings, traffic safety, active transportation health benefits, air pollution reduction benefits and regional economic benefits due to improved regional access and travel. A higher ratio of benefits to costs means that there are more monetized benefits for every dollar spent. It is important to note that many costs and benefits cannot be monetized.

Given the early state of the conceptual engineering for the three MSF site options, Metro staff concluded that all three options would yield nearly identical monetized benefits based on identical ridership forecasts and service patterns for the IOS, irrespective of the MSF facility itself. As a result, a BCR for each MSF site option was not calculated as part of this CBA as it would not provide any additional information to differentiate the three options beyond what the Weighted Benefits Analysis provides.



We're expanding rail with more E Line Stations.

Planning & Programming Committee

July 15, 2026

EASTSIDE TRANSIT CORRIDOR PHASE 2

Legistar: 2026-0385



Metro

Recommendation

CONSIDER:

- A. RECEIVING AND FILING the Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA), including the NEPA project mitigation measures for the Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment to the City of Montebello;**
- B. APPROVING the EA's 9-acre Maintenance and Storage Facility (MSF) Site 3 in the City of Commerce for the Board-selected Locally Preferred Alternative (LPA), a 4.7-mile Initial Operating Segment extension of the existing Metro E-Line to Greenwood Station, while maintaining the full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project; and**
- C. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board-selected LPA for the E-Line Eastside Transit Corridor Phase 2 Project.**

Eastside Transit Corridor Phase 2 Project

Key Milestones

- May 2024: Metro Board certified the Final Environmental Impact Report (EIR) for the 9-mile E-Line extension to City of Whittier (total 7 stations)
- May 27, 2026: FTA and Metro released the federal NEPA Environmental Assessment (EA) for the 4.7-mile Initial Phase (4 stations) for a 30-day public review through June 26, 2026; future federal funding pursuits.

Initial Phase

- 4.7-mile IOS from Atlantic to Greenwood
- 3.1 miles underground, 0.9 miles aerial, 0.7 miles at street level
- Atlantic/Pomona Station (relocated and underground) and Atlantic/Whittier Station (underground) in East LA
- Commerce/Citadel Station (underground)
- Greenwood/Washington Station (street level)
- A 39-acre site in Montebello per 2024 Final EIR; Three (3) new MSF options in the EA

Cost Estimates:

- \$7.9 billion (2022 estimates, 15% early design); Seeking \$3.959 billion of state and federal funding

Construction Schedule (forecasts*)

- 2027 – Utility adjustments and real estate acquisitions
- 2029 – Groundbreaking for stations and guideway
- 2035-2037 – Opening for revenue service



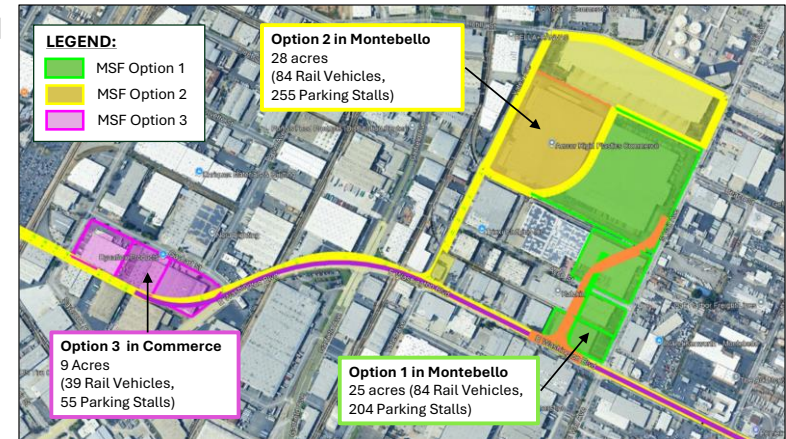
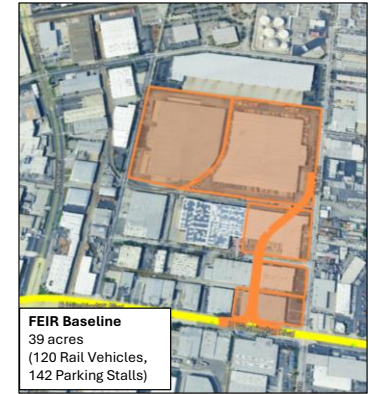
Project Benefits for Initial Phase (per the EA)

- **Improves Access & Connectivity:** frequent rail service connecting East LA Gateway Cities and other destinations.
- **Serves Transit-dependent Communities:** 69,600 people within ½-mile radius of 4 stations
- **Eases Traffic Congestion:** Reduce travel time from over 16 min. by cars to 8 min by rail. Serving ~7,550 station boardings daily.
- **Reduces Vehicle Emissions:** Reducing ~8,000 vehicle miles travelled
- **Economic Opportunities:** 11,600+ new jobs/local hiring and \$3.1 billions of additional economic activity.



New Maintenance and Storage Facility (MSF) Options

- > **The 39-acre site in Montebello from the 2024 Final EIR** would accommodate up to 120 light rail vehicles to support the full 9-mile rail extension to the City of Whittier and existing E-Line systemwide operations. It would require acquisition of six industrial properties and relocation of nine businesses (~500 jobs).
- > **Three (3) new MSF options in the EA to reduce environmental impacts:**
 - Option 1 (25 acres) and Option 2 (28 acres) in Montebello would accommodate up to 84 light rail vehicles and would each impact five large industrial properties for an MSF.
 - Option 3 (9 acres) in Commerce would accommodate up to 39 light rail vehicles and proposes repurposing parcels already identified in the Final EIR for temporary construction staging for tunnel boring activities and for a permanent MSF.
- > **MSF Site 3 in the City of Commerce is recommended** because it would:
 - meet the fleet requirements for the IOS without needing new acquisitions or business relocations;
 - reduce the number of required acquisitions for the IOS;
 - avoid displacing nine businesses and 500 jobs; and
 - minimize environmental and construction impacts on the Washington Boulevard corridor.



Metro Cost Benefit Analysis Results

- > Per Board-adopted methodology framework for Cost Benefit Analysis, a Weighted Benefit Analysis was conducted to compare the three MSF site options.
- > **Weighted Benefit Analysis**
 - **All MSF sites are viable, and MSF Site 3 performs the best.**
 - **MSF Site 3 performs best across 4 of the 5 goals** – Safety & Health, Environmental Sustainability, Operational Sustainability & Delivery, and Economic Impact – which accounts for 80% of the score.

Goals (Goal Weight)	IOS with MSF Site 1	IOS with MSF Site 2	IOS with MSF Site 3
Average Score by Goal (Unweighted)			
Mobility & Accessibility (Weight: 40%)	6.1 / 7	6.5 / 7 ★	6.4 / 7
Safety & Health (Weight: 15%)	6.3 / 7	5.8 / 7	7 / 7 ★
Environmental Sustainability (Weight: 15%)	3.7 / 7	3.9 / 7	5 / 7 ★
Operational Sustainability & Delivery (Weight: 15%)	3.9 / 7	4.6 / 7	6.2 / 7 ★
Economic Impact (Weight: 15%)	5.3 / 7	6.2 / 7	6.3 / 7 ★
Total Weighted Score	5.3 / 7	5.7 / 7	6.2 / 7 ★

Community Outreach during NEPA Study

January 2025 to June 2026

- > **4 community meetings** in Jan/Feb. 2025 before initiation of NEPA study
- > **4 public hearings for the EA** in June 2026 to receive comments on the NEPA/EA
- > **7 outreach events** with community members
- > **23 local pop-up events**
- > **14 community-based organizations (CBOs)** to assist with increasing project awareness; one CBO roundtable meeting; Outreach to 500+ CBOs.
- > **EA copy available online and at FTA, Metro, and key library locations along the IOS**
- > **28,284** mailed notices to property owners and occupants to save the date of June 2026 public hearings prior to release of the EA
- > **23,200** flyers for door-to-door distribution in the project area for EA release, with visits to 468 businesses and transit intercepts
- > **3,650** flyers drop-offs to 54 groups (e.g., cities, community groups, libraries, schools)
- > **3 legal notices** in local newspapers (LA Times, LA Opinion, LA Daily News)
- > **Metro social media channels and eblasts**, 200 SMS (texts), 285 phone calls; 23 groups for digital tool kit distribution
- > **9 street banners** in key locations in East LA, Commerce and Montebello
- > **7,500** construction notices for pre-construction surveys
- > **162** stakeholder and agency briefings, including: corridor cities, Gateway Cities Council of Government (GCCOG), local, state, and federal agencies, elected briefings, Schools outreach, utility owners and key property owners, railroad companies (BNSF Railway and Union Pacific); phone calls to address public inquiries from property owners or tenants.



NEPA Environmental Assessment (EA) Findings

- > **LPA has no adverse environmental impacts** on air quality, economics, growth, land use and development, acquisitions and relocations, utilities, and visual resources and aesthetics; no residential displacement.
- > **LPA has a minimal impact on Section 4(f) resources** related to historic sites' features or activities.
- > **LPA has potential adverse effects** on biological resources; community impacts; historic, archaeological, and tribal resources; geology, soils, and paleontological resources; hazardous materials; water resources; noise and vibration; safety and security; and transportation. **These impacts can be avoided, minimized or mitigated with the implementation of the NEPA project measures and NEPA mitigation measures.**
- > **LPA has beneficial economic impacts.**

EA Comments and Next Steps

EA Comments

- > **30-day public comment period (May 27-June 26)**
- > **4 public hearings in East Los Angeles, Virtual (Zoom), Commerce, and Montebello (total 189 attendees) on June 6, 8, 10, and 13.**
- > **Approximately 140 total comment submissions (which encompass approximately 350 comments) received:**
 - **Strong support** for the E-Line extension to Whittier from the general public and corridor cities
 - **Project design and alignment:** street level vs. underground, station design and access, landscaping
 - **Traffic Access and safety:** turn restrictions, parking, multimodal connections, public security
 - **Construction impacts:** business impacts, acquisition and relocations, truck access/detours
 - **Community benefits:** continued engagement and impact mitigation, Transit Oriented Development
- > **Comments received on the EA are generally similar to the types of comments recorded in the Project's Final EIR.**

Next Steps

- > Upon Board approval of the recommended actions, Metro will work with the FTA to publish the Final NEPA document, with a Finding of No Significant Impact (FONSI) anticipated by Fall 2026.
- > Metro staff will amend the 2020 LRTP for the refined LPA and request amendments for the Project in the SCAG RTP/SCS
- > Continue coordinating with corridor cities and engaging the communities throughout the NEPA environmental process.

