

Appendix S Regulatory Setting Summary

EASTSIDE TRANSIT CORRIDOR PHASE 2



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1.0 INTRODUCTION

This appendix contains the regulatory setting summary tables with regulations applicable to the Eastside Transit Corridor Phase 2 Project (Project) for each resource topic discussed in the Environmental Assessment (EA). Detailed regulatory setting is also provided in the following technical reports: **Appendix F** (Air Quality Impacts Report); **Appendix H** (Community Impacts Assessment); **Appendix I** (Economic and Fiscal impacts Reports); **Appendix J** (Hazardous Materials Impacts Report); **Appendix K** (Historic, Archeological and Tribal Resources Technical Report); **Appendix L** (Noise and Vibration Impacts Report); **Appendix M** (Real Estate and Acquisition Impacts Report); **Appendix N** (Section 4[f] Evaluation); and **Appendix O** (Transportation Impacts Report).

Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) would ensure full compliance with all relevant state, regional, and local laws and regulations for the Project.

1.1 Air Quality

Table 1.1 provides a summary of air quality regulations applicable to the Project, and additional information is provided in **Appendix F**.

Table 1.1. Applicable Air Quality Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Clean Air Act	United States Environmental Protection Agency, Federal Transit Administration (FTA)	<p>Establishes National Ambient Air Quality Standards for atmospheric concentrations of criteria pollutants that are considered harmful to public health. Standards are set to protect public health, including “sensitive” populations (e.g., individuals with respiratory conditions). The Clean Air Act specifies dates for achieving compliance with established National Ambient Air Quality Standards and mandates that states submit, implement, and enforce a state implementation plan to attain and maintain the standards. The South Coast Air Basin is designated as a federal nonattainment area for ozone, fine particulate matter of 2.5 microns in diameter and smaller, and lead and is designated as a federal maintenance area for carbon monoxide and fine particulate matter of 10 microns in diameter and smaller.</p> <p>Transportation Conformity is required for transportation projects in nonattainment and maintenance areas (40 Code of Federal Regulations Parts 51 and 93). The FTA is the agency responsible for ensuring that applicable transportation projects and plans conform to the state implementation plan.</p> <p>The United States Environmental Protection Agency has identified 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (72 Federal Register 8427). These compounds are referred to as mobile source air toxics. In 2007, the United States Environmental Protection Agency issued the Mobile Source Air Toxics rule (66 Federal Register 17229), which established national vehicle and fuel standards for the control of mobile source air toxics emissions.</p>

Applicable Regulations	Agency with Authority	Description
California Clean Air Act	California Air Resources Board	Requires the state to achieve and maintain the California Ambient Air Quality Standards by the earliest practicable date. California Ambient Air Quality Standards are at least as stringent as, and often more stringent than, National Ambient Air Quality Standards. The California Air Resources Board has delegated authority to regional air pollution control and air quality management districts.
South Coast Air Quality Management District's Air Quality Management Plan	South Coast Air Quality Management District	The South Coast Air Quality Management District is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The South Coast Air Quality Management District has adopted a series of Air Quality Management Plans to meet National Ambient Air Quality Standards and California Ambient Air Quality Standards to reduce emissions of criteria air pollutants. The most current Air Quality Management Plan was adopted in December 2022.
South Coast Air Quality Management District's Rule 401 – Visible Emissions	South Coast Air Quality Management District	Restricts discharge of certain visible air contaminants for extended periods of time, in addition to other restrictions to visibility-affecting emission sources.
South Coast Air Quality Management District's Rule 402 – Nuisance	South Coast Air Quality Management District	Prohibits the discharge of contaminants or materials which cause injury, detriment, nuisance, or annoyance to a considerable number of people or the public; endangers the comfort, repose, health, or safety of any person or the public; or cause or tend to cause injury or damage to business or property.
South Coast Air Quality Management District's Rule 403 – Fugitive Dust	South Coast Air Quality Management District	Prohibits emissions of fugitive dust from active operation, open storage pile, or disturbed surface area that remain visible beyond the emission source property line.
South Coast Air Quality Management District's Rule 1113 – Architectural Coatings	South Coast Air Quality Management District	Prohibits the use of architectural coatings that contain volatile organic compounds in excess of limits specified within the regulation.
Construction Demolition Debris Recycling and Reuse Policy	Metro	Provides preference to recyclable and recycled products in the selection of construction materials to the maximum extent feasible during design and construction of Metro or Metro-funded capital projects (Metro 2007).
Local Regulations	Los Angeles County, City of Commerce and City of Montebello	Local General Plans for Los Angeles County, the City of Commerce and the City of Montebello (Los Angeles County 2025; City of Commerce 2008; City of Montebello 2024a), ordinances, and municipal codes pertaining to air quality.

Source: CDM Smith/AECOM JV 2026, **Appendix F**.

1.2 Biological Resources

Table 1.2 provides a summary of regulations that protect biological resources applicable to the Project.

Table 1.2. Applicable Biological Resources Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Endangered Species Act	United States Fish and Wildlife Service	Provides for the conservation of endangered and threatened species and the ecosystems upon which they depend. The United States Fish and Wildlife Service and the National Marine Fisheries Service are responsible for the administration of the Endangered Species Act. The United States Fish and Wildlife Service / Marine Fisheries Service joint regulations (50 Code of Federal Regulations part 402), Interagency Cooperation provide the procedures for agency coordination under Section 7 of the Endangered Species Act.
Migratory Bird Treaty Act	United States Fish and Wildlife Service	Protects all migratory birds and their parts (including eggs, nests, and feathers). Under the Migratory Bird Treaty Act, taking, killing, or possessing migratory birds is unlawful. Projects that are likely to result in the taking of birds protected under the Migratory Bird Treaty Act would require the issuance of take permits from the United States Fish and Wildlife Service. Surveys are required to determine if nests will be disturbed and if so, a buffer area with a specified radius around the nest would be established so that no disturbance or intrusion would be allowed until the young had fledged and left the nest.
Executive Order 13112 Invasive Species	Federal agencies	Requires federal agencies to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health impacts caused by invasive species
Metro Tree Policy (2022)	Metro	Provides Metro’s practices for protecting the urban tree canopy throughout its transit construction program. Requires tree replacement, planting California-native or other drought-tolerant trees, and collaborating with regional partners, local agencies, and communities during project planning and design.
General plans, ordinances, and municipal codes	Los Angeles County, the City of Commerce and the City of Montebello	Local regulations for Los Angeles County, the City of Commerce and the City of Montebello include relevant general plans, ordinances, and municipal codes pertaining to the protection of native or locally important trees and/or street trees in public areas. Each jurisdiction has a permit or review process to evaluate proposed impacts on street trees.

Source: CDM Smith/AECOM JV 2026.

1.3 Community Impacts

Table 1.3 summarizes community resource regulations applicable to the Project, and additional information is provided in Appendix H.

Table 1.3. Applicable Community Impacts Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Title VI of the Civil Rights Act of 1964	United States Department of Justice	Promotes fairness to all in federally assisted programs.
Americans with Disabilities Act of 1990	United States Department of Justice	Prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public.
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970	United States Department of Housing and Urban Development	Provides for uniform and fair treatment by federal or federally assisted programs to persons displaced from their homes, businesses, or farms by federal or federally assisted projects and establishes uniform and fair land acquisition policies.
Section 4(f) of the United States Department of Transportation Act	United States Department of Transportation	Affords special protection to public recreational lands and facilities, including local parks and school facilities, that are open and available to the general public for recreational purposes, significant cultural resources, or natural wildlife refuges. Federally funded transportation improvement projects are prohibited from using (permanent incorporation, temporary occupancy, or constructive use) Section 4(f) lands unless it can be demonstrated that no other alternative exists.
Uniform Fire Code	National Fire Protection Association	Sets forth fire safety regulations relating to building construction and maintenance and the use of building premises.
National Fire Protection Code	National Fire Protection Association	National Fire Protection Association 130, Standard for Fixed Guideway Transit and Passenger Rail Systems, provides fire protection and life-safety requirements for underground, surface and elevated fixed guideway transit and passenger rail systems (National Fire Protection Association 2023a).
General Plan Requirements	State of California	State law requires that each city and county adopt a comprehensive, long-term general plan for its physical development. These general plans are required to include the following seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety.
California Fire Code	State of California	Sets forth regulations relating to construction and maintenance of buildings, including access requirements and the use of premises. The code contains specialized technical regulations related to fire and life safety.
Connect SoCal 2024-2050 Regional Transportation Plan	Southern California Association of Governments	Provides a vision for the future of the Southern California Association of Governments region’s multimodal transportation system and identifies major challenges and opportunities associated with growth projections for the region (Southern California Association of Governments 2024b). It is supported by a combination of transportation and land use strategies that outline how the region can achieve federal Clean Air Act requirements.

Applicable Regulations	Agency with Authority	Description
Metro Long Range Transportation Plan	Metro	Guides future funding plans and policies for transportation improvements within Los Angeles County towards a more mobile, resilient, accessible, and sustainable future, with a focus on equitable and sustainable transportation (Metro 2020a).
Vision 2028 Strategic Plan	Metro	Sets the mission, vision, performance outcomes, goals, and specific actions Metro will take for years 2018-2028 (Metro 2018a). Its goals are to provide high-quality mobility options that enable people to spend less time traveling, deliver outstanding trip experiences for all users of the transportation system, and enhance communities and lives through mobility and access to opportunity.
Metro 2025 Transit Service Policies and Standards	Metro	Establishes criteria and guidelines to ensure the Metro transit system is developed and managed consistently with policy guidance approved by the Board of Directors, including the Vision 2028 Strategic Plan (Metro 2025a).
Joint Development Policy	Metro	Metro’s Joint Development Program leverages land around its transit stations to partner with communities, local jurisdictions, and developers to realize transit oriented developments with particular emphasis on housing production. Any remnant property that is no longer needed for transit purposes would be prioritized for new joint development opportunities, aligning with Metro’s Transit Oriented Communities Policy. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.
Transit Oriented Communities Policy	Metro	Supports land use planning and community development policies that maximize access to transit and acknowledges mobility as an integral part of the urban fabric. Transit oriented communities offer a mix of uses close to transit to support housing production, building densities, parking policies, urban design elements, and First/Last Mile facilities that support ridership and reduce auto dependency (Metro 2020b).
Transit Oriented Communities Implementation Plan	Metro	An action plan to build transit oriented communities across Los Angeles County. It aims to maximize the benefits of transit infrastructure by promoting multi-modal connectivity and leveraging transit investments to create livable neighborhoods and economic opportunities (Metro 2020b).
Active Transportation Strategic Plan	Metro	Identifies strategies to increase walking, bicycling, and transit use in Los Angeles County. Aims to further the mission of providing a world-class transportation system, focusing specifically on the regional active transportation network and first/last mile connectivity to transit (Metro 2023).
Transit to Parks Strategic Plan	Metro	Strategy for increased access to parks with a focus to provide communities with better access to transit to parks. Also identifies high-quality parks and open spaces known as Parks of Interest. One Park of Interest, the San Gabriel River and Multi-Use Trail, is outside of the Study Area, but in the greater region (Metro 2019).

Applicable Regulations	Agency with Authority	Description
2014 First/Last Mile Strategic Plan	Metro	<p>Outlines an infrastructure improvement strategy designed to facilitate safe and efficient access to the Metro system. Aims to better coordinate infrastructure investments in station areas to extend the reach of transit, with the ultimate goal of increasing ridership (Metro 2014a).</p> <p>The Eastside Transit Corridor Phase 2 First/Last Mile Plan proposes projects to develop and improve first/last mile connectivity and access for people who will walk, bike, or roll to the Build Alternative’s proposed stations (Metro 2025b).</p>
Metro Rail Design Criteria	Metro	<p>Metro Rail Design Criteria identifies the methods to construct, maintain, and monitor the relative safety of light rail transit facilities (Metro 2024). The Fire/Life Safety Design Criteria establish minimum requirements to provide a reasonable degree of safety from fire and its related hazards (Metro 2024).</p>
Metro Rail Standard Operating Procedures	Metro	<p>Lists specific actions to be performed in a reasonable sequence or priority order, particularly in an emergency. The proper application of the Standard Operating Procedures is how Metro ensures that the Metro Rail system operates safely.</p>
Step by Step LA County: Pedestrian Plans for Unincorporated Communities	Los Angeles County	<p>Provides a policy framework for improving and supporting pedestrian activity. A plan for East Los Angeles includes analysis of current pedestrian conditions and proposes new pedestrian facilities, actions, and programs (Los Angeles County 2019).</p>
Los Angeles County 2035 General Plan	Los Angeles County	<p>Provides the primary framework guiding the development and conservation of the unincorporated areas of Los Angeles County through 2035. The framework plans for new housing and jobs within the unincorporated areas in anticipation of population growth in the county and the region (Los Angeles County 2025).</p>
Los Angeles County Department of Regional Planning: Metro Area Plan	Los Angeles County	<p>Provides policies and strategies that focus on encouraging more housing development and multi-modal transportation within the Planning Area (Los Angeles County 2024).</p>
Local Regulations	Los Angeles County, City of Commerce and City of Montebello	<p>Local regulations for Los Angeles County, the City of Commerce and the City of Montebello include relevant general plan policies (Los Angeles County 2025; City of Commerce 2008; City of Montebello 2024a), ordinances, and municipal codes pertaining to community impacts.</p>
City of Commerce Draft Transit Oriented Development and Displacement Avoidance Plan	City of Commerce	<p>Aims to improve the community’s connectivity and accessibility to the proposed Commerce/Citadel station while protecting Commerce residents and small businesses from displacement.</p>

Applicable Regulations	Agency with Authority	Description
City of Montebello Economic Prosperity Action Plan	City of Montebello	Focuses on four key areas of action to implement over 3 years: catalytic development opportunities, public infrastructure investments, placemaking initiatives, and business/ entrepreneur/ workforce support (City of Montebello 2024b). The Build Alternative is specifically called out as a key initiative in the plan with an opportunity to attract new investment for housing development along the transit corridor and provide for traffic calming options.
City of Montebello Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment	City of Montebello	Contains the City of Montebello’s transportation study requirements for land use plans, land development, and transportation projects within the City. Outlines how to prepare transportation studies in accordance with all applicable state and local regulations and provide criteria for when level of service and vehicle miles traveled analyses are required.
City of Montebello Bicycle Master Plan	City of Montebello	Establishes the City of Montebello’s comprehensive approach to promoting and enhancing bicycling for Montebello residents, workers, and visitors. The Plan aims to improve connectivity to transit and strengthen active transportation within the city (City of Montebello 2024c).
Washington Corridor Transit Oriented Communities/Multimodal Connectivity Specific Plan	City of Montebello	The City of Montebello is in the process of drafting the Washington Corridor Transit Oriented Communities and Multimodal Connectivity Specific Plan, which aims to enhance multimodal transportation access and address connectivity challenges and infrastructure gaps for the community surrounding the Washington Boulevard and Greenwood Avenue area and the Washington corridor (Construction Bid Source 2025). The plan would support the City’s efforts to prepare for the proposed station at Washington Boulevard and Greenwood Avenue by ensuring access to employment centers, educational institutions, and essential services.

Source: CDM Smith/AECOM JV 2026, Appendix H.

1.4 Historic, Archaeological and Tribal Resources

Table 1.4 provides a summary of regulations associated with historic, archaeological, and tribal resources applicable to the Project, and additional information is provided in **Appendix K**.

Table 1.4. Applicable Historic and Archaeological Resources Regulatory Setting

Applicable Regulations	Agency with Authority	Description
National Historic Preservation Act of 1966 and implementing regulations (36 Code of Federal Regulations Part 800)	FTA, Advisory Council of Historic Preservation, State Historic Preservation Office, Tribal Historic Preservation Office	Requires federal agencies to consider the effects of an undertaking on historic properties and to afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer a reasonable opportunity to comment on any undertaking that would adversely affect properties listed on or eligible for listing on the National Register of Historic Places.
National Register of Historic Places (36 Code of Federal Regulations Part 60)	United States Department of the Interior, National Park Service	Authorized by the National Historic Preservation Act, this is the framework for identifying, evaluating, and protecting historic properties. Generally, properties must be at least 50 years old (unless exceptionally significant), retain historic integrity (location, design, setting, materials, workmanship, feeling, and association), and meet at least one of four criteria: <ul style="list-style-type: none"> ▪ A: Association with significant historical events ▪ B: Association with the lives of persons significant in our past ▪ C: Distinctive architecture, construction, artistry, design or work of master ▪ D: Potential to yield important historical or prehistoric information
Protection of Historic Properties (36 Code of Federal Regulations Part 800, Section 106)	Advisory Council on Historic Preservation	Provides implementing regulations for the National Historic Preservation Act.
Archaeological and Historic Preservation Act of 1974	National Park Service, United States Department of the Interior	Requires all federal agencies to preserve historic and archaeological materials that would otherwise be lost or destroyed because of their projects or licensed activities or programs.
Archaeological Resources Protection Act of 1979	United States Department of the Interior	Provides archeologists and law enforcement with tools to protect archeological resources on public lands and Indian lands.

Source: CDM Smith/AECOM JV 2026, **Appendix K**.

1.5 Economic Impacts

Table 1.5 provides a summary of regulations associated with economic analysis for the Project, and additional information is provided in **Appendix I**.

Table 1.5. Applicable Economic Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Federal Highway Administration Technical Advisory 6640.8 A	Federal Highway Administration	States that the economic impacts analysis should include a discussion of the effects of each alternative related to economic development, tax revenue effects, and employment opportunities. The analysis should also discuss the effects on local businesses and business districts and the opportunity to minimize or reduce potential effects (Federal Highway Administration 1987).
FTA, Social and Economic Effects	FTA	Transit projects may have economic effects that should be included in the environmental documentation process. Effects discussed may include business displacements, disruptions to business activities, and effects on the regional economy (FTA 2015).
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970	United States Department of Housing and Urban Development	Ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and will receive assistance in moving from the property they occupy (Public Law 91-646).
Benefit-Cost Analysis Guidance for Discretionary Grant Programs (May 2025 Update)	United States Department of Transportation	Provides applicants to United States Department of Transportation's discretionary grant programs with guidance on completing a Benefit-Cost Analysis for submittal as part of their application. The guidance applies to a wide range of surface transportation infrastructure projects in different modes that are eligible under those programs (United States Department of Transportation 2025).
Southern California Association of Governments 2024-2050 Regional Transportation Plan	Southern California Association of Governments	A long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It includes an implementation plan for future transportation investments over the next 25 years. The Connect SoCal 2024-2050 Regional Transportation Plan includes the Build Alternative in the list of selected transit capital projects that would greatly expand the urban rail network and make transit operations more efficient, effective, and accessible while increasing ridership.
Pilot Local Hire Initiative	Metro	Metro implements local hiring requirements on FTA funded contract opportunities that adhere to the provisions of Metro's Project Labor Agreement and Construction Careers Policy (Metro 2021a). The Metro Pilot Local Hire Initiative entails that local hire provisions under Metro's Project Labor Agreement and Construction Careers Policy will be the requirement regardless of the funding source of the Build Alternative.
Long Range Transportation Plan	Metro	Vision for transportation in Los Angeles County through 2047 and details construction of an additional 100 miles of fixed-guideway transit, investments in arterial and freeway projects to reduce congestion, and construction of regional-scale bicycle and pedestrian projects to increase active transportation (Metro 2020a).
Active Transportation Strategic Plan	Metro	Identifies strategies to increase walking, bicycling and transit use in Los Angeles County. The plan is focused on improving First/Last Mile access to transit with a regional network of active transportation facilities, including shared-use paths and on-street bikeways with funding strategies to implement improvements. The plan was updated in 2023 (Metro 2023).

Applicable Regulations	Agency with Authority	Description
Joint Development Policy	Metro	Metro’s Joint Development Program leverages land around its transit stations to partner with communities, local jurisdictions and developers to realize transit oriented developments with particular emphasis on housing production. Any remnant property that is no longer needed for transit purposes would be prioritized for new joint development opportunities, aligning with Metro’s Transit Oriented Communities Policy to support transit oriented community growth. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.
Transit Oriented Communities Policy	Metro	Supports land use planning and community development policies that maximize access to transit and acknowledges mobility as an integral part of the urban fabric. Transit oriented communities offer a mix of uses close to transit to support affordable housing, as well as building densities, parking policies, urban design elements, and First/Last Mile facilities that support ridership and reduce auto dependency (Metro 2020b).
Transit Oriented Communities Implementation Plan	Metro	An action plan to build transit oriented communities across Los Angeles County. It aims to maximize the benefits of transit infrastructure by promoting multi-modal connectivity and leveraging transit investments to create livable neighborhoods with diverse housing options and economic opportunities (Metro 2020b).
Local Regulations	Los Angeles County, City of Commerce and City of Montebello	Local regulations for Los Angeles County, the City of Commerce and the City Montebello include relevant general plan policies (Los Angeles County 2025; City of Commerce 2008; City of Montebello 2024a), ordinances, and municipal codes pertaining to community effects.

Source: CDM Smith/AECOM JV 2026, *Appendix I*.

1.6 Geology, Soils, Seismic and Paleontological Resources

Table 1.6 provides a summary of regulations related to geology, soils, seismic, and paleontological resources applicable to the Project.

Table 1.6. Applicable Geological, Seismic, and Paleontological Resources Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Alquist-Priolo Act	California Department of Conservation	Provides the principal state guidance related to geologic hazards, including prohibiting locating most types of structures for human occupancy across active traces of faults in earthquake fault zones and regulating construction in the corridors along active faults (Public Resources Code 2621 et seq.). Includes the identification of regulatory zones around active faults designated by the State.
Seismic Hazards Mapping Act	California Department of Conservation California Geological Survey	Requires the state of California to identify and map areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards (Public Resources Code 2690-2699.6).

Applicable Regulations	Agency with Authority	Description
California Building Code	California Department of General Services	Sets forth a number of requirements related to geologic issues, including the establishment of minimum standards for structural design and construction related to seismic safety, and standards for excavation, grading, and earthwork construction.
National Pollutant Discharge Elimination System Program	United States Environmental Protection Agency, State Water Resources Control Board	Requires regulation of stormwater discharges under a Construction General Permit applicable to all stormwater discharges associated with construction activity. The Construction General Permit requirements apply to any construction project that results in the disturbance of at least one acre of land or that is part of a larger common development plan.
Los Angeles County Municipal Storm Water Permit	Los Angeles Regional Water Quality Control Board	Permit that covers permittees for contributions to discharges of stormwater and urban runoff from municipal separate storm sewer systems. Permittees include the Cities and unincorporated Los Angeles County in the Study Area, as well as the Los Angeles County Flood Control District, and other Cities and unincorporated areas within the coastal watersheds of Los Angeles County (Los Angeles Regional Water Quality Control Board 2021).
Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources	Society of Vertebrate Paleontology (2010)	Provides established standard guidelines that outline acceptable professional practices for conducting paleontological resource assessments and surveys; monitoring and mitigation; data and fossil salvage; sampling procedures; and specimen preparation, identification, analysis, and curation.
Metro Rail Design Criteria	Metro	Station public area designs and amenities would comply with the Systemwide Station Design Standards as contained in the Metro Rail Design Criteria, as required by the Metro Systemwide Station Design Standards Policy (Metro 2024).
Local Regulations	Los Angeles County, City of Commerce and City of Montebello	Local regulations for Los Angeles County and City of Commerce and City of Montebello include relevant general plan policies, ordinances, and municipal codes pertaining to discharges of stormwater and urban runoff, seismic design criteria, construction standards, and low impact development standards for stormwater quality control.

Source: CDM Smith/AECOM JV 2026.

1.7 Visual Resources and Aesthetics

Table 1.7 provides a summary of regulations related to visual and aesthetic resources applicable to the Project.

Table 1.7. Applicable Visual and Aesthetic Resources Regulatory Setting

Applicable Regulations	Agency with Authority	Description
National Historic Preservation Act (Section 106)	Advisory Council of Historic Preservation, National Park Service, State Historic Preservation Office, Tribal Historic Preservation Office	Requires that federal agencies consider the effects of projects on historic properties included in, or eligible for inclusion in, the National Register of Historic Places.
State Scenic Highways Program	California Department of Transportation	Lists highways that are either eligible for designation as a scenic highway or are already designated as a scenic highway. The Streets and Highways Code (California Streets and Highways Code Sections 260 to 263) establishes state responsibility for protecting, preserving, and enhancing California’s natural scenic beauty of scenic routes and areas that require special scenic conservation and treatment.
Metro’s Architectural Directive Drawings	Metro	Provides a set of technical drawing sheets defining and illustrating the specific design details of Metro stations, including light and heavy rail stations.
Metro’s Architectural Standard Drawings	Metro	Provides a set of technical drawing sheets defining Metro’s standard design details of Metro stations, including light and heavy rail stations.
Metro Art Program Policy	Metro	Allocates a minimum 0.5 percent of capital construction costs for public art for transit projects (Metro 2021d).
Metro Rail Design Criteria	Metro	Provides a set of standards for designing and constructing rail systems. The Metro Rail Design Criteria are based on national best practices and industry standards and are subject to ongoing review and modification as necessary to reflect new technologies and changing transportation needs (Metro 2024).
Metro’s Signage Standards	Metro	Describes its graphic identity and how it helps to increase the consistency of Metro’s public image and reinforce Metro’s reputation for quality, efficiency, and safety (Metro 2012)
Metro’s Systemwide Station Design Standards Policy	Metro	Ensures all future Metro rail stations follow a consistent, streamlined systemwide design, with integrated site-specific public art and sustainable landscaping as variable elements (Metro 2018c).
City of Montebello Draft Bicycle Master Plan	City of Montebello	Establishes the City’s comprehensive approach to promote and enhance bicycling for Montebello’s residents, workers, and visitors. The Plan aims to improve connectivity to transit and strengthen active transportation within the City (City of Montebello 2024c).
General plan policies, ordinances, and municipal codes	Los Angeles County, the City of Commerce and the City of Montebello	Local regulations for Los Angeles County, the City of Commerce and the City of Montebello include relevant general plan policies, ordinances, and municipal codes pertaining to the regulation of visual impacts, as well as the protection and enhancement of scenic resources.

Source: CDM Smith/AECOM JV 2026.

1.8 Hazardous Materials

Table 1.8 provides a summary of regulations for hazards and hazardous materials applicable to the Project, and additional information is provided in **Appendix J**.

Table 1.8. Applicable Hazardous Materials Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Resource Conservation and Recovery Act	United States Environmental Protection Agency	Establishes a federal regulatory program for hazardous substances. The United States Environmental Protection Agency regulates the generation, transport, treatment, storage, and disposal of hazardous substances, and prohibits certain disposal methods.
Comprehensive Environmental Response, Compensation, and Liability Act (Superfund Act)	United States Environmental Protection Agency	Provides federal funds to identify, characterize, and remediate hazardous material sites. Gives the United States Environmental Protection Agency the authority to identify and obtain the cooperation of parties responsible for hazardous material incidents and conditions.
Superfund Amendments and Reauthorization Act	United States Environmental Protection Agency	Requires facilities to use United States Environmental Protection Agency Form R (Toxic Release Inventory) to report facility identification, off-site locations where toxic chemicals are transferred in wastes, chemical-specific information, and supplemental information.
Emergency Planning and Community Right to Know Act	United States Environmental Protection Agency	Develops a framework for emergency planning and community awareness regarding chemical emergencies. Mandates industrial facilities to report hazardous chemical storage, use, and releases to authorities; ensure community involvement in emergency planning; and provide public access to chemical information, supporting preparedness and reducing risks from chemical accidents.
Toxic Substances Control Act	United States Environmental Protection Agency	Authorizes the United States Environmental Protection Agency to track, test, and regulate industrial chemicals, including polychlorinated biphenyls, asbestos, radon, and lead-based paint, covering their production, import, use, and disposal.
Hazardous and Solid Waste Amendments Act	United States Environmental Protection Agency	Prioritizes waste minimization, phases out of land disposal of hazardous waste, requires corrective action for releases, expands United States Environmental Protection Agency enforcement authority, sets stricter management standards, and establishes the underground storage tank program.
Hazardous Materials Transportation Act	United States Department of Transportation	Regulates the safe transport of hazardous materials by vehicle, vessel, and aircraft, requiring proper designation, labeling, packaging, and operations, while empowering the United States Department of Transportation to identify hazardous commodities and safeguard public and environmental health.

Applicable Regulations	Agency with Authority	Description
Clean Water Act	United States Environmental Protection Agency	Regulates discharges and spills of pollutants, including hazardous materials, aiming to restore and maintain the integrity of waterways. Regulates quality standards for surface waters and groundwater. Allows the United States Environmental Protection Agency to implement pollution control programs and national water quality criteria recommendations for pollutants in surface waters. Makes it unlawful to discharge any pollutant from a point source into navigable waters, unless a National Pollutant Discharge Elimination System permit is obtained.
Safe Drinking Water Act	United States Environmental Protection Agency	Safeguards public drinking water supply and its sources, (i.e., rivers, lakes, reservoirs, springs, and groundwater wells). Enables the United States Environmental Protection Agency to set and enforce standards for public water systems, and protect drinking water sources, including from underground injection hazards.
Federal Hazardous Substances Act	United States Consumer Product Safety Commission	Mandates the labeling of hazardous substances with precautionary warnings to ensure consumers can safely store and use such products.
Pipeline and Hazardous Materials Safety Administration	United States Department of Transportation	Regulates oil pipeline design, construction, testing, operation, and maintenance under Title 49 Code of Federal Regulation Part 195. Requires regular inspections and maintenance of oil pipelines, including leak monitoring, equipment checks, monthly corrosion protection reviews, and repairs of damage or anomalies identified through inspections or third-party impacts.
Federal Occupational Safety and Health Act	United States Department of Labor (Occupational Safety and Health Administration)	Requires training handlers of hazardous materials, notifying employees who work in the vicinity of hazardous materials, acquiring material safety data sheets which describe the proper use of hazardous materials, and training employees to remediate any hazardous material accidental releases. Regulates lead and asbestos exposure through protective equipment, access controls, training, and monitoring; and requires contractors conducting lead-based paint and asbestos-containing material surveys and removal to be certified by the California Occupational Safety and Health Administration.
Occupational Safety and Health Administration Standards, Materials Handling and Storage	United States Department of Labor (Occupational Safety and Health Administration)	Sets general safety requirements for hazardous material storage, including equipment use, housekeeping, and secure storage practices to prevent hazards.
Federal Compliance with Pollution Control (Executive Order 12088)	United States Environmental Protection Agency	Requires federal agencies to take necessary actions to prevent, control, and abate environmental pollution from federal facilities and activities under control by federal agencies. Agencies must comply with applicable pollution control standards, including those standards related to toxic substances, water pollution, air quality, and noise control.

Source: CDM Smith/AECOM JV 2026, **Appendix J**.

1.9 Water Resources

Table 1.9 provides a summary of regulations associated with water resources applicable to the Project.

Table 1.9. Applicable Water Resources Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Clean Water Act	United States Environmental Protection Agency	Establishes the structure for regulating discharges of pollutants into waters of the United States and gives the United States Environmental Protection Agency the authority to implement pollution control programs such as setting wastewater standards for industries. In most states, the United States Environmental Protection Agency has delegated this authority to state agencies. In California, the State Water Resources Control Board and Regional Water Quality Control Boards implement these programs.
Clean Water Act Section 303(d)	United States Environmental Protection Agency, State Water Resources Control Board	Requires states, territories, and authorized tribes to develop a list of water quality-impaired segments of waterways. The 303(d) list includes waterbodies that do not meet water quality standards for the specified beneficial uses of that waterway. The law requires that jurisdictions establish priority rankings for waterbodies on their 303(d) lists and implement Total Maximum Daily Loads to meet water quality standards.
Clean Water Act Section 402 - National Pollutant Discharge Elimination System	United States Environmental Protection Agency, State Water Resources Control Board, Los Angeles Regional Water Quality Control Board	In accordance with Clean Water Act Section 402, the State Water Resources Control Board adopted an Industrial General Permit and Construction General Permit, which regulate discharge associated with industrial and construction activities, respectively. The Los Angeles Regional Water Quality Control Board is responsible for issuing the Los Angeles County Municipal Storm Water Permit. The permit covers discharges of stormwater and urban runoff from municipal separate storm sewer systems, or storm drain systems.
The Safe Drinking Water Act (42 United States Code Section 300[f] et seq.)	United States Environmental Protection Agency	Regulates discharges of pollutants to underground aquifers and establishes standards for drinking water quality. This Act authorizes the United States Environmental Protection Agency to set national health-based standards for drinking water.
Executive Orders 11988, Floodplain Management and 11990, Protection of Wetlands	Federal agencies	Require federal agencies to avoid, to the extent possible, long- and short-term adverse impacts on floodplains and wetlands and avoid direct and indirect support of new development or construction in floodplains and wetlands.
State Antidegradation Policy	State Water Resources Control Board, Los Angeles Regional Water Quality Control Board	Restricts the degradation of surface and groundwaters in an effort to achieve Clean Water Act goals and objectives.

Applicable Regulations	Agency with Authority	Description
Waste Discharge Requirement Order Number 93-010 and Waste Discharge Requirement Order No. 91-93	Los Angeles Regional Water Quality Control Board	Waste Discharge Requirement Order No. 93-010 (Los Angeles Regional Water Quality Control Board 1993) allows for the discharge of water resulting from construction dewatering and dust control application that may occur during construction of a project. Waste Discharge Requirement Order No. 91-93 (Los Angeles Regional Water Quality Control Board 1991) protects waters of the state from contamination due to disposal of soils that do not meet criteria for designation as hazardous waste, but contain moderate concentrations of petroleum hydrocarbons, heavy metals, and other contaminants.
Los Angeles Metro Standards and Policies	Metro	Metro’s Water Use and Conservation Policy (Metro 2009) and Metro Rail Design Criteria (Metro 2024) would help protect water resources and quality, including Metro Rail Design Criteria Section 3, Civil, related to utilities affected by construction activities and storm drainage design; Metro Rail Design Criteria Section 8, Mechanical/Plumbing, related to plumbing and drainage standards for stations and tunnels; Metro Rail Design Criteria Section 10, Operations, related to basin system wide operating and maintenance methodologies; and Metro Rail Design Criteria 11, Yards and Maintenance, related to waste disposal requirements for maintenance and storage facilities (Metro 2024).
General plans, ordinances, and municipal codes	Los Angeles County, City of Commerce and City of Montebello	General plan policies (City of Commerce 2008, City of Montebello 2024a, Los Angeles County 2025); and ordinances and municipal codes related to stormwater management, low impact development, and floodplain development.

Source: CDM Smith/AECOM JV 2026.

1.10 Land Use and Development

Table 1.10 provides a summary of regulations related to land use and development applicable to the Project.

Table 1.10. Applicable Land Use and Development Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970	United States Department of Transportation	Mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of a project undertaken by a federal agency or with federal financial assistance.
Americans with Disabilities Act	United States Department of Justice, United States Department of Transportation	Enacted in 1990 to mandates public transit options that are accessible to people with disabilities and ensures access to services and businesses.
Regional Transportation Plan	Southern California Association of Governments	A long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

Applicable Regulations	Agency with Authority	Description
Metro plans and policies	Metro	Long Range Transportation Plan (Metro 2020a), Active Transportation Strategic Plan (Metro 2023), Complete Streets Policy (Metro 2014b), Transit Oriented Communities Policy and Joint Development (Metro 2018b), First/Last Mile Strategic Plan (Metro 2014a), including subsequent policies from Metro Board Motions (Metro 2016a; 2016b), Transit Oriented Communities Implementation Plan (Metro 2020b), and First/Last Mile Guidelines (Metro 2021b) that guide Metro’s planning efforts and policies for developing and maintaining a regional transportation system.
Regulations for Los Angeles County, the City of Commerce and the City of Montebello	Los Angeles County and the City of Commerce and the City of Montebello	Includes relevant general plan policies, ordinances, and municipal codes pertaining to land use, community development, transportation, mobility, circulation, and air quality. Additionally, each jurisdiction has zoning codes which contain a set of legal regulations used to implement the policies and land use designations outlined in the general plans.
City of Montebello Bicycle Master Plan	City of Montebello	Establishes the City’s comprehensive approach to promote and enhance bicycling for Montebello’s residents, workers, and visitors. The Plan aims to improve connectivity to transit and strengthen active transportation within the City (City of Montebello 2024c).
Washington Corridor Transit Oriented Communities and Multimodal Connectivity Specific Plan	City of Montebello	The City of Montebello is in the process of drafting the Washington Corridor Transit Oriented Communities and Multimodal Connectivity Specific Plan, which aims to enhance multimodal transportation access, and address connectivity challenges surrounding the Washington Boulevard and Greenwood Avenue area and Washington corridor (Construction Bid Source 2025).

Source: CDM Smith/AECOM JV 2026.

1.11 Acquisitions and Relocations

Table 1.11 provides a summary of regulations on acquisitions and relocations applicable to the Project, and additional information is provided in **Appendix M**.

Table 1.11. Applicable Acquisitions and Relocations Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended	Federal	The Uniform Relocation Assistance and Real Property Acquisition Policies Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Relocation Assistance and Real Property Acquisition Policies Act provides for uniform and fair assistance to persons displaced from their homes or businesses and establishes uniform land acquisition policies. ¹ Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

Applicable Regulations	Agency with Authority	Description
Real Estate Acquisition Management Plan and Relocation Plan	Federal	For all major capital projects under 49 Code of Federal Regulations Section 633.25 and FTA’s Grant Management Requirements Circular 5010.1F (FTA 2024), a Real Estate Acquisition Management Plan and relocation plan are required. The Real Estate Acquisition Management Plan is a top-level and project-wide document that describes the property acquisition/relocation and management functions for a project. The Real Estate Acquisition Management Plan follows the project’s life cycle through Preliminary Engineering, Final Design, the application for a Full Funding Grant Agreement, and construction and service phases.
Americans with Disabilities Act of 1990	Federal	Prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public.
California Relocation Act	State	The provisions of the California Government Code, Chapter 16, “Relocation Assistance” [7260-7277] (California Relocation Act) apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Relocation Act seeks to (1) ensure consistent and fair treatment of owners of real property; (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts; and (3) promote confidence in the public land acquisitions process.
California Code of Civil Procedures	State	Title 7 of the Code of Civil Procedure describes California’s Eminent Domain Law. Eminent domain is the power of local, state, or federal government agencies to acquire private property for public use so long as the government provides just compensation to the property owner. Eminent domain applies to public use projects. If a public agency determines that all or a portion of a property may be necessary for a public use project, the agency will begin the appraisal process by retaining an independent, accredited appraiser familiar with local property values to determine the property’s fair market value.
The 2020-2045 Regional Transportation Plan	Southern California Association of Governments	The 2024 Regional Transportation Plan (Southern California Association of Governments 2024b) is a long-range regional transportation plan and is supported by a combination of transportation and land use strategies that outline how the region can achieve the federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as increasing housing production, preserving natural lands, improving public health, increasing roadway safety, supporting the region’s vital goods movement industries, and using resources more efficiently.
Los Angeles County General Plan	Los Angeles County	The Los Angeles County General Plan 2035 (Los Angeles County 2025) provides the policy framework and establishes a long-range vision for how and where the unincorporated areas of Los Angeles County will grow. The 2021-2029 Housing Element of the Los Angeles County General Plan (Los Angeles County 2022) serves as a policy guide to address the comprehensive housing needs of unincorporated Los Angeles County.

Applicable Regulations	Agency with Authority	Description
City of Commerce 2020 General Plan	City of Commerce	The City of Commerce 2020 General Plan, adopted in January 2008, aims to ensure that the City of Commerce is an active participant in the region’s developing mass transit rail system while enhancing Commerce’s industrial and commercial areas (City of Commerce 2008). The 2021-2029 Housing Element of the City of Commerce 2020 General Plan (City of Commerce 2023) establishes the City of Commerce’s housing policies and is intended to direct residential development and preservation in a manner consistent with the City of Commerce’s General Plan and overall requirements of the State Housing Element law.
2040 General Plan	City of Montebello	The City of Montebello adopted a comprehensive update to the General Plan referred to as the 2040 General Plan on April 10, 2024 (City of Montebello 2024a). The 2021-2029 Housing Element of the City of Montebello 2040 General Plan (City of Montebello 2022) establishes the City’s housing policies for the preservation, improvement, and development of housing as well as planning for current and future housing needs.
Joint Development Policy	Metro	Metro’s Joint Development Program leverages land around its transit stations to partner with communities, local jurisdictions and developers to realize transit oriented developments with particular emphasis on housing and affordable housing production. Any remnant property that is no longer needed for transit purposes would be prioritized for new joint development opportunities, aligning with Metro’s Transit Oriented Communities Policy to support transit oriented community growth. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.
Transit Oriented Communities and Joint Development	Metro	Metro adopted a Transit Oriented Communities Policy in 2018 and a Transit Oriented Communities Implementation Plan in 2020 that support land use planning and community development policies by maximizing access to transit and acknowledge mobility as an integral part of the urban fabric. Through its Joint Development Program, Metro leverages land around its transit stations to partner with communities, local jurisdictions and developers to realize transit oriented developments with particular emphasis on housing production. Together, the Transit Oriented Communities and Joint Development policies prioritize the integration of land use and transportation planning to create walkable, transit-supportive neighborhoods that reduce reliance on automobiles.
Relocation Assistance and Counseling	Federal/California Department of Transportation/ Metro	The Uniform Relocation Assistance and Real Property Acquisition Policies Act offers to assist in relocating displaced persons ¹ to “decent, safe, and sanitary” housing that meets their needs and is within their financial means. The goal of relocation assistance and counseling is to minimize the hardship that people might experience adjusting to their relocation. For projects requiring a significant number of displacements, the establishment of a relocation office in a convenient location for displaced persons ¹ is encouraged if the district office is not easily accessible to those displaced.

Applicable Regulations	Agency with Authority	Description
Direct Financial Assistance	Federal/ California Department of Transportation/ Metro	The residential Uniform Relocation Assistance Program (42 United States Code Chapter 61) would help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of 50 miles are the responsibility of the displaced person, ¹ unless a greater radius is approved by the displacing agency.
Programs and Policies for Non-Residential Relocation	Federal/ California Department of Transportation/ Metro	The non-residential Uniform Relocation Assistance Program (49 Code of Federal Regulations 24.2[a]), 24.205, 24.301, and 24.303) provides assistance to businesses, farms, and non-profit organizations in locating suitable replacement properties and reimbursement for certain relocation costs. The non-residential Uniform Relocation Assistance Program requires that current lists of properties listed for sale or rent and suitable for a particular business' specific relocation needs be provided to non-residential displacees.

Source: CDM Smith/AECOM JV 2026, **Appendix M**.

Note:

¹ The term "displaced person" means any person who moves from real property; or moves his personal property from real property. The term "business" means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 United States Code Chapter. 61, Section 4601).

1.12 Noise

Table 1.12 provides a summary of regulations related to noise and vibration applicable to the Project, and additional information is provided in **Appendix L**.

Table 1.12. Applicable Noise and Vibration Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Transit Noise and Vibration Impact Assessment Manual	FTA	FTA's guidance manual, the Transit Noise and Vibration Impact Assessment Manual (FTA 2018), presents the basic concepts, methods, and procedures for evaluating the extent and severity of noise impacts from transit projects, and is used in this analysis. The FTA guidance is applied to assess noise and vibration. Transit noise impacts are assessed based on land use categories and sensitivity to noise from transit sources under the FTA guidelines. FTA noise impact criteria are defined in Appendix L .

Source: CDM Smith/AECOM JV 2026, **Appendix L**.

1.13 Safety and Security

Table 1.13 provides a summary of regulations related to safety and security applicable to the Project.

Table 1.13. Applicable Safety and Security Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Moving Ahead for Progress in the 21st Century Act, Fixing America’s Surface Transportation Act in 2015, Infrastructure Investment and Jobs Act in 2021	FTA	United States Congress requires FTA to establish a comprehensive safety program to improve the safety of federally funded public transportation systems. FTA’s rule on state safety oversight of rail fixed guideway systems (49 Code of Federal Regulations Part 673) sets the requirements for improving rail transit safety and security and implementation guidelines by the FTA Office of Safety and Security.
Public Transportation Safety Program	FTA	Sets procedural rules to issue directives and advisories to the public transportation industry and to promulgate future safety regulations.
State Safety Oversight Program	FTA	Significantly strengthens state safety oversight agencies and their enforcement authority to prevent and mitigate accidents and incidents on rail transit systems.
National Public Transportation Safety Plan	FTA	FTA’s primary guidance document to improve transit safety performance on all federally supported public transportation systems.
Public Transportation System Security and Emergency Preparedness Planning Guide	FTA	FTA’s guidance document to help transit agencies develop plans for responding to emergencies, disasters, and threats.
Public Transportation Agency Safety Plans	State, Los Angeles County, City of Commerce and City of Montebello, Metro	Operators of public transportation systems that receive federal financial assistance must develop Public Transportation Agency Safety Plans. Public Transportation Agency Safety Plans must incorporate Safety Management System principles and methods, which are tailored to the scope, size, and complexity of the public transportation system and the environment (FTA 2019). Metro’s Public Transportation Agency Safety Plans focuses on ensuring the safety, security, and well-being of its riders (Metro 2020c). The plan establishes accountability and responsibility for safety and security at the top levels of the organization and explains how safety procedures and accountability are integrated throughout Metro.
Transit Security Design Considerations (2004)	FTA	Provides guidance to decision makers and associated agencies in developing a security strategy for transit systems (FTA 2004).
Circular 5800.1 Safety and Security Management Guidance for Major Capital Projects (2007) and Project and Construction Management Guidelines (2025)	FTA	FTA requires the completion of a Safety and Security Management Plan to assure that safety and security are built into projects prior to the Engineering Phase and construction (FTA 2007, FTA 2025).
National Fire Protection Code — National Fire Protection Association 130, Standard for Fixed Guideway Transit and Passenger Rail Systems	National Fire Protection Association	Provides fire protection and life-safety requirements for underground, surface and elevated fixed guideway transit and passenger rail systems. National Fire Protection Association 130 regulates the type of materials, material fire safety properties (e.g., flammability, combustibility, and smoke production), and potential fire hazards.
Occupational Safety and Health Act	Occupational Safety and Health Administration	Requires employers to provide workers with an environment free from recognized hazards to safety and health.

Applicable Regulations	Agency with Authority	Description
Section 99152 of the Public Utilities Code and California Public Utilities Commission (2021) General Orders	California Public Utilities Commission	Section 99152 requires the California Public Utilities Commission to develop a safety oversight program for the design, construction, and operation of public transit guideways. This is implemented through California Public Utilities Commission General Orders, including General Orders 143-B, which sets forth general requirements for operating and maintaining light rail transit. All safety design and operational requirements in California Public Utilities Commission General Orders would be incorporated into the Build Alternative.
California Building Code	State of California	The California Code of Regulations Title 24 of the California Building Code is a compilation of building standards. State fire regulations, which include building standards and fire protection requirements, are set forth in Section 13000 et seq. of the California Health and Safety Code.
California Occupational Safety and Health Act of 1973	California Occupational Safety and Health Administration	Implemented by California Occupational Safety and Health Administration, which has primary responsibility for developing and enforcing standards for safe workplaces and work practices in California.
California Fire Code	Office of the State Fire Marshal	Provides building standard regulations regarding fire protection and notification systems for residential and commercial buildings.
California Penal Code	State of California	Sets forth the authority, rules of conduct, and training for peace officers.
Southern California Association of Governments 2024 Regional Transportation Plan/Sustainable Communities Strategy	Southern California Association of Governments	Includes goals for improved safety and security of the regional transportation system (Southern California Association of Governments 2024b).
First/Last Mile Policies and Activities	Metro	Process and policies whereby Metro initiates station access improvements through planning stages and provides incentives and assistance for local agencies to deliver planned improvements as identified in the First/Last Mile Strategic Plan and Planning Guidelines (Metro 2014a) and Metro Board Motions 14.1 (May 2016a) and 14.2 (June 2016) (Metro 2016c, 2016d). First/Last Mile efforts focus on streetscape elements that improve access, safety, and user experience for people on foot, bike, or other rolling modes.
Grade Crossing Safety Policy for Light Rail Transit (2010)	Metro	Provides a structured process for evaluating potential grade separations versus at-grade operation along light rail lines (Metro 2010a).
Metro Rail Standard Operating Procedures	Metro	Lists specific actions to be performed in a reasonable sequence or priority order, particularly in an emergency (Metro 2013).
Metro Rail Design Criteria	Metro	Identifies the methods to construct, maintain, and monitor the relative safety of light rail transit facilities, and includes the 2018 adoption of the Metro Systemwide Station Design Standards Policy (Metro 2018c). The Fire/Life Safety Design Criteria establish minimum requirements to provide a reasonable degree of safety from fire and its related hazards (Metro 2024).

Applicable Regulations	Agency with Authority	Description
Metro Rail Safety Program	Metro	Provides educational workshops and materials to promote safe behavior around rail infrastructure, and includes in-person and virtual presentations, safety orientation tours, and online content for students and community organizations located near Metro rail lines.
Street Safety, Data Sharing and Collaboration Policy	Metro	Strategy to improve safety, reduce and eliminate disparities in transportation and traffic-related injuries and deaths, focus on the needs of marginalized communities, facilitate robust data sharing and analysis of transportation-related deaths and injuries, and collaborate with government agencies to improve safety.
Other Protective Measures	Metro	Additional protective measures related to safety and security, including the installation of cameras and closed circuit television at Metro facilities, gates at crossings to prevent unauthorized access, implementation of the pilot Ambassador Program, fencing, and communication enhancements.
Local Regulations	Los Angeles County, City of Commerce and City of Montebello	Local regulations for Los Angeles County, the City of Commerce and the City of Montebello include relevant general plan policies, ordinances, local hazard mitigation plans, and municipal codes pertaining to safety and emergency response.

Source: CDM Smith/AECOM JV 2026.

1.14 Transportation Impacts

Table 1.14 provides a summary of regulations for transportation applicable to the Project, and additional information is provided in **Appendix O**.

Table 1.14. Applicable Transportation Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Assembly Bill 1358 (The Complete Streets Act)	State (Counties/Cities)	This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, as well as motorists (California General Assembly 2008). Since January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.
Senate Bill 960 (Complete Streets)	California Department of Transportation	This law requires the California Department of Transportation to prioritize pedestrian, cyclist, and public transit user safety and accessibility during road maintenance and improvement projects. This law also streamlines the decision-making process for local jurisdictions seeking safety improvements on state highways within their communities, ensuring expedited and transparent approvals. Senate Bill 960 also requires Caltrans to prioritize public transit, track and report on investments in complete streets facilities, such as transit priority facilities, and establish and monitor complete streets targets for the state highway system management plan.

Applicable Regulations	Agency with Authority	Description
Senate Bill 743 (Transportation Impacts)	State (Counties/Cities)	This law requires all projects to be analyzed by their impact on vehicle miles traveled rather than vehicle delay and level of service (California State Senate 2013). The overall guidance for transportation projects (especially transit and active transportation projects) is that they are presumed to not have an adverse effect if they reduce vehicle miles traveled.
2024-2050 Regional Transportation Plan	Southern California Association of Governments	In 2024, as part of the Sustainable Communities Program goals, the Southern California Association of Governments adopted the 2024 Regional Transportation Plan as the tool used for identifying the transportation priorities of the Southern California Association of Governments region (Southern California Association of Governments 2024b). Only projects and programs included in the 2024 Regional Transportation Plan are eligible for federal funding, and it includes the Project among the list of projects in the Strategic Plan. The policies and goals of the 2024 Regional Transportation Plan focus on the need to coordinate land use and transportation decisions to manage travel demand.
2016 Strategic Transportation Plan	Gateway Cities Council of Governments	In 2016, the Gateway Cities Council of Governments released their Strategic Transportation Plan that brought together all elements of the Gateway Cities' transportation systems (Cities of southeastern Los Angeles County), including freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement. This document describes the unified vision for the future, and the plan's development includes multiple years of data collection, modeling, analysis, engineering, and stakeholder engagement.
Measure M Expenditure Plan	Metro	In 2016, Los Angeles County voters passed sales tax Measure M to fund transit infrastructure expansion throughout Los Angeles County. Metro prepared the Measure M Expenditure Plan to specify the projects and programs to be implemented by the sales tax funds. The Build Alternative is listed in the Los Angeles County Transportation Expenditure Plan developed by Metro for implementing the transportation projects funded by Measure M.
Supportive Transit Parking Program Master Plan	Metro	Metro adopted the Supportive Transit Parking Program Master Plan in 2018, which governs how Metro manages its park-and-ride spaces. The plan is intended to provide an implementation roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to support the plan. The plan incorporates findings from its Parking Management Pilot Program and other case studies and development of parking management alternatives.
Metro Grade Crossing Safety Policy	Metro	The Metro Grade Crossing Safety Policy is used to conduct evaluation of all light rail transit alternative grade crossings (Metro 2010a). The policy is intended to provide a structured process for the evaluation of grade crossings along light rail lines. The policy includes three levels of review: (1) planning-level; (2) detailed operational evaluation with assessment of potential impacts to rail operation; and (3) development of consensus regarding the proposed design solution with local constituencies, including other involved agencies and the community, as appropriate.

Applicable Regulations	Agency with Authority	Description
Transit Oriented Communities Policy	Metro	Metro adopted a Transit Oriented Communities Policy in 2018 and Transit Oriented Communities Implementation Plan in 2020 that includes land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric (Metro 2018c; 2020b). Transit Oriented Communities promote a mix of uses close to transit to support housing production, building densities, parking policies, urban design elements, and first/last mile facilities that support ridership and reduce auto dependency (Metro 2018c; 2020b).
NextGen Bus Plan	Metro	Metro adopted the NextGen Bus Plan in October 2020 that reorganizes its bus system to provide fast, frequent, reliable, and accessible service to meet the needs of current and future riders (Metro 2020d). Proposed improvements cited in the plan include adding more Metro bus lines; providing riders with 10-minute or better frequency; expanding midday, evening, and weekend service; having 0.25 mile walk to/from bus stops; and creating a more comfortable and safer waiting environment. Implementation of the NextGen Bus Plan was rolled out in phases starting in December 2020 (Metro 2021c).
Metro’s Administrative Code (Title 8) Metro Parking Ordinance	Metro	As part of Metro’s Administrative Code (Title 8) Metro Parking Ordinance, fees are to be paid by Metro system users for parking at any Metro parking facilities. This policy was established as part of the Metro Board’s resolution in April 2020 (Metro 2020e). All alternatives are assumed to be designed per the Metro Rail Design Criteria, unless otherwise noted.
2020 Long Range Transportation Plan and 2025 Short Range Transportation Plan	Metro	In September 2020, Metro adopted the 2020 Long Range Transportation Plan, which provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years (Metro 2020a). The Build Alternative is included in the plan as a “near-term” project that has recently broken ground. Additionally, Metro adopted a new Short Range Transportation Plan in September 2025, which is a 15-year strategy to implement, operate, and maintain Metro’s transportation network.
Metro First/Last Mile Guidelines (Board Motion 14.1 and 14.2)	Metro	Metro First/Last Mile policies and activities are captured and described in the First/Last Mile Guidelines adopted by the Metro Board in May 2021 (Metro 2021b). In addition to the Guidelines themselves, policies include Metro Board Motion 14.1 (Metro 2016a) and 14.2 (Metro 2016b). Collectively, these policies describe a process and set of roles whereby Metro initiates station access improvements through planning stages and provides various incentives and assistance for local agencies to deliver planned improvements. First/Last Mile efforts focus on streetscape elements that improve access, safety, and user experience for walking, biking, or using other rolling modes as the predominant means that riders use to access the Metro systems. In January 2025, Metro adopted the Eastside Transit Corridor Phase 2 First/Last Mile Plan, which proposes walk and wheel projects that develop and improve first/last mile connectivity and access for people going to and from the planned 0.5-mile station areas and the broader 3-mile area.

Applicable Regulations	Agency with Authority	Description
2025 Transit Service Policy	Metro	This document sets forth the policies, principles, and service guidelines that are used by Metro staff in the design or modification of the bus network to better serve customers and make more beneficial use of available operation resources. As of 2025, the majority of the NextGen Bus Plan has been implemented with the updated Transit Service Policy as well as the opening of the K Line, Regional Connector, and A Line extension to Pomona. Future transit will also fall under the Transit Service Policy including rail cars entering service and Metro Micro program.
Systemwide Station Design Standards	Metro	This policy requires that all future Metro Rail station designs comply with Metro’s Systemwide Station Design Standards, and follow a consistent, integrated systemwide design approach.
Active Transportation Strategic Plan	Metro	Originally adopted in 2016 and updated in 2023, this plan sets the vision for how walking, biking, and rolling are supported across Los Angeles County.
Los Angeles County 2035 General Plan	Los Angeles County	The Los Angeles County 2035 General Plan (Los Angeles County 2025) provides guidelines for unincorporated areas of Los Angeles County. This plan, specifically the Circulation Element, contains traffic and circulation goals, objectives, and policies for the development of the unincorporated areas of Los Angeles County and the integration of transit into this framework.
2012 Bicycle Master Plan	Los Angeles County Department of Public Works	The Los Angeles County Department of Public Works’ 2012 Bicycle Master Plan currently acts as the long-range bicycle plan for the county.
Metro Area Plan	Los Angeles County	This plan provides policies and strategies that focus on encouraging more housing development and multi-modal transportation within the seven unincorporated Los Angeles County communities in the Study Area.
Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities	Los Angeles County	These plans provide a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. The framework includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. The pedestrian plan for East Los Angeles includes analysis of current pedestrian conditions and proposes new pedestrian facilities, actions, and programs.
City of Commerce Plans	City of Commerce	City of Commerce plans that are relevant to the Project include the City of Commerce 2020 General Plan (City of Commerce 2008), Commerce Bicycle and Pedestrian Plan (City of Commerce 2020), Commerce Housing Element (2021-2029), and Commerce Transportation Element (City of Commerce 2008). As of 2025, the City is currently in the process of updating its general plan.
City of Montebello Plans	City of Montebello	City of Montebello plans that are relevant to the Project include Montebello General Plan 2024-2040 (2024a), Montebello Bicycle Master Plan in April 2024 (City of Montebello 2024c), Downtown Montebello Specific Plan (City of Montebello 2024d), and the 2024 Hazard Mitigation Plan (City of Montebello 2024e).

Applicable Regulations	Agency with Authority	Description
Washington Corridor Transit-Oriented Communities and Multimodal Connectivity Specific Plan	City of Montebello	The City of Montebello is in the process of drafting the Washington Corridor Transit-Oriented Communities and Multimodal Connectivity Specific Plan, which aims to enhance multimodal transportation access and address connectivity challenges surrounding the Washington Boulevard and Greenwood Avenue area and Washington corridor (Construction Bid Source 2025).

Source: CDM Smith/AECOM JV 2026, **Appendix O**.

1.15 Utilities

Table 1.15 provides a summary of regulations related to utilities applicable to the Project.

Table 1.15. Applicable Utilities Regulatory Setting

Applicable Regulations	Agency with Authority	Description
Federal Power Act of 1935	Federal Energy Regulatory Commission	Provided the Federal Power Commission (succeeded by the Federal Energy Regulatory Commission in 1977) power to regulate the sale and transport of electric power.
Federal Resource Conservation and Recovery Act (42 United States Code Section 6901 et seq.)	United States Environmental Protection Agency	Regulates proper management of solid and hazardous waste, from their generation to ultimate disposal or destruction. Where facilities are found to be inadequate, 40 Code of Federal Regulations Section 256.42 requires that necessary facilities and practices be developed by the responsible state and local agencies or by the private sector. In California, that responsibility was created under the California Integrated Waste Management Act of 1989 and Assembly Bill 939.
Federal Communications Act of 1934	The Federal Communications Commission	Establishes authority for the Federal Communications Commission to regulate interstate and international communications by radio, television, wire, satellite, and cable in the United States. The Federal Communications Commission's rules and regulations are in Title 47 of the Code of Federal Regulations.
Federal Clean Water Act	United States Environmental Protection Agency	Establishes the structure for regulating discharges of pollutants into waters of the United States. Under the Clean Water Act National Pollutant Discharge Elimination System program, the United States Environmental Protection Agency regulates discharges of pollutants from municipal and industrial wastewater treatment plants, sewer collection systems, and stormwater discharges from industrial facilities and municipalities (United States Environmental Protection Agency 2023).
Federal Safe Drinking Water Act of 1996	United States Environmental Protection Agency	The principal federal law in the United States intended to ensure safe drinking water for the public. Requires the United States Environmental Protection Agency to set standards for drinking water quality and oversee all states, localities, and water suppliers that implement the standards. Applies to every public water system in the United States (United States Environmental Protection Agency 2004).

Applicable Regulations	Agency with Authority	Description
California State Diversion Rule (Assembly Bill 341)	California Department of Resources Recycling and Recovery	Directed California Department of Resources Recycling and Recovery to develop and adopt regulations for mandatory commercial recycling under commercial recycling law (Chapter 476, Statutes of 2011) and declared a state policy goal that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020 and annually thereafter.
California State Integrated Waste Management Act (Assembly Bill 939) of 1989	California Department of Resources Recycling and Recovery	Requires the implementation of solid waste management programs, including requiring each city or county in the state to (1) divert solid waste from landfill disposal through source reduction, recycling, and composting, and achieve a 50 percent diversion; and (2) prepare a Source Reduction and Recycling Element identifying programs that the county or city will implement to achieve the required solid waste disposal reduction goal and submit an annual report to the California Department of Resources Recycling and Recovery
California State Construction and Demolition Waste Materials Diversion Requirements (Senate Bill 1374) (2002)	California Department of Resources Recycling and Recovery	Requires that jurisdictions provide a summary of progress made in diverting construction and debris waste in the annual Assembly Bill 939 report to the California Department of Resources Recycling and Recovery.
California State Organic Waste Reduction (Senate Bill 1383) (2016)	California Department of Resources Recycling and Recovery	Establishes targets to achieve a 50 percent reduction in statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. Grants the California Department of Resources Recycling and Recovery the regulatory authority and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.
California State Solid Waste Reuse and Recycling Act of 1991 (Assembly Bill 1327)	Local jurisdictions	Requires each jurisdiction to adopt an ordinance requiring any “development project” for which a building permit application is submitted to provide an adequate storage area for collection and removal of recyclable materials.
Construction General Permit (Order WQ 2022-0057-DWQ, NPDES NO. CAS000002)	California State Water Resources Control Board	Requires dischargers whose project disturbs one or more acres, or is part of a larger development that disturbs one or more acres, to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity.
California State Porter-Cologne Water Quality Control Act of 1969, as Amended	State Water Resources Control Board/Los Angeles Regional Water Quality Control Board	Establishes state authority to regulate wastewater discharges under the Federal National Pollutant Discharge Elimination System Permit Program, which controls water pollution by regulating point sources that discharge pollutants into waters of the U.S. Implementation is through the State Water Resources Control Board and nine Regional Water Quality Control Boards. The Project is within the jurisdiction of the Los Angeles Regional Water Quality Control Board.
California State Executive Order B-29-15 (2014)	State Water Resources Control Board	Mandated the State Water Resources Control Board to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016, as compared with 2013 levels. Directs the state to work with local agencies to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes.

Applicable Regulations	Agency with Authority	Description
California State Metropolitan Water District Act of 1928	The Metropolitan Water District of Southern California	Authorizes the Metropolitan Water District to levy property taxes within its service area, establish water rates, and impose charges for water standby and service availability, among other responsibilities.
California State Water Code Sections 10610-10656	California Department of Water Resources	Requires urban water suppliers that provide over 3,000 acre-feet of water annually or serve more than 3,000 urban connections to submit an urban water management plan to the California Department of Water Resources every 5 years. Urban water management plans support long-term planning to ensure that adequate supplies are available to meet existing and future water needs by assessing water sources over a 20-year period, describing management measures and water shortage contingency plans, and reporting progress towards meeting water demand reduction goals.
California State Water Resources Control Board, Division of Drinking Water, Source Water Assessment Program	State Water Resources Control Board	The Safe Drinking Water Act requires each state to implement a Source Water Assessment Program. California Health and Safety Code Section 11672.60 requires the California Department of Health Services, (the precursor to California Department of Public Health) to develop and implement a program to protect drinking water sources that includes a source water assessment program and a wellhead protection program. In response, the California Department of Health Services developed the Drinking Water Source Assessment and Protection Program that addresses both groundwater and surface water sources.
California Code of Regulations Energy Efficiency Standards	State of California	California Code of Regulations, Title 24, Part 6, Chapter 2-53 applies to all newly constructed residential and nonresidential buildings in California and regulates minimum energy efficiencies for cooling, heating, ventilation, water heating, and lighting. California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) identifies mandatory building measures and voluntary measures that may be incorporated into the design of buildings.
California Public Utilities Commission General Orders 28 (1912), 52 (1918), 58-A (2016), 69-C (1985), 95 (2018), 103-A (2009), 112-F (2016), 128 (2006), 131-D (1995), 133-D (2017), 143-B (1994), 159-A (1996), 166 (2017), 174 (2012)	California Public Utilities Commission	The California Public Utilities Commission is tasked with ensuring that consumers have safe, reliable utility service at reasonable rates, and protecting against fraud. Relative to utilities, the California Public Utilities Commission has authority over, and is responsible under General Orders for standards and regulations related to utility planning, construction, operation and safety, including safety rules and regulations governing light rail transit (California Public Utilities Commission 2026).
California State Code of Regulations	California Office of Administrative Law	Authoritative State codes and regulations pertaining to public utilities include Title 20 (Public Utilities and Energy), Division 1 (Public Utilities Commission). California Health and Safety Code and the California Water Code address sanitary and water utilities, and Public Utilities Code, Division 1 (Regulation of Public Utilities) gives specific regulation on public utilities, including the California Public Utilities Commission.

Applicable Regulations	Agency with Authority	Description
California State Government Code Section 4216	California Office of Administrative Law	Addresses protection of underground infrastructure and requires an excavator to contact a regional notification center (e.g., Underground Service Alert) at least 2 days before excavation of any subsurface installations. Specific locations of utility facilities will then be marked within the work area prior to the start of excavation. The construction contractor is required to probe and expose the underground facilities by hand prior to using power equipment.
California State Plumbing Code	California Office of Administrative Law	Codified in Title 24, California Code of Regulations, Part 5 and contains regulations that relate to, but are not limited to, plumbing materials, fixtures, water heaters, water supply and distribution, ventilation, and drainage. Part 5, Chapter 4 requires the installation of low-flow fixtures and toilets (Senate Bill 407 [2009] Civil Code Sections 1101.1 et seq.).
Metropolitan Water District of Southern California Plans	Metropolitan Water District	Metropolitan Water District has developed plans such as an Integrated Resource Plan, Urban and Water Management Plan, the Water Surplus and Drought Management Plan, and the Long-Term Conservation Plan (Metropolitan Water District 2023), aimed to ensure water reliability through droughts, earthquakes and other challenges by establishing anticipated water demands, providing a framework for managing Metropolitan Water District’s water resources during both drought and surplus periods (Metropolitan Water District 1999), emphasizing outreach and education, advocating for better building and plumbing codes, shifting consumer values, and encouraging water-efficient devices (Metropolitan Water District 2011).
Southern California Association of Governments Regional Comprehensive Plan’s Water, Energy, and Solid Waste Chapters (2008)	Southern California Association of Governments	<p>The Water Chapter recommends Constrained Policy WA-34, in which the state and regional agencies should design and operate regional transportation facilities so that stormwater runoff does not contaminate surrounding watershed ecosystems.</p> <p>The Energy Chapter recommends Constrained Policy EN-11, in which developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for construction should be completed according to the specifications of the energy provider.</p> <p>The Solid Waste Chapter recommends Constrained Policy SW-14 in which green building measures are integrated into project design, including minimization and diversion of waste, the inclusion of a waste management plan, and source material reduction.</p>
General plans, ordinances, and municipal codes	Los Angeles County, the City of Commerce and the City of Montebello	Includes relevant general plan policies (City of Commerce 2008, City of Montebello 2024a, Los Angeles County 2025); and ordinances and municipal codes related to stormwater and wastewater management, the protection and management of local water resources, low impact development, and energy efficiency.

Source: CDM Smith/AECOM JV 2026.

1.16 Construction Impacts

Table 1.16 provides a summary of regulations applicable to the Project.

Table 1.16. Design and Construction Standards and Regulations

Document/Standard	Issuing Agency, Year
Metro Rail Design Criteria	Metro, 2024
Metro Systemwide Station Design Standards Policy	Metro, 2018c
Architectural Standard and Directive Drawings	Metro, 2024
California Manual on Uniform Traffic Control Devices	Caltrans, 2026
Greenbook: Standards for Public Works Construction	Public Work Standards et al., 2024
California Building Code	California Building Standards Commission, 2025
California Green Building Standards Code Title 24, Part 11, Section 5.408	California Building Standards Commission, 2025
National Fire Protection Association Standard for Fixed Guideway Transit and Passenger Rail Systems (NFPA 130)	National Fire Protection Association, 2023a
National Fire Protection Association, National Electrical Code (NFPA 70)	National Fire Protection Association, 2023b
American Railway Engineering and Maintenance-of-Way Association Standards	American Railway Engineering and Maintenance-of-Way Association, 2019
Metro Operating Rules	Metro, 2013
California Public Utility Commission General Orders (Including but not limited to 88, 95, 143-B, and 164-D)	California Public Utility Commission, 2026
South Coast Air Quality Management District Rule 403	South Coast Air Quality Management District, 2005
South Coast Air Quality Management District Clean Air Act Rule 1403- Asbestos Regulation	South Coast Air Quality Management District, 2019
National Pollutant Discharge Elimination System	United States Environmental Protection Agency, 2021
Standard Urban Stormwater Mitigation Plan	Los Angeles Regional Water Quality Control Board, 2000
Stormwater Pollution Prevention Plan	Los Angeles Regional Water Quality Control Board, 2000

Source: CDM Smith/AECOM JV 2026.

1.17 Section 4(f) Evaluation

The following regulations related to Section 4(f) resources are applicable to the Project (**Table 1.17**).

Table 1.17. Applicable Section 4(f) Regulatory Setting

Applicable Regulations and Policies	Agency with Authority	Description
United States Department of	United States Department of Transportation	Protects significant historic resources as well as publicly owned recreation areas, parks, and wildlife or waterfowl refuges. This federal law prevents the United States Department of Transportation from using

Applicable Regulations and Policies	Agency with Authority	Description
Transportation Act of 1966, Section 4(f)		or approving the use of resources eligible for Section 4(f) protection, unless there is no feasible and prudent alternative, and the project includes all possible measures to minimize the impacts of using the resources.
Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)	United States Department of Transportation	Allows projects with de minimis impacts to Section 4(f) resources to proceed without needing to make a finding that no feasible and prudent avoidance alternatives exist. Also clarifies the process for selecting alternatives with the least impacts to Section 4(f) resources, and the standards for determining whether potential avoidance alternatives are reasonable and prudent.

Source: CDM Smith/AECOM JV 2026, **Appendix N**.

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