FTIP ID# *(required)* LA0G626

TCWG Consideration Date

Project Description *(clearly describe project)*
The Eastside Transit Corridor Phase 2 Project will construct an electric-powered light rail transit service extension in eastern Los Angeles County (Build Alternative). The Build Alternative will consist of 4.7 miles of reconfigured and new light rail transit guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard/Pomona Boulevard in East Los Angeles (unincorporated Los Angeles County) to an at-grade terminal station at Washington Boulevard/Greenwood Avenue in the City of Montebello. The 4.7 miles will include reconfiguration of 0.4 mile of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. There will be one relocated underground Atlantic/Pomona station and three new stations, including an underground station at Atlantic Boulevard and Whittier Boulevard intersection, an underground station beneath Smithway Street and Citadel Outlets, and an at-grade station at Washington Boulevard west of Greenwood Avenue. The Build Alternative will also include guideway and system facilities to support vehicle operations, such as overhead catenary systems, radio communications, and train control houses that will be constructed along the alignment; a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated, but only one will be selected. Of the evaluated MSF site options, two are in the City of Montebello and one is in the City of Commerce.

Type of Project *(use Table 1 on instruction sheet)*

County	**Narrative Location/Route & Postmiles**
Los Angeles	The Project alignment will extend approximately 4.7-miles from the Metro E Line current terminus at Atlantic Boulevard/Pomona Boulevard in East Los Angeles (unincorporated Los Angeles County) south and east to an at-grade terminal station at Washington Boulevard/Greenwood Avenue in the City of Montebello. The Study Area follows the alignment, consisting of an approximately 0.4 mile segment in East Los Angeles (an at-grade segment along East 3rd Street), an approximately 1.7-miles segment in East Los Angeles (a subgrade segment generally following Atlantic Boulevard south of the Atlantic Boulevard/Pomona Boulevard intersection), an approximately 2.0-mile segment in Commerce (a subgrade segment continuing below Smithway Street and transitioning to an elevated segment at Gayhart Street), and an approximately 0.6-mile segment in Montebello terminating a new Washington Boulevard/Greenwood Avenue station. **Caltrans Projects – EA#** Not Applicable

3.Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**X**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 2026

NEPA Assignment – Project Type *(check appropriate box)*

X	**Exempt**	**Section 326 – Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2019	2024	2025	2029
End	2026	2028	2029	2035

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
In support of the goals in Metro's 2020 Long Range Transportation Plan and Metro's Vision 2028 Strategic Plan, the purposes of the Project are to:

- Enhance regional connectivity by extending the existing Metro E Line further east from the current East Los Angeles terminus.
- Accommodate growing travel demand resulting from increased future population and employment growth.
- Provide mobility options to increase travel efficiencies to and from eastern Los Angeles County.
- Improve access to existing concentrations of activity centers and employment along the Metro E Line that will be served by the Project.
- Enable jurisdictions in eastern Los Angeles County to promote growth in their local economies.
- Improve accessibility and connectivity for transit dependent populations.

The need for the Project is as follows:

- Growing population and employment densities: By 2050, continued population and employment growth in the already dense Study Area is expected to worsen congestion, making enhanced transit essential for maintaining mobility and access to major activity centers.
- Local roadway congestion impacts on bus transit: Heavy congestion on arterial streets limits bus reliability in the Study Area, where few rail options exist and no direct transit routes parallel the corridor without multiple transfers.
- Arterial and freeway congestion impacts on vehicle travel: Peak-period congestion on major freeways and arterials—including Interstate 5, State Route 60, Interstate 10, Interstate 710, and Interstate 605—creates significant delays, compounded by heavy truck traffic on key east-west routes.
- Quality of life: Air quality concerns in eastern Los Angeles County can be reduced by improving transit access, which will decrease vehicle trips, congestion, and pollutant emissions.
- High transit demand: The Study Area demonstrates strong transit dependence, underscoring the need for improved transit access and connectivity.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The approximately 4.7-mile Study Area includes communities in eastern Los Angeles County, including the unincorporated community of East Los Angeles and the cities of Commerce and Montebello. The Study Area encompasses both incorporated and unincorporated areas and traverses a variety of urban contexts. These municipal areas are characterized by a diverse mix of land uses and activity centers. The corridor includes areas of substantial residential, retail, commercial, industrial, civic, and transportation-related land uses.

Existing Conditions: LOS and Intersection Delay of Proposed Facilities

Table 1 presents a summary of the delay (in seconds) and resulting Level-of-Service (LOS) at the intersections adjacent to the proposed Project station locations under existing conditions (2025).

Table 1: LOS under Existing Conditions at Intersections adjacent to the Alignment Stations

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd	232.9	F	557.2	F
Atlantic Blvd and 3rd/Pomona	42.7	D	46.6	D
Atlantic Blvd and Whittier Blvd	27.2	C	29.9	C
Tubeway Avenue and Smithway Street	10.8	B	21.1	C
Greenwood Avenue and Washington Blvd	13.2	B	14.9	C

As shown above in Table 1, under existing conditions, the locations where stations are proposed currently operate at acceptable LOS for three of the four proposed station locations. The Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd is adjacent to the existing Metro Atlantic Station, but the Atlantic Blvd and 3rd/Pomona intersection is also included for reference as this is a multi-leg, complex intersection.

Existing Conditions: AADT, Truck %, Truck AADT, and Max Truck %

Table 2 presents a summary of the AADT, daily truck percentage, truck AADT, and the maximum truck percentage during the AM, PM, and/or mid-day peak periods along the transit corridor segments adjacent to the Project station locations under Existing Conditions. Trucks are classified as vehicle classification 6 (3-Axle Single Units) or higher.

Table 2: Summary of the AADT and Truck % under Existing Conditions at Intersections adjacent to the Alignment Stations

Intersection	Direction	Existing AADT	Truck %	Truck AADT	Max Truck Peak Hr %
Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd	North of	9,455	0.2%	16	1.0%
	South of	13,638	0.2%	22	0.6%
	East of	8,986	0.5%	41	1.7%
	West of	14,139	0.7%	93	2.6%
Atlantic Blvd and 3rd/Pomona	North of	34,480	1.3%	463	2.0%
	South of	28,618	1.7%	482	2.8%
	East of	7,063	0.6%	39	1.2%
	West of	8,986	0.5%	41	1.7%
Atlantic Blvd and Whittier Blvd	North of	23,841	1.7%	400	2.8%
	South of	21,363	1.9%	405	3.2%
	East of	23,671	0.4%	85	0.7%
	West of	19,365	0.2%	38	0.8%
Tubeway Avenue and Smithway Street	North of	7,059	N/A	149	N/A
	South of	5,933	N/A	153	N/A
	East of	-	N/A	N/A	N/A
	West of	4,563	4.0%	181	8.2%
Greenwood Avenue and Washington Blvd	North of	12,035	1.0%	125	3.8%
	South of	13,372	4.1%	549	6.3%
	East of	29,182	6.5%	1,895	9.3%
	West of	29,742	6.6%	1,973	8.7%

According to the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy, the Project corridor is located within a heavily urbanized area that accommodates both passenger and goods-movement traffic. As shown in Table 2 and based on traffic volumes recorded in the Study Area in 2025, the truck percentage of the fleet mix is typically only a couple percent of the total vehicles, but this percentage jumps to approximately 9% along Washington Blvd. as an active truck corridor and Smithway Street as it is adjacent to the Citadel Outlets. However, these high truck percentages are observed mid-day when total traffic and automobile volume is lower than the AM or PM peak periods.

RTP Horizon Year: LOS and Intersection Delay of Proposed Facilities

Table 3 presents a summary of the delay (in seconds) and resulting Level-of-Service (LOS) at the intersections adjacent to the proposed Project station locations under the No Build and Build Alternatives in the forecast year (2050). The Build Alternative involves modifications to and/or reconfigurations of several existing intersections along the alignment, but no modifications to interchanges. Minor modifications including new or modified traffic signals or signal phase changes may also be necessary at multiple intersections along the alignment.

Table 3: LOS under No-Build and Build Alternative at Intersections adjacent to the Alignment Stations

Intersection	2050 No-Build				2050 Build Alternative			
	AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd	311.3	F	702	F	375.9	F	705.8	F
Atlantic Blvd and 3rd/Pomona	45.5	D	50.4	D	45.8	D	48.1	D
Atlantic Blvd and Whittier Blvd	27.8	C	30.7	C	27.8	C	30.6	C
Tubeway Avenue and Smithway Street	11	B	25.2	D	11.1	B	27.9	D
Greenwood Avenue and Washington Blvd	12.3	B	15.6	B	28.2	C	40.1	D
La Verne Avenue and 3rd Street	16.7	B	12.9	B	27.3	D	26.3	D

As shown in Table 3, the intersections which will be substantially modified or reconfigured under the Build Alternative—Garfield Avenue & Washington Boulevard, 3rd Street & La Verne Avenue, and 3rd Street & Civic Center Way—will not result in an intersection moving to unacceptable LOS under the Build Alternative relative to the No-Build.

RTP Horizon Year: AADT, Truck %, Truck AADT, and Max Truck %

Table 4 presents a summary of the AADT, daily truck percentage, truck AADT, and the maximum truck percentage during the AM, PM, and/or mid-day peak periods along the transit corridor segments adjacent to the Project station locations under the No-Build and Build Alternatives in the forecast year (2050).

According to the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy, the Project corridor is located within a heavily urbanized area that accommodates both passenger and goods-movement traffic. The area surrounding the Project corridor is a largely built-out urban and industrial environment, and it is not anticipated that substantial additional industrial land use will be developed in the future. Therefore, it is reasonable to assume that the fraction of AADT comprised by trucks will remain generally static between existing conditions and the forecast year (2050).

Table 4: Summary of the AADT and Truck % under the No-Build and Build Alternatives in the Forecast Year (2050) at Intersections adjacent to the Alignment Stations

Intersection	Direction								
		2050 NB AADT (1) (2)	2050 NB Truck %	2050 NB Truck AADT	2050 NB Max Truck Peak Hr % (4)	2050 Build Alt AADT (1) (2)	2050 Build Alt Truck %	2050 Build Alt Truck AADT	2050 Build Alt Max Truck Peak Hr % (4)
Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd	North of	10,500	0.2%	18	0.2%	10,600	0.2%	18	0.2%
	South of	15,200	0.2%	25	0.6%	15,300	0.2%	25	0.6%
	East of	7,900	0.5%	44	1.1%	7,900	0.5%	36	1.1%
	West of	15,800	0.7%	104	0.9%	15,800	0.7%	104	0.9%

Atlantic Blvd and 3rd/Pomona	North of	38,761	1.3%	519	1.4%	38,618	1.3%	519	1.4%
	South of	32,171	1.7%	540	2.2%	32,052	1.7%	540	2.2%
	East of	7,940	0.6%	44	1.1%	7,911	0.6%	44	1.1%
	West of	10,102	0.5%	46	0.5%	10,064	0.5%	46	0.5%
Atlantic Blvd and Whittier Blvd	North of	26,800	1.7%	450	2.3%	26,800	1.7%	450	2.3%
	South of	24,000	1.9%	455	2.1%	24,100	1.9%	457	2.1%
	East of	26,600	0.4%	96	0.9%	26,500	0.4%	95	0.9%
	West of	21,800	0.2%	43	0.5%	21,700	0.2%	43	0.5%
Tubeway Avenue and Smithway Street	North of	8,000	N/A	N/A	N/A	8,000	N/A	N/A	N/A
	South of	6,800	N/A	N/A	N/A	6,900	N/A	N/A	N/A
	East of (3)	-	N/A	N/A	N/A	-	N/A	N/A	N/A
	West of (3)	5,200	4.0%	206	6.6%	5,300	4.0%	210	6.6%
Greenwood Avenue and Washington Blvd	North of	13,700	1.0%	142	2.0%	13,900	1.0%	144	2.0%
	South of	15,200	4.1%	624	4.9%	15,400	4.1%	632	4.9%
	East of	33,300	6.5%	2,162	8.1%	33,300	6.5%	2,162	8.1%
	West of	33,900	6.6%	2,249	8.1%	33,900	6.6%	2,249	8.1%

Notes:
N/A - Data not available
(1) - 24-hour volume counts from 2025 tube counts with TDM growth factor
(2) - Applied with seasonal factor from CalTrans D7
(3) - 24-hour count not available, so used peak hour volumes
(4) - Time interval of peak hour was based on total traffic (car+trucks)

As shown in Table 4, implementation of the Build Alternative will not increase the anticipated trucks traveling throughout the corridor. The static and/or very minor changes in AADT between the No-Build Alternative and Build Alternative will be attributed to increased transit ridership eliminating passenger vehicle trips and traffic diversions along intersecting roadways.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Build Alternative involves substantial modifications to and/or reconfigurations of several existing intersections along the alignment, but no modifications to interchanges. Minor modifications including new or modified traffic signals or signal phase changes may also be necessary at multiple intersections along the alignment.

As shown in Table 4, presented previously, the intersections which will be substantially modified or reconfigured under the Build Alternative—Garfield Avenue & Washington Boulevard, 3rd Street & La Verne Avenue, and 3rd Street & Civic Center Way—will not have substantially altered AADT or truck activity under the Build Alternative relative to the No-Build.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Project will improve overall performance and reduce congestion by providing a transportation mode alternative to passenger vehicles. The Project will encourage patrons to use the light rail service instead of operating passenger vehicles, thereby reducing traffic volumes throughout the project corridor. The Project will not result in additional diesel vehicle trips or passenger vehicle trips. Improved rail transit along the Project corridor will enhance lifeline mobility and accessibility, improve transit operations, increase ridership, and improve corridor safety.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Under 40 Code of Federal Regulations 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;

Criterion (i) does not apply to the Project, which is neither a highway project nor will have the potential to result in a significant increase in the number of diesel vehicles.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

Criterion (ii) does not apply to the Project, as there are not a significant number of diesel vehicles related to the Project.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

Criterion (iii) does not apply to the Project, as it will not result in the congregation of a significant number of diesel vehicles at a single location.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

Criterion (iv) does not apply to the Project, as it will not result in any increase to the congregation of a significant number of diesel vehicles at a single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Criterion (v) does not apply to the Project, as the Project is not in or affecting a site identified in the applicable PM10 or PM2.5 air quality plan known to be in violation or possible violation or the standards.