



**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)

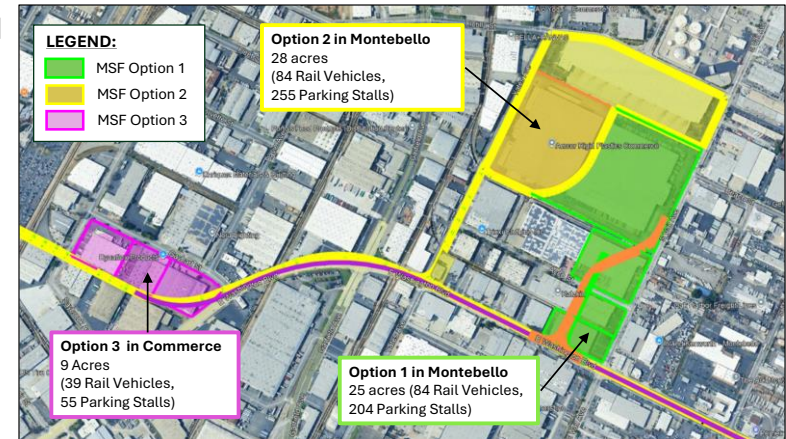
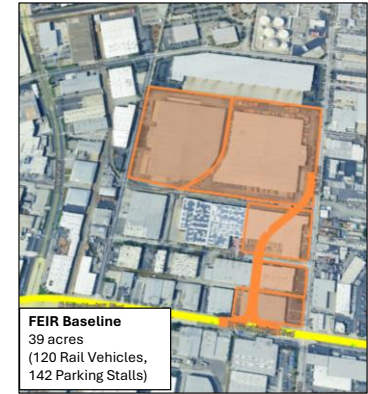
- **Improves Access & Connectivity:** frequent rail service connecting East LA Gateway Cities and other destinations.
- **Serves Transit-dependent Communities:** 69,600 people within ½-mile radius of 4 stations
- **Eases Traffic Congestion:** Reduce travel time from over 16 min. by cars to 8 min by rail. 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 |
|----------------------------------------------------------------|---------------------|---------------------|---------------------|
| <b>Average Score by Goal (Unweighted)</b>                      |                     |                     |                     |
| <b>Mobility &amp; Accessibility</b> (Weight: 40%)              | 6.1 / 7             | 6.5 / 7 ★           | 6.4 / 7             |
| <b>Safety &amp; Health</b> (Weight: 15%)                       | 6.3 / 7             | 5.8 / 7             | 7 / 7 ★             |
| <b>Environmental Sustainability</b> (Weight: 15%)              | 3.7 / 7             | 3.9 / 7             | 5 / 7 ★             |
| <b>Operational Sustainability &amp; Delivery</b> (Weight: 15%) | 3.9 / 7             | 4.6 / 7             | 6.2 / 7 ★           |
| <b>Economic Impact</b> (Weight: 15%)                           | 5.3 / 7             | 6.2 / 7             | 6.3 / 7 ★           |
| <b>Total Weighted Score</b>                                    | <b>5.3 / 7</b>      | <b>5.7 / 7</b>      | <b>6.2 / 7 ★</b>    |

# 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.

