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Metropolitan Transportation
Authority
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3rd Floor Board Room
Los Angeles, CA

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OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026

SUBJECT: PICO RIVERA METROLINK STATION

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the status of the Metrolink Pico Rivera station.

ISSUE

At its September 2026 meeting, staff provided a brief update on the Metrolink Pico Rivera station. In response, Director Hahn requested that staff return to the Committee with a further oral update on the project.

BACKGROUND

During the development of the California High Speed Rail Authority's (CHSRA) Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles - Anaheim Project Section, CHSRA identified the need to build a new rail viaduct in the City of Commerce that requires relocating the existing Commerce Metrolink Station as a formal mitigation.

CHSRA proposes relocating the station 4,650 feet east of the current location to the City of Montebello. The identified area is surrounded by heavy industrial land uses; lacks transit and active transportation connectivity; is incompatible with adopted and emerging land use plans; and does not support short- or long-term ridership growth or transit-oriented community development, given the scale of investment. Current ridership at the station is 33 boardings per day.

In response to a February 2023 Metro Board motion (Attachment A), Metro initiated a feasibility study for a new commuter rail station within the City of Pico Rivera. The feasibility study was completed in December 2025 (Attachment B), and indicated a ridership estimate of 350-430 daily boardings. A cost-benefit analysis was not performed as part of the feasibility study but would be conducted should the project advance to the preliminary engineering (PE) phase.

Concurrent with the feasibility study, representatives from the cities of Commerce, Montebello, and Pico Rivera submitted a consensus letter to the Metro Board indicating support to relocate the Commerce Metrolink Station to Pico Rivera along the Metrolink Orange County Line and Amtrak Pacific Surfliner (LOSSAN) corridor (Attachment C), consistent with recommendations in the Pico

Rivera 2035 Plan.

In March 2026, the Board approved Motion 27 (Attachment D) directing the Chief Executive Officer to present an update to the Metro Board on efforts to coordinate with CHSRA and to identify and program resources, as funding allows, plus other actions, to advance PE for a Metrolink commuter rail station in the City of Pico Rivera. Staff provided an update at the meeting last month.

In September 2026, the San Gabriel Valley Council of Governments (SGVCOG) acted to: 1) acknowledge that the Pico Rivera station project is within the SGVCOG's area of responsibility to lead the PE phase; and 2) enter into potential funding agreements with Metro, the City, and CHSRA (Attachment E). Item 1 affirms the SGVCOG's interest and authority to accept the role of leading the next phase of the project and Item 2 authorizes the SGVCOG Executive Director to enter into agreements with potential funding partners should the project advance.

EQUITY PLATFORM

The objectives of the potential Metrolink Pico Rivera station are to: 1) improve mobility options and improve transit access; 2) complement existing and planned rail conditions in the corridor; 3) support economic development, community revitalization, and community needs; 4) provide environmental benefits and reduce environmental impacts; and 5) ensure cost effectiveness and financial viability. In general, the feasibility study concluded that a proposed Pico Rivera station would promote greater regional mobility options and support the city's community revitalization efforts, including transit-oriented development, bike path enhancements, bus rapid transit, environmental sustainability, and economic growth.

VEHICLE MILES TRAVELED OUTCOME

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

ATTACHMENTS

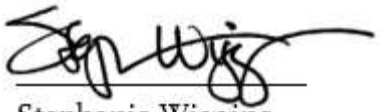
Attachment A - Board Motion 15

Attachment B - Feasibility Study/Project Definition Report
Attachment C - Commerce Station Consensus Letter
Attachment D - Board Motion 27
Attachment E - SGVCOG Board Action

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EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2023

Motion by:

DIRECTORS HAHN, NAJARIAN, AND DUTRA

Creating a Commuter Rail Station in the City of Pico Rivera

The 2018 California State Rail Plan (Plan) calls for an integrated, state-of-the-art railroad system to transform mobility, invigorate economic activity, and enhance quality of life. The Plan seeks to increase passenger rail trips more than tenfold by 2035, to 1.3 million per day across the state. To do this, the Plan emphasizes investing in and delivering capital improvements, such as Metrolink's Southern California Optimized Rail Expansion (SCORE), which prioritizes major capital improvements systemwide and includes the Burbank-to-Anaheim rail corridor, which is also significant for the future California High Speed Rail project.

In addition to passenger commuter rail, the Burbank-to-Anaheim corridor serves both Union Pacific Railroad and Burlington Northern Santa Fe freight railroads. Between Downtown LA and Anaheim, approximately 80 freight trains and 50 passenger trains use the Burbank-to-Anaheim corridor every day, including the nation's second-busiest Amtrak route: the Pacific Surfliner.

The City of Pico Rivera is pursuing a community revitalization program that seeks to position the city as a regional destination and includes a plan for a transit-rich community incorporating the future Eastside Gold Line Extension on Washington Boulevard; improvements to the Rio Hondo and LA River bike paths; a Complete Street and Bus Rapid Transit corridor on Rosemead Boulevard; and the Burbank-to-Anaheim commuter rail corridor.

The downtown area of Pico Rivera is uniquely situated along the Burbank-to-Anaheim rail corridor, which would be well-served by a new commuter railroad station for Metrolink, the Amtrak Pacific Surfliner, and a future California High-Speed Rail. A new commuter station would enable Pico Rivera to offer long-term equitable community development, environmental resilience, and sustained economic growth, in support of the State's Rail Plan to increase passenger rail ridership.

SUBJECT: CREATING A COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, and Dutra that the Board direct the Chief Executive

Officer to work with the Cities of Pico Rivera and Commerce, the Southern California Regional Rail Authority (Metrolink), California High Speed Rail Authority (HSR), Amtrak (LOSSAN), and freight rail operators to conduct a feasibility study and strategic plan for a new commuter rail station within the City of Pico Rivera along the Los Angeles-to-Anaheim rail corridor. The study shall include, but not be limited to the following elements:

A. Existing and planned land-use and transportation conditions that would best support a new commuter rail station in Pico Rivera;

B. A rough order of magnitude cost estimate and potential funding sources for a new station in Pico Rivera including elements such as planning and design, right-of-way, environmental, construction, and maintenance costs; and,

C. The mechanism to include a new commuter rail station in Pico Rivera within the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Community Strategy.

We, further, move that the CEO report back to the Board within 90 days with initial findings and next steps for the above-requested items.

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Attachment B

Metro Regional Rail Pico Rivera Rail Station

Feasibility Study

Project Definition Report

Final

December 30, 2025

Document Control

Task #	6.1
Version	**Date Completed**
Internal Review Draft	12/12/2025
Draft	12/17/2025
Final	12/30/2025

In Association with:

Arellano Associates

Cambridge Systematics, Inc.

HereLA

The LeBaugh Group, Inc

Lenax Construction Services

R.L. Banks

Terry A. Hayes Associates, Inc

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Abbreviations / Acronyms

AB ..... Assembly Bill
ADA ..... Americans with Disabilities Act
BNSF ..... Burlington Northern Santa Fe
BRT ..... Bus Rapid Transit
CCTV ..... Closed-Circuit Television
CEQA ..... California Environmental Quality Act
CFR ..... Code of Federal Regulations
LOSSAN..... Los Angeles-San Diego-San Luis Obispo
Metro ..... Los Angeles County Metropolitan Transportation Authority
NEPA..... National Environmental Policy Act
ROM ..... Rough Order of Magnitude
SCORE..... Southern California Optimized Rail Expansion
SCRRA..... Southern California Regional Rail Authority
Station Site 1 ..... Pico Rivera Station Site 1, West of Paramount Boulevard
Station Site 2 ..... Pico Rivera Station Site 2, East of Rosemead Boulevard
TOD ..... Transit-Oriented Development
TVM..... Ticket Vending Machine

1. INTRODUCTION

1.1. STUDY BACKGROUND

The Los Angeles Metropolitan Transportation Authority (Metro), the primary transportation agency for Los Angeles County, is exploring the feasibility of adding a commuter rail station in Pico Rivera. A station in Pico Rivera would align with the State Rail Plan's goals to increase passenger rail ridership and implement infrastructure improvements, such as the Metrolink Southern California Optimized Rail Expansion (SCORE) Program. The proposed Pico Rivera Station, part of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor – the second busiest intercity passenger rail corridor in the United States – would support Pico Rivera's community revitalization efforts, including transit-oriented development (TOD), bike path enhancements, bus rapid transit (BRT), environmental sustainability, and economic growth.

1.2. PROJECT LOCATION AND STUDY AREA

The City of Pico Rivera is located between the Rio Hondo channel and San Gabriel River in southeast Los Angeles County. Surrounding communities include the cities of Commerce, Montebello, Santa Fe Springs, Bell Gardens, Whittier, and Downey, as well as parts of unincorporated Los Angeles County. Other nearby rail stations include the commuter rail Metrolink Riverside Line Montebello/Commerce Station in the City of Montebello and the light rail Metro Atlantic Station on the Metro E Line in East Los Angeles. Metro has plans to extend the E Line approximately 9 miles from its current terminus at Pomona Boulevard in Atlantic Boulevard in East Los Angeles to the City of Whittier. The project is currently in the environmental review phase and is expected to be completed between 2035 and 2037. The Rio Hondo channel and San Gabriel River both provide multiuse pathways (which include Class 1 bike paths) through the study area connecting to outside regions both north and south.

Figure 1. Regional Context



Source: Metro, 2024

1.3. PROJECT OBJECTIVES

The purpose of the Pico Rivera Station Feasibility Study is to assess the feasibility of establishing a rail station in the City of Pico Rivera. It evaluates the impacts of two proposed station options on the Metrolink system and the surrounding community while also examining the opportunities, constraints, and challenges associated with each option.

The goals of the Study include:

1. Increase Mobility Options and Improve Transit Access
2. Complement Existing and Planned Rail Conditions in the LOSSAN Corridor
3. Support Economic Development, Community Revitalization, and Community Needs
4. Provide Environmental Benefits and Reduce Environmental Impacts
5. Ensure Cost Effectiveness and Financial Viability

1.4. STATION SITE SELECTION

The site selection process for the proposed station involved coordination with relevant stakeholders (the Southern California Regional Rail Authority (SCRRA), the City of Pico Rivera, the BNSF Railway (BNSF), and the California High-Speed Rail Authority), a technical and operational evaluation of potential sites, and a comparative analysis of costs, ridership, and community compatibility.

Each site was analyzed for physical feasibility, benefit or impact to railroad operations, property impacts, and connectivity opportunities. Station Site 1 was selected as the Proposed Station Site, which would require significant track realignment and bridge reconstruction to meet Metrolink's design standards but offers better long-term integration with Pico Rivera's planned rail and transit-oriented development included in Pico Rivera 2035. Station Site 2 presents fewer engineering challenges and lower costs but would require closer proximity to residential areas and provide less direct compatibility with planned infrastructure.

Metro conducted operations modeling, which showed that adding a station at either site would not reduce on-time performance for passenger or freight trains. Ridership modeling, completed only for the Proposed Station Site, projected approximately 354–434 daily boardings by 2045, depending on whether Commerce Station remains open. Peak and off-peak ridership is shown in Table 1.

The ridership model included four different scenarios:

> 2019 Base Year – reflecting current service and land uses

> 2045 No Build – reflecting the SCORE Milestone 1B schedule and future development in the Pico Rivera station area, but with no Pico Rivera station

> 2045 Alternative 1 – adding the proposed Pico Rivera station to the 2045 No Build assumptions

> 2045 Alternative 2 – adding the proposed Pico Rivera station to the 2045 No Build assumptions and removing Commerce Station as a stop on Metrolink lines

Table 1. Daily Ridership Forecasts

Daily Boardings				
Time Period	**Base Year (2019)**	**2045 No Build**	**2045 Alternative 1**	**2045 Alternative 2**
Peak Hours	0	0	236	310
Off-Peak Hours	0	0	117	125
Total	**0**	**0**	**354**	**434**

Source: Cambridge Systematics, 2024

Note: Metro's CBM18c Model forecasts two time periods: Peak (AM Peak + PM Peak) and Off-Peak (Midday + Night), and all transit trip matrices in the model are on a production-attraction basis, rather than an origin-destination basis.

The initial cost estimates showed a substantial difference with an estimated $90.7 million for Station Site 1 versus $69.6 million for Station Site 2. Property acquisitions were not included in the preliminary cost estimates. Cost estimates for the Proposed Station Site were refined further to include property

impacts and acquisitions, totaling $235.8 million. However, due to station requirements and similar surrounding land uses, overall costs for Station Site 2 would likely increase in a similar proportion.

Finally, both sites were evaluated using criteria such as multimodal access, equity, land use compatibility, and alignment with regional rail plans. The Proposed Station Site scored higher overall due to its stronger alignment with future city development plans and rail system design standards, leading Metro to recommend advancing the Proposed Station Site for further study and conceptual design, as described in this document. A comparison of the two alternatives is summarized in Table 2 below.

Table 2. Summary of Alternatives

	Station Site 1	Station Site 2
Feasibility	Adequately meets platform length and width requirements to accommodate Metrolink and Amtrak Pacific Surfliner trains.	Adequately meets platform length requirements to accommodate Metrolink and Amtrak Pacific Surfliner trains. Does not meet the platform width requirements for Metrolink trains but could still provide adequate width for passenger loading and circulation.
Transit-Oriented Development	Consistent with surrounding land uses and supports future transit-oriented development. This site is included in the City's future development plans detailed in Pico Rivera 2035.	Consistent with surrounding land uses and supports future transit-oriented development.
ROM Capital Costs	$235,835,000	$69,600,000[1]
Physical Impacts	Site development requires full acquisition of three properties. At least three overhead power lines would require relocation and at least five poles would likely require relocation.	Site development requires the relocation of one overhead pole and impact to four properties.
Environmental Considerations	Lower potential for air quality, noise, and vibration impacts than Station Site 2 due to being farther from residences. However, the site may require permitting by the U.S. Army Corps of Engineers.	Potential for air quality, noise, and vibration impacts.

[1] Property impacts and acquisitions are not included as part of this preliminary cost estimate.

1.5. STATION DESIGN CRITERIA

The SCRRA Design Criteria Manual establishes the engineering and design standards for all Metrolink facilities to ensure consistency, safety, and long-term reliability across the commuter rail system. A new rail station must be designed to support efficient operations, passenger comfort, accessibility, and maintainability while integrating seamlessly into the existing network.

Track and platform design is one of the most critical elements. Platforms must be located on tangent (straight) track segments to ensure safe boarding and maintain clear sightlines between train engineers and passengers. The platform must meet SCRRA's specified standards for length, height, and clearances to accommodate standard train consists and ensure compliance with both railroad and Americans with Disabilities Act (ADA) requirements. Edge treatments, such as tactile warning strips, are required along the platform edge to improve safety and accessibility for all passengers.

Accessibility and passenger circulation are key priorities in station design. All new stations must fully comply with the ADA, providing accessible paths of travel, compliant ramps, elevators, or lifts where needed, and proper handrails and landings. Pedestrian and bicycle circulation routes should minimize conflicts with vehicle traffic and train operations, often requiring grade-separated crossings. Vertical and horizontal circulation elements such as stairs, ramps, and elevators must be designed to promote intuitive passenger movement and include clear wayfinding and adequate lighting.

Stations must also include passenger amenities and comfort features that enhance the travel experience. These include sheltered waiting areas or canopies for weather protection, sufficient seating, and well-lit, clearly signed circulation paths. Signage should follow Federal Standards for Accessible Design to provide clear directions, safety information, and train schedules. Lighting levels across platforms, access routes, and parking areas must meet the minimum illumination standards set by SCRRA to ensure visibility and safety during all operating hours.

Safety and security are fundamental design requirements. Stations must incorporate fencing or barriers to prevent trespassing onto tracks and clearly define public areas within the right-of-way. Emergency systems, such as call boxes, adequate lighting, and direct access for emergency responders, must be included. Designs should preserve clear sightlines for passengers and security personnel and allow for the integration of closed-circuit television (CCTV) cameras and communication systems. The interface between the platform and the train must minimize gaps and include detectable warnings for visually impaired users.

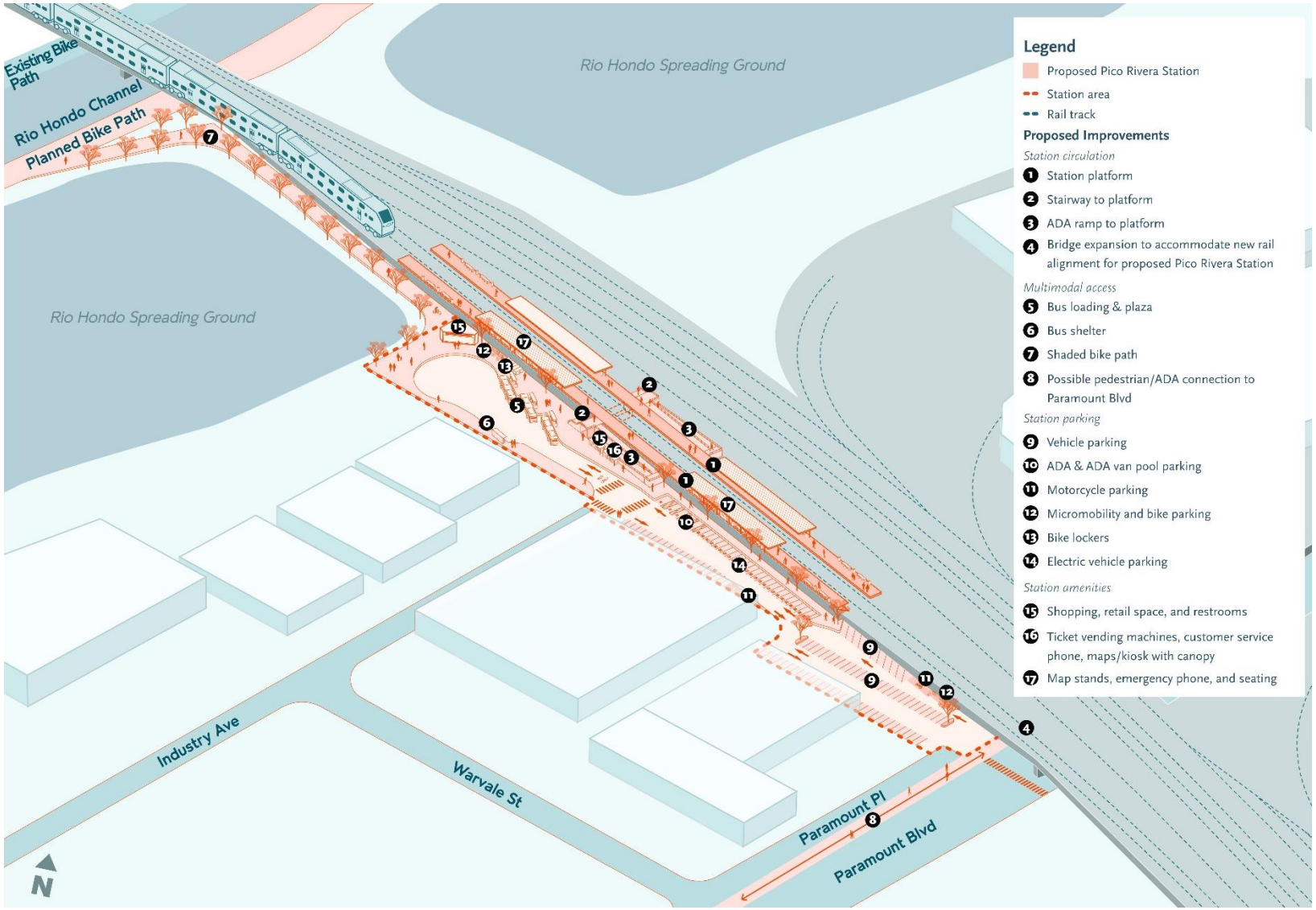
Finally, SCRRA emphasizes integration, constructability, and durability. Station construction should be planned to minimize disruptions to active rail operations through careful phasing and staging. Materials should be selected for durability, low maintenance, and suitability for Southern California's climate. Designs should also account for future expansion, allowing the station to accommodate additional tracks, longer trains, or higher ridership over time where possible.

In summary, a new Metrolink station designed under SCRRA criteria should prioritize safety, accessibility, and operational efficiency. Key features include tangent-track platform placement, ADA-compliant access, and comfortable passenger facilities.

2. STATION DESCRIPTION

The Proposed Station Site is located near the intersection of Paramount Boulevard and the existing Burlington Northern Santa Fe (BNSF)-owned rail corridor, just northwest of where the rail crosses over Paramount Boulevard on a bridge. BNSF operates a rail yard east of Paramount Boulevard from the station site. This option introduces a segment of tangent track between Paramount Blvd and the Rio Hondo Channel, so that the full length of the 850 feet proposed platforms would be located on tangent track. This would require new double track bridges at both Paramount Blvd and the Rio Hondo channel. The station layout would consist of two side platforms with tracks running between them. The site is abutted by industrial land immediately north and south. The proposed conceptual design of the station is shown in Figure 2. A rendering for the proposed station is shown in Figure 3. Detailed conceptual design for the station is shown in Appendix A.

Figure 2. Proposed Pico Rivera Station



Source: HereLA, 2025

Figure 3. Proposed Pico Rivera Station Rendering



Source: HereLA, 2025

2.1. TRACK ALIGNMENT

The Proposed Station Site platforms would be situated on tangent track to comply with SCRRA design criteria. Doing so requires significant realignment from the existing curved tracks in this area, with new bridges over both the Rio Hondo Channel and Paramount Blvd. The long, sweeping curve (approximately 1 degree), would be replaced by two smaller curves of a similar radius on either end of the tangent segment.

Two main tracks would need to be adjusted to accommodate the side platforms. An existing track would be relocated, and a new track would be constructed, which results in a short segment of four main tracks through the station area. Proposed No. 20 turnout tracks would be placed on both tracks ends. The proposed track alignments tying into existing track with a proposed No. 20 turnout approximately 60 feet from an existing point of switch of a No. 20 crossover.

2.1.1. Crossings

The station area's existing rail infrastructure is almost entirely grade-separated, with the rail crossing over Greenwood Avenue, the Rio Honda Channel, Paramount Boulevard, Rosemead Boulevard, Passons Boulevard, and the San Gabriel River, and passing under Slauson Avenue. Grade separations between railways and roadways minimize conflict with other transportation modes, allowing for potentially safer and faster train service. Modifications to the Rio Honda Channel and Paramount Boulevard would be required for the Proposed Station Site. The Rio Hondo Channel and Paramount Boulevard would include new double-track railroad bridges to expand the single-track structure.

The proposed bridge over the Rio Honda Channel would require protection or relocation of several manholes, sewage lines, and energy dissipators that are currently located along the spreading ground maintenance access paths. Retaining walls would be required along the channel edge. The proposed bridge over Paramount Boulevard would reduce the vertical clearance. Depression of the roadway would be required to maintain vertical clearance. The bridge would also require a retaining wall on both sides of the corridor and coordination with waterline and storm drain relocations.

2.2. STATION LAYOUT

2.2.1. Station Access and Circulation

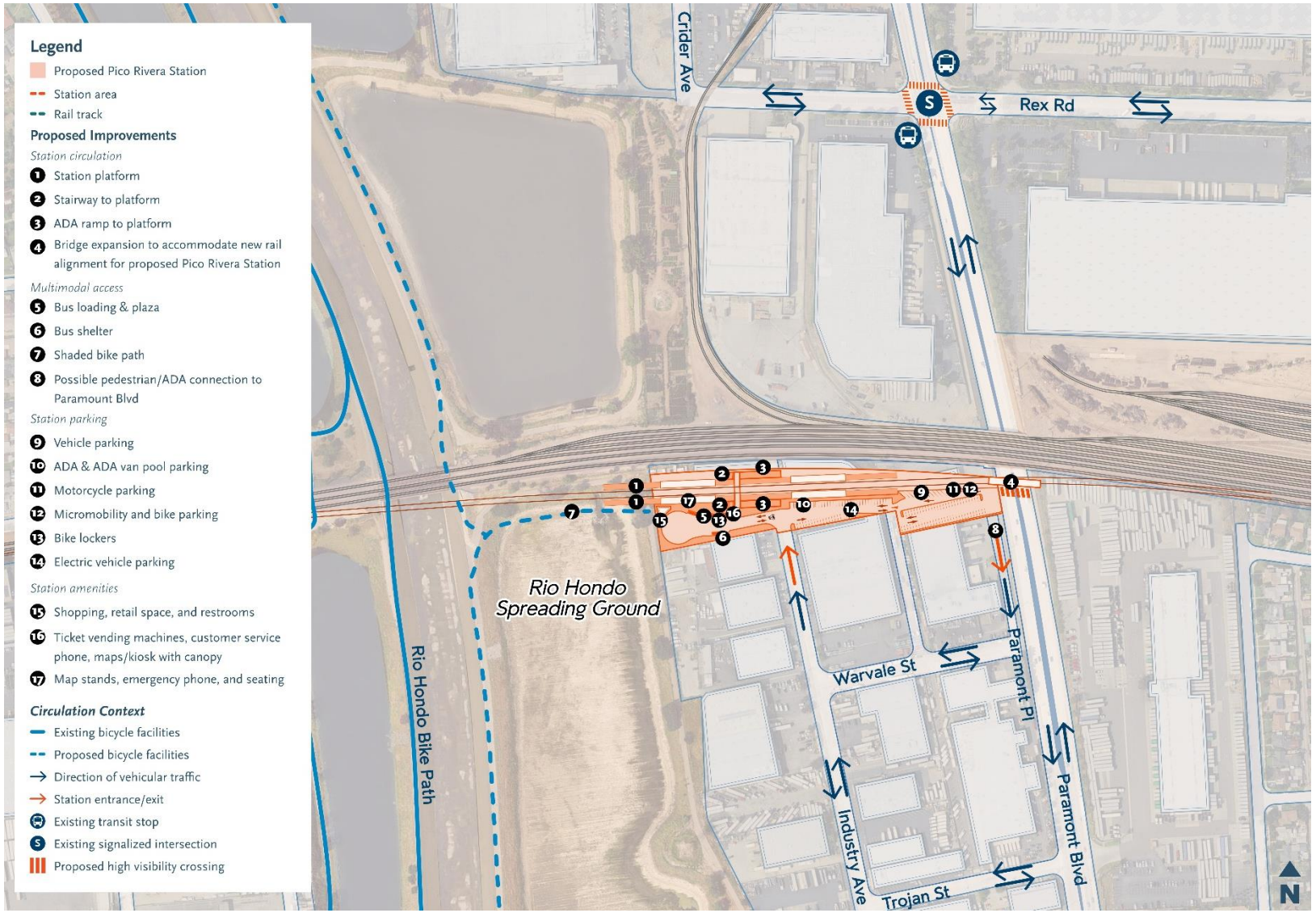
The station plaza on the south side would serve as the primary passenger entry. Stairs and ramps would be accessible from the drop-off area on the south side. Stairs and ramps would connect both sides of the platform to the new underpass below. The underpass would be fully enclosed for pedestrians to access the north platform. The bike racks would be located in an exterior area to avoid conflict with pedestrians exiting and entering the platform underpass.

Vehicle access to the station is provided at Industry Avenue. From Paramount Boulevard, vehicles can turn onto Trojan Street to access Industry Avenue. Industry Avenue also connects to Slauson Avenue to the south. Overall station circulation and access is shown in Figure 4. Paramount Boulevard intersects Slauson Avenue, which includes bus stops for two Metro bus routes. Metro Line 265 connects at the Paramount Boulevard and Rex Road bus stop, approximately 1,000 feet from the Proposed Station Site. Metro Line 108 connects at the Slauson Boulevard and Paramount Boulevard bus stop, around 2,300 feet from the Proposed Station Site.

The City of Pico Rivera plans to develop an Active Transportation Master Plan in 2025 to improve multimodal connectivity. The existing Rio Hondo bike trail near the proposed station site does not currently connect to it. This plan is expected to develop a bike path on the southeastern side of the Rio

Hondo Class I bike path to the station area. Conceptual plans for the Proposed Station Site include a connection from the Rio Hondo Class I bike path to the Proposed Station Site area, however, further project coordination would be required.

Figure 4. Proposed Pico Rivera Station Circulation



Source: HereLA, 2025

2.2.2. Station Amenities

The station plaza includes a bus parking bay with parking for four buses (40' buses assumed), each with sheltered loading zones. Adjacent to the bus loading zones are canopied areas that provide passenger access to four vending machines, one ticket vending machine (TVM), one customer service phone, one station map, and a bike rack with 20 spaces.

Next to the bike rack, the plaza would also include a 330-square-foot dedicated retail space. The retail space would include three 75-square-foot single unisex restrooms.

The station plaza would include space for 120 parking spaces, including five accessible and electric vehicle parking spaces. Additional bike racks and motorcycle parking would also be included in the parking area. Shared parking with nearby development proposed as part of the City of Pico Rivera's TOD plans may also be explored.

Each of the two station platforms would have a total of 168 total seats, 50 trash cans, four maps/information kiosk, and four emergency phones across both platforms. Canopies would cover approximately 50 percent of the total platform length and area.

2.3. PROPERTY IMPACTS

The proposed station would require full acquisition of three adjacent industrial properties south of the ROW. There would also be a small impact to the industrial property located west of the Rio Hondo channel and south of the railroad ROW. At the station site, a significant retaining wall of approximately 10 feet height would be needed between the realigned railroad tracks and the station parking lot. No residential properties would need to be acquired to accommodate the station. At least three overhead power lines would require relocation. At least five poles would likely require relocation for the three impacted lines.

2.4. COST ESTIMATES

Upon completion of conceptual station design, the rough order of magnitude (ROM) cost estimate was updated based on greater design detail. This also allowed for the estimate to include acquisition costs. Using the Federal Transit Administration (FTA) New Starts Standard Cost Categories Workbook, Table 3 shows the updated cost estimate by category.

Table 3. Station Cost Estimate

Category	Station Site 1
Guideway and Track (including track realignment)	$42,909,000
Stations	$43,680,000
Support Facilities	N/A
Sitework & Special Conditions (including new bridge and pedestrian underpass)	$82,518,000
Systems	$14,433,000
ROW, Land, Existing Improvements[1]	$42,000,000
Vehicles	N/A
Professional Services (including engineering/design, surveying, permitting)	$53,349,000
Unallocated Contingency	$27,889,000
Total	**$306,777,000**
Cost per Square Foot	
Area (ft^2)	27,264
Cost per ft^2	$11,252

Source: Lenax Construction, 2025

[1] For the ROM cost estimates, ROW costs are based on Los Angeles County averages and publicly available assessor data, detailed site review or research was not conducted.

3. PRELIMINARY ENVIRONMENTAL ANALYSIS

The California Environmental Quality Act (CEQA) offers statutory exemptions for specified mass transit projects under CEQA Guidelines Section 15275(a) and/or Class 32 Categorical Exemption (CEQA Guidelines Section 15332). Under the National Environmental Policy Act (NEPA), certain mass transit projects are allowed to be categorically excluded from NEPA under 23 Code of Federal Regulations (CFR) part 771.116[c][21].

Table 4 provides a summary of the preliminary environmental findings. The following resource assessments are designed to identify potential environmental issues and constraints that would be addressed in a CEQA and/or NEPA document. The assessments are intended as preliminary environmental scans to be supplemented in future environmental documentation with detailed assessments of potential impacts associated with the project. The levels of concern are defined as follows:

> **Low**: No potential for the project to result in a significant impact related to the referenced resource; detailed assessment would likely not be necessary to include in the CEQA and/or NEPA documents.

> **Medium**: The project could potentially result in a significant impact related to the referenced resource; detailed impact analysis is recommended during the environmental clearance phase of the project to ascertain the potential for impact and the possible inclusion of mitigation/avoidance measures.

> **High**: There is a high likelihood for an unmitigable significant impact that would require an Environmental Impact Report under CEQA or a Complex Environmental Assessment under NEPA

Table 4. Summary of Preliminary Environmental Findings

Environmental Resource	Environmental Concern (High, Medium, Low)	Detailed Analysis Recommended?
Transportation	Medium – Active transportation (i.e., Rio Hondo River Trail), access related to vehicle movements, and overflow parking	Transportation Assessment
Aesthetics/Visual Resources	Low	Not recommended
Agriculture and Forestry Resources	Low	Not recommended
Air Quality	Medium – Construction	Air Quality Impact Assessment
Biological Resources	Medium – Potential habitat	Biological Assessment
Cultural Resources	Low – Potential for undiscovered artifacts	Cultural Resources
Energy	Low	Not recommended
Geology/Soils/Seismic Risk/Topography	Medium	Geotechnical Investigation
Greenhouse Gas Emissions and	Low	Not recommended
Climate Change	Low	Not recommended
Growth Inducing Effects	Medium	Not recommended
Hazards and Hazardous Materials	Medium	Environmental Site Assessment
Land Use/Planning	Medium	Not recommended
Mineral Resources	Low	Not recommended
Noise and Vibration	Medium – construction vibration	Noise and Vibration Assessment
Population and Housing	Low	Not recommended
Public Services	Low	Not recommended
Recreation	Low	Not recommended
Tribal Cultural Resources	Medium	AB 52 Documentation

Environmental Resource	Environmental Concern (High, Medium, Low)	Detailed Analysis Recommended?
Utilities/Service Systems	Medium	Not recommended
Hydrology and Water Quality	Medium	Water Quality Report

AB = Assembly Bill

4. PERMITS & APPROVALS

Construction and implementation of the project would require permits and approvals from responsible agencies such as the City of Pico Rivera, and other departments and owners with jurisdiction over protected resources. Metro would comply with all applicable federal, state, and local environmental regulations and will responsibly mitigate significant environmental impacts resulting from the projects in accordance with Metro policies and applicable laws. Potential required permits and approvals are shown in Table 5.

Table 5. Potential Permits and Approvals

Agency/Jurisdiction		Permit/Approval
Federal	FRA	Approval of NEPA Document Section 4(f) De Minimis Impact Finding
	SHPO/U.S. Department of Interior	Section 106 Consultation
	U.S. Army Corps of Engineers	Section 404 Permit
State	SHPO	Section 106 Consultation Concurrence with the historic property eligibility determination and Finding of Effect, if applicable
	State Department of Toxic Substances Control	Hazardous materials cleanup
	State Water Resources Control Board	Construction General Permit and SWPPP
		NPDES Dewatering Permit
		Los Angeles County MS4 NPDES Package
	California Public Utilities Commission	Safety oversight
	California Department of Fish and Wildlife	Consultation on protected species Section 1602 Lake and Streambed Alteration Agreement
	California Department of Transportation	Permits for oversized-transport vehicles on State highways
	California State Transportation Agency	Oversight and compliance with the Transit and Intercity Rail Capital Program Grant
Regional	Metro Board	Approval of CEQA Document
	Los Angeles Regional Water Quality Control Board	Permits may include General Construction Stormwater Permit; Standard Urban Stormwater Mitigation Plan; Industrial Stormwater General Permit; and Recycled Water Report
	SCAQMD	Permits to comply with Rule 403 (Fugitive Dust), Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities),

Agency/Jurisdiction		Permit/Approval
		and Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil)
	Southern California Edison	Permits for utility relocation
	Southern California Gas Company	Permits for utility relocation
	Los Angeles County Fire Department	Discretionary actions
	Freight Railroad	Approval of track relocations
Local	City of Pico Rivera	Permits outside the rail ROW (traffic, street use, lighting, landscape, building demolition)
	Los Angeles Department of Water and Power	Overhead pole relocation

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City of Commerce
2535 Commerce Way,
Commerce, CA 90040

City of Montebello
1600 W. Beverly Blvd.
Montbello, CA 90640

City of Pico Rivera
6615 Passons Blvd.
Pico Rivera, CA 90660

May 31, 2025

The Honorable Janice Hahn
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

Mr. Tom Richards
Chair, Board of Directors
California High Speed Rail Authority (CAHSR)
770 L Street, Suite 620
Sacramento, CA 95814

Subject: Joint Support for Rail Optimization and the Metro Station Relocation Alternative along the LA-to-Anaheim Railroad Corridor

Dear Chair Hahn and Chair Richards:

As vested stakeholders within the Los Angeles-to-Anaheim railroad corridor, the Cities of Commerce, Montebello, and Pico Rivera (Cities) commend the leadership and commitment of each respective agency and transportation authority working to optimize freight and passenger rail service in this vital corridor. With key mainline connections to the national rail network and major intermodal yards in the Gateway sub-region, the Cities recognize the corridor's critical role in both the local and national economy. The corridor is also well served by Metrolink and Amtrak, providing vital transit alternatives across Southern California. Our cities understand that this corridor is in dire need of significant improvements to relieve rail congestion, streamline operational efficiencies, and build ridership demand.

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This joint letter expresses general support for proposed capital investments insofar that they also align with local priorities. For example, the Cities agree that the Commerce Flyover Project should be prioritized to deliver rail efficiencies and regional goods movements benefits, despite requiring relocation of the existing Commerce Station. However, the proposed relocation site conflicts with local General Plans, misaligns with regional transportation policy, and undermines State-level community and economic development goals. The Cities and the surrounding sub-region would be better served by relocating the station to a planned transit-oriented community where maximum ridership growth is also a strategic and deliberate outcome. Therefore, the cities strongly urge LA Metro and California High Speed Rail Authority (CAHSR) to prioritize relocation of the Commerce Station to the City of Pico Rivera.

Commerce Flyover & Station Relocation

Each city has reviewed and provided comments for the Preliminary Engineering for Project Definition Report (PEPD) prepared by CAHSR as part of the CEQA and NEPA environmental clearances. The PEPD Preferred Alternative proposes a new flyover viaduct in the City of Commerce to address a significant bottleneck in the Southern California railroad network while building capacity for high-speed passenger rail service in the future. In furtherance of the State Rail Plan, the California State Transportation Agency's (CalSTA) identified the Commerce Flyover Project as a high-priority, high-value project and made preliminary investments through the Port and Freight Infrastructure Program (PFIP). While the Commerce Flyover Project improves operational flexibility, it also necessitates demolishing and relocating the existing Commerce passenger rail station.

As a mitigation, CAHSR proposes to relocate the station approximately 0.85 miles east to a new site within the City of Montebello (1550 S Maple Ave, Montebello, CA 90640). Surrounded by heavy industrial land uses, the new station site conflicts with local, regional, and State-level goals and policies related to transit-oriented community development.

City of Montebello – Local Plans & Goals

On April 10, 2024, the City of Montebello adopted a Downtown Specific Plan, a Bicycle Master Plan, and the 2040 General Plan update. Due to inadequate outreach by CAHSR, these comprehensive, multi-year, community-oriented plans do not reference or account for the proposed new station. As a result, the proposed station site is entirely inconsistent and misaligned with the city's newly adopted Land Use, Mobility/Circulation, and Housing Elements.

The identified area is designated for heavy industrial uses, is located near an existing brownfield site, lacks basic multimodal infrastructure, and is not well suited for a mixed-use, transit-oriented community. Furthermore, Montebello's Capital Infrastructure Program does not consider perpetual maintenance and operational costs tied to the proposed station. The City of Montebello is also not

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in concurrence with the proposed impact on local businesses and the surrounding industrial area associated with the proposed station site.

The City of Montebello strongly urges CAHSR and Metro to re-evaluate the station relocation mitigation plans and identify an alternative location that better aligns with local, regional, and State-level goals.

City of Commerce – Local Plans & Goals

The City of Commerce understands the overall significance of the Commerce Flyover Project and acknowledges that the existing Commerce passenger station creates operational conflicts and hinders both freight and passenger rail services from reaching its fullest potential in the corridor. Although the proposed new station site is technically within the jurisdictional boundaries of the City of Montebello, it is located immediately adjacent to the Commerce city limits. According to the Zoning Map in the Commerce 2020 General Plan, the area surrounding the proposed site is zoned M2 – Heavy Industrial and far removed from current or proposed residential and commercial land uses. The City of Commerce does not intend to accommodate residential, mixed-use, or transit-oriented development in the proposed station area and maintains an interest in preserving its land use priorities.

The City is aware that due to incompatible surrounding land uses, limited transit service, lack of active transportation amenities, and complicated train operations in this segment of railroad, boardings and ridership demand at the existing Commerce station is relatively low, especially when compared to other stations along Amtrak's Pacific Surfliner route, which is often touted as the 2nd busiest commuter rail corridor in the nation. To maximize ridership potential, CAHSR and LA Metro should prioritize a station site that can be fully integrated with housing and mixed-use development in accordance with urban planning best practices and modern transit-oriented community development.

Furthermore, as the owner and operator of the existing Commerce station, the City of Commerce seeks to ensure that it is equitably considered throughout the planning and decision-making process of the Flyover Project. The City of Commerce also seeks to recoup previous capital investments and maintenance expenditures related to the existing station.

City of Pico Rivera – Local Plans & Goals

The City of Pico Rivera is implementing the PR 2035: Community Revitalization Program to proactively leverage major transportation investments that are converging in the city's central core. LA Metro's Eastside light rail line (E-Line) along with CAHSR's LA-to-Anaheim PEPD and the Rosemead/Lakewood Boulevard BRT Corridor (RoseWood BRT) has prompted the city to master

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plan a holistic, multimodal, mixed-use urban downtown; a vibrant uptown; and dynamic riverfronts in Pico Rivera.

Embracing this next stage in the city's evolution, Pico Rivera is embarking on a comprehensive General Plan update that will support the strategic implementation of higher density housing, multiple mass transit lines, first/last mile connections, an active transportation network, climate adaptation initiatives, new energy efficient neighborhoods, a sports and entertainment district, a micro-EV manufacturing zone and innovation business cluster, a 570-acre passive park on the Rio Hondo, and significant capacity enhancements to critical utilities. Equally important, the city is currently studying and striving to enact a wide range of revenue generating alternatives including special assessment districts and value capture mechanisms to help finance future infrastructure needs and sustain long-term growth. A regional rail station in downtown Pico Rivera would significantly support local and regional efforts to foster a more urban, multimodal live-work-play environment that is economically viable and climate resilient.

Metro Feasibility Study – Pico Rivera Regional Rail Station

In 2024, LA Metro initiated the Pico Rivera Regional Rail Station Feasibility Study to explore and identify a viable station relocation alternative that not only optimizes rail operations but also enables dense transit-oriented development. After conducting technical analysis, capturing community input, coordination with rail operators (e.g. LOSSAN Agency, Metrolink, and CAHSR), and consultation with city officials and staff, Metro identified a suitable location for a regional rail station in the City of Pico Rivera.

The preferred location is adjacent to the Rio Hondo, facilitating access to the Class-I bikeway system and promoting regional active and multimodal transportation. The station location is also in proximity (approximately 1-mile) of two Metro light rail stations along the 9-mile Eastside (E-Line) Extension and the Rosemead/Lakewood Boulevard (RoseWood) BRT corridor. Recognizing that Pico Rivera is transitioning to a multimodal future, the city is fully embracing transit-oriented community development. As such, the preferred station location is well aligned with the City of Pico Rivera's plans to develop a vibrant and bustling transit-oriented downtown community that encompasses a sports and entertainment district, a Micro EV Tech Hub and Innovation District, riverfront parks and trails systems, and people-oriented cultural placemaking. A regional rail station is a critical element to accommodate higher volumes of dense, urban-style housing and mixed-use developments – objectives that cannot be realized at the site proposed by CAHSR.

Conclusion

In reviewing the proposed rail improvements outlined in CAHSR's PEPD Report, the Cities of Commerce, Montebello, and Pico Rivera have identified significant misalignments between the proposed Montebello station relocation site and local General Plans, regional transportation

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priorities, and community development objectives. More broadly, the site proposed by CAHSR contradicts key state policies, including the California Transportation Plan 2050, the Climate Action Plan for Transportation Infrastructure, and the State Rail Plan. These inconsistencies raise serious concerns about the suitability and strategic soundness of the proposed Montebello station relocation.

Based on local consensus, technical evaluations, regional collaboration, and community input, the Pico Rivera station site identified in Metro's Feasibility Study offers the greatest regional benefit and helps achieve goals related to economic vitality, climate resilience, housing development, and multimodal connectivity. The cities urge CAHSR and LA Metro to prioritize and advance the Pico Rivera station location into implementation. The Cities also recognize the importance of the Commerce Flyover Project and stand ready to support its successful implementation.

The Cities of Commerce, Montebello, and Pico Rivera reaffirm their commitment to working in partnership with CAHSR, Metro, and other regional partners to plan and design, environmentally clear, secure necessary funding, and ultimately construct these priority railroad projects in the LA-to-Anaheim rail corridor.

Thank you for your leadership and dedication to advancing a more efficient, integrated, and sustainable transportation network for Southern California.

Sincerely,

x_____

Ernie Hernandez
City Manager
City of Commerce
ehernandez@ci.commerce.ca.us

x_____

Raul Alvarez
City Manager
City of Montebello
ralvarez@montebelloca.gov

x Signed by: Steve Carmona 549C18A8C5D144A...

Steve Carmona
City Manager
City of Pico Rivera
Scarmona@pico-rivera.org

Cc:

Bob Archuleta, California Senator, District 30

Lisa Calderon, California Assemblymember, District 56

Toks Omishakin, Secretary of Transportation, California State Transportation Agency

Ian Choudri, CEO, California High-Speed Rail Authority

Stephanie Wiggins, Los Angeles Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0234, **File Type:** Motion / Motion Response **Agenda Number:** 27.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 19, 2026

Motion by:

DIRECTORS HAHN, DUTRA, AND SOLIS

Commuter Rail Station in the City of Pico Rivera 30% Design and Environmental Clearance Motion

Over the past several years, the California High Speed Rail Authority (CAHSR) has been advancing the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles-to-Anaheim Project Section. More recently, CAHSR closed out the public review and public comment period on Tuesday, February 3, 2026.

Among the program of rail infrastructure improvements, CAHSR proposes to build a new rail viaduct in the City of Commerce that requires relocating the existing Commerce Metrolink Station as a formal mitigation. As outlined in Alternative 5: Maple Ave of the Draft EIR/EIS, CAHSR proposes to relocate the station 4,650 feet east of the current location to the City of Montebello. The identified area is surrounded by heavy industrial land uses; lacks transit and active transportation connectivity; is incompatible with adopted and emerging land use plans; and does not support short- or long-term ridership growth or transit-oriented community development. Given the scale of investment, Alternative 5 does not offer commensurate public benefit and will ultimately impact, hinder, and/or delay the Commerce Viaduct Project.

Recognizing the critical role a regional rail station plays in shaping holistic, transit-oriented communities, the Metro Board approved a motion in February 2023 directing staff to evaluate alternative sites for relocating the Commerce Metrolink Station. As part of the technical feasibility study, Metro convened a stakeholder working group that included Metrolink, Amtrak (LOSSAN), CAHSR, the Gateway Cities Council of Governments, and the Cities of Pico Rivera, Commerce, and Montebello. Based on technical merit, community input, stakeholder consensus, and broad policy alignment, the study ultimately identified an optimal location in the City of Pico Rivera. In comparison to CAHSR's Alternative 5, the Pico Rivera location offers superior regional and multimodal connectivity, greater ridership potential, improved freight decongestion and operational efficiency, and furthers state, regional, and local land use, housing, climate, economic, and mobility objectives.

Advancing preliminary engineering and environmental clearance for the Pico Rivera station location is a critical next step to ensure that a technically feasible, locally supported, and regionally beneficial alternative is fully evaluated. This effort will complement the City of Pico Rivera's ongoing planning and help advance a station location that maximizes ridership, strengthens multimodal connectivity,

and delivers long-term public value for Los Angeles County and the region.

SUBJECT: COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA 30% DESIGN AND ENVIRONMENTAL CLEARANCE MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Dutra, and Solis that the Metro Board direct the Chief Executive Officer to advance the following objectives pertaining to the Pico Rivera Regional Rail Station:

A. Continue coordination with CAHSR to ensure that their Final EIR/EIS and/or Supplemental EIR/EIS of the LA-to-Anaheim Project Section reflects a local decision regarding the Commerce Metrolink Station relocation mitigation in Pico Rivera;

B. Identify and program resources, as funding allows, to advance up to 30% engineering design and preliminary environmental assessments;

C. Coordinate with CAHSR to identify and program mitigation funding toward the station relocation in conjunction with the schedule for environmental clearance of this segment of the CAHSR;

D. Coordinate with CAHSR on the necessary levels of environmental review they would undertake to ensure appropriate CEQA and NEPA clearances;

E. Work collaboratively with corridor stakeholders and support robust community outreach and engagement throughout the 30% engineering design and preliminary environmental assessment phase; and

F. Incorporate the Pico Rivera station location in the Metrolink work plan, the Regional Transportation Plan/Sustainable Communities Strategy, and other related planning documents.

WE FURTHER MOVE that the CEO report back to the Board no later than the September 2026 Board cycle with progress and next steps for the above-requested items.

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REPORT

DATE: September 18, 2026

TO: Governing Board Delegates and Alternates

FROM: Marisa Creter, Executive Director

RE: PICO RIVERA REGIONAL RAIL STATION PROJECT

RECOMMENDED ACTION

1) Determine that the Pico Rivera Regional Rail Station Project satisfies the threshold criteria established in the SGVCOG Capital Projects Review Manual and assign oversight of this effort to the San Gabriel Valley Council of Governments Capital Projects and Construction Committee (CPCC); 2) Authorize the Executive Director to negotiate any agreements necessary, including agreements with Metro and the City of Pico Rivera, to complete the initial project approval and environmental document phase, 30%/60% design, and environmental clearance.

BACKGROUND

Recently, the SGVCOG was approached by the City of Pico Rivera to explore a partnership for the management and delivery of the Pico Rivera Regional Rail Station Project. The proposed approximately $306.8 million project would construct a new passenger rail station along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor, serving Metrolink and potentially Amtrak, and would include passenger platforms, a station and bus plaza, new railroad bridges, track and signal improvements, bicycle and pedestrian facilities, and connections to the Rio Hondo recreational trails. The City has worked with LA Metro, Metrolink, Amtrak/LOSSAN, BNSF Railway, and the California High-Speed Rail Authority to advance the project and has completed a Project Definition Report that includes an alternatives analysis, feasibility study, conceptual design, and preliminary cost estimate. Given SGVCOG/ACE's experience delivering complex railroad infrastructure and coordinating multi-agency capital projects, the City has requested that the SGVCOG consider leading the project's next phase, including preliminary engineering, environmental clearance, railroad and agency coordination, and related project management services.

The Project Definition Report identifies a preferred station location near Paramount Boulevard and the BNSF corridor, northwest of the existing railroad bridge over Paramount Boulevard. The preliminary planning concept includes two approximately 850-foot side platforms, track realignment and an additional main track, new railroad bridges over the Rio Hondo Channel and Paramount Boulevard, a pedestrian underpass connecting the platforms, and a station plaza with bus bays, shelters, ticketing and bicycle facilities. The concept also includes approximately 120 parking spaces, utility relocations, and potential connections to the Rio Hondo trail system. Further engineering and environmental review will be required to evaluate potential right-of-way impacts, including possible acquisition of industrial properties, and modifications to Paramount Boulevard necessary to maintain railroad clearances.

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On March 19, 2026, the Metro Board directed its Chief Executive Officer to continue coordinating with the California High-Speed Rail Authority and other project partners, identify and program funding as available to advance up to 30% engineering design and preliminary environmental assessments, conduct community outreach, and incorporate the proposed station into relevant regional rail planning documents. Metro is expected to report back during the September 2026 Board cycle. The City's Letter of Interest identifies approximately $6 million in anticipated Metro Measure R and/or Measure M regional rail funding for the next phase, subject to Metro approval and execution of the necessary agreement with SGVCOG. The Letter of Interest also identifies approximately $3.5 million in Congressional Community Project Funding selected for award, subject to the federal appropriations process. Accordingly, these potential funding sources should not be considered committed until all necessary appropriations, approvals, award conditions, and funding agreements have been completed.

DISCUSSION

The scope of this project is within the SGVCOG's authority to provide the services contemplated. Under the common powers rule applicable to Joint Powers Authorities, the SGVCOG may exercise only those powers that all its members can exercise. The Joint Exercise of Powers Act, Govt. Code sections 6500 et seq., provides that the SGVCOG exercises its powers, in this case the power to implement highway capital improvement projects, within the geographical area of one of SGVCOG's member agencies. Given that the County of Los Angeles is a member agency of the SGVCOG, and not a particular district, the projects would be within the boundaries of a SGVCOG member agency.

Additional authority is found in, Govt. Code section 54981 which authorizes a local agency (defined as a city, county or district) to contract with any other local agency for the performance by the latter of municipal services or functions within the territory of the former. Services or functions are defined in relevant part in Section 54980(c) as including the improvement, maintenance, repair, and operation of streets and highways. For instance, West Covina could contract with South Pasadena to provide services for a street or highway improvement within West Covina.

The project is a strong technical fit with the SGVCOG Capital Projects Department's experience in railroad coordination, grade-separated structures, right-of-way, utilities, environmental clearance, and management of projects involving multiple local, regional, state, federal, and private-sector partners. It also advances regional goals by improving passenger rail access, supporting connections to bus and active transportation networks, and coordinating passenger improvements with freight rail operations.

Staff recommend that the initial agreement focus on the project approval and environmental document phase, 30%/60% design, and environmental clearance, with any later design or construction services subject to separate authorization or amendment. Negotiations would define the respective roles of the City, SGVCOG, Metro, BNSF, Metrolink, Amtrak/LOSSAN, the California High-Speed Rail Authority, and other agencies; identify the environmental lead agency and required federal and state approvals; establish railroad, right-of-way, utility, permitting,

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community outreach, and third-party coordination responsibilities; and set a realistic schedule, decision process, and change-control procedure.

Any negotiated agreement would be brought back to the Governing Board before work begins. The agreement would be conditioned on confirmation of sufficient funding and would require reimbursement of all SGVCOG costs, including staff, consultants, legal support, insurance, administration, and applicable overhead. It would also address indemnification, liability, ownership of work products, funding-agreement requirements, termination rights, and the allocation of cost, schedule, railroad, environmental, and property-acquisition risks. The authorization requested by this report does not commit SGVCOG funds, approve a final project scope or budget, accept a grant, or authorize design or construction.

A reimbursable partnership could provide a direct benefit to SGVCOG by maintaining a strong pipeline of capital projects and preserving an experienced engineering and project management team as the remaining ACE projects approach completion. It would also place SGVCOG in a position to help a member city advance a regionally-significant project while maintaining appropriate Governing Board oversight. Following authorization, staff would coordinate with the City and funding partners, complete due diligence, negotiate business and risk terms, and return a proposed agreement and updated project information to the Governing Board for consideration and assignment to the CPCC.

RECOMMENDED ACTION

SGVCOG staff recommend that the Governing Board authorize the Executive Director to negotiate any necessary agreements with Metro and the City of Pico Rivera for the SGVCOG to provide project management and delivery services for the Pico Rivera Regional Rail Station Project, initially including the project approval and environmental document phase, 30%/60% design, and environmental clearance; and to bring the negotiated agreement to the Governing Board for approval.

Prepared by: Kevin Lai
Kevin Lai
Director of Capital Projects

Approved by: Marisa Creter
Marisa Creter
Executive Director

Pico Rivera Metrolink Station Update

Metro Operations, Safety, and Customer Experience Committee

October 15, 2026

Metro

Background and Feasibility Study

- Future CA High Speed Rail Authority (CHSRA) LA – Anaheim segment proposes to relocate Commerce Metrolink station to Commerce/Montebello border as formal mitigation to the CHRSA Project
- Consensus was reached by the cities of Commerce, Montebello and Pico Rivera that the Commerce station should be relocated to Pico Rivera
  - A new station in Pico Rivera would require the current Metrolink station in Commerce to be removed (no net increase in stations per BNSF agreement)
- Metro conducted a feasibility study for a new Pico Rivera commuter rail station in December 2025

Metro

Proposed Pico Rivera Station

- Goals for a new Metrolink Pico Rivera station include:
  - ✓ Increase regional mobility options and improve transit access
  - ✓ Support economic development, community revitalization, and community needs
  - ✓ Provide environmental benefits and reduce environmental impacts
  - ✓ Ensure cost effectiveness and financial viability
- Preferred location: south side of BNSF-owned right-of-way west of Paramount Blvd
  - Ridership estimate: 350-430 daily boardings (2045)
    - Commerce station ridership is 33 boardings per day, the lowest in the Metrolink system

Metro

Pico Rivera Station Location



Metro

Recent Actions and Next Steps

- Staff are in discussions with the City of Pico Rivera and CHSRA
  - The City is pursuing funding for preliminary engineering (PE)
    - Possible Congressional earmark
    - Upcoming FY 28 State budget request
- San Gabriel Valley Council of Governments (SGVCOG) in September 2026 took the following action:
  1) Acknowledge that the Pico Rivera station project is within the SGVCOG's area of responsibility to lead the PE phase
  2) Enter into funding agreements with Metro, the City, and CHSRA
- CHSRA to certify the LA – Anaheim Record Of Decision (ROD) in late October 2026
  - After ROD is achieved, CHSRA may be able to do a supplemental environmental document to relocate the Commerce station to Pico Rivera
- A cost-benefit analysis will be performed if the project advance to the PE phase

Metro