



## Eastside Transit Corridor Phase 2 Frequently Asked Questions (FAQ)

### PROJECT STATUS AND DESCRIPTION

#### 1. What is the Eastside Transit Corridor Phase 2 project?

The Eastside Transit Corridor Phase 2 project (project) is an approximately nine-mile extension of the Metro E Line farther east that will connect as far as the City of Whittier, as well as offer access to the rest of the expansive Metro transit system. The project will bring high-quality transit to the Gateway Cities, connecting people to key destinations and communities in unincorporated Los Angeles County in East Los Angeles and West Whittier-Los Nietos and five cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier. This extension is designed to enhance mobility and access in a high-demand corridor, reduce traffic congestion, and ease pressure on local roads serving expanding communities in southeast Los Angeles County.

For this project, Metro has established the following goals:

- Enhance regional connectivity between eastern Los Angeles County communities and the greater Southern California region.
- 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 within eastern Los Angeles County.
- Enable jurisdictions in eastern Los Angeles County to promote growth in their local economies.
- Improve accessibility and connectivity for transit-dependent populations.

The project will be built in two phases. The first phase (Phase 2A), or Initial Operating Segment (IOS), will extend the Metro E Line farther east from its current terminus at Atlantic Boulevard in East Los Angeles to the Greenwood Station in the City of Montebello. The second phase (Phase 2B), extending the Metro E Line farther east to the City of Whittier, will be built later when funding is identified and



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secured. The project will be complete once the full extension to Lambert Station (final terminus) in the City of Whittier is built.

### **2. What is the current project status?**

The project has undergone extensive planning and environmental review. Beginning in 2007, Metro screened 47 concepts in an Alternatives Analysis for the Eastside Transit Corridor Phase 2 and narrowed them through subsequent technical studies and environmental reviews to four alternatives, which were analyzed in a joint National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) Draft Environmental Impact Statement/Environmental Impact Report (EIR) released in 2014. Agency and public comments led Metro to carry forward two build alternatives for additional study.

A Recirculated Draft EIR published in June 2022 evaluated three build alternatives (with two design options), two maintenance and storage facility (MSF) site options, and a No Project Alternative. The Recirculated Draft EIR included a 60-day public review and comment period, four public hearings, and community events. On December 1, 2022, the Metro Board selected the Atlantic-to-Greenwood IOS (Phase 2A) as the Locally Preferred Alternative (LPA) and advanced the alignment for the Final EIR, which was certified in May 2024. Over 900 comments were received for the Draft EIR. Responses to all submitted comments were included as part of the Final EIR that was released in April 2024. In May 2024, Metro concluded the CEQA review process with the Metro Board of Directors' approval of the EIR and the State of California issuing a Notice of Determination.

In fall 2024, Metro began coordinating with the Federal Transit Administration (FTA), the lead federal agency, to reinstate the NEPA process for federal environmental clearance to qualify the project for future federal funding. In May 2025, FTA approved the project's entry into a 1-year NEPA EA process. The LPA, with refinements, is the Build Alternative for the EA. The EA evaluates the LPA (IOS to Montebello) and will incorporate stakeholder input.

### **3. Will there be opportunities for public engagement and feedback on the project?**

FTA will consider the comments received on the EA during a 30-day public comment period in its decision document and will provide responses to substantive comments. The EA will be available for review at the following locations:



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- Federal Transit Administration, Region 9 Office, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017
- Metro Headquarters, Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
- East Los Angeles Library, 4837 E 3rd Street, East Los Angeles, CA 90022
- Rosewood Neighborhood Library, 5655 Jillson Street, Commerce, CA 90040
- Chet Holifield County Library, 1060 S Greenwood Avenue, Montebello, CA 90640
- Project Website: [https://www.metro.net/projects/eastside\\_phase2/](https://www.metro.net/projects/eastside_phase2/)

In June 2026, Metro will host a round of public hearings including three in-person meetings in the community of East Los Angeles (unincorporated Los Angeles County) and the Cities of Commerce and Montebello, as well as one virtual meeting. Details regarding the public hearings will be available on Metro's project website: [https://www.metro.net/projects/eastside\\_phase2/](https://www.metro.net/projects/eastside_phase2/). At these public hearings, Metro will provide information about the EA and its findings, as well as an opportunity for the public to submit oral and written comments on the EA.

#### **4. What maintenance and storage facility (MSF) site options are being considered?**

The project would include a new MSF with equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. In May 2024, the Metro Board approved the Final EIR for the Project, which includes a 39-acre MSF in the City of Montebello. To reduce the project's environmental impacts, Metro has identified three smaller MSF design options for the E-Line extension from East Los Angeles to Montebello during the federal NEPA environmental review process. The three options include: two sites (25-29 acres) in Montebello (MSF Sites 1 and 2) and one 9-acre site in Commerce (MSF Site 3). Only one site will be considered and selected by the Metro Board for construction pending public comments received on the EA in Summer 2026 during the NEPA process.

MSF Sites 1 and 2 would be located north of Washington Boulevard and south of Flotilla Street. MSF Site 1 would be located west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be located west of MSF Site 1, with yard lead tracks on Yates Avenue. MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch site at Gayhart Street east of Saybrook Avenue. The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF. Tracks into MSF Site 3 would



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connect to the mainline alignment at-grade as the underground alignment transitions to the aerial alignment.

### 5. Where will the new stations be located?

Phase 2A/IOS will include the following stations:

- Atlantic/Pomona station: the existing at-grade Atlantic Station will be relocated to a new underground station located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard in East Los Angeles
- Atlantic/Whittier station: a new underground station located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles
- Commerce/Citadel station: a new underground station located beneath Smithway Street near the Citadel Outlets in the City of Commerce
- Washington/Greenwood station: a new at-grade station located on Washington Boulevard just west of Greenwood Avenue in the City of Montebello

Phase 2B will include the following stations:

- Washington/Rosemead station: a new at-grade station located in the center of Washington Boulevard west of Rosemead Boulevard in the City of Pico Rivera
- Washington/Norwalk station: a new at-grade station located in the median of Washington Boulevard east of Norwalk Boulevard in the City of Santa Fe Springs
- Washington/Lambert station: a new at-grade station located south of Washington Boulevard just west of Lambert Road in the City of Whittier

### 6. What will the stations look like?

The appearance of the stations will vary significantly depending on their location and whether they are underground or at-grade, but all stations will follow [Metro's Systemwide Station Design Standards](#) to ensure a uniform, world-class identity. These standards establish a uniform approach to delivering Metro stations and ensure that they are well located, recognizable, attractive, and easy to use, with well-designed station public areas, including plazas, concourses, and platforms. Through coordination with other Metro departments, cities, and other stakeholders, the Systemwide Design team helps



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design Metro stations that connect to the urban environment and regional transit network. New stations utilize a modular “kit of parts” approach for cost effectiveness and a cohesive look across the network. These include, for example, modern materials (brushed stainless steel, use of low-iron structural glass, architectural grade concrete), standard elements (modular glass canopies, fully integrated LED lighting, stainless steel gateway portals), and functional furniture (benches and equipment with rounded profiles). Metro also provide opportunities for integrated public art and sustainable landscaping as elements of variability developed in consultation with, and responsive to, the surrounding community. While following a unified base, stations are customized to reflect the local character of their neighborhoods through integrated public arts, which involve site-specific commissions built into each new station, and sustainable landscaping.

### **7. Why is the project underground in some communities but at-grade in others?**

The project uses a mix of underground and at grade tracks to minimize community environmental impacts and duration of construction. In areas like East Los Angeles and the City of Commerce, tunneling prevents the widespread displacement of homes and businesses that would otherwise be required due to narrower rights of way. Conversely, in cities like Montebello, Pico Rivera, and Whittier, the project utilizes at-grade tracks where wider rights of way are available. This approach is significantly quicker to build allowing Metro to be efficient with resources and ensure the project is successfully completed to the City of Whittier.

### **8. How will the project benefit local communities?**

The nine-mile extension aims to improve regional mobility by providing a "one-seat ride" from Whittier to Santa Monica, connecting the Gateway Cities to the Metro bus and rail system network and regional and local destinations. This extension will serve an estimated 15,000 weekday riders and benefit 120,000 residents living near the stations, particularly transit-dependent populations, while reducing local traffic congestion. Additionally, the project is expected to stimulate the local by creating over 10,000 new jobs, and fostering increased economic activity through local hiring and improved transit access.

### **9. How is this project being funded? Is the project fully funded?**



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The project is currently partially funded with local, state, and potential federal funding. Metro has committed over \$3 billion from local sales tax measures (Measure M, Measure R, Proposition A, Proposition C, 3% Contribution), \$35 million of state grants from the Transit and Intercity Rail Capital Program (TIRCP), and \$133.8 million under the California State Transportation Improvement Program (STIP). This leaves a significant gap in the total estimated cost of \$7.9 billion for the E-Line extension from East Los Angeles to Montebello, meaning the project is not yet fully funded for the entire nine-mile alignment to Whittier. To manage this, Metro is using a phased delivery approach that prioritizes the segment to Montebello while actively pursuing additional federal and state grants to cover the remaining costs for the initial phase of the project to Montebello and advance the full extension to Whittier when funding becomes available.

### POTENTIAL PROJECT IMPACTS

#### **10. How long is construction anticipated to last?**

Based on the project's estimated timeline, construction is anticipated to last approximately 8 to 10 years. With utility adjustment and real estate acquisition for the E-Line extension to Montebello are expected to begin in 2027, the primary construction of stations and guideways is anticipated to begin in late 2029, with the project's completion and opening targeted for 2035 and 2037 (assuming full funding is secured). While completing the rail extension to Montebello, Metro will continue to pursue funding opportunities to extend the rail all the way to Whittier.

#### **11. During construction, will there be noise, vibration or other impacts that residents should be aware of? How will construction affect traffic?**

The project's environmental process has identified and evaluated construction impacts such as noise, vibration, and traffic. These impacts, along with mitigation measures and the effectiveness of these measures, are described in the project's CEQA and NEPA documents. Generally, construction noise and vibration can be reduced by using dampeners, such as enclosures and noise barriers, that lower the noise and vibration of construction equipment to allowable levels, per FTA guidance. For traffic during construction, this project will require a comprehensive traffic control plan that must be approved by local cities and jurisdictions, in coordination with fire and police departments.

#### **12. What effects does tunneling have on the surface?**



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Modern methods like Tunnel Boring Machines (TBM) and Sequential Excavation Method (SEM) generally produce no noticeable noise, vibration, or settlement at the ground surface. Bored tunnels are generally deeper compared to tunnels constructed using cut and cover methods, and the ground around and above the tunnel remains fully supported at all times. Recent Metro experience with the D Line (Purple) Extension, K Line (Crenshaw/LAX) and the Regional Connector projects have shown these underground activities can proceed without disturbing sensitive neighbors, including schools and theaters.

Noticeable construction activities typically occur where facilities are needed on the surface. These activities occur at stations, at the launch and extraction sites of tunnel boring machines, and at places where tracks transition from tunnels to the surface. TBM launch sites, often part of station construction sites, generally include some of the most substantial construction activities, and they include storage of materials like tunnel lining and staging for hauling away soil and rock removed from the ground during tunneling. For more information, see our [Tunneling Fact Sheet](#) and our [Station Construction Fact Sheet](#).

### **13. What monitoring takes place during tunneling?**

Extensive and continuous environmental monitoring is part of tunneling to ensure no noticeable vibration or settlement occurs at the ground surface, as well as monitoring for air quality in the tunnels. Several types of sensors are used within the tunnel as part of this work. Other types of sensors are placed along the alignment at ground level, below ground, and on nearby structures. Plans for monitoring are described in the project's CEQA and NEPA documents.

### **14. Will trains running in tunnels cause noise or vibration on the surface?**

In bored tunnels, trains generally do not produce noticeable noise or vibration at the surface. Noise and vibration from transit operations can occur near surface facilities such as station entrances, ventilation facilities, or transitions from tunnels to the surface. Metro has identified and evaluated impacts due to operations, including noise and vibration. Those impacts, along with mitigation measures and the effectiveness of these measures, are described in the project's [CEQA](#) and [NEPA](#) documents.

### **15. Would a tunnel need to be vented? Would it be on private property? If so, what are the impacts such as noise and other consequences?**



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Underground trains push the air as they move through the tunnels. This air can be vented to the surface in a variety of locations. Venting occurs at stations, and where the tunnels come up to the surface. Sometimes ventilation shafts at other locations are also needed. The requirements for number, size and location of ventilation shafts will vary with the length of the underground sections, the tunnel size and design, and the number and frequency of trains. Vents can generate noise, but the amount of noise associated with a vent is dependent on its size and several design variables. Emissions from vents do not impact air quality as the ventilation system filters out pollutants before being released to the environment. Vent facilities may require property acquisition. Please see our [Property Acquisition Fact Sheet](#) for more information.

### **16. Will property easements be needed? And what are the practical implications of those required easements?**

Yes, most new rail projects require property easements for construction and operation. These can include underground easements for tunnels and stations, air rights for aerial structures, or temporary easements used specifically during the construction phase. Other typical examples include easements for maintenance for emergency ingress and egress.

To ensure public safety and protect property for all parties, some easements allow Metro to review plans for construction above or adjacent to the easement area. However, these reviews are often routine and conducted as part of the standard city review process. The level of coordination depends on the project's proximity to Metro facilities, site conditions, and the potential impact to Metro's facilities operations/services. There are many examples around Los Angeles where property owners have been able to build successfully above and adjacent to our tracks, tunnels, stations or other facilities.

The practical implications vary, but they ensure Metro can safely operate and maintain the transit system while protecting the property for all parties. The EA identifies potential easements and acquisitions for the LPA. More information is available in the [Property Acquisition Fact Sheet](#).

### **17. Will eminent domain be used?**

Metro's primary goal is to reach a mutually acceptable negotiated agreement with property owners before considering eminent domain, which is only used as a last resort. The property acquisition



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process is governed by the Uniform Relocation Assistance and Real Property Acquisition Act. More information on that process is available in the [Property Acquisition Fact Sheet](#).

### **18. How will safety be ensured?**

Metro is continually improving safety and cleanliness through partnerships with law enforcement, a customer-focused Transit Ambassador Program, advanced technology like 24/7 camera monitoring and emergency call systems, crisis response teams, and physical design enhancements. New stations feature transparent architecture and high-intensity LED lighting to eliminate dark corners and improve visibility. To further enhance security, Metro is installing taller, reinforced fare gates and implementing a "Tap-to-Exit" policy at key stations to ensure the environment remains dedicated to transit users. For immediate help, riders can use the Transit Watch App to report concerns directly to dispatchers in real-time. Please visit Metro's new Safety Hub launched in March 2026 for a centralized online resource designed to provide riders, employees and the public with clear, accessible information about safety efforts and results across the transit system. How will homelessness be addressed?

Metro addresses homelessness through a "care-first" strategy that connects unhoused riders to supportive services and housing. This includes multidisciplinary outreach efforts through include specialized Homeless Outreach and Mobile Engagement (HOME) teams consisting of mental health professionals and social workers to build trust, provide essentials (hygiene kits), and enroll individuals into the regional housing system. In addition, this includes Metro Ambassadors who serve as a first point of contact to identify riders in distress and link them to outreach resources, dedicated housing pathways through partnerships with LA County Department of Health Services, and collaboration with nonprofits like Path to provide reserved interim housing beds specifically for transit riders. For immediate assistance or to report a non-emergency concern, riders can use the LA Metro Transit Watch App to request outreach support for someone in need.

## **PUBLIC ENGAGEMENT AND PARTICIPATION**

### **19. How can I participate in the NEPA process for this project?**

Community members can participate by reviewing the EA, attending public hearings (in person or virtual) in June 2026, and providing oral and written comments during the official 30-day public



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comment period. All input received during this time will be considered as part of the federal review process.

### **20. How do I submit a comment?**

Comments can be submitted in several ways:

- Verbally at a public hearing
- In writing at a public hearing
- Online through the project website
- By email or mail (details will be provided on the [project website](#))

All comments must be submitted during the official public comment period to be included in the record.

### **21. What is the deadline to submit comments?**

The EA will be available in May 2026 for a 30-day public review period. Specific dates will be announced on the [project website](#). Comments must be received by the end of this period to be considered.

### **22. What types of comments are most helpful?**

Comments are most useful when they are specific and relate to the project's environmental effects, community concerns, or potential improvements. For example, comments that identify local issues, suggest alternatives, or recommend ways to reduce effects are especially valuable.

### **23. How will my comments be used?**

All comments received during the public comment period will be reviewed by Metro and FTA. Responses to substantive comments will be included in the final NEPA decision document. Comments may help refine the project, identify mitigation measures, or inform final decisions.

### **24. What decisions are still open for public input?**

The NEPA process is evaluating the project's environmental effects and certain design elements. Key areas where public input may inform decisions include:



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- Selection of the MSF site
- Measures to reduce environmental and community impacts
- Design considerations and project refinements

Major elements such as the overall alignment for the LPA have already been approved through prior planning and environmental review.

### **25. Can public input change the project?**

Yes, public input can influence aspects of the project that are still under consideration. While not all elements can be changed, feedback may result in design refinements, additional mitigation measures, or adjustments to project features.

### **26. What happens after I submit a comment?**

After the comment period closes, Metro and FTA will review and respond to all substantive comments. These responses will be included in the final NEPA document, which will inform the federal decision on the project.

### **27. Are there other ways to stay involved or informed?**

Yes. Community members can:

- Visit the [project website](#) for updates
- Sign up for project email notifications
- Attend future public meetings or community events

Additional opportunities for engagement may be announced as the project advances.

### **28. Will materials and meetings be accessible to all community members?**

Metro is committed to inclusive public engagement. Meeting materials and outreach efforts will include language assistance and accessibility accommodations. Community members are encouraged to request additional support as needed. A recording of the virtual public hearing and a copy of the presentation will be posted on the [project website](#).



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### 29. Who can I contact with questions?

For questions or assistance, community members can contact the project team through the information provided on the [project website](#).