Los Angeles County
Metropolitan Transportation Authority

Appendix J Hazardous Materials Impacts Report

EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

May 2026

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May 2026

Prepared for:

Charlene Lee Lorenzo, Director
Nick Hernandez, Transportation Program Specialist
Federal Transit Administration
Region 9 Office
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

and

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Project Email: eastsidephase2@metro.net
Phone: 213-922-3012

Prepared by:
CDM Smith/AECOM Joint Venture
600 Wilshire Boulevard, Suite 750
Los Angeles, CA 90017

Table of Contents

1.0 Introduction 1
2.0 Project Alternatives 2
2.1 Project Setting 2
2.2 Project Description 2
2.2.1 Guideway Alignment 4
2.2.1.1 Traffic Circulation Changes 7
2.2.2 Proposed Stations 8
2.2.3 Guideway and System Facilities 12
2.2.4 Maintenance and Storage 13
2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3) 13
2.2.5 Construction 17
2.2.6 Operations 18
2.3 No Build Alternative 19
3.0 Regulatory Framework 20
3.1 Federal 20
3.1.1 Resource Conservation and Recovery Act 20
3.1.2 Comprehensive Environmental Response, Compensation, and Liability Act 20
3.1.3 Superfund Amendments and Reauthorization Act 20
3.1.4 Emergency Planning and Community Right to Know Act 21
3.1.5 Toxic Substances Control Act 21
3.1.6 Hazardous and Solid Waste Amendments Act 21
3.1.7 Hazardous Materials Transportation Act 21
3.1.8 Clean Water Act 22
3.1.9 Safe Drinking Water Act 22
3.1.10 Federal Hazardous Substances Act 22
3.1.11 Pipeline and Hazardous Materials Safety Administration 22
3.1.12 Federal Occupational Safety and Health Act 23
3.1.13 Occupational Safety and Health Administration Standards, Materials Handling and Storage 23
3.1.14 Federal Compliance with Pollution Control 23
3.2 State 24
3.2.1 California Hazardous Waste Control Act 24
3.2.2 California Hazardous Substances Act 24
3.2.3 Unified Program 25
3.2.4 California Accidental Release Prevention Program 25
3.2.5 California Occupational Safety and Health Act 26
3.2.6 Hazardous Materials Release Response Plans and Inventory Act 26
3.2.7 Hazardous Materials Transport 26
3.2.7.1 California Vehicle Code 26

3.2.7.2 California Code of Regulations Title 22 27
3.2.8 Hazardous Waste and Substances Sites List 27
3.2.9 La Follette Bill (Risk Management Plan) 27
3.2.10 Hazardous Materials Screening Levels 28
3.2.11 Hazardous Materials Storage 28
3.2.12 State of California Emergency Plan 29
3.2.13 Hazardous Waste Management Plan 29
3.2.14 Hazardous Waste Facility Siting 29
3.2.15 Tanner Act 29
3.2.16 Asbestos Abatement 30
3.2.17 Lead and Lead-Based Paint Abatement 30
3.2.18 Safe Drinking Water and Toxic Enforcement Act 30
3.3 Regional and Local 31
3.3.1 Los Angeles County Operational Area Emergency Response Plan 31
3.3.2 City of Commerce General Plan 31
3.3.3 City of Montebello General Plan 32
4.0 Methodology 33
5.0 Affected Environment 35
5.1 Definitions of Terms 35
5.2 Regional Setting 35
5.3 Existing Land Uses 36
5.4 Affected Properties with Documented Releases Record Search 38
5.5 Affected Properties with Documented Releases 38
5.6 Other Potential On-site Hazardous Materials 48
5.6.1 Lead 48
5.6.2 Lead Arsenate 48
5.6.3 Aerially-Deposited Lead 48
5.6.4 Treated Wood Waste 49
5.6.5 Hazardous Building Materials 49
5.6.6 Persistent Pesticides 50
5.6.7 Methane and Hydrogen Sulfide 50
5.6.8 Petroleum and Natural Gas Pipelines 51
6.0 Environmental Consequences 52
6.1 No Build Alternative 52
6.1.1 Operational Impacts 52
6.1.1.1 Transportation, Storage, Use, and Disposal of Hazardous Materials 52
6.1.1.2 Release of Hazardous Materials 53
6.1.1.3 Hazardous Materials Sites 53
6.1.2 Construction Impacts 53
6.1.2.1 Transportation, Storage, Use, and Disposal of Hazardous Materials 53
6.1.2.2 Release of Hazardous Materials 53

6.1.2.3 Hazardous Materials Sites 54
6.2 Atlantic to Greenwood Alternative 54
6.2.1 Operational Impacts 54
6.2.1.1 Transportation, Storage, Use, and Disposal of Hazardous Materials 54
6.2.1.2 Release of Hazardous Materials 55
6.2.1.3 Hazardous Materials Sites 56
6.2.2 Construction Impacts 57
6.2.2.1 Transportation, Storage, Use, and Disposal of Hazardous Materials 57
6.2.2.2 Release of Hazardous Materials 61
6.2.2.3 Hazardous Materials Sites 65
7.0 Project Measures and Mitigation Measures 68
7.1 Project Measures 68
7.2 Mitigation Measures 71
8.0 Preparer's Qualifications 75
9.0 References Cited 76

Table

Table 5.1. Schools within the RSA 36
Table 5.2. Database Search Results 39
Table 5.3. Affected Properties with Documented Releases 43

Figures

Figure 2.1. Study Area 3
Figure 2.2. Study Area Close-up 4
Figure 2.3. Maravilla Crossover Exhibit 6
Figure 2.4. Conceptual 3rd Street Modifications 6
Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan 9
Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan 10
Figure 2.7. Commerce/Citadel Station Conceptual Site Plan 11
Figure 2.8. Greenwood Station Conceptual Site Plan 12
Figure 2.9. MSF Site Options 14
Figure 2.10. MSF Site 1 15
Figure 2.11. MSF Site 2 16
Figure 2.12. MSF Site 3 17
Figure 5.1. Existing Land Uses and Schools 37
Figure 5.2. Affected Properties with Documented Releases 47

Attachments

Attachment A Record Search Results and Figures
Table A-1: Hazardous Waste Materials Record Search
Figure A-1: Potential Hazardous Materials Sites of Concern from Agency Database(s)
Figure A-2: Oil and Gas Pipelines Map
Figure A-3: Oil and Gas Wells Map

Acronyms

2024 RTP	Connect SoCal 2024-2050 Regional Transportation Plan
ACM	Asbestos-containing material
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
APN	assessor parcel number
ASTM	ASTM International (formerly known as American Society for Testing of Materials)
BBLs	barrels of crude oil
bgs	below ground surface
BMP	Best Management Practice
CalARP	California Accidental Release Prevention Program
CalGEM	California Geologic Energy Management Division
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIWQS	California Integrated Water Quality System
COPC	contaminants of potential concern
CPS	Cleanup Program Site

CUPA	Certified Unified Program Agency
CUSA	California United Safety Association
CWA	Clean Water Act
DTSC	California Department of Toxic Substances Control
DTSC-SL	California Department of Toxic Substances Control Screening Level
EDR	Environmental Data Resources, Inc.
EPCRA	Emergency Planning and Community Right to Know Act
ESA	Environmental Site Assessment
FHSA	Federal Hazardous Substances Act
FIFRA	Federal Insecticide, Fungicide and Rodenticide Act
FTA	Federal Transit Administration
GIS	Geographic Information System
HMBP	Hazardous Materials Business Plan
HMTA	Hazardous Materials Transportation Act
HSWA	Hazardous and Solid Waste Amendments Act
I	Interstate
ID	Identification
ISA	Initial Site Assessment
LACMTA	Los Angeles County Metropolitan Transportation Authority
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicle
LUST	Leaking Underground Storage Tank

Metro	Los Angeles County Metropolitan Transportation Authority
mg/kg	milligrams per kilogram
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
NMM	National Environmental Policy Act mitigation measure
NPDES	National Pollutant Discharge Elimination System
NPM	National Environmental Policy Act project measure
NPMS	National Pipeline Mapping System
OCS	overhead catenary system
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PCS	Permit Compliance System
PHMSA	Pipeline and Hazardous Materials Safety Administration
Build Alternative	Eastside Transit Corridor Phase 2 Project
RCRA	Resource Conservation and Recovery Act
RMP	Risk Management Plan
ROW	right-of-way
RSA	resource study area
RSL	Regional Screening Level
RWQCB	Regional Water Quality Control Board
RTP	Regional Transportation Plan
SARA	Superfund Amendments and Reauthorization Act
SC	Site Cleanups
SCAG	Southern California Association of Governments

SCAQMD	South Coast Air Quality Management District
SLIC	Spills, Leaks, Investigations, and Cleanups
SMBRP	Site Mitigation and Brownfields Reuse Program
SoCalGas	Southern California Gas Company
SR	State Route
SVE	soil vapor extraction
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TBM	tunnel boring machine
TPSS	traction power substation
TSCA	Toxic Substances Control Act
TWW	treated wood waste
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	underground storage tank
VMT	vehicle miles traveled
VOC	volatile organic compounds

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project setting in relation to hazardous materials. It briefly summarizes the Project (Atlantic to Greenwood Alternative [Build Alternative] and the No Build Alternative), describes the regulatory setting and affected environment, and evaluates the environmental consequences of the alternatives.

The Build Alternative consists of 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro) E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello.

The area of analysis (Study Area) is in eastern Los Angeles County and includes portions of the unincorporated community of East Los Angeles and the Cities of Commerce and Montebello. It has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County. The specialized study area for hazardous materials is described in **Section 4.0**.

2.0 PROJECT ALTERNATIVES

2.1 Project Setting

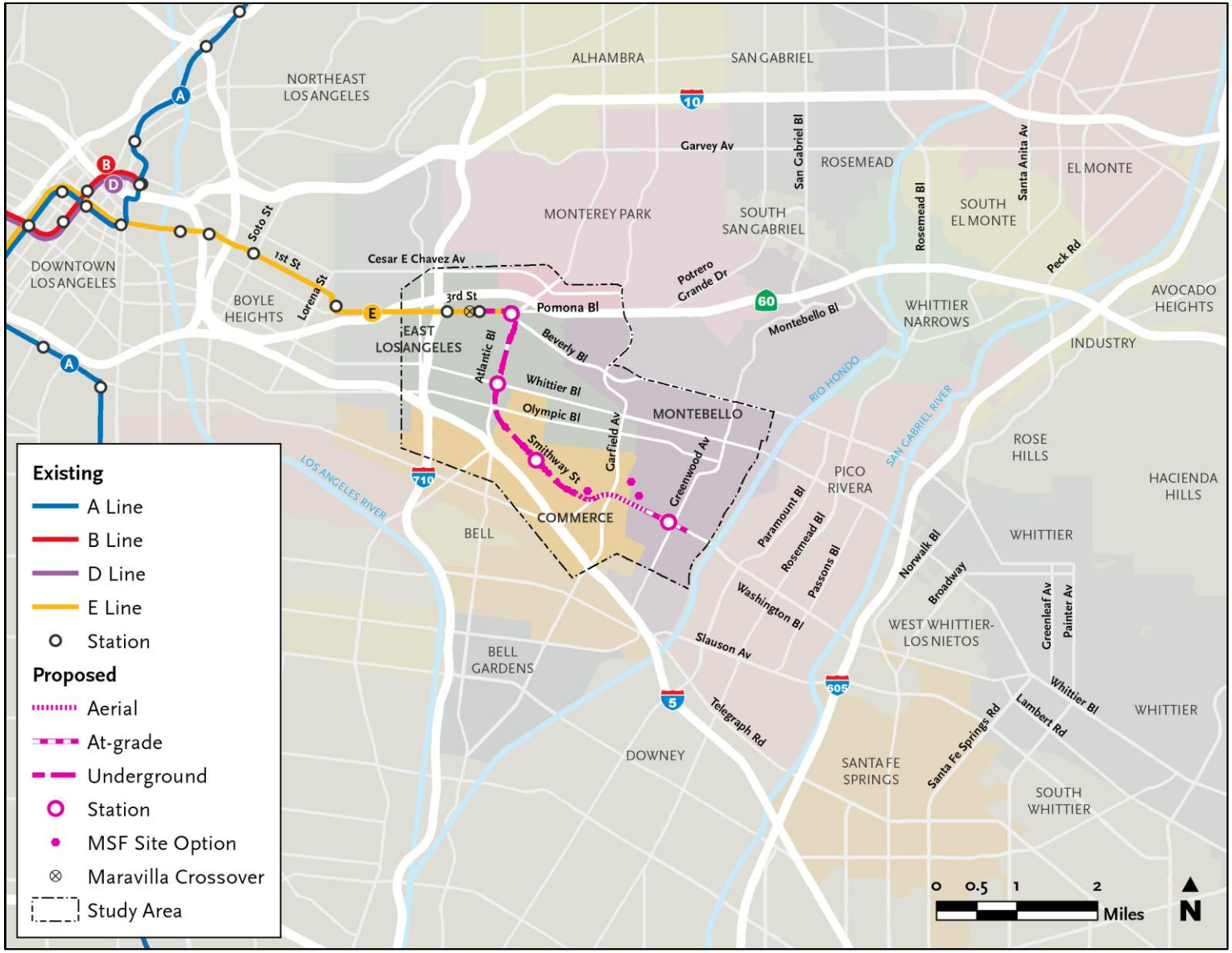
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.[1] The Study Area varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics such as land use and growth. It primarily encompasses a portion of the communities located along the Build Alternative alignment: the Cities of Commerce and Montebello and unincorporated East Los Angeles. A small portion of Monterey Park is located on the northwestern edge. **Figure 2.1** shows the Study Area boundaries.

As discussed in **Section 1.0**, the Study Area and surrounding region serve a diverse mix of uses. Major activity centers include East Los Angeles Community College, recreation areas, major retail and commercial centers (e.g., Citadel Outlets and the Historic Whittier Boulevard Shopping District), and medical centers. The Study Area is densely populated with low-income and transit dependent communities. In addition, many industrial and commercial properties utilize the arterials and freeways within the region for logistical freight activities.

2.2 Project Description

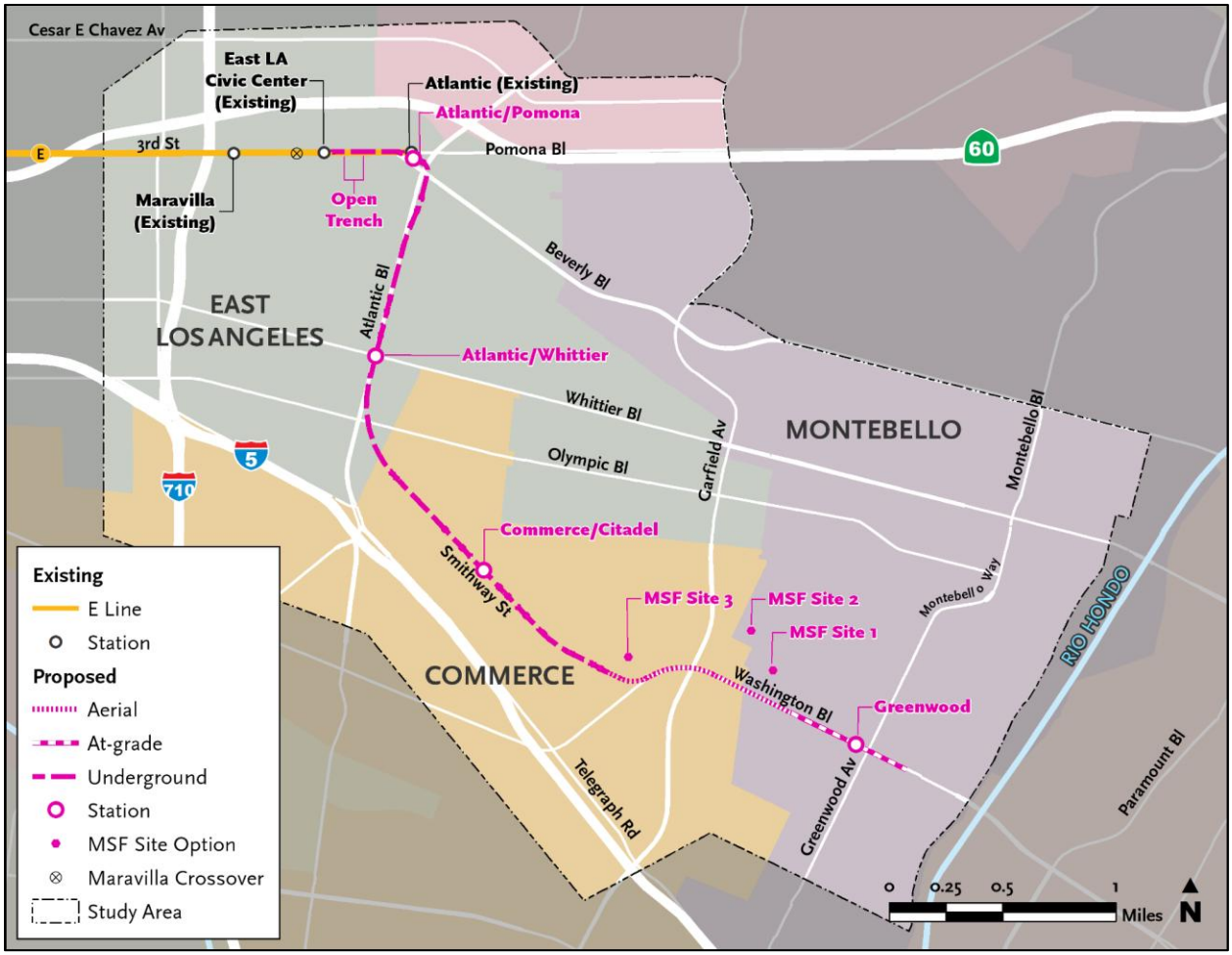
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 miles of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. It also includes a relocated underground Atlantic/Pomona station and three new stations. As discussed in greater detail below, the Build Alternative also includes guideway and system facilities to support vehicle operations, such as overhead catenary systems (OCS), radio communications, and train control houses that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated based on project requirements, constructability, environmental impacts, operational efficiency, and compatibility with surrounding land uses, but only one would be selected. Of the evaluated MSF sites, two are in the City of Montebello (MSF Sites 1 and 2) and one is in the City of Commerce (MSF Site 3). **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options.

[1] According to the Federal Transit Administration (FTA), a guideway refers to a public transportation facility using and occupying a separate right-of-way (ROW) or rail line for the exclusive use of public transportation (FTA 2025). The Build Alternative guideway is the proposed rail line, including the underground, aerial, and at-grade configurations. The centerline refers to the center line between the guideway LRT tracks or structures that supports, contains, and physically guides the LRT vehicles.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.1. Study Area



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.2. Study Area Close-up

2.2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

The existing tracks would be reconfigured to install a new at-grade double crossover[2] on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the Maravilla Crossover would involve a minor shift of the existing track to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at the vacant lot owned by Metro on the south side of 3rd Street between South Arizona Avenue and South Mednik Avenue (see **Figure 2.3**). This site is adjacent to an existing traction power substation (TPSS) that is surrounded by a block wall. The block

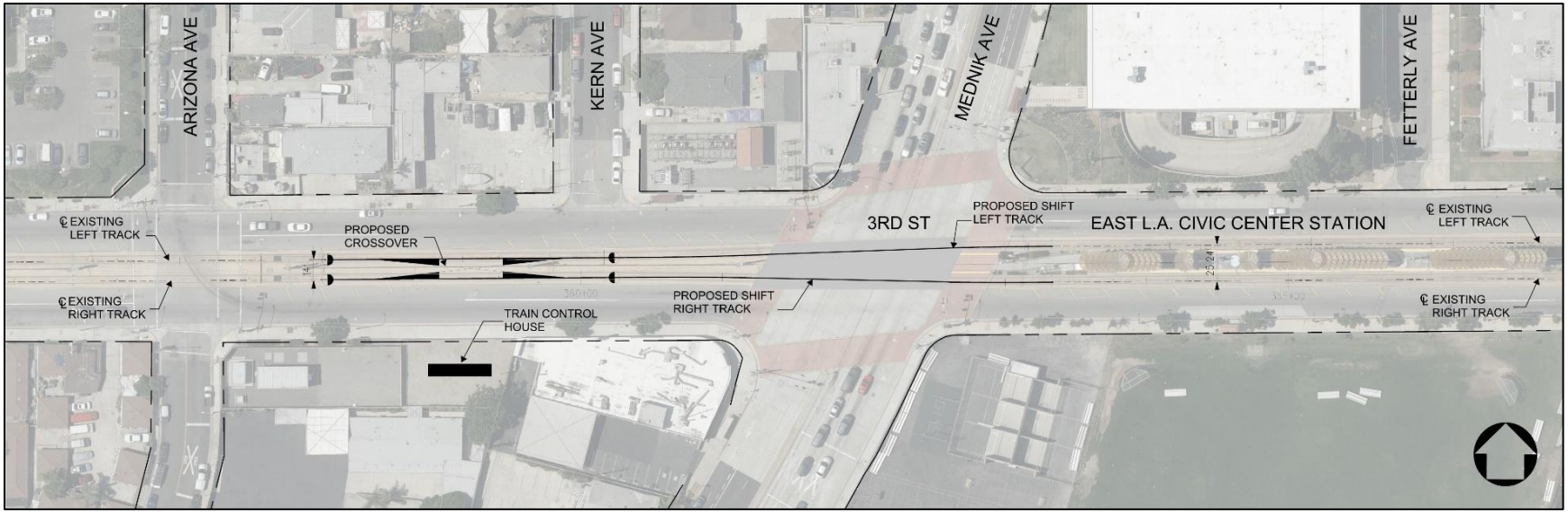
[2] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension.

wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench extending from east of Civic Center Way to east of La Verne Avenue as shown in **Figure 2.4**. The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Wood Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. A new high-visibility crosswalk would provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue.

Once underground, the guideway would follow 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, running east of Atlantic Boulevard until south of 4th Street and then underneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. Then the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. If MSF Site 1 or 3 is selected, the aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue.



Source: Metro; HNTB/Cordoba 2026.

Figure 2.3. Maravilla Crossover Exhibit



Source: HNTB/Cordoba 2026.

Figure 2.4. Conceptual 3rd Street Modifications

Under all three MSF site options, the aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montebello Boulevard to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the Metro Rail Design Criteria (MRDC).

2.2.1.1 Traffic Circulation Changes

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard and eliminate left turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left-turn pocket) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involves additional property acquisitions.

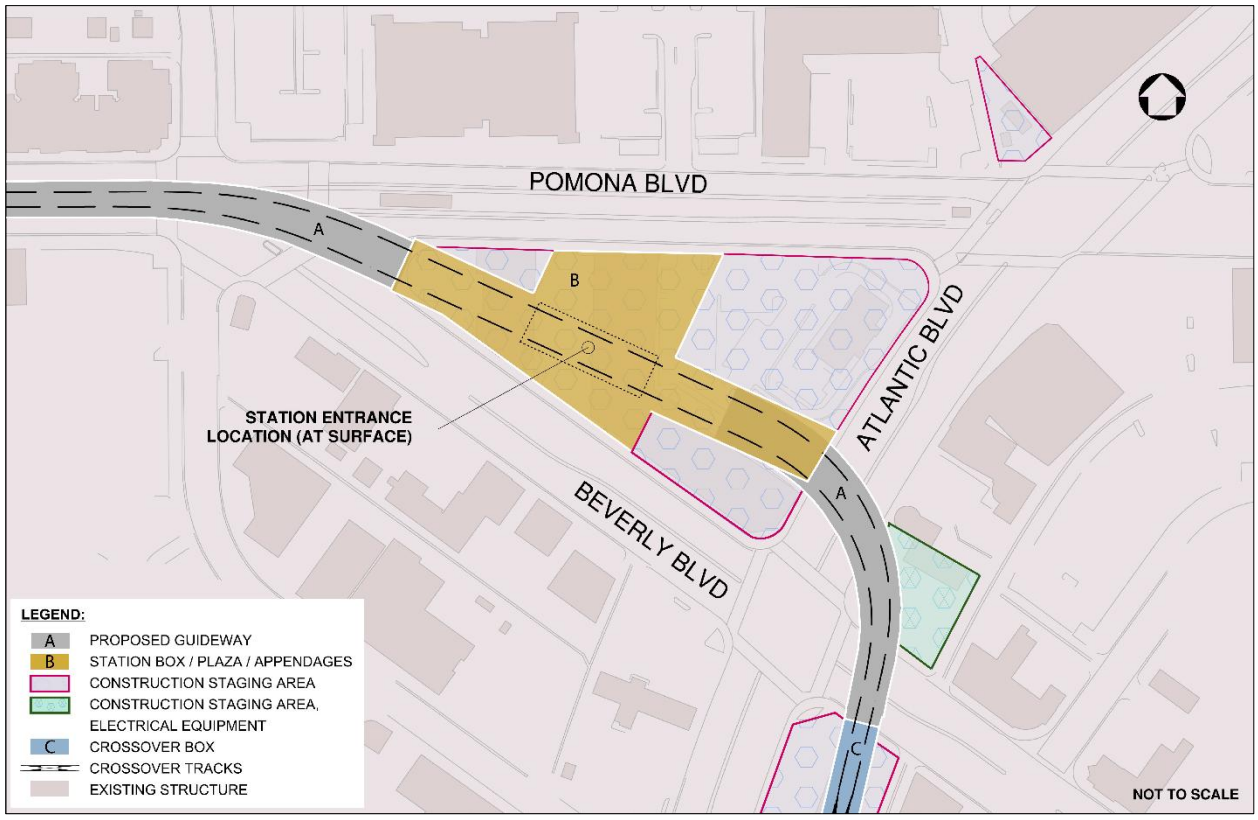
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the right-of-way needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

2.2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

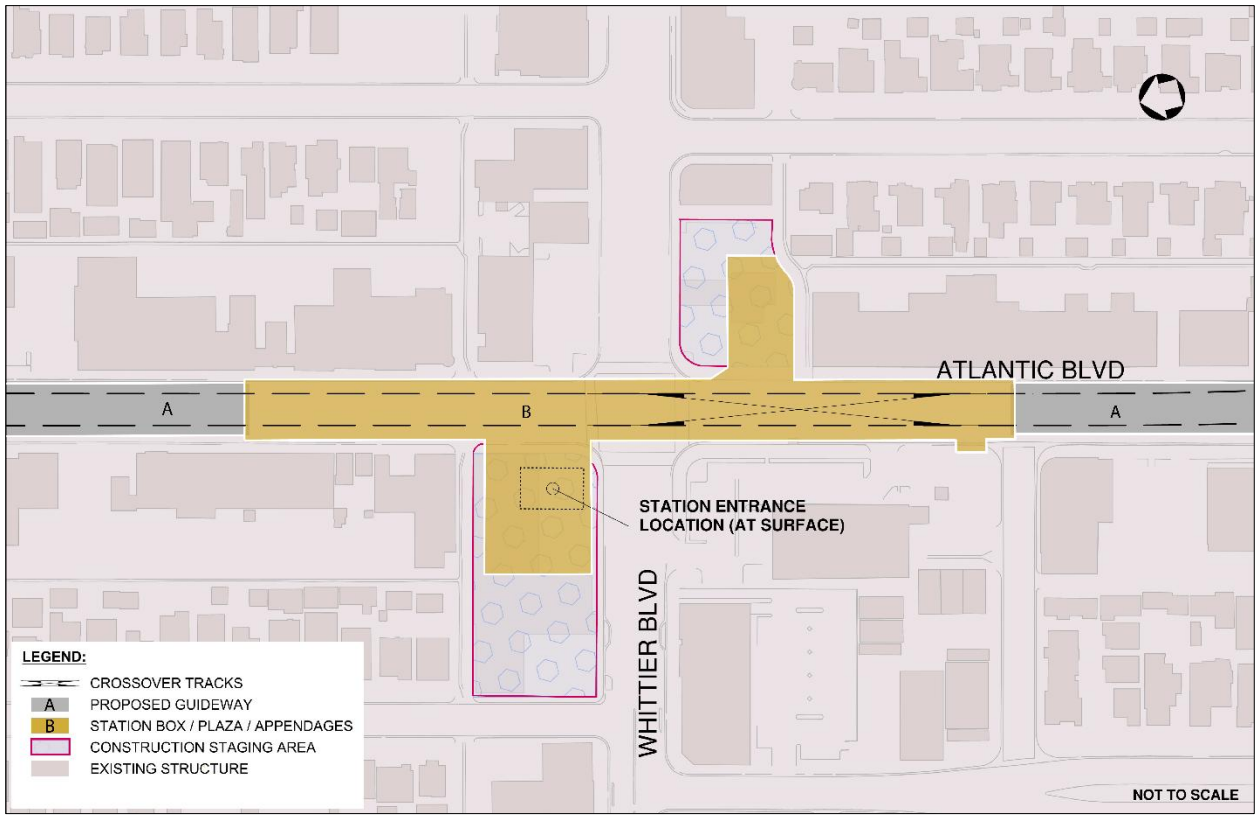
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces is located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Conceptual station site plans are shown in **Figure 2.5** through **Figure 2.8**. Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, MRDC, and Architectural Standard and Directive Drawings. Design elements would include, but would not be limited to, station signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the Metro First/Last Mile (FLM) Guidelines and the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.



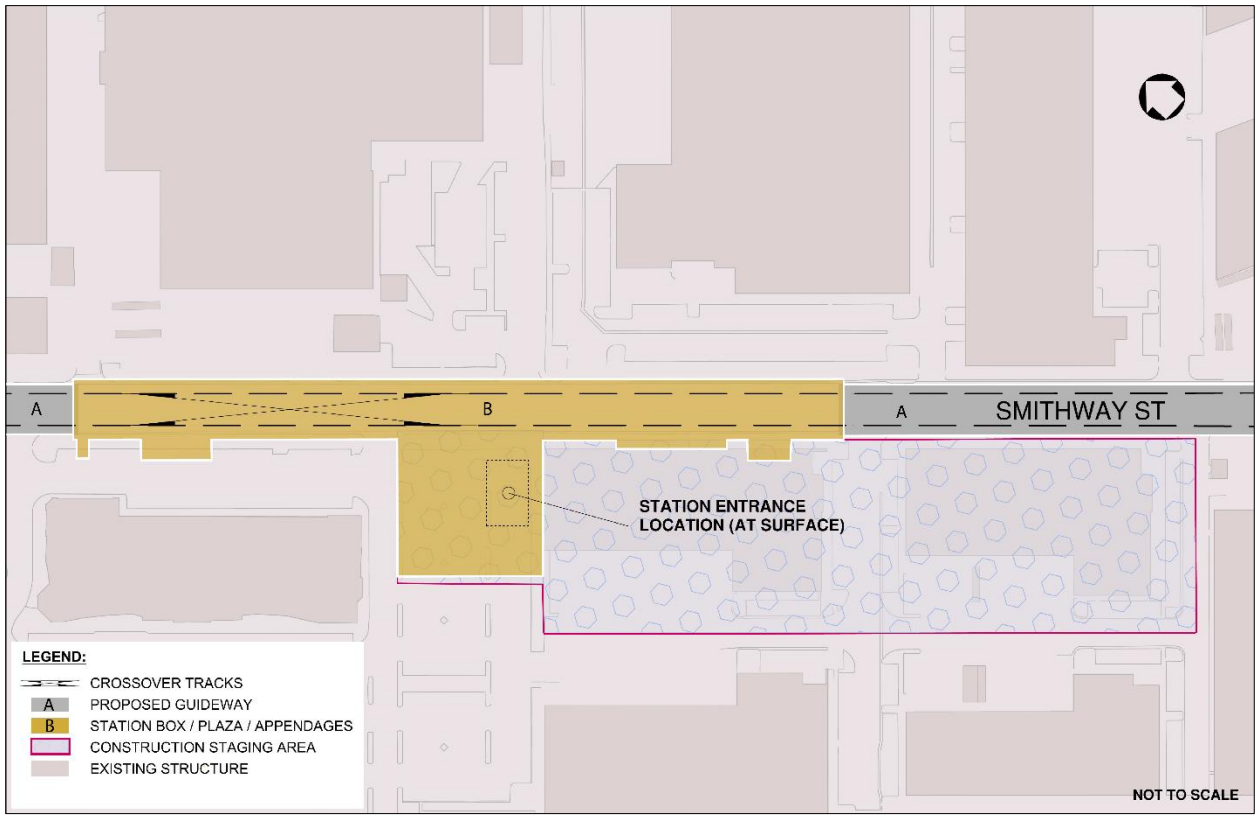
Source: Metro; HNTB/Cordoba 2026.

Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan



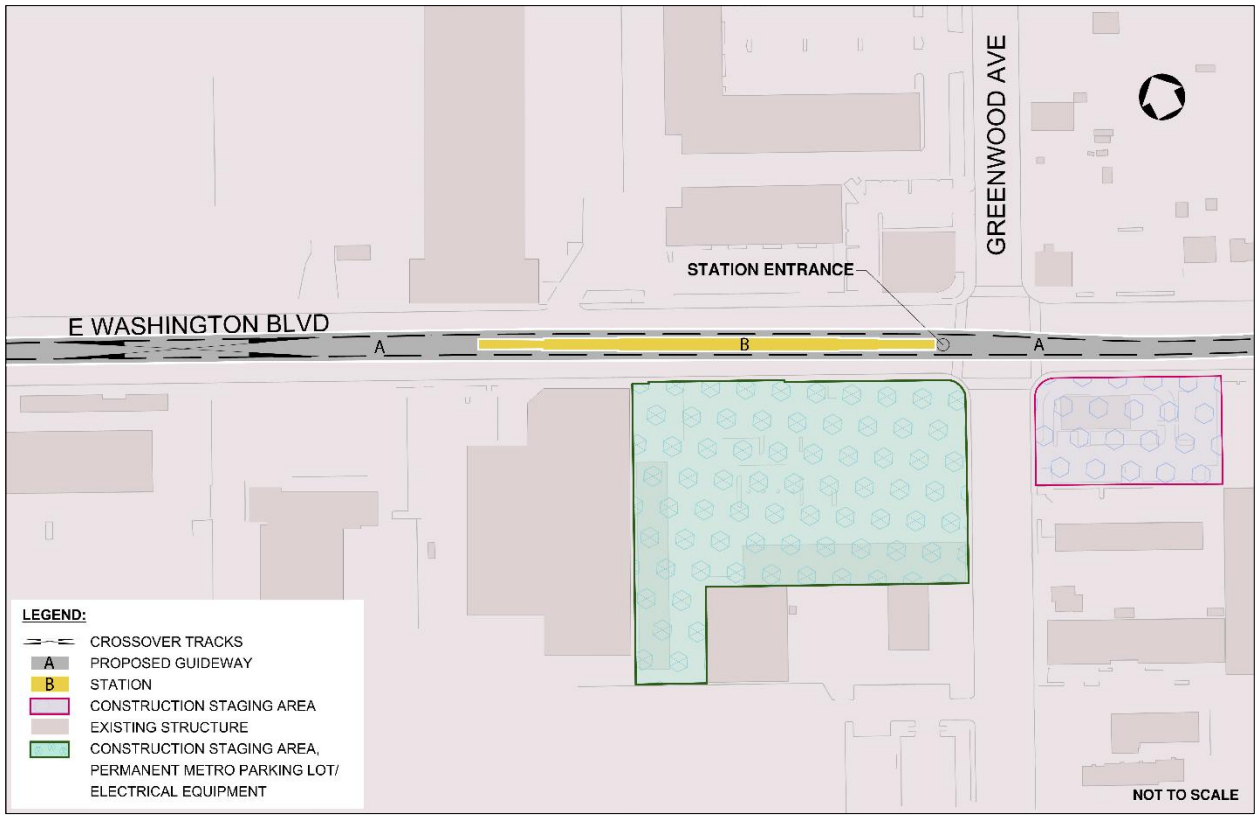
Source: Metro; HNTB/Cordoba 2026.

Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba 2026.

Figure 2.7. Commerce/Citadel Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba J2026.

Figure 2.8. Greenwood Station Conceptual Site Plan

2.2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, emergency fire exits, TPSS, train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the underground portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations and adjacent to the crossover following the Atlantic/Pomona station. The Build Alternative alignment would travel along the median of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

2.2.4 Maintenance and Storage

2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3)

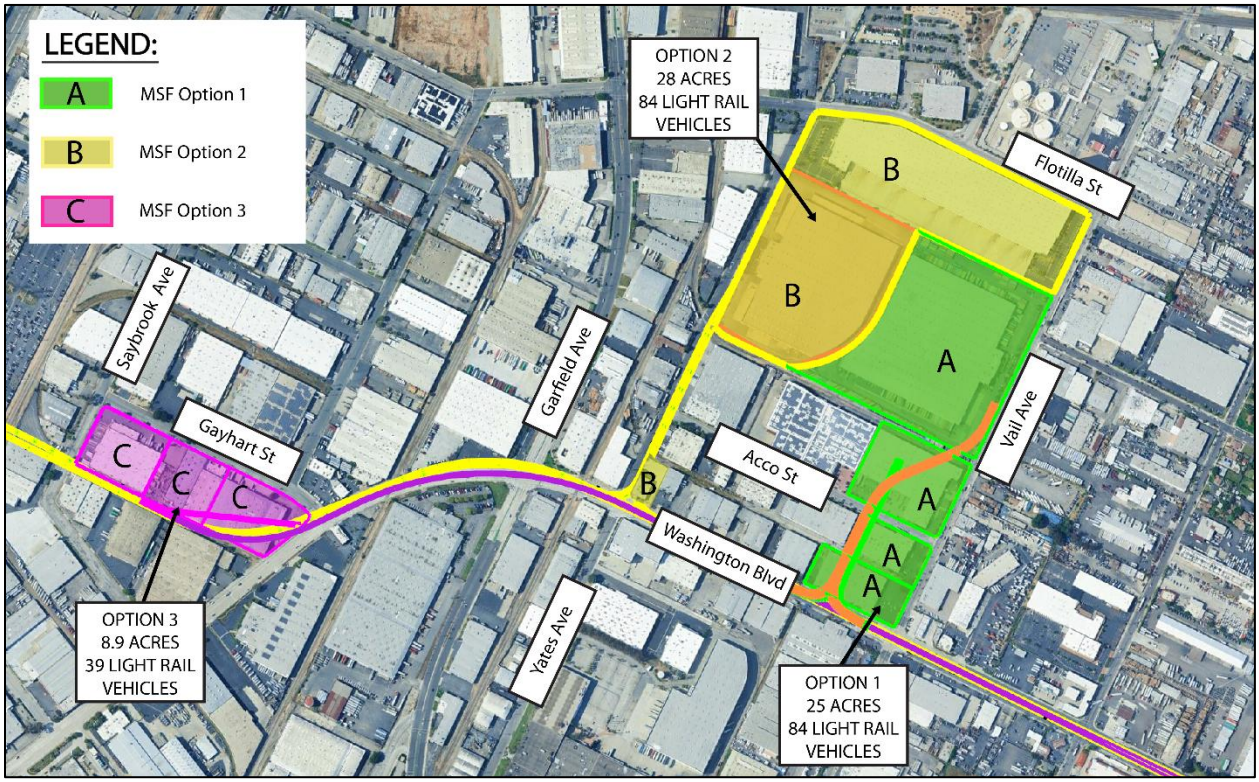
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

Three site options for the MSF are evaluated in this report: MSF Sites 1 and 2 (25 acres and 28 acres in size, respectively) are in the City of Montebello and MSF Site 3 (9 acres in size) is in the City of Commerce. Only one of the three sites would be selected and constructed. The MSF would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. The MSF would enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles, and it would also provide office space for operation and administrative staff. MSF Sites 1 and 2 would have repair facilities and larger storage capacity as compared to MSF Site 3.

MSF Sites 1 and 2 would be north of Washington Boulevard and south of Flotilla Street. Specifically, MSF Site 1 would be west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Sites 1 and 2 would require yard lead tracks that connect to the main line at a wye junction (i.e., three-way junction). The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF.

MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue. The tracks to the MSF would come off the mainline in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration.

The evaluation of the MSF in this report refers to MSF Sites 1, 2, and 3. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites. **Figure 2.9** shows the location of the three MSF site options, which are described in greater detail in the following sections.

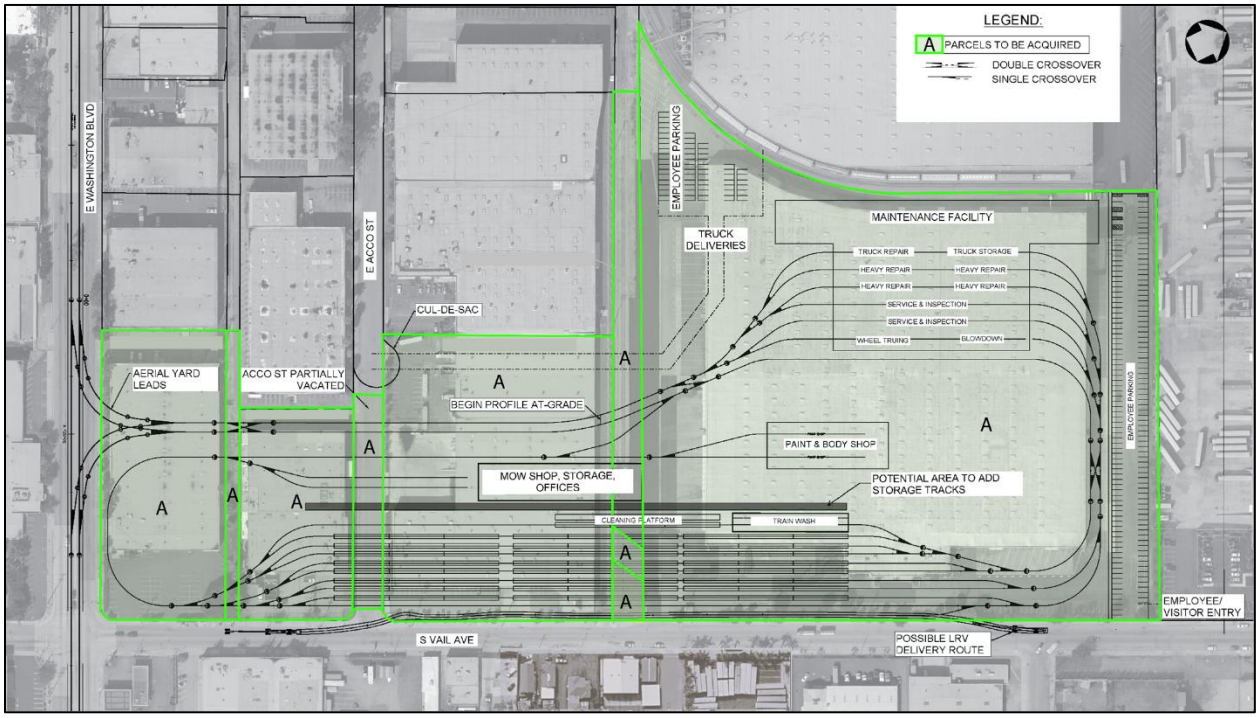


Source: HNTB/Cordoba 2026.

Figure 2.9. MSF Site Options

2.2.4.1.1 MSF Site 1: Aerial Yard Lead Tracks Located Mid-Block

MSF Site 1, shown in **Figure 2.10**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks to MSF Site 1 would be in an aerial configuration from Washington Boulevard, paralleling Vail Avenue, and would transition to at-grade as the track approaches the MSF. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisitions of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

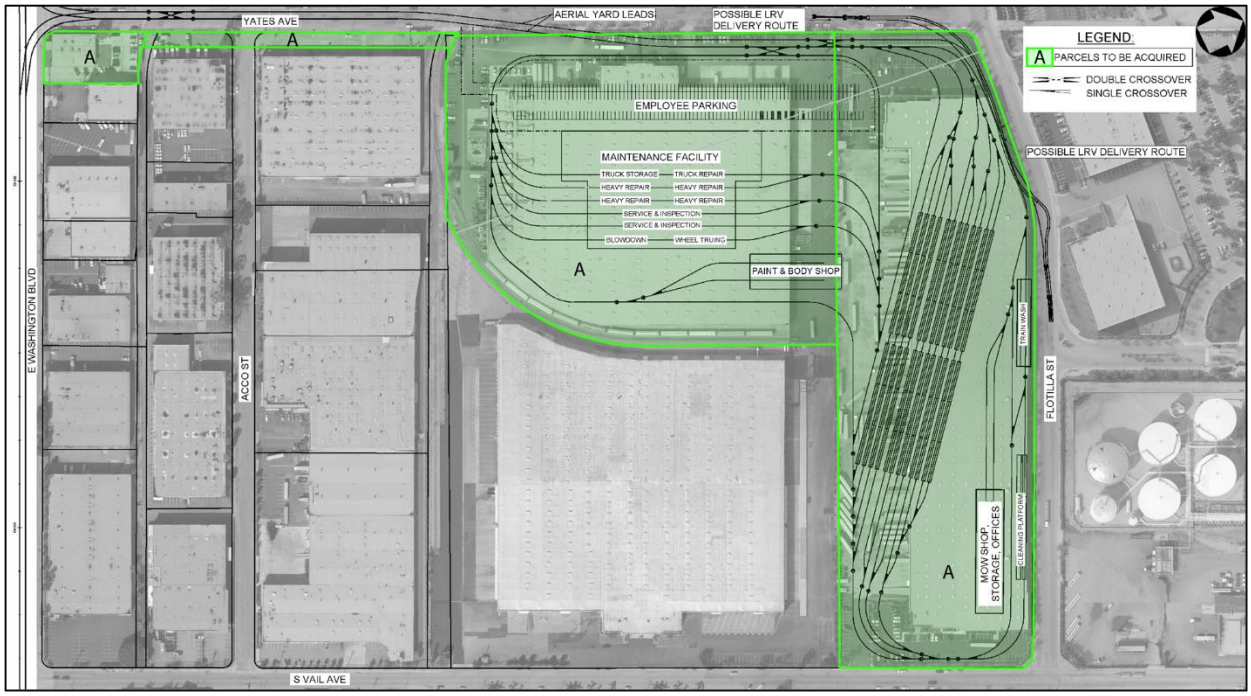


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.10. MSF Site 1

2.2.4.1.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.11**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

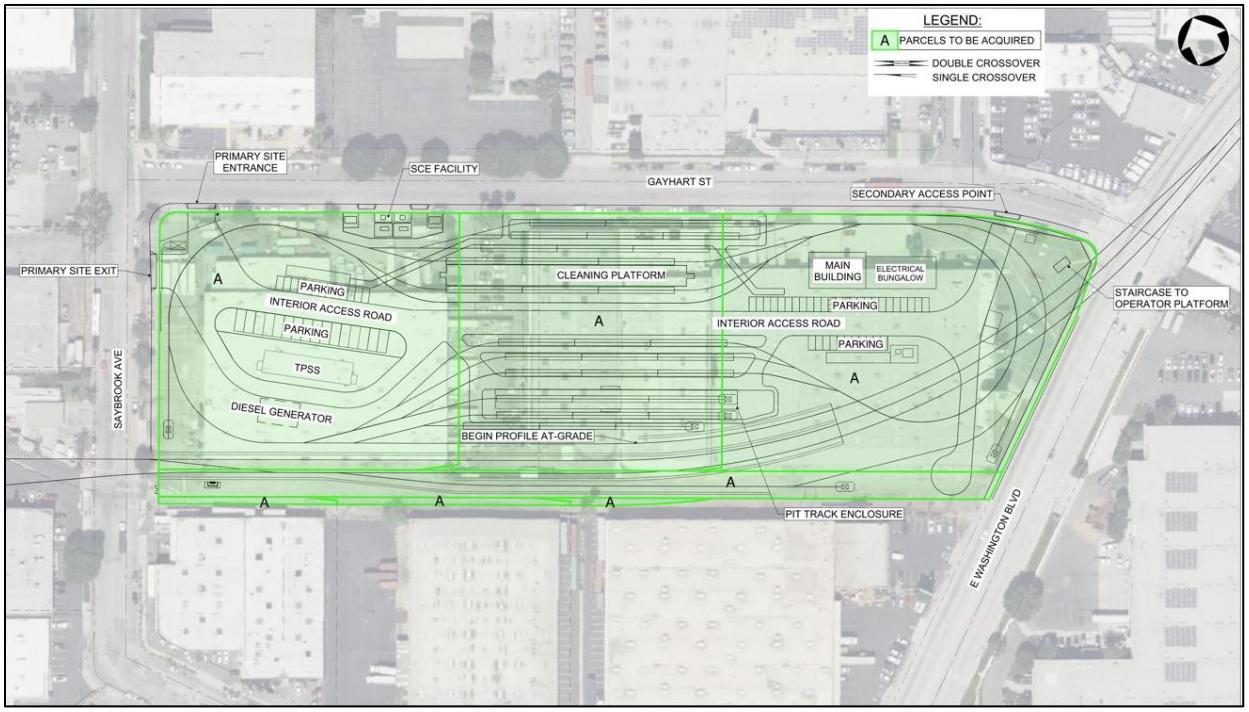


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.11. MSF Site 2

2.2.4.1.3 MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3, shown in **Figure 2.12**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. MSF Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the main line in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the main line alignment transitions from underground to aerial. MSF Site 3 would accommodate storage of a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power substation

Figure 2.12. MSF Site 3

2.2.5 Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include underground and at-grade station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a parking facility, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential street widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria, Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas (staging areas) for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for Metro's contractor. A temporary electrical conduit would be extended from the existing Vail Substation north of Flotilla Street to the TBM launch site to power the TBM. This would involve installing the temporary conduit in a trench within the ROW of Yates Avenue and Washington Boulevard. The trench excavation would be approximately 3-feet wide and about 20-feet deep.

2.2.6 Operations

Operation of the Build Alternative would be managed by Metro staff and personnel. The Build Alternative would operate a train line using light rail technology. Operational activities of the Build Alternative would include train car operations, train car maintenance (including cleaning and storage), track maintenance, and general administration. In addition, the Build Alternative would include emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms along the alignment and at the MSF. Operation of an MSF would include daily service and cleaning, inspection, and storage of light rail vehicles. MSF Sites 1 and 2 would also include repair facilities.

The operating hours and schedules for the Build Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line. It is anticipated that trains would operate every day from 4 am to 1 am the following day. On weekdays, trains would operate approximately every 6 minutes during peak hours, every 10 minutes mid-day, and every 12 to 20 minutes in the early morning and after 7 pm. On weekends, trains would operate every 10 minutes from 9 am to 9 pm, and every 20 minutes before 9 am and after 9 pm. The operational headways (the time between vehicles past a given point) are consistent with Metro design requirements for future rail services.

Forecasted ridership for the Build Alternative anticipate approximately 7,550 total weekday station boardings by 2050 compared to 3,010 boardings at the existing Atlantic/Pomona Station under the No Build Alternative. Based on the operating headway requirements and ridership forecasts, Metro anticipates the need for an additional three trains for the Metro E Line to operate the Build Alternative. Each train would have three cars and there would be one spare train consisting of three train cars for a total of 12 new train cars.

2.3 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP). The No Build Alternative would include existing projects from the base year (2025) and planned regional projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and adverse effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required as a baseline for comparison under the National Environmental Policy Act (NEPA).

3.0 REGULATORY FRAMEWORK

The following sections present brief discussions of the regulatory framework applicable to the jurisdictions located within the Resource Study Area (RSA).

3.1 Federal

The United States Environmental Protection Agency (USEPA) is the lead federal agency responsible for enforcing federal regulations regarding hazardous materials. The primary legislation governing hazardous materials includes the Resource Conservation and Recovery Act (RCRA) (Title 42 United States Code [USC] Section 6901 et seq.), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 USC Section 9601 et seq.), Superfund Amendments and Reauthorization Act (SARA), and the Toxic Substances Control Act (TSCA) (Title 15 USC Section 2601 et seq.).

3.1.1 Resource Conservation and Recovery Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is USEPA, under the authority of the RCRA of 1976. The RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by USEPA. Under the RCRA, USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. The RCRA was amended by the Hazardous and Solid Waste Amendments (HWSA) of 1987, which specifically prohibit the use of certain techniques to dispose of various hazardous substances. USEPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

3.1.2 Comprehensive Environmental Response, Compensation, and Liability Act

CERCLA, also known as the “Superfund Act,” provides a federal fund to identify, characterize, and remediate hazardous material sites. Through the Superfund Act, USEPA was granted the authority to identify and obtain the cooperation of parties responsible for hazardous material incidents and conditions.

3.1.3 Superfund Amendments and Reauthorization Act

The SARA, Title III of 1986, is the Emergency Planning and Community Right to Know Act (EPCRA). Facilities are required to report the following items on USEPA Form R, the Toxic Chemical Release Inventory Reporting Form: facility identification, off-site locations where toxic chemicals are transferred in wastes, chemical-specific information, and supplemental information.

3.1.4 Emergency Planning and Community Right to Know Act

The Emergency Planning and Community Right to Know Act (EPCRA) (Title 40 Code of Federal Regulations [CFR] Parts 350 to 372) of 1986 develops a framework for emergency planning and community awareness regarding chemical emergencies. The EPCRA mandates industrial facilities to report on the storage, use, and release of hazardous chemicals to relevant authorities, including federal, state, tribal, territorial, and local governments. This legislation requires emergency response planning, including facility and community participation in the emergency planning process, collection of hazardous chemical information from facilities, and collective planning involving key stakeholders in the community. The EPCRA also mandates "Community Right to Know" reporting on hazardous and toxic chemicals, which ensures adequate public access to information on chemicals, their use, and release into the environment. Regulation of and reporting on toxic chemical under EPCRA support emergency planning for chemical accidents, mitigating potential risks to communities.

3.1.5 Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) established the mechanisms by which USEPA tracks, screens, and tests industrial chemicals currently produced or imported into the United States that may pose an environmental or human health hazard. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint (LBP).

3.1.6 Hazardous and Solid Waste Amendments Act

The Hazardous and Solid Waste Amendments Act (HSWA) of 1984 amends the RCRA by prioritizing waste minimization and phasing out land disposal of hazardous waste. HSWA introduces corrective action for waste release and strengthens regulatory oversight by granting increased enforcement authority to USEPA. Furthermore, HSWA establishes more rigorous hazardous waste management standards and implements a comprehensive underground storage tank (UST) program.

3.1.7 Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act (HMTA) (Title 49 USC Sections 1801–1819 and Title 49 CFR Parts 101, 106, 107, and 171–180) was enacted in 1975 to regulate transport of hazardous materials by motor vehicles, marine vessels, and aircraft. HMTA establishes policies, procedures, and guidelines for safe transport, including material designation, labeling, packaging, and operational rules. HMTA authorizes the Secretary of Transportation to identify commodities posing unreasonable public risks, designating them as hazardous materials based on quantity or form. This legislation significantly

expands United States Department of Transportation (USDOT)'s role in ensuring the secure transportation of hazardous materials, safeguarding public well-being and environmental protection.

3.1.8 Clean Water Act

The Clean Water Act (CWA) was enacted in 1948 and amended in 1972, acting as the primary federal law governing pollution control and water quality in the United States. CWA regulates discharges and spills of pollutants, including hazardous materials, aiming to restore and maintain the integrity of waterways. CWA also regulates quality standards for surface waters and groundwater. CWA has allowed USEPA to implement pollution control programs and national water quality criteria recommendations for pollutants in surface waters. This legislation made it unlawful to discharge any pollutant from a point source into navigable waters, unless a National Pollutant Discharge Elimination System permit is obtained.

3.1.9 Safe Drinking Water Act

The Safe Drinking Water Act (Title 42 USC Section 300[f] et seq.) was enacted in 1974 and amended in 1986 and 1996 to safeguard public drinking water supply and its sources, (i.e., rivers, lakes, reservoirs, springs, and groundwater wells). USEPA has established stringent drinking water standards for over 90 contaminants, encompassing both naturally occurring and human-made substances. This act enables USEPA to set minimum tap water standards, mandating compliance among all public water systems. This legislation also authorizes USEPA to set standards for state programs protecting underground drinking water sources from underground fluid injection hazards.

3.1.10 Federal Hazardous Substances Act

The Federal Hazardous Substances Act (FHSA), enacted in 1960, mandates the labeling of hazardous substances with precautionary warnings to ensure consumers can safely store and use such products. The legislation also provides information on immediate first-aid measures in the event of an accident. In addition, FHSA defines and categorizes hazardous substances. FHSA grants the Consumer Product Safety Commission the authority to ban certain hazardous products that pose a risk to consumer safety.

3.1.11 Pipeline and Hazardous Materials Safety Administration

The USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA) regulates oil pipeline design, construction, testing, operation, and maintenance under Title 49 CFR Part 195 entitled, “Transportation of Hazardous Liquids by Pipeline,” authorized by the Pipeline Safety Act of 2011.

Pipeline facilities are subject to regular inspection and maintenance activities required by the USDOT’s PHMSA regulations which include, but are not restricted to, regular inspections of the terminal and pipeline route for visible leaks and to evaluate aboveground equipment including valve stations, pump

and power stations; monthly inspections to ensure the integrity of pipeline corrosion protection; excavation and repair of pipeline segments experiencing degradation; and repair of pipeline anomalies identified during internal inspection or at locations damaged by third parties.

3.1.12 Federal Occupational Safety and Health Act

The Occupational Safety and Health Administration (OSHA) administers the Federal Occupational Safety and Health Act, which 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.

The Federal Occupational Safety and Health Act regulates lead and asbestos as they relate to employee safety through a set of notification and corrective action requirements; warning signs and labels; controlled access; and use of protective equipment, demolition/renovation procedures, housekeeping controls, training, and, in certain cases, air monitoring and medical surveillance to reduce potential exposure. This legislation also requires contractors conducting LBP and asbestos-containing material (ACM) surveys and removal to be certified by the California Occupational Safety and Health Administration (Cal/OSHA).

3.1.13 Occupational Safety and Health Administration Standards, Materials Handling and Storage

OSHA Standards, Materials Handling and Storage regulation (Title 29 CFR Section 1910.176) covers general safety requirements for hazardous material storage areas. This policy mandates safety practices for the use of mechanical equipment, housekeeping procedures, and secure storage practices to ensure that materials do not pose a hazard while stored.

3.1.14 Federal Compliance with Pollution Control

Executive Order 12088 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. The USEPA Administrator provides technical advice and oversight, while agencies must submit annual plans and ensure sufficient funding for compliance. Executive Order 12088 also establishes procedures for resolving conflicts and granting exemptions from pollution control standards.

3.2 State

The DTSC is the state agency primarily responsible for the regulation of hazardous materials in California. DTSC is responsible for the management of hazardous substances and oversees the investigation and remediation of contaminated sites. The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) are primarily responsible for the protection of groundwater and surface water resources from hazardous materials in California. The Build Alternative is within the jurisdiction of Los Angeles Regional Water Quality Control Board (LARWQCB).

3.2.1 California Hazardous Waste Control Act

The California Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR) that describe requirements for the proper management of hazardous wastes. This legislation created the state hazardous waste management program, which is similar to, but more stringent than the federal RCRA program.

The program includes hazardous waste criteria for:

- identification and classification
- generation and transportation
- design and permitting of recycling, treatment, storage, and disposal facilities
- treatment standards
- operation of facilities and staff training
- closure of facilities and liability requirements

The California Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposal. Under these regulations, the generator of hazardous waste must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

3.2.2 California Hazardous Substances Act

The California Hazardous Substances Act prohibits the manufacture, production, preparation, compounding, packaging, sale, offer for sale, or storage for sale of packages containing misbranded or banned hazardous substances. This policy defines electrical, mechanical, and thermal hazards, and requires proper labeling and adequate directions for such hazards that are available to the public. If any hazards pose a public threat, they can be deemed a “banned hazardous substance.”

3.2.3 Unified Program

The California Environmental Protection Agency oversees the Unified Program, which aims to protect Californians from hazardous waste and materials by ensuring consistent application of statewide standards across local regulatory agencies. The Unified Program consolidates various environmental and emergency management programs, streamlining permitting, inspections, and enforcement activities. The California Certified Unified Program Agency (CUPA) Forum, formed by CUPAs and Program Agencies, collaborates with local, state, and federal representatives to address policy, training, and problem-solving through the Unified Program Administration and Advisory Group.

Key state agencies, including the DTSC, California State Fire-Office of the State Fire Marshal, and SWRCB, are involved in implementing the program, providing technical assistance, and ensuring consistency in program elements. The Secretary of the California Environmental Protection Agency coordinates the program and certifies Unified Program Agencies, which have taken over responsibilities from approximately 1,300 previous agencies.

3.2.4 California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) (CCR, Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP regulations became effective on January 1, 1997, and include the provisions of the Federal Accidental Release Prevention Program (Title 40, CFR Part 68) with certain additions specific to the state pursuant to California Health and Safety Code Article 2, Chapter 6.95.

The list of regulated substances is in Article 8, Section 2770.5 of the CalARP regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

3.2.5 California Occupational Safety and Health Act

Cal/OSHA regulates worker safety similar to federal OSHA but also requires preparation of an Injury and Illness Prevention Program, an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. In addition, Cal/OSHA regulations indirectly protect the general public by requiring construction managers to post warning signs, limit public access to construction areas, and obtain permits for work considered to present a significant risk of injury, such as excavations greater than 5 feet.

3.2.6 Hazardous Materials Release Response Plans and Inventory Act

The Hazardous Materials Release Response Plans and Inventory Act (California Health and Safety Code Section 25500 et seq.), also known as the Business Plan Act, defines hazardous materials as raw or unused materials that are part of a process or manufacturing step. Although hazardous materials are not strictly defined as hazardous wastes, the health concerns involved are similar. In order to avoid public and environmental health risk, facility descriptions, materials inventories, and emergency response plans are generally required for operations involving hazardous materials and wastes.

3.2.7 Hazardous Materials Transport

The California Highway Patrol (CHP), California Department of Transportation (Caltrans), and DTSC have the responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Regulations governing hazardous materials transport are included in the California Vehicle Code (CCR, Title 13); State Fire Marshal Regulations (CCR, Title 19); and CCR, Title 22, Division 4.5, Chapter 13.

3.2.7.1 California Vehicle Code

CCR, Title 13 establishes regulations for motor carrier transport of hazardous materials. All motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by CHP. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle. California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. CHP is authorized to designate and enforce route restrictions for the transportation of hazardous materials.

3.2.7.2 California Code of Regulations Title 22

Transport of hazardous materials can be conducted only under a registration issued by DTSC as outlined by Chapter 13, Division 4.5 of CCR, Title 22.[3] Identification numbers are issued by DTSC or USEPA for tracking hazardous waste transporters and treatment, storage, and disposal facilities for hazardous materials. The identification number is used to identify the hazardous waste handler and to track waste from the point of origin to final disposal. Transporters of hazardous wastes must register as a hazardous waste hauler with DTSC. Each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents must be limited, so that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport must take place under manifest, and compliance with CCR Title 22 requires that transporters take immediate action to protect human health and the environment in the event of a spill, release, or mishap.

3.2.8 Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites List (Cortese List) is a planning document that provides information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires DTSC to compile and update the Cortese List at least annually. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

3.2.9 La Follette Bill (Risk Management Plan)

Administered by CUPA, the La Follette Bill requires preparation of a RMP for commercial operations which use hazardous materials at defined thresholds. The RMP includes management, engineering, and safety studies, and plans for physical improvements to minimize accidental hazardous materials releases. It is implemented via fire inspections, plan checking, Business Emergency Plan/Hazardous Materials Business Plan (HMBP) disclosure requirements, and filing of the RMP (updated every 3 years).

[3] Additional detailed information regarding DTSC hazardous waste transporter requirements, including who to contact with waste transportation questions, is available at: https://dtsc.ca.gov/hazardous-waste-transporter-requirements-fact-sheet/.

3.2.10 Hazardous Materials Screening Levels

Screening levels related to protection of human health in the case of routine, long-term exposure by direct pathways (i.e., ingestion, inhalation and dermal contact) commonly include USEPA Regional Screening Levels (RSLs) and DTSC Screening Levels (DTSC-SLs).[4,5] RSLs and DTSC-SLs include inorganic constituent concentrations that are based on the protection of public health. In California, DTSC-SLs are commonly used in lieu of RSLs when DTSC uses toxicity criteria that are different than the toxicity criteria used by USEPA. RSLs and DTSC-SLs can be used for:

- Prioritizing multiple sites or operable units or areas of concern within a facility or exposure units
- Setting risk-based detection limits for contaminants of potential concern (COPCs)
- Focusing future site investigation and risk assessment efforts (e.g., selecting COPCs for the baseline risk assessment)
- Identifying contamination which may warrant cleanup
- Identifying sites, or portions of sites, which warrant no further action or investigation
- Creating initial cleanup goals when site-specific data are lacking

RSLs and DTSC-SLs are considered conservative. Under most circumstances, the presence of a chemical in site media at concentrations less than the corresponding RSL and DTSC-SL can be assumed not to pose a significant, long-term (chronic) threat to human health or the environment. Inorganic constituent concentrations may also be compared to local background levels.

3.2.11 Hazardous Materials Storage

California Department of Industrial Relations, CCR, Title 8, Section 5164 Storage of Hazardous Substances, states that hazardous substances that may react violently, release toxic vapors or gases, or become hazardous due to properties such as toxicity, flammability, or explosibility must be evaluated for compatibility before storage. Incompatible substances should be separated by distance or physical barriers to prevent accidental contact. Further, hazardous substances should be stored in containers approved by USDOT, which are chemically suitable for the specific substance. Containers must be stored in a way that prevents physical damage or deterioration, avoiding exposure to conditions that could lead to rupture or leakage. Additionally, containers of substances that release toxic or hazardous gases, vapors, or fumes should not be stored in areas where employee exposure is likely, except in small quantities or in secure transport containers.

[4] For additional information on USEPA RSLs, including generic tables Available at: https://www.epa.gov/risk/regional-screening-levels-rsls.
[5] For additional information on DTSC-SLs, including screen levels for soil, water, and air contaminants. Available at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2025/04/HHRA-Note-3-Revised-April-2025.pdf.

3.2.12 State of California Emergency Plan

The State of California Emergency Plan, produced by the California Governor's Office of Emergency Services (Cal OES), provides guidance on natural and human-made emergencies and disasters. The plan identifies hazards and vulnerabilities, including hazardous materials emergencies, with guidance on emergency management organizations, mitigation programs, emergency preparedness, recovery concept of operations, continuity planning, California emergency support functions, state roles and responsibilities, and plan administration.

Cal OES has released a 2023 California State Emergency Plan Coordinating Draft, which updates the aforementioned plan components, with specific mention of hazardous materials emergency. The Draft plan discusses hazard-specific planning, hazardous materials/oil spill release notifications, and information on state agency support functions pertaining to hazardous materials.

3.2.13 Hazardous Waste Management Plan

DTSC prepares a Hazardous Waste Management Report every 3 years (updated in 2023), and prepares the Hazardous Waste Management Plans every 3 years (updated in 2025) (DTSC 2025). The Hazardous Waste Management Report supports the Hazardous Waste Management Plan by establishing a baseline understanding of hazardous waste management in California, identifying data and research gaps, and beginning the planning to address these gaps. The Hazardous Waste Management Plan will act as a guiding document for hazardous waste management in California, guide state and local hazardous waste management efforts, and support the DTSC's implementation of its waste management program. The plan will focus on hazardous waste criteria, waste reduction, and capacity planning.

3.2.14 Hazardous Waste Facility Siting

CCR, Title 22, Division 4.5, Chapters 14 and 15 provide guidance on the treatment, storage, and disposal of hazardous waste. Chapter 14 codifies standards for owners and operators of hazardous waste transfer, treatment, storage, and disposal facilities. Chapter 15 provides interim status standards for owners and operators of hazardous waste transfer, treatment, storage, and disposal facilities. Both chapters regulate general facilities, through means such as required notices, security, location standards, and general inspection requirements. Other standards included in both chapters refer to preparedness and prevention, contingency planning and emergency procedures, financial requirements, and guidance by facility type (e.g., landfills, incinerators, and tank systems).

3.2.15 Tanner Act

The Tanner Act (Assembly Bill 2948) was adopted in 1986 and is a comprehensive hazardous waste materials law. The Tanner Act governs the preparation of hazardous waste management plans and storage of hazardous waste in facilities. The Tanner Act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define the planning process for

waste management, the permit process for new and expanded facilities, and the appeal process to the state available for certain local decisions.

3.2.16 Asbestos Abatement

Asbestos abatement efforts must be completed in compliance with CCR, Title 8, Section 5208; CCR, Title 8, Section 1529; and CCR, Title 8, Section 341.6 through 341.14. The regulations in CCR, Title 7, Section 5208 implement worker exposure limits, require exposure monitoring, implement compliance programs, require employee protection and hazard communication, and require employee medical surveillance and reporting. Asbestos exposure for construction work is regulated by CCR, Title 8, Section 1529, which includes exposure limits and procedures for handling and removal. Requirements for transport and disposal are included in CCR, Title 8, Sections 341.6 through 341.14.

California Health and Safety Code Section 19827.5, adopted on January 1, 1991, prohibits local agencies from issuing demolition or alteration permits until the applicant has demonstrated compliance with applicable regulations. If there is 100 square feet or more of ACM, renovation or demolition of buildings containing asbestos must be conducted by a licensed contractor, and the work must comply with requirements included in CCR, Title 8, Sections 1529 and 341.6 through 341.14. Cal/OSHA must be notified 10 days before the start of construction and demolition activities. Asbestos encountered during demolition of an existing building must be transported and disposed of at an appropriate facility. The contractor and hauler of the material must file a hazardous-waste manifest that provides disposal details.

3.2.17 Lead and Lead-Based Paint Abatement

Regulation of lead and LBP is described in CFR, Title 29, Section 1926.62 and CCR, Title 8, Section 1532.1. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, and monitoring. Cal/OSHA's Lead in Construction Standard requires notification and a lead compliance plan with safe work practices and a detailed plan to protect workers from lead exposure.

3.2.18 Safe Drinking Water and Toxic Enforcement Act

The Safe Drinking Water and Toxic Enforcement Act requires that businesses inform Californians about significant exposures to chemicals known to cause cancer, birth defects, or other reproductive harm. These chemicals may be present in products, homes, workplaces, or released into the environment. Through such disclosures, this act provides the public with information about exposure to harmful chemicals. Additionally, the legislation prohibits businesses from knowingly discharging substantial amounts of listed chemicals into drinking water sources. It also requires the state to maintain and annually update a list of chemicals known to cause cancer, birth defects, or reproductive harm, which has expanded to include approximately 900 chemicals since its initial publication in 1987.

3.3 Regional and Local

The following sections describe regional and local plans and policies related to hazards and hazardous materials.

3.3.1 Los Angeles County Operational Area Emergency Response Plan

The adopted Los Angeles County Operational Area Emergency Response Plan (Los Angeles County 2023) applies to the unincorporated County and all incorporated cities in the County. The Operational Area Emergency Response Plan establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation in the Operational Area.

The Operational Area Emergency Response Plan does not address normal day-to-day emergencies; the operational concepts reflected in the plan focus on potential large-scale disasters that can generate unique situations requiring an unusual or extraordinary emergency response. It supports coordination between agencies and jurisdictions during emergency operations, public information functions, resource management, and recovery efforts. The plan outlines procedures for operations during emergencies that include hazardous materials spills as well as natural disasters, public health emergencies, transportation emergencies, civil disturbance, and terrorism.

Los Angeles County Fire Department Health Hazardous Materials Division is responsible for administering several programs in the County. These programs include the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory Program, Cal-ARP, Aboveground Storage Tank Program, and Underground Storage Tank Program. The Los Angeles County CUPA is responsible for the Cities of Commerce and Montebello.

3.3.2 City of Commerce General Plan

The City of Commerce General Plan (City of Commerce 2008) outlines policies regarding hazards and hazardous materials in the Safety Element. The City of Commerce is in the process of updating its general plan. The following policies from the current General Plan Safety Element are relevant to hazardous materials:

- Policy 4.1: The City of Commerce will ensure that appropriate mitigation measures relative to soil contamination and soils characteristics (subsidence, erosion, etc.) are required for development and redevelopment in order to reduce hazards.
- Policy 4.9: The City of Commerce will encourage the proper disposal of hazardous waste materials produced, used, and stored within the City's limits.

3.3.3 City of Montebello General Plan

The City of Montebello 2024-2040 General Plan was adopted in 2024 and is intended to guide development for the next 16 years (City of Montebello 2024).

This newly adopted General Plan includes the General Plan Safety Element, which covers the following topics: police, fire, natural hazards, and climate vulnerability and resilience. As such, the Safety Element outlines policies regarding hazards and hazardous materials. The following policies from the current General Plan Safety Element are relevant to hazardous materials:

- Policy 6.6a: Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials and prevent the illegal transportation and disposal of hazardous waste.
- Policy 6.6b: Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts.
- Policy 6.6c: Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.
- Policy 6.6d: Improve public awareness of best practices for and participation in household hazardous waste management and disposal.
- Policy 6.6e: Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

4.0 METHODOLOGY

This analysis considers the hazardous materials impacts resulting from the No Build Alternative and implementation of the Build Alternative, and it identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks. As discussed in **Section 2.1** and shown in **Figure 2.1**, the Study Area generally includes the area within a 0.5 mile to 2 mile distance from the guideway centerline. The Study Area follows census tracts and/or city boundaries along the alignment as much as possible. However, as discussed in **Section 1.0**, the primary study area for hazardous materials is the RSA, which encompasses a 0.25 mile buffer zone around the Build Alternative alignment as well as the stations, MSF, and other facilities. The 0.25 mile buffer zone was chosen to evaluate properties that have confirmed releases of hazardous materials that could contain potentially affected soil and/or groundwater in the vicinity of the Build Alternative, and thus potentially expose individuals or the environment to health and safety risks.

Several databases available from federal, state, and local regulatory agencies regarding hazardous substance use, storage, or disposal within the RSA were reviewed. A government agency database records search was conducted by Environmental Data Resources Inc. (EDR) on November 15, 2024, for the RSA. The purpose of the records search was to check for any listings of affected properties and review records that would help to evaluate recognized environmental concerns in connection with the Build Alternative. The records search was conducted in accordance with the search requirements of USEPA's Standards and Practices for All Appropriate Inquiries (Title 40 CFR Part 312), and ASTM International (ASTM), formerly known as American Society for Testing of Materials, Standard Practice for Environmental Site Assessments (ESA) (E1527-21).[6] Federal, state, and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste or are the known location of a release of hazardous substances to soil and/or groundwater.

The EDR report includes search distances, databases evaluated, dates the databases were last updated, and types of information contained in each database. Each of the listings was reviewed to assess whether the corresponding property details included in the EDR report revealed a potential environmental impact from construction or operation of the Build Alternative. Many listings in the report were concluded not to have the potential to impact the Build Alternative based on the following, or a combination thereof

- The listed property is located at a distance where the facility is unlikely to impact the Build Alternative site.
- The listed property is located in a down-gradient or cross-gradient direction from the Build Alternative site, based on the anticipated direction of groundwater flow at the property being evaluated, and is located at a distance such that it is unlikely to impact the Build Alternative site.

[6] As defined in the ASTM Standard, a recognized environmental concern is: "1) The presence of hazardous substances or petroleum products due to a release to the environment; (2) likely presence of hazardous substances or petroleum products due to a release or likely release to the environment; or (3) presence of hazardous materials or petroleum products under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." As defined in the ASTM Standard, a de minimis condition is: "A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

- The listed property is identified in the UST or small quantity generator databases and does not immediately adjoin the Build Alternative site and, furthermore, is not listed in other databases that report a release of a hazardous substance or petroleum product and/or is not listed as having environmental violations.
- The quantity of the hazardous substances or petroleum product released from an off-site, non-adjoining property was not judged to have resulted in contamination above the most stringent criteria requiring regulatory action.

Additional information related to known hazardous materials releases in the RSA was obtained from the Final Initial Site Assessment (ISA) Report (Kleinfelder 2021). As part of the scope of the ISA, a visual survey was conducted to provide description of observation of the Build Alternative area during reconnaissance and observation of adjacent properties. Visual surveys of the RSA were performed on April 8, 2019; May 8, 2019; and May 15, 2019, to assess and photograph present conditions in the RSA. A subsequent visual survey of the MSF sites was performed on February 20, 2021 (Kleinfelder 2021).

A review of the USDOT National Pipeline Mapping System online database (USDOT PHMSA 2025), Rextag Energy GIS North America (Hart Energy 2018), and the Gas Transmission Pipeline Interactive Map (SoCalGas 2025) were conducted to identify high-pressure pipelines. In addition, a review of the State of California Department of Conservation, California Geologic Energy Management Division (CalGEM) Well Finder online database (CalGEM 2025) was conducted to identify wells in the RSA. The information obtained from these sources was reviewed and summarized to establish existing conditions and to evaluate potential environmental effects.

Land use, project conditions (both in and outside of the Study Area) and other factors will change over time (e.g., EDR Report). Since project activities and regulations could change at any time after the completion of this report, observations, findings, and opinions could be considered valid only as of the date of the EDR Report (November 15, 2024). Additionally, project area conditions observed were limited to readily apparent environmental conditions observed from roadways and public ROWs, since individual parcel access was not granted.

In determining the level of effect, this analysis assumes that development in the RSA would comply with relevant federal, state, regional, and local ordinances and regulations. Where an adverse effect would be anticipated, proposed mitigation measures to address these potential effects were developed. The analysis of the MSF includes MSF Sites 1, 2, and 3; MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites.

5.0 AFFECTED ENVIRONMENT

5.1 Definitions of Terms

For the purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes.

> A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (Title 49 CFR Section 171.8). In addition, Federal Transit Administration (FTA) states: "Hazardous substance" is a broad term that includes all substances that can be harmful to people or the environment. Materials that may constitute a hazardous waste include petroleum products, pesticides, organic compounds, heavy metals, or other compounds injurious to human health and the environment.

Workers and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials may be corrosive or react with other substances to form other hazardous materials but are not individually considered toxic because human organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For the purposes of this impacts report, the terms "hazardous substances" and "hazardous materials" are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure could pose. The likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low-toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very-high-toxicity chemical might. Various regulatory agencies, such as USEPA, SWRCB, California DTSC, OSHA, and Cal/OSHA, are responsible for developing and/or enforcing risk-based standards to protect human health and the environment.

5.2 Regional Setting

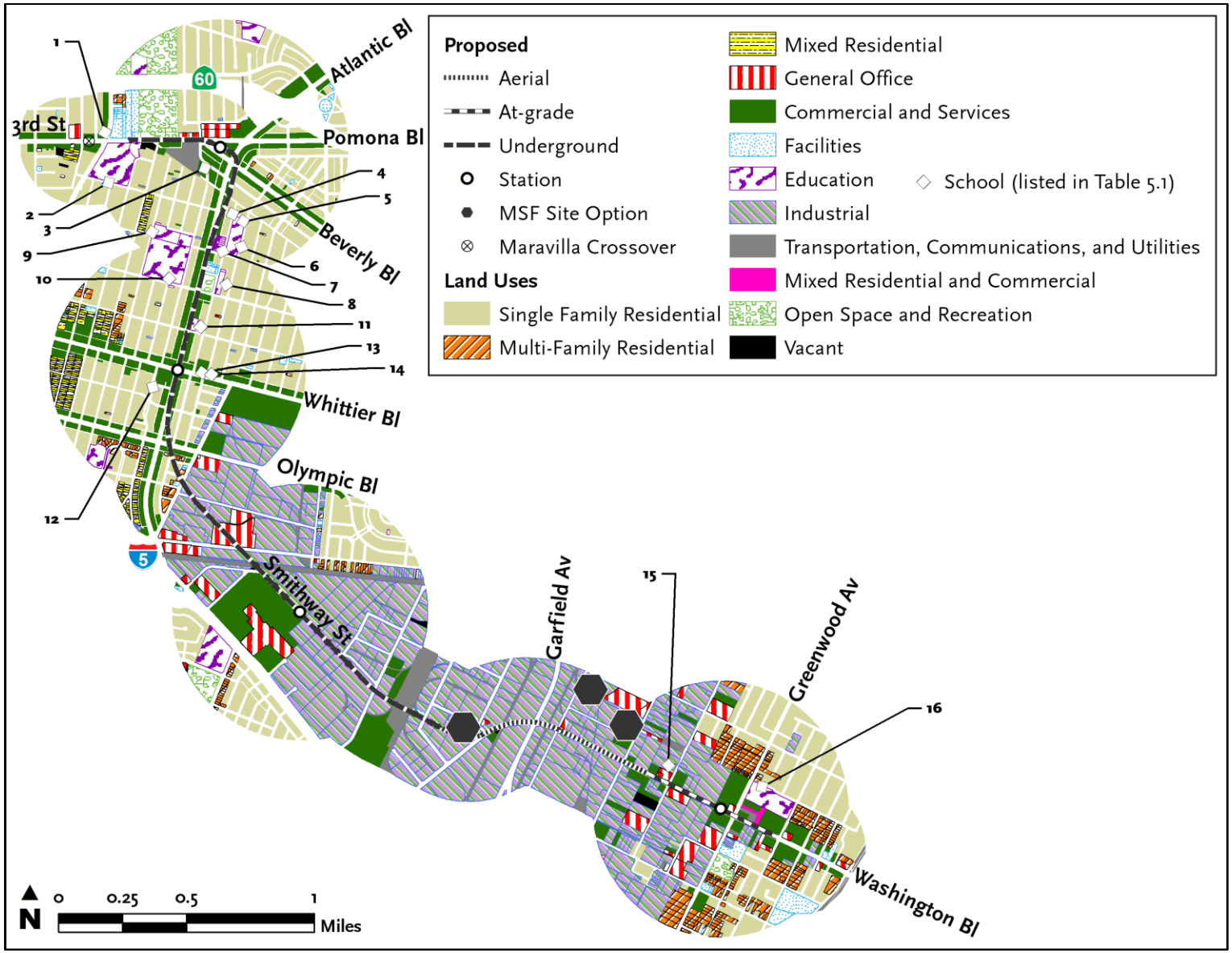
The RSA is located in the Gateway Cities area. The Build Alternative traverses the physiographic features known as the Montebello Plain. Topography along the Build Alternative alignment consists of gentle slopes along the side of the San Gabriel Valley. A review of the United States Geological Survey topographic maps of the Los Angeles, South Gate, and Whittier Quadrangles indicate that elevation ranges from approximately 150 to 260 feet above mean sea level along the Build Alternative alignment.

5.3 Existing Land Uses

The Build Alternative is located in a developed area within two cities (the Cities of Commerce and Montebello), and a portion of the East Los Angeles community in unincorporated Los Angeles County. Existing land uses within the RSA include residential, commercial, industrial, and public uses. The majority of multi-family residential land uses are located in East Los Angeles (unincorporated Los Angeles County), there are also single-family residences in East Los Angeles and the City of Montebello. Public civic land uses, which include county governmental facilities, park/open space, library, and sheriff's stations, are also located in East Los Angeles. Business and industrial parks are concentrated in the City of Commerce. Commercial uses in the Study Area range from neighborhood/main street retail to large regional malls and shopping centers. The City of Commerce has a major activity center (the Citadel Outlets) near Washington Boulevard. There are several schools located within the RSA in East Los Angeles and the City of Montebello that are listed in **Table 5.1**. The existing land uses and schools within the RSA are shown in **Figure 5.1**.

Table 5.1. Schools within the RSA

Map ID Number	Name	Address
1	SIATech Academy South	255 Mednik Avenue, Los Angeles CA 90022
2	Griffith STEAM Magnet Middle School	4765 4th Street, Los Angeles, CA 90022
3	Arts in Action Community Charter Elementary School	5115 Via Corona Street, Los Angeles, CA 90022
4	Esperanza College Prep	414 Atlantic Boulevard, Los Angeles, CA 90022
5	4th Street Elementary	420 Amalia Avenue, Los Angeles, CA 90022
6	4th Street Early Education Center	421 Hillview Avenue, Los Angeles, CA 90022
7	4th Street Primary Center	469 Amalia Avenue, Los Angeles, CA 90022
8	Saint Alphonsus School	552 Amalia Avenue, Los Angeles, CA 90022
9	Monterey Continuation	466 Fraser Street, Los Angeles, CA 90022
10	James A. Garfield High School	5101 6th Street, Los Angeles, CA 90022
11	KIPP Raices Academy	668 Atlantic Boulevard, Los Angeles, CA 90022
12	KIPP Promesa Prep	5156 Whittier Boulevard, Los Angeles, CA 90022
13	Learn4Life – East LA – Alta Vista Innovation High School	5301 Whittier Boulevard, Los Angeles, CA 90022
14	New Opportunities Charter School (East LA)	5301 Whittier Boulevard 3rd floor, Los Angeles, CA 90022
15	Calvary Chapel Christian Academy	931 Maple Avenue, Montebello, CA 90640
16	Greenwood Elementary School	900 Greenwood Avenue, Montebello, CA 90640



Source: CDM Smith/AECOM JV June 2025

Figure 5.1. Existing Land Uses and Schools

5.4 Affected Properties with Documented Releases Record Search

A government agency database records search was conducted by EDR on November 15, 2024. The records search identified properties located in the general vicinity of the Build Alternative that may have contributed to a release of hazardous substances (e.g., spills, leaks, and incidents). **Table 5.2** shows a variety of identified sites located directly along the Build Alternative. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database. Detailed information, including the precise location and identity of these hazardous material sites are included in **Attachment A**, Table A-1 and Figure A-1.

5.5 Affected Properties with Documented Releases

The ISA identified affected properties that have documented releases in the RSA using the March 2, 2020, Advanced Conceptual Engineering Draft Final ROW Plans prepared for the Build Alternative (Kleinfelder 2021). A government agency database records search was conducted by EDR on November 15, 2024, to check for any new listings or updates to previous sites in the RSA that have occurred subsequent to the ISA. Visual surveys of the Project area were performed to assess and photograph present conditions. Land use varies including commercial properties along Atlantic Boulevard, industrial zoning near the Citadel, and a mixed-use blend (residential, commercial, and light industrial) along Washington Boulevard. Key observations along the alignment include active gas stations, current and former railroad corridors, and facilities that could be handling hazardous materials. Additionally, standard infrastructure is present throughout the area, including municipal drainage systems, utility corridors, electrical transmission easements, transformers, and thermoplastic pavement striping. **Table 5.3** provides a summary of the identified affected properties including business addresses, assessor parcel numbers (APNs), construction purpose of each property, proximity of the property to the Build Alternative, and a summary of the status of each property. The site numbers identified for each property in **Table 5.3** correspond with the numbers that appear on **Figure 5.2**. In addition to these affected properties with documented releases, additional properties were identified through the record search that may have potential subsurface contamination from undocumented releases associated with current and/or historical uses of the properties (e.g., former railroad corridors, former gas stations, former dry cleaners, or former industrial properties). The locations of these additional properties are provided in **Attachment A**, Table A-1 and Figure A-1.

Table 5.2. Database Search Results

Number of Sites Identified	Agency Database
1	AIRS—Aerometric Information Retrieval System Facility Subsystem: Contains both emissions and compliance data on air pollution point sources regulated by the United States Environment Protection Agency (USEPA) and/or state and local air regulatory agencies.
3	AST—Aboveground Petroleum Storage Tank Facilities: A listing of aboveground petroleum storage tank locations.
1	CDL—Clandestine Drug Labs: Sites used for illegal drug manufacturing, often resulting in hazardous chemical contamination.
10	CERS TANKS—California Environmental Reporting System (CERS) Tanks: A list of sites in the California Environmental Protection Agency Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.
53	CERS: Provides an overview of regulated hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials activities across the spectrum of environmental programs for any given location in California.
36	CHMIRS—California Hazardous Material Incident Report System: CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).
22	CIWQS—California Integrated Water Quality System: The California Integrated Water Quality System (CIWQS) is a computer system used by the state and regional water quality control boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.
12	CORTESE—Hazardous Waste and Substances Sites List: Identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with underground storage tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated as State Water Resources Control Board (SWRCB) Leaking Underground Storage Tank (LUST), Integrated Waste Board (SWF/LS or SWIS – Solid Waste Information System), and Department of Toxic Substances Control (DTSC) (Cal-Sites).
5	CPS-SLIC—Statewide SLIC Cases (GEOTRACKER): Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Regional Water Quality Control Board (RWQCB) data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.
1	DEED—DEED Restriction: A recorded legal condition on a property that limits its use to safeguard health or the environment.
29	E MANIFEST—Hazardous Waste Electronic Manifest System: A system developed by USEPA that electronically tracks the movement of hazardous waste from its origin to final disposal.
65	ECHO—Enforcement and Compliance History Information: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.
15	Environmental Data Resources Inc (EDR) Exclusive Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station, filling station, or service station establishments. The categories reviewed include, but are not limited to, gas, gas station, filling station, auto, automobile repair, auto service station, and service station.

Number of Sites Identified	Agency Database
3	EDR Exclusive Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed include, but are not limited to, dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, and wash and dry.
21	EMI—Emissions Inventory Data: Toxics and criteria pollutant emissions data collected by the California Air Resources Board (CARB), the state agency overseeing all air pollution control efforts in California, and local air pollution agencies.
1	ENF—Enforcement Action: A data category within USEPA systems that records regulatory actions taken against facilities for violations involving hazardous materials and other environmental laws, helping track compliance and enforcement history.
3	ENVIROSTOR—EnviroStor Database: DTSC's Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List [NPL]); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in Cal-Sites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.
4	ERNS—Emergency Response Notification System: Provides data on notifications of oil discharges and hazardous substance releases.
6	FID UST—Facility Inventory Database Underground Storage Tank: Contains a historical listing of active and inactive UST locations from SWRCB. Refer to local or county sources for current data.
95	FINDS—Facility Index System/Facility Registry System: Contains both facility information and "pointers" to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).
7	FTTS—Federal Insecticide, Fungicide and Rodenticide Act (FIFRA)/Toxic Substances Control Act (TSCA) Tracking System: A database that monitors compliance and enforcement activities under the pesticide (FIFRA) and toxic substances (TSCA) regulations.
10	HAULERS—Registered Waste Tire Haulers Listing: A listing of registered waste tire haulers.
158	HAZNET—Facility and Manifest Data: The data is extracted from the copies of hazardous waste manifests received each year by DTSC. The annual volume of manifests is typically 700,000 to 1,000,000 annually, representing approximately 350,000 to 500,000 shipments. Data are from the manifests submitted without correction; therefore, many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.
1	HIST CDL—Delisted National Clandestine Laboratory Register: A record of former illegal drug lab sites that have been cleaned up and removed from the national registry.

Number of Sites Identified	Agency Database
9	HIST CORTESE: Identifies historical public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated by SWRCB [LUST], Integrated Waste Board [SWF/LS], and DTSC [CALSITES]. This listing is no longer updated by the state agency.
7	HIST FTTS—FIFRA/TSCA Tracking System Administrative Case: A historical record of administrative enforcement actions related to pesticide and toxic substance regulations under FIFRA and TSCA.
24	HIST UST—Hazardous Substances Storage Contained Database: Facilities on a historic list of UST sites.
199	HMIRS—Hazardous Materials Information Reporting System: A system that tracks and manages data on hazardous materials handled by federal agencies and contractors.
283	HWTS— Hazardous Waste Tracking System: DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.
1	ICE—Inspection, Compliance and Enforcement: A data category within U.S. Environmental Protection Agency systems that tracks facility inspections, compliance status, and enforcement actions related to environmental regulations.
1	ICIS—Integrated Compliance Information System: A federal system that monitors and records data on environmental compliance and enforcement actions.
13	LUST—Leaking Underground Fuel Tank Report (GEOTRACKER): LUST Sites included in GeoTracker. GeoTracker is the RWQCB data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.
2	NON-CASE INFO—NON-CASE INFO (GEOTRACKER): A section of California's GeoTracker system containing environmental records not associated with an active cleanup case, such as data from monitoring locations or regulated sites.
14	National Pollutant Discharge Elimination System (NPDES)—NPDES Permits Listing: A listing of NPDES permits, including stormwater.
1	NY MANIFEST—Facility and Manifest Data: A New York State database that tracks hazardous waste shipment information and facility data through manifest records.
3	Per- and polyfluoroalkyl substances (PFAS) ECHO—Facilities in Industries that May Be Handling PFAS: A database listing facilities in industries potentially involved with the use or management of PFAS chemicals.
2	PRP—Potentially Responsible Parties: Entities or individuals who may be held legally responsible for the contamination and cleanup of a hazardous waste site.
56	Resource Conservation and Recovery Act (RCRA) Non-Generators/No Longer Regulated (NonGen/NLR)—RCRA: RCRA Info is USEPA's comprehensive information system, providing access to data supporting RCRA of 1976 and HSWA of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Non-Generators do not presently generate hazardous waste.
1	RCRA-LQG—Resource Conservation and Recovery Act Information System Large Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 1,000 kilograms (kg) of hazardous waste or over 1 kg of acutely hazardous waste per month.

Number of Sites Identified	Agency Database
22	RCRA-SQG—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 100 kg per month but less than 1,000 kg per month of non-acutely hazardous materials.
29	RGA LUST—Recovered Government Archive Leaking Underground Storage Tank: A collection of historical records from government archives documenting sites with leaks from underground storage tanks.
1	SEMS-ARCHIVE—Superfund Enterprise Management System Archive: Sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by USEPA in 2015.
1	SPILLS 90—SPILLS 90 data from FirstSearch: A database of reported hazardous material spills and releases compiled from state environmental agencies.
1	SSTS—Section 7 Tracking Systems: A system that monitors the production, distribution, and use of restricted pesticides as required by Section 7 of the Federal Insecticide, Fungicide, and Rodenticide Act
23	SWEEPS UST—Statewide Environmental Evaluation and Planning System: This UST listing was updated and maintained by a company contacted by SWRCB in the early 1990s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.
1	SWF/LF (SWIS)—Solid Waste Information System: Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.
16	UST— Active UST Facilities: Active UST facilities gathered from the local regulatory agencies.
11	UST FINDER RELEASE—UST Finder Releases Database: A nationwide database that records incidents of leaks or releases from underground storage tanks at various facilities.
5	UST FINDER—UST Finder Database: A nationwide database that identifies and provides details on facilities with underground storage tanks.
2	VCP—Voluntary Cleanup Program Properties: Contaminated sites entered into a state program where owners or developers voluntarily conduct cleanup under regulatory oversight to support redevelopment and gain liability protection.
2	WDS—Waste Discharge System: Sites which have been issued waste discharge requirements.
1	WMUDS/SWAT—Waste Management Unit Database: A state database used to monitor and manage information on waste management units and related environmental data.

Source: EDR 2024.

Table 5.3. Affected Properties with Documented Releases

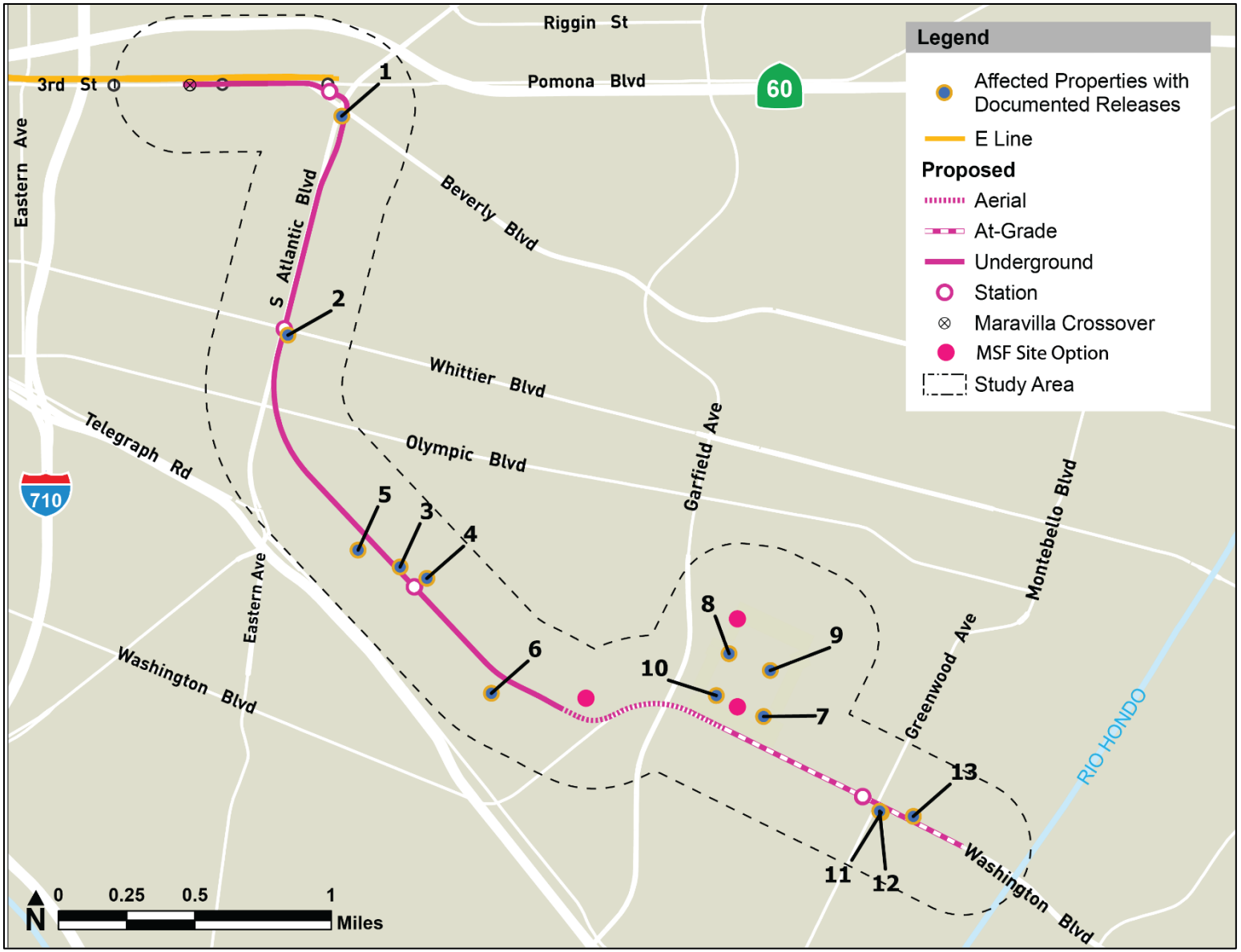
Site No.	Business Name and Address	Assessor Parcel Number	Construction Purpose	Property Status	Proximity to Build Alternative Alignment
1	Shell Gas Station 300 Atlantic Boulevard	6341-001-038	Construction staging (Atlantic Station)	Closed Leaking Underground Storage Tank (LUST) case (former Unocal). Unocal was the subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by the Los Angeles Regional Water Quality Control Board (LARWQCB) in 1998 (GeoTracker number T0603704571). Residual soil contamination may be present.	Southeastern corner of the intersection of Beverly Boulevard and Atlantic Boulevard
2	76 Station 5200 Whittier Boulevard	6340-001-001	Construction staging (Atlantic/ Whittier station)	Closed LUST case (former ARCO). ARCO was the subject of two closed LUST cases associated with petroleum hydrocarbon-contaminated soil and groundwater; the cases were closed by LARWQCB in 1996 and 2010 (GeoTracker number T0603702801). Remedial activities included soil excavation and soil vapor extraction (SVE). No groundwater remediation was performed/required. Groundwater was reported to be at 127 to 130 feet below ground surface (bgs) with a flow toward the southwest. Residual contamination may be present.	Southeastern corner of the intersection of Atlantic Boulevard and Whittier Boulevard
3	MGM Transformer Co. 5701 Smithway Street	6336-021-013	Construction easement	Closed Department of Toxic Substances Control (DTSC) evaluation site. Former transformer manufacturer and metals plating facility. Volatile organic compound (VOC) contamination (including chlorinated solvents) is in soil from past activities; the case was closed by DTSC in 2011. VOC and chlorinated solvent contamination may have contributed to groundwater contamination.	North of Smithway Street and The Citadel Outlets
4	Dreyer's Grand Ice Cream 5743 Smithway Street	6336-021-015	Construction easement	Closed LUST case. The Dreyer's site was the subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by LARWQCB in 1996. Residual contamination may be present.	North of Smithway Street and The Citadel Outlets

Site No.	Business Name and Address	Assessor Parcel Number	Construction Purpose	Property Status	Proximity to Build Alternative Alignment
5	Uniroyal Facility 5675 Telegraph Road (also Citadel Shopping Center 5600 Flotilla Street)	6336-019-030	Commerce/ Citadel station	Closed LUST case (Uniroyal Facility [5675 Telegraph Road]). Soil contamination (total petroleum hydrocarbons) and groundwater contamination (VOCs and metals) from former tire manufacturing activities (GeoTracker number T0603702655, LARWQCB case number I-00031). The property was redeveloped in 1990 for retail, office, and hotel use (Citadel). During construction, approximately 658 tons of petroleum hydrocarbon-impacted soil encountered during grading (up to 20 feet bgs) was disposed off-site. SVE was used to remediate the remaining contaminated soil between 1989 and 1998. The Los Angeles County Fire Department and Los Angeles County Department of Public Works issued closure letters for non-UST related issues. Soil cleanup associated with the USTs was overseen and deemed completed by LARWQCB as of December 18, 1996. VOC and metal contamination in groundwater was found to be the result of activities at an upgradient source (former Pacific Tube facility, discussed above). LARWQCB indicated that no further action/remediation was required at the Citadel property. However, LARWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources.	Southern corner of the intersection of Flotilla Street and Hoefner Avenue
6	Zero Ten Corp. 2230-2250 Tubeway Avenue	6336-016-014	Below grade/tunnel	DTSC Evaluation case (JP Original Corp. Hsueh Trust). Referred to Los Angeles County in 2004 and listed as a Los Angeles County Site Mitigation case, but no specific details were available (GeoTracker number 19000024). There is a potential for contamination.	Southeast of Tubeway Avenue, approximately 250 feet south of Smithway Street
7	Allied Feather & Down 6905 Acco Street	6336-002-033	MSF Site 1	Closed Cleanup Program Sites- Spills, Leaks, Investigations, and Cleanups (CPS-SLIC) case. Release of VOCs; the case was closed in 2000. Coronet Carpets was listed as having had USTs, but detailed information was not provided. The facility status with Los Angeles County is listed as removed. There is a potential for residual contamination.	Approximately 500 feet northeast of Washington Boulevard, just west of Vail Avenue

Site No.	Business Name and Address	Assessor Parcel Number	Construction Purpose	Property Status	Proximity to Build Alternative Alignment
8	Gardner Trucking 2100 Yates Avenue (includes 8 Vail Avenue)	6336-002-018; 6336-002-019	MSF Site 2	Former Land Disposal Site (Vail Avenue Land Reclamation Project). The larger property was a land disposal site referred to as the "Vail Avenue Disposal Site" and "Vail Avenue Pit." The southern and northwestern portions were formerly used as a disposal sump for waste mud and water from Richfield Oil Company's well drilling operations (GeoTracker number T110000004258, LARWQCB case number 60-052). The dumping operations were terminated, and approximately 800,000 cubic yards of soil was removed. Dumping of furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps were approved to be disposed in the pit in 1958. Dumping of refuse began in 1962, and between 1968 and 1979, the City of Montebello used the site for dumping broken concrete, asphalt, and dirt. Filling of the pit continued until street level was reached. Concrete tilt-up structures were constructed on the property in the 1980s. There is a potential for encountering subsurface debris associated with past dumping activities.	Approximately 1,000 feet north-northeast of Washington Boulevard, west of Vail Avenue
9	Bella + Canvas 825 Vail Avenue	6336-002-020	MSF Site 1	Former Closed Landfill Disposal Site (Vail Avenue Land Reclamation Project associated with the main address of 2100 Yates Avenue). The eastern half of this facility is now 825 Vail Avenue. Solid inert material (e.g., furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps, asphalt, dirt, and refuse) were disposed in a former pit until the pit was filled to street level beginning in 1985 until 1988 (GeoTracker number T110000004258, LARWQCB case number 60-052). The potential exists for encountering subsurface debris associated with these past dumping/filling activities.	Approximately 1,000 feet north-northeast of Washington Boulevard, east of Vail Avenue
10	Katzkin 6868 Acco Street	6336-003-071	MSF Site 1	Closed LUST case (former John M. Fulmer Company). John M. Fulmer Company was the subject of a closed LUST case for a release of gasoline that affected soil; the case was closed by the County of Los Angeles in 1992 (GeoTracker number T0603704232, LARWQCB case number I-14947). There is a potential for residual soil contamination.	Approximately 250 feet northeast of Washington Boulevard, and 400 feet northwest of Vail Avenue

Site No.	Business Name and Address	Assessor Parcel Number	Construction Purpose	Property Status	Proximity to Build Alternative Alignment
11	Jack in the Box 851 Washington Boulevard	6352-007-059; 6352-007-060	Construction staging (Greenwood station)	Open LUST case (former California Target #100 gas station). California Target #100 is the subject of an open LUST case for a release of gasoline to soil and groundwater; the case is listed as open as of 2006 (GeoTracker number T0603705207, LARWQCB case number R-13860). The site is being considered for closure under the Low-Threat Closure Policy. There is a potential for soil and groundwater contamination.	South of Washington Boulevard, approximately 200 feet southwest of Montebello Boulevard
12	Jack in the Box 869 Washington Boulevard	6352-007-059; 6352-007-060	Construction staging (Greenwood station)	Open LUST case (former California Target #100 gas station). California Target #100 is the subject of an open LUST case for a release of gasoline to soil and groundwater; the case is listed as open as of 2006 (GeoTracker number T0603705207, LARWQCB case number R-13860). The site is being considered for closure under the Low-Threat Closure Policy. There is a potential for soil and groundwater contamination.	South of Washington Boulevard, approximately 200 feet southwest of Montebello Boulevard
13	Westrux International; Michelin 812 Washington Boulevard	6352-027-011	Construction easement	Closed SLIC case (Westrux International Trucks). Westrux International Trucks was the subject of a closed CPS-SLIC case for a release discovered during removal of a clarifier; the case was closed by LARWQCB in 1998. There is a potential for residual contamination.	North of Washington Boulevard, approximately 200 feet northwest of Montebello Boulevard

Sources: Kleinfelder 2021; SWRCB GeoTracker database; data compiled by CDM Smith/AECOM JV in 2023; EDR 2024.



Source: CDM Smith/AECOM JV September 2025; EDR 2024.

Figure 5.2. Affected Properties with Documented Releases

5.6 Other Potential On-site Hazardous Materials

5.6.1 Lead

Lead is a naturally occurring metallic element. Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soil around buildings and structures painted with LBP. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million). Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Inspection, testing, and removal (abatement) of lead-containing building materials must be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. Buildings that have been constructed prior to 1978 and that contain LBP could require abatement prior to construction activities.

5.6.2 Lead Arsenate

Lead arsenate is used as an herbicide, insecticide, or rodenticide. Lead arsenates were historically used by railroad companies as a means of weed control along a railroad ROW. Pesticide residues from lead arsenate bind tightly to the surface soil layer, where they can remain for decades. As a result, such residues, if present, could pose a human health risk when the soil is excavated. Lead and arsenic are the primary constituents of lead arsenate pesticide. Both lead and arsenic could be toxic at high concentrations in soil and are highly toxic to humans.

5.6.3 Aerially-Deposited Lead

Aerially-deposited lead (ADL) can be present along major roadway corridors. Lead alkyl compounds were first added to gasoline in the 1920s to boost octane levels and improve engine performance. Beginning in 1973, USEPA ordered a gradual phase-out of lead from gasoline that substantially reduced the prevalence of leaded gasoline by the mid-1980s. Prior to the 1970s, USEPA estimated that vehicles emitted approximately 75 percent of the lead consumed in leaded gasoline as particulate matter in tailpipe exhaust (DTSC 2004). DTSC regulations specify the levels at which lead in soil is considered to be a risk. In areas where road construction would occur, there is potential for the ADL levels to be higher than DTSC's specifications from car emissions that occurred prior to the elimination of lead in gasoline (DTSC 2016).

5.6.4 Treated Wood Waste

Wood utility poles may be treated with preserving chemicals that, if removed, can result in a substance called treated wood waste (TWW). TWW contains hazardous chemicals that pose a risk to human health and the environment. Arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals added to preserve wood. These chemicals are known to be toxic or carcinogenic. Harmful exposure to these chemicals may result from dermal contact with TWW, or from inhalation or ingestion of TWW particulate (DTSC 2021).

5.6.5 Hazardous Building Materials

Existing structures that would be demolished may have been constructed when ACMs, PCB-containing materials, and LBP were used. Asbestos is designated as a hazardous substance when the fibers have potential to come in contact with air because the fibers are small enough to lodge in the lung tissue and cause health problems. The presence of ACMs in existing buildings, as well as in natural gas and cementitious water pipelines, poses an inhalation threat only if the ACMs are found to be in a friable state. If the ACMs are not friable, there is no inhalation hazard because asbestos fibers remain bound in the material matrix. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with Section 112 of Federal Clean Air Act.

Primary sources of lead exposure are deteriorating LBP, including painted curbs, poles, protective bollards, and fire hydrants along the ROW, and existing buildings where LBP was used; lead-contaminated dust; and lead-contaminated soil. As discussed in **Section 5.6.1**, lead is a highly toxic metal that has been determined by USEPA and OSHA to be an adverse health risk, particularly to young children. Inspection, testing, and removal (abatement) of lead-containing building materials must be performed by state-certified contractors who are required to comply with applicable health and safety and hazardous materials regulations. Buildings constructed prior to 1978 that contain LBP could require abatement prior to construction activities in compliance with OSHA and Cal/OSHA requirements discussed in **Section 3.0**.

PCBs are organic chemicals, usually in the form of an oil, that were historically used in electrical equipment. PCBs are considered hazardous materials because of their toxicity; they have been shown to cause cancer in animals, along with effects on the immune, reproductive, nervous, and endocrine systems, and studies have shown evidence of similar effects in humans (USEPA 2025). PCBs are most commonly associated with pole-mounted electrical transformers, but they were also used in insulators and capacitors in building electrical equipment. PCBs were commonly used in the small capacitors within fluorescent light ballasts. Ballasts manufactured through 1979 may contain PCBs. On-site fluorescent light features and electrical transformers that were manufactured prior to and throughout 1979 or are reasonably suspected to have been manufactured before or throughout 1979, are assumed to contain PCBs. PCBs-containing fluorescent light bulbs would be of concern if they are leaking, as they may expose workers handling the fixtures to a variety of adverse health effects. According to USEPA's TSCA regulations, the material must be incinerated. The entire lighting fixture does not need special handling and disposal as long as the ballast (electrical box) is not leaking. The non-leaking ballasts can be removed and recycled or disposed of properly.

5.6.6 Persistent Pesticides

Chemicals potentially used in agricultural activities could result in residual concentrations of persistent pesticides in the soil. Persistent pesticides leave residues that remain in the environment without breaking down, such as organochlorine pesticides (e.g., dichlorodiphenyltrichloroethane, toxaphene, and dieldrin). Previous historical research revealed that the RSA was historically used for agricultural purposes generally between the 1920s and 1950s (Kleinfelder 2021). The RSA was redeveloped in the 1950s as residential, commercial, and industrial uses. However, residual pesticides and herbicides may be present in shallow soil along the Build Alternative alignment and on affected parcels. In addition, railroad tracks have been present in the RSA since the late 1920s between Atlantic Boulevard and Garfield Avenue in the City of Commerce, which is an industrial area of the Build Alternative alignment (Kleinfelder 2021). Lead arsenate is used as an herbicide, insecticide, and rodenticide. Lead arsenates were historically used by railroad companies as a means of weed control along railroad ROWs. Pesticide residues from lead arsenate bind tightly to the surface soil layer, where they can remain for decades. As a result, such residues, if present, could pose a human health risk when the soil is excavated. Lead and arsenic are the primary constituents of lead arsenate pesticide. Both lead and arsenic could be toxic at high concentrations in soil and are highly toxic to humans. The potential exists for persistent pesticides to be present in shallow soil along railroad tracks, or in former railroad corridors.

5.6.7 Methane and Hydrogen Sulfide

Potential hazards associated with methane gas, commonly known as natural gas, include fire or explosion due to methane gas accumulations, because it is a highly flammable substance, and human health risks associated with natural gas poisoning. Exposure to high concentrations of methane can result in long-term health effects such as respiratory, cardiovascular, and neurological issues, though this is generally a concern in confined spaces rather than outdoor environments. Methane and other flammable or toxic gases, notably hydrogen sulfide, are often associated with naturally occurring petroleum deposits or active and former oil fields. These areas may have a potential for subsurface accumulations of methane and other volatile gases. Both methane and hydrogen sulfide are highly flammable and, in high concentrations, pose explosion hazards to the public. Exposure to high levels of hydrogen sulfide can also cause long-term health effects, including impaired cognitive function, respiratory irritation, and neurological impacts.

Los Angeles County Department of Public Works does not identify methane gas buffer zones in the Build Alternative alignment (Los Angeles County Department of Public Works 2024). However, methane, hydrogen sulfide, and other oil-field related gases could be present in the vicinity of oil and gas wells. Oil or gas wells that are either idle, active, or abandoned/plugged located within 0.25 mile of the Build Alternative and wells located around the Build Alternative are shown in **Attachment A**. Most of the oil or gas wells are located south of Ferguson Drive. Due to this proximity, there is a potential for methane, hydrogen sulfide, and other oil-field-related gases to be present in the subsurface, which may be encountered during ground-disturbing activities. In addition, the potential exists for natural oil seeps to be encountered in oil-bearing sediments.

5.6.8 Petroleum and Natural Gas Pipelines

A review of the USDOT National Pipeline Mapping System online database (USDOT PHMSA 2025), Rextag Energy GIS North America (Hart Energy 2018), and the Gas Transmission Pipeline Interactive Map (SoCalGas 2025) was conducted to identify high-pressure pipelines. The following transmission and high-pressure distribution pipelines were identified in close proximity to, or passing through, the RSA as shown in **Attachment A**. These pipelines, and the potential for soil and groundwater contamination from undocumented releases, may be encountered during ground-disturbing activities.

- Matrix Oil Corporation (Operator ID 39497) operates a crude oil pipeline (ID 4IN East Los Angeles Oil) as part of the 4-inch East Los Angeles – Oil Sales Line system. As of February 1, 2018, the pipeline was reported active and filled. The pipeline is depicted along Leo Avenue near its intersection with Triumph Street in the City of Commerce and continues southwesterly beyond I-5. An accidental release was reported (Report Number 20120207) from this pipeline due to corrosion in 2012 at the intersection of Leo Avenue and Triumph Street. Approximately 0.6 barrels of crude oil (BBLs) was lost, of which 0.4 BBLs was recovered.
- Crimson Pipeline L.P. (Operator ID 32103) operates a crude oil pipeline (ID 46) associated with its Northam System and Montebello Terminal to Compton Junction Sub-System. As of August 10, 2017, the pipeline was indicated to be active and filled. The pipeline follows a northeast/southwest-trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Build Alternative alignment where it intersects the railroad corridor south of Tubeway Avenue. The Build Alternative alignment would be underground at this location.
- Chevron Pipeline Company (Operator ID 2731) operates a gasoline, diesel, and/or jet fuel pipeline (ID CAL0319) as part of its “California United Safety Association (CUSA) P/LS-Co. Calif. Products” System and “El Segundo-Montebello Product Pipeline” Subsystem. As of June 12, 2018, this pipeline was indicated to be active and filled. The pipeline follows a northeast-southwest-trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Build Alternative alignment where the alignment intersects the railroad corridor south of Tubeway Avenue. The alignment would be underground at this location.
- Chevron Pipeline Company operates a natural gas pipeline (ID CAL0326) as part of its “CUSA Pipeline-So. Calif. Gas” System and “Los Angeles River JCT-Montebello Gas Pipeline” Subsystem. As of October 25, 2018, this pipeline was indicated to be active and filled. The pipeline follows a northeast-southwest-trending railroad corridor located between Tubeway Avenue and Saybrook Avenue and passes through the Build Alternative alignment where it intersects the railroad corridor south of Tubeway Avenue. The Build Alternative alignment would be underground at this location.
- High Pressure Distribution Lines operated by the Southern California Gas Company (SoCalGas) are located near the Build Alternative and pipelines that cross the alignment are located between Goodrich Boulevard and Tubeway Avenue. The SoCal Gas high pressure distribution lines are also located southwest of the Build Alternative, along the I-5.

6.0 ENVIRONMENTAL CONSEQUENCES

6.1 No Build Alternative

Under the No Build Alternative, the Build Alternative would not be constructed or operated. As discussed in **Section 2.3**, the No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within the Study Area aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. This alternative would include the operation of highway and transit projects in Metro's 2020 LRTP Update and the 2024 RTP. While some highway and transit project improvements would occur, the LRTP predicts that traffic will continually worsen in the absence of additional transportation capacity; therefore, the No Build Alternative would likely contribute to deteriorating access and mobility in East Los Angeles (unincorporated Los Angeles County).

Under the No Build Alternative, the Build Alternative would not be constructed. Properties would not be acquired for the Build Alternative, and no structures along the Build Alternative alignment would be demolished. Already planned transit and roadway projects that would be built under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. In addition, these projects would follow an established comprehensive regulatory framework independent of the environmental review process, including regulations outlined in **Section 3.0** of this impacts report. Therefore, the No Build Alternative would not result in adverse effects related to hazards and hazardous materials.

6.1.1 Operational Impacts

6.1.1.1 Transportation, Storage, Use, and Disposal of Hazardous Materials

Federal, state, and local regulations govern the disposal of wastes identified as hazardous, which could be produced in the course of operational activities. Should the use and/or storage of hazardous materials rise to a level subject to regulations, those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents resulting from routine use, disposal, and storage of hazardous materials. Hazardous materials encountered during operational activities would be disposed of in compliance with all applicable regulations for the handling of such waste. Adherence and compliance with applicable regulations would ensure that operation of the No Build Alternative would result in no adverse effect related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.1.1.2 Release of Hazardous Materials

Under the No Build Alternative, the Build Alternative would not be constructed or operated. Already planned transit and roadway projects that would be built and operated under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. Adherence to existing regulations would ensure that there would be no adverse effect related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during operation.

6.1.1.3 Hazardous Materials Sites

Already planned transit and roadway projects that would be built and operated under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. In addition, these projects would follow an established comprehensive regulatory framework independent of the environmental review process, including regulations outlined in **Section 3.0** of this impacts report. Therefore, with adherence to existing regulations, the No Build Alternative would result in no adverse effect during operation.

6.1.2 Construction Impacts

6.1.2.1 Transportation, Storage, Use, and Disposal of Hazardous Materials

Under the No Build Alternative, the Build Alternative would not be constructed or operated. The projects that would be built under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. Federal, state, and local regulations govern the disposal of wastes identified as hazardous, which could be produced in the course of construction activities. Should the use and/or storage of hazardous materials rise to a level subject to regulations at the No Build Alternative site, those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents resulting from routine use, disposal, and storage of hazardous materials during construction. Hazardous materials encountered during construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste. Adherence and compliance with applicable regulations would ensure that construction of the No Build Alternative would result in no adverse effect during construction related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.1.2.2 Release of Hazardous Materials

The projects that would be built under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. Adherence to existing regulations would ensure that there would be no adverse effect during construction related to creating a significant hazard to the public or the environment through

reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction.

6.1.2.3 Hazardous Materials Sites

The projects that would be built under the No Build Alternative are required to undergo separate environmental review to determine the individual projects' environmental effects and mitigation, as necessary. In addition, the projects would follow an established comprehensive regulatory framework independent of the environmental review process, including regulations outlined in **Section 3.0** of this impacts report. Therefore, with adherence to existing regulations, the No Build Alternative would result in no adverse effect during construction.

6.2 Atlantic to Greenwood Alternative

6.2.1 Operational Impacts

6.2.1.1 Transportation, Storage, Use, and Disposal of Hazardous Materials

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of the Build Alternative. Operation of stations and LRT guideway would involve the use of small amounts of hazardous substances such as typical cleaning products used in maintenance, oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. It is not anticipated that the use and/or storage of hazardous materials for the Build Alternative would rise to a level subject to regulation, or that those uses would be required to comply with federal and state laws to eliminate or reduce the consequence of hazardous materials accidents resulting from operation of the Build Alternative. Operation of the Build Alternative would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.

As set forth in NEPA project measure (NPM) HAZ-1 identified in **Section 7.1**, cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions. If the quantity of hazardous materials used, handled, or stored on-site exceeds the regulatory thresholds discussed in **Section 3.0**, an established comprehensive regulatory framework independent of the NEPA process (i.e., all applicable existing federal, state, and local regulations pertaining to hazardous materials identified in **Section 3.0**) would be followed. Because of adherence to existing regulations and implementation of NPM HAZ-1, operation of the Build Alternative would result in no adverse effect related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.2.1.1.1 Maintenance and Storage Facility

The MSF would provide office space for Metro rail operation staff, administrative staff, and communications support staff and would be the primary physical employment centers for rail operation employees, including train operators, maintenance workers, supervisors, administrative personnel, security personnel and other roles. Maintenance of trains, vehicles, and equipment would occur at the MSF. MSF Site 1 or 2 would also be used for repairing rail cars. Operation of the MSF would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides. The quantities of these hazardous substances routinely in use or stored in the MSF are unlikely to result in an abnormally high increase in the amounts of hazardous materials and/or waste transported to the surrounding areas. Operation of the MSF would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. Hazardous wastes generated during the operation activities would be disposed of in compliance with all applicable regulations for the handling of such waste, reducing effects due to the disposal of hazardous wastes.

Compliance with NPM HAZ-1 would ensure that cleaning and maintenance products are labeled with appropriate cautions and instructions for handling, storage and disposal and the use, storage, and disposal of these materials would be in accordance with label directions. Compliance with NPM HAZ-3 would ensure that operation of the MSF would comply with existing regulations if the quantity of hazardous materials used, handled, or stored onsite exceeds the regulatory thresholds, including preparation of a HMBP. Because of adherence to existing regulations and implementation of NPM HAZ-1 and NPM HAZ-3, operation of the MSF would result in no adverse effect related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.2.1.2 Release of Hazardous Materials

It is not anticipated that operation of the Build Alternative would create a significant hazard to the public or the environment involving the release of hazardous materials into the environment, the Build Alternative would include the use and storage of common hazardous materials such as maintenance and cleaning products. The properties and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on the Build Alternative site. As common maintenance products and chemicals would be consumed by use and with adherence to warning labels and storage recommendations from the individual manufacturers, these hazardous materials would not pose any greater risk than at any other similar development.

Operation of the Build Alternative would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. No activities are proposed that would result in the use or discharge of unregulated hazardous materials. Hazardous materials could be stored within the Build Alternative site, but the materials would generally be in the form of routinely used common chemicals. Therefore, the probability of a major hazardous materials incident would be remote. Minor incidents would be more likely, but the consequences of release of hazardous materials would likely not be severe due to the types of common chemicals anticipated to be used at the Build Alternative site. With adherence to

existing regulations and implementation of NPM HAZ-1, operation of the Build Alternative would result in no adverse effect related to the release of hazardous materials**.**

6.2.1.2.1 Maintenance and Storage Facility

It is anticipated that operation of MSF Site 1, 2, or 3 would not create a significant hazard to the public or the environment involving the release of hazardous materials into the environment; however, the operation of the MSF would include cleaning, maintenance, and repairing of rail cars, vehicles, tracks as well as storage of LRVs. MSF Site 1 or 2 would also be used for repairing rail cars. Additionally, the MSF would provide office space for the various Metro staff. Operation of the MSF would include the use and storage of common hazardous materials such as maintenance and cleaning products. Additionally, grounds and landscape maintenance could also use a variety of products formulated with hazardous materials such as pesticides.

Hazardous materials could be stored at the MSF, but the materials would generally be in the form of routinely used common chemicals. Therefore, the probability of a major hazardous materials incident would be remote. Minor incidents would be more likely, but the consequences of such accidents would likely not be severe due to the types of common chemicals anticipated to be used at the MSF. With adherence to existing regulations, and implementation of NPM HAZ-1 and NPM HAZ-3, operation of the MSF would result in no adverse effect related to the release of hazardous materials.

6.2.1.3 Hazardous Materials Sites

Table 5.2 provides a summary of the records search that shows a variety of identified sites located within the RSA. Many of the facilities are permitted for more than one hazardous material use and appeared in more than one database. **Table 5.3** provides a summary of the identified properties with documented releases. In addition to these affected properties with documented releases, additional properties were identified that may have potential subsurface contamination from undocumented releases associated with current and/or historical uses of the properties (e.g., former railroad corridors, former gas stations, former dry cleaners, or former industrial properties). These properties are shown in **Attachment A**.

The hazardous site conditions for the Build Alternative related to properties listed on hazardous materials sites required by California Government Code Section 65962.5, are associated with contaminated soil, as discussed in **Section 6.2.2.3**. Any health risks to the public and/or the environment associated with release of hazardous materials would be mitigated during construction (as discussed in **Section 6.2.2.3**) and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soil from listed hazardous materials sites, thereby creating a significant hazard to the public or the environment. Therefore, operation of the Build Alternative would result in no adverse effects related to listed hazardous materials sites.

6.2.1.3.1 Maintenance and Storage Facility

The hazardous site conditions for MSF Sites 1, 2, and 3 related to parcels listed on hazardous materials sites required by California Government Code Section 65962.5 are associated with contaminated soil (as discussed in **Section 6.2.2.3**). Any health risks to the public and/or the environment associated with

release of hazardous materials would be mitigated during construction (as discussed in **Section 6.2.2.3**) and would not occur after construction is complete. No ground-disturbing activities would occur during operations that could result in hazardous releases of contaminated soil from listed hazardous materials sites, thereby creating a significant hazard to the public or the environment. Therefore, operation of MSF Site 1, 2, or 3 would result in no adverse effects related to listed hazardous materials sites.

6.2.2 Construction Impacts

6.2.2.1 Transportation, Storage, Use, and Disposal of Hazardous Materials

Construction of the Build Alternative could expose the public or the environment to hazardous materials due to ground disturbance; the use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease; and the use and transport of hazardous materials. The severity of potential impacts varies with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The types and amounts of hazardous materials would vary according to the nature of the activity at the Build Alternative site. In some cases, it is the type of hazardous material that is potentially hazardous; in others, it is the amount of hazardous material that could present a hazard. Whether a person exposed to a hazardous substance suffers adverse health effects as a result of that exposure depends upon a complex interaction of factors that determine the effects of exposure to hazardous materials: the exposure pathway (the route by which a hazardous material enters the body); the amount of material to which the person is exposed; the physical form of the hazardous material (e.g., liquid and vapor) and its characteristics (e.g., toxicity); the frequency and duration of exposure; and the individual's unique biological characteristics, such as age, gender, weight, and general health. Adverse health effects from exposure to hazardous materials may be short-term (acute) or long-term (chronic). Acute effects can include damage to organs or systems in the body and possibly death. Chronic effects, which may result from long-term exposure to a hazardous material, can also include organ or systemic damage, but chronic effects of particular concern include birth defects, genetic damage, and cancer.

Construction of the Build Alternative would require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in Title 40 CFR Part 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities.

As described throughout **Section 3.0**, there is an established, comprehensive federal, state, regional, and local framework that is intended to reduce the risks associated with the transportation, storage, use, and disposal of hazardous materials. Transportation of hazardous materials on area roadways is regulated by CHP and Caltrans. The use and disposal of hazardous materials are heavily regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as USEPA, SWRCB, DTSC, Cal/OSHA, and South Coast Air Quality Management District (SCAQMD). Metro

would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Construction of the Build Alternative could result in exposure of construction workers and the public to hazardous materials including asbestos, LBP, and/or contaminated soil or groundwater. Employees who would work around hazardous materials would be required to wear appropriate protective equipment, and safety equipment would be routinely available in all areas where hazardous materials are used. Hazardous materials that present a moderate explosion hazard, high fire or physical hazard, or health hazard would be required to be stored in designated areas designed to prevent accidental release to the environment.

To ensure that workers and others at the Build Alternative site are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, construction activities would be required to adhere to existing hazardous materials regulations, with compliance monitored by federal and state agencies (e.g., OSHA in the workplace or DTSC for hazardous waste) and local jurisdictions (e.g., fire departments). In addition, NMM HAZ-4 would be implemented to prepare site-specific safety manuals and construction work plans that address worker health and safety. Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (RCRA, principles prescribed by California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health) is mandated. Should the use and/or storage of hazardous materials at the Build Alternative site rise to a level subject to regulation, those uses would be required to comply with federal and state laws discussed in **Section 3.0**, to eliminate or reduce the consequence of hazardous materials accidents resulting from routine use, disposal, and storage of hazardous materials on the Build Alternative site during construction.

In accordance with SWRCB regulations and as identified in NPM HAZ-2, Metro would obtain and comply with a National Pollutant Discharge Elimination System permit, specifically the SWRCB's Construction General Permit. As part of the Construction General Permit, the contractor would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) which would include BMPs, including the following or similar measures to minimize the risk of accidental spills of hazardous materials during construction:

- Hazardous Spill Prevention. Vehicles and equipment would be maintained in proper working condition to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Service/maintenance vehicles would carry materials to absorb leaks or spills. Servicing, refueling, and staging of construction equipment would take place only at designated areas where a spill would not flow to drainages. Equipment washing, if needed, would occur only in designated locations where water would not flow into drainage channels.
- Drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens, would be implemented. Spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) would be kept at the work site when handling materials.

- Hazardous spills would be reported to the designated CUPA (i.e., Los Angeles County Fire Department Health Hazardous Materials Division) and would be cleaned up immediately and contaminated soil would be properly disposed of at a licensed facility. A properly designed, centralized storage area that would keep hazardous materials fully contained would be specified.

By implementing the SWPPP and associated BMPs, construction-related hazardous substances, such as oil and grease, would be managed through appropriate material handling and BMPs. The Construction General Permit and SWPPP are discussed in more detail in the Eastside Transit Corridor Phase 2 Water Resources Impacts Report.

Contaminated soil and hazardous building materials and wastes would be disposed of in accordance with federal, state, and local requirements at the following landfills in California:

- Antelope Valley Public Landfill, located at 1200 City Ranch Road, Palmdale
- Azusa Land Reclamation Co. Landfill, located at 1211 Gladstone Street, Azusa
- Clean Harbors Buttonwillow Landfill, located at 2500 Lokern Road, Buttonwillow
- Lancaster Landfill and Recycling Center, located at 600 F Avenue in Lancaster

The Los Angeles County Public Health Department manages enforcement and permitting for facilities that receive and dispose of solid waste, including hazardous waste. Transportation of hazardous materials, such as contaminated soil; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (e.g., TWW, bridge demolition debris), would occur along designated haul routes in the Build Alternative corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., I-5, State Route [SR] 60, and I-605). Consistent with local plans, haul routes that may be used for transporting and hauling hazardous materials include Washington Boulevard, Atlantic Boulevard, Whittier Boulevard, Saybrook Avenue, Telegraph Road, Paramount Boulevard, Rosemead Boulevard, and Slauson Avenue. Specific haul routes would depend on a number of factors, including the construction contract limits, individual contractor's choices, and coordination with the City jurisdictions. As identified in NPM HAZ-2, cooperation with the corridor Cities would occur throughout the construction process. The nearest highway is the I-5 and the SR-60 at Atlantic Boulevard and Pomona Boulevard. Transportation of hazardous materials to Antelope Valley Public Landfill and Lancaster Landfill and Recycling Center, Azusa Land Reclamation Co. Landfill, and Clean Harbors Buttonwillow would occur using the nearest freeways (e.g., SR 60, I-5, and I-605).

The USDOT Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the CFR, and implemented by CCR, Title 13. As discussed in **Section 3.2.7** and set forth in NPM HAZ-2, transportation of hazardous materials would comply with state regulations governing hazardous materials transport included in the California Vehicle Code (CCR, Title 13), State Fire Marshal Regulations (CCR Title 19), and CCR, Title 22. CCR Title 13 requires all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation License issued by CHP, and placards identifying that hazardous materials are being transported must be displayed on the vehicle. California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. Under Chapter 13, Division 4.5 of Title 22, each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents must be limited, so that under conditions normally incident

to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

Adherence to existing federal and state regulations, implementation of NPM HAZ-2 and NPM HAZ-5, and implementation of NMM HAZ-2 through NMM HAZ-5, would ensure that construction of the Build Alternative would result in no adverse effect related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.2.2.1.1 Maintenance and Storage Facility

Construction of MSF Site 1, 2, or 3 could expose the public or the environment to hazardous materials due to ground disturbance; the use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease; and the use and transport of hazardous materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. Improper handling or use of hazardous materials or hazardous wastes may result in exposure to hazardous materials due to untrained personnel, transportation accidents, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential impacts varies with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

There is a low likelihood that substantial quantities of hazardous materials would be stored during construction of the MSF. During construction, the amounts of hazardous materials stored would comply with federal and state laws to eliminate or reduce the risk of hazardous materials accidents. Moreover, these hazardous materials used would not include acutely hazardous materials or substances listed in Title 40 CFR Part 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities.

Hazardous materials regulations were established at the state level to ensure compliance with federal regulations intended to reduce the risk to human health and the environment associated with the transportation, storage, use, and disposal of hazardous substances. Construction of the MSF would require that the use, storage, disposal, and/or transportation of hazardous materials comply with federal and state laws to eliminate or reduce the risk of hazardous materials accidents. For example, in accordance with SWRCB regulations, Metro is required to obtain and comply with a SWRCB Construction General Permit (a specific National Pollutant Discharge Elimination System permit). As part of the Construction General Permit, the contractor would be required to prepare and implement a SWPPP which would include BMPs to minimize the risk of accidental spills of hazardous materials during construction. Construction-related hazardous materials, such as oil and grease, would be managed through implementation of the SWPPP and associated BMPs, which requires appropriate material handling. Further, employees who would work around hazardous materials would be required to wear appropriate protective equipment, and safety equipment would be routinely available in all areas where hazardous materials are used.

The transport of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. During the construction phase, hazardous materials in the form of paints, solvents, glues, roofing materials and other common construction materials containing toxic substances may be transported to the site, and construction waste that possibly contains hazardous materials could be transported off-site for the purposes of disposal. Transportation of hazardous materials on area

roadways is regulated by the CHP and Caltrans. The use and disposal of hazardous materials is heavily regulated at both the federal and state level; these regulations are promulgated and enforced by agencies such as USEPA, SWRCB, DTSC, Cal/OSHA, and SCAQMD. Metro would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

Construction of the MSF may generate hazardous and/or toxic waste (e.g., contaminated soil and hazardous building materials and wastes) that includes excavation activities removing potential contaminated soil from the site. Federal, state, and local regulations govern the disposal of waste identified as hazardous, which could be produced in the course of construction activities. Hazardous materials encountered during demolition or construction activities would be disposed of in compliance with all applicable regulations for the handling of such waste. In Los Angeles County, the Los Angeles County Public Health Department of Transportation enforces and permits hazardous waste disposal for hazardous materials, such as contaminated soil; hazardous building materials, including asbestos, lead, and PCBs; and other hazardous wastes (e.g., TWW, bridge demolition debris). Transport of such hazardous materials would occur along designated haul routes and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR 60, I-5, and I-605). Hazardous waste generated during construction of the MSF would be disposed of in accordance with federal, state, and local requirements at the approved landfills.

To ensure that workers and authorized personnel at the construction site are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials, the Build Alternative would be required to implement existing hazardous materials regulations, with compliance monitored by state (e.g., OSHA in the workplace or DTSC for hazardous waste) and local jurisdictions (e.g., fire departments). Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (RCRA, California Hazardous Waste Control Law, and principles prescribed by California Department of Health Services, Centers for Disease Control and Prevention, and National Institutes of Health) is mandated.

Adherence to existing federal and state regulations, and implementation of NPM HAZ-2, NPM HAZ-4, and NMM HAZ-2 through NMM HAZ-5, would ensure that construction of the MSF would result in no adverse effect related to the use and/or storage of hazardous materials, transport of hazardous materials, and disposal of hazardous waste.

6.2.2.2 Release of Hazardous Materials

Construction of the Build Alternative would require grading activities that would potentially expose construction workers and the public to hazardous conditions through disturbance of contaminated soil and/or groundwater. For the underground segment of the alignment, tunneling may be advanced through contaminated soil or groundwater. As such, construction of the underground segment of the alignment could excavate soil/slurry mix that could be considered hazardous, depending on the levels of contamination encountered. Parcels within 0.25 mile of the Build Alternative alignment have confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals. In addition, other potentially affected sites in the Build Alternative alignment may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (**Attachment A**).

Elevated concentrations of lead and chromium may be present in the striping paint used on the existing roadways. The Maravilla Crossover would necessitate roadway resurfacing in the vicinity of the changes to the track, thus potentially contributing to a hazardous materials release when using striping paint. Further, there is the potential during construction to encounter, dewater, and dispose of contaminated groundwater during ground-disturbing activities, shallow excavation, tunnel boring or excavation for the underground guideway, and relocation of utilities. In addition, utility relocation could result in TWW that requires disposal. Exposure to documented or undocumented hazardous materials conditions could expose construction workers and the public to hazardous conditions, which would be an adverse effect.

The ISA report (Kleinfelder 2021) identified the following environmental concerns that would be applicable to the Build Alternative:

- The Build Alternative alignment from approximately Union Pacific Avenue to Garfield Avenue passes through the Bandini Oil Field and Los Angeles East Oil Field. Active oil and gas wells, plugged dry oil and gas wells, and idle oil and gas wells are located in the vicinity of the alignment west of Tubeway Avenue, two plugged and abandoned dry holes are located under the Citadel Outlets parking lot southwest of Smithway Street, and one plugged and abandoned oil and gas well is located southeast of Saybrook Avenue and Gayhart Street (CalGEM 2025). Two plugged and abandoned dry holes are located within the vicinity of the MSF Sites 1 and 2, and one plugged and abandoned oil and gas well is located within the vicinity of MSF Site 3 (**Attachment A**). The potential exists for methane, hydrogen sulfide, and other oil-field-related gases to be present in the subsurface, which may be encountered during ground-disturbing activities. In addition, the potential exists for natural oil seeps to be encountered in oil-bearing sediments.
- The Build Alternative alignment overlaps with the Matrix Oil Corporation crude oil pipeline; Crimson crude oil pipeline; Chevron Pipeline Company gasoline diesel and/or jet fuel pipeline; Chevron Pipeline Company natural gas pipeline. No releases have been reported for other pipelines in the vicinity of the alignment. Unmapped pipelines may be present (e.g., pipelines associated with oil field related activities). These pipelines, and the potential for soil and groundwater contamination from undocumented releases, may be encountered during ground-disturbing activities.
- Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. ADL may be present in shallow soil along these roadways, especially along Atlantic Boulevard and Washington Boulevard.
- The RSA was historically used for agricultural purposes generally between the 1920s and 1950s. Residual pesticides and herbicides may be present in shallow soil along the alignment and on affected parcels.
- Railroad tracks have been present in the RSA since the late 1920s in the industrial area between Atlantic Boulevard and Garfield Avenue in the City of Commerce. In addition, various railroad spurs branched onto private properties are associated with the industrial facilities in the RSA. The potential exists for shallow soil along the railroad tracks or in former railroad corridors to be affected by petroleum hydrocarbons, metals, and pesticides.

In addition, a SoCalGas high pressure distribution gas pipeline crosses the Build Alternative alignment between Goodrich Boulevard and Tubeway Avenue (**Attachment A**). Other potentially affected sites

may have subsurface contamination from undocumented releases associated with current and/or historical uses of the property(ies).

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the documented or undocumented hazardous materials and conditions discussed above. As indicated, effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction areas; and potential accidents during transportation of contaminated slurry or soils or groundwater.

NMM HAZ-1 through NMM HAZ-5, presented in **Section 7.2**, would be implemented for the Build Alternative. NMM HAZ-1 requires a Phase I Environmental Site Assessment (ESA) and/or Phase II ESA to be conducted before ground-disturbing activities occur to determine the potential presence of petroleum hydrocarbons, metals, and VOCs in soil and/or groundwater. NMM HAZ-2 requires the preparation of a Soil and Groundwater Management Plan in consultation with LARWQCB that identifies and delineates contaminated areas; provides procedures for handling, excavating, and managing excavated soils and dewatering effluent and for notifying appropriate agencies; and provides requirements for site-specific safety manuals and construction work plans. NMM HAZ-3 requires contractors to inspect soil and groundwater for signs of contamination, and if contaminated soil or groundwater is found, halt work and test materials, and develop an investigation and site-specific management plan. NMM HAZ-4 requires the contractor to prepare site-specific safety manuals and construction work plans that identify human health risks from hazardous materials and appropriate protocols to ensure worker safety. NMM HAZ-5 requires Metro to retain a Cal/OSHA certified contractor prior to demolition activities to determine the presence or absence of building materials or equipment that contains hazardous materials, and if such substances are found to be present, requires the contractor to prepare and submit a workplan to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law. Implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that workers would have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling hazardous materials.

These mitigation measures would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous materials; thus, adverse impacts would be reduced. Adherence to existing federal and state regulations, and implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that the Build Alternative results in no adverse effect related to the release of hazardous materials.

6.2.2.2.1 Maintenance and Storage Facility

Construction activities for MSF Site 1, 2, or 3, such as grading, excavation, and demolition of structures, could result in the exposure of construction personnel and the public to previously unidentified hazardous substances in the soil. Construction of the MSF could excavate soil/slurry mix that could be considered hazardous, depending on the levels of contamination encountered. In addition, other potentially affected parcels within 0.25 mile of the MSF may have subsurface contamination from undocumented releases associated with current and/or historical use of the property(ies) (e.g., railroad corridors, gas stations, dry cleaners, or industrial properties) (**Attachment A**).

The ISA Report (Kleinfelder 2021) identified the following environmental concerns that would be applicable to the MSF:

- Active oil and gas wells, plugged dry oil and gas wells, and idle oil and gas wells are located in the vicinity of the MSF. Two plugged and abandoned dry holes are located within the vicinity of MSF Sites 1 and 2 and one plugged and abandoned oil and gas well is located within the vicinity of MSF Site 3 (GalGEM 2025) (**Attachment A**). Due to this proximity, there is a potential for methane, hydrogen sulfide, and other oil-field-related gases to be present in the subsurface, which may be encountered during ground-disturbing activities. In addition, the potential exists for natural oil seeps to be encountered in oil-bearing sediments.
- MSF Sites 1, 2, and 3 are adjacent to the following active and filled pipelines in the vicinity of Tubeway Avenue: the Matrix Oil Corporation crude oil pipeline; Crimson crude oil pipeline; Chevron Pipeline Company gasoline diesel and/or jet fuel pipeline; Chevron Pipeline Company natural gas pipeline, and SoCalGas high pressure distribution gas pipeline (**Attachment A**). No releases have been reported for other pipelines in the vicinity of the alignment. Unmapped pipelines may be present (e.g., pipelines associated with oil-field-related activities). These pipelines, and the potential for soil and groundwater contamination from undocumented releases, may be encountered during ground-disturbing activities.
- Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. ADL may be present in shallow soil along these roadways, particularly along the adjacent Washington Boulevard.
- MSF Sites 1, 2, and 3 were historically used for agricultural purposes generally between the 1920s and 1950s. Residual pesticides and herbicides may be present in shallow soil along the alignment and on affected parcels.
- Railroad tracks have been present in or near MSF Sites 1, 2, and 3 since the late 1920s in the industrial area between Atlantic Boulevard and Garfield Avenue. In addition, various railroad spurs branched onto private properties are associated with the industrial facilities in the RSA. The potential exists for shallow soil along the railroad tracks or in former railroad corridors to be affected by petroleum hydrocarbons, metals, and pesticides.

In addition, other potentially affected parcels within MSF Sites 1, 2, and 3 may have subsurface contamination from undocumented releases associated with current and/or historical uses of the property(ies).

During ground preparation and construction activities, construction workers and the public could come in contact with and be exposed to the documented or undocumented hazardous materials and conditions discussed above. As indicated, effects could include the potential exposure of construction workers and/or the public to chemical compounds in soils, soil gases, and groundwater; potential localized spread of contamination; potential exposure of workers, the public, and the environment to airborne chemical compounds migrating from the construction or demolition areas; and potential accidents during transportation of contaminated slurry or soils or groundwater.

Implementation of NMM HAZ-1 through NMM HAZ-5, summarized in **Section 6.2.2.2** and presented in **Section 7.2**, would be implemented for construction of the MSF. Implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that workers would have a clear understanding of hazardous materials that may occur in the MSF construction area as well as procedures and plans for safely

handling hazardous materials. These mitigation measures would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous materials; thus, adverse impacts would be reduced. With adherence to existing federal and state regulations, implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that construction of MSF Site 1, 2, or 3 would result in no adverse effect related to release of hazardous materials.

6.2.2.3 Hazardous Materials Sites

Table 5.3 provides the business addresses and proximity of the parcels to the Build Alternative and describes the status of each parcel. These parcels are associated with LUST cases that resulted in contaminated soil. The LUST sites have been remediated and are classified as closed by the regulatory agency. These LUST sites underlie paved parking lots that would be used as staging areas during construction, and therefore, no ground-disturbing activities would occur that would result in hazardous releases of contaminated soil.

The Commerce/Citadel station (APN 6336-019-030) would be located on listed hazardous materials sites. The parcel is listed as a Closed LUST Cleanup site and identified as the Citadel property (GeoTracker number T0603702655, LARWQCB case number I-00031) (identified as Site 10 on **Table 5.3** and on **Figure 5.2**). The contamination was the result of tire-manufacturing activities that affected soil and groundwater, and there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination. Soil cleanup associated with USTs was overseen and deemed completed by LARWQCB as of December 18, 1996. LARWQCB indicated that no further action/remediation was required at the Citadel property. However, as identified in NPM HAZ-5 (discussed in **Section 7.1**), LARWQCB should be notified if additional soil/groundwater contamination is encountered during future activities on the property, and existing groundwater monitoring wells should remain to cooperate in ongoing groundwater investigations associated with off-site sources.

Parcels proposed for construction staging and construction easements would occur on sites with known hazardous materials releases within 0.25 mile of Greenwood Elementary School (APNs 6352-007-059 and 6352-007-060 [identified as Site 11 and 12 on **Table 5.3** and on **Figure 5.2**]), KIPP Promesa Prep and KIPP Raices Academy (APN 6340-001-001 [identified as Site 2 on **Table 5.3** and on **Figure 5.2**]), 4th Street Elementary, 4th Street Primary Center, Esperanza College Prep, and Arts in Action Community Charter Elementary School (APN 6341-001-038 [identified as Site 1 on **Table 5.3** and on **Figure 5.2**]).

As discussed in **Section 6.2.2.2**, construction that disturbs existing soil contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials. With adherence to existing regulations and implementation of NMM HAZ-1 through NMM HAZ-5, construction of the Build Alternative would result in no adverse effect related to listed hazardous materials sites.

6.2.2.3.1 Maintenance and Storage Facility

During ground preparation and construction of MSF Site 1, 2, or 3, construction workers and the public could come in contact with and be exposed to the hazardous materials listed above. MSF Sites 1 and 2 has confirmed releases of hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil and/or groundwater. MSF Sites 1 and 2 are located on hazardous materials sites compiled pursuant to Government Code Section 65962.5 as described below:

- The parcels are listed as Closed LUST Cleanup sites and listed as the former John M. Fulmer Company (GeoTracker Number T0603704232, LARWQCB case number I-14947) (identified as Site 10 on **Table 5.3** and on **Figure 5.2**). The contamination was the result of a release of gasoline that affected soil. The case was closed by the County of Los Angeles in 1992. Although these sites are listed as "Case Closed," which indicates that a closure letter or other formal closure decision document has been issued for the site, there is the potential for residual soil contamination that could include metals, petroleum hydrocarbons, and VOC contamination.
- Three parcels on MSF Sites 1 and 2 (APNs 6336-002-018, 6336-002-019, and 6336-002-020) are identified on the Cortese List as a closed Land Disposal Site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill (GeoTracker number T10000004258, LARWQCB case number 60-052) (identified as Site 8 on **Table 5.3** and on **Figure 5.2**). APNs 6336-002-018 and 6336-002-019 of the land disposal site are referred to as the "Vail Avenue Disposal Site" and "Vail Avenue Pit." The southern and northwestern portions were formerly used as a disposal sump for waste mud and water from the Richfield Oil Company's well drilling operations. Dumping of furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps were approved to be disposed of in the pit in 1958. Dumping of refuse began in 1962, and between 1968 and 1979, the City of Montebello used the site for dumping broken concrete, asphalt, and dirt. The dumping operations were subsequently terminated, and approximately 800,000 cubic yards of soil was removed. Filling of the pit continued until street level was reached. Concrete tilt-up structures were constructed on the property in the 1980s. There is the potential for encountering subsurface debris associated with past dumping activities.
- APN 6336-002-020 is also identified on the Cortese list as a closed Land Disposal Site and listed as the Vail Avenue Land Reclamation Project for a non-municipal landfill (GeoTracker Number T10000004258, LARWQCB case number 60-052) (identified as Site 9 on **Table 5.3** and on **Figure 5.2**). Solid inert material (e.g., furnace slag, refractory waste, concrete segments, mill scale, and sludge from room mills, and/or cooling tower sumps, asphalt, dirt, and refuse) were disposed in a former pit until the pit was filled to street level beginning in 1985 until 1988. The potential exists for encountering subsurface debris associated with these past dumping/filling activities during grading and excavation.

Construction of the MSF would require demolition of existing structures. Demolition of structures could potentially expose construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as ACM, LBP, or PCBs. Both the federal OSHA and Cal/OSHA regulate worker exposure during construction activities that disturb LBP. Any ACMs, if present, would need appropriate abatement of identified asbestos prior to demolition pursuant to the SCAQMD Rule 1403 and NPM HAZ-4 (discussed in **Section 7.0**).

Construction that disturbs existing soil contamination from hazardous materials release sites or other sources, could pose a health risk to construction workers, the public, and/or the environment if not characterized, handled, and disposed of properly. Implementation of NMM HAZ-1 through NMM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling and minimizing risk from hazardous materials. With adherence to existing regulations and implementation of NMM HAZ-1 through NMM HAZ-5, construction of MSF Site 1, 2, or 3 would result in no adverse effect related to listed hazardous materials sites.

7.0 PROJECT MEASURES AND MITIGATION MEASURES

7.1 Project Measures

The following Build Alternative measures are design features, BMPs, or other measures required by law, including permit approvals. These measures are components of the Build Alternative.

NPM HAZ-1: **Operational Best Management Practices for Hazardous Materials**. Operational best management practices (BMP) for the Build Alternative shall include but not be limited to:

- Cleaning and maintenance products shall be required to be labeled with appropriate cautions and instructions for handling, storage and disposal. Staff shall be required to use, store, and dispose of these materials properly in accordance with label directions.
- Storage and disposal of hazardous materials and waste shall be conducted in accordance with all applicable federal and state regulatory requirements, such as the Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Hazardous Materials Release Response Plans and Inventory Law, and the Hazardous Waste Control Act, and if a spill does occur, it shall be remediated in accordance with all applicable federal and state regulatory requirements and in coordination with the California Department of Toxic Substances Control (DTSC) and/or Los Angeles Regional Water Quality Control Board (LARWQCB).

NPM HAZ-2: **Construction Best Management Practices for Hazardous Materials.** Construction best management practices (BMP) for the Build Alternative shall include but not be limited to:

- Metro/Metro's contractor shall be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases in accordance with the United States Environmental Protection Agency (USEPA), State Water Resources Control Board (SWRCB), Department of Toxic Substances Control (DTSC), California Division of Occupational Safety and Health Administration (Cal/OSHA), and the South Coast Air Quality Management District (SCAQMD).
- Development of a stormwater pollution prevention plan (SWPPP) in accordance with the SWRCB Construction Clean Water Act Section 402 General Permit conditions, and subject to regular inspections by applicable jurisdiction(s) to ensure compliance. The SWPPP shall include specifications for the following but not be limited to:

- Maintain proper working conditions for vehicles and equipment to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials.
- Conduct servicing, refueling, and staging of construction equipment only at designated areas where a spill would not flow to drainages. Conduct equipment washing, if needed, only in designated locations where water would not flow into drainage channels.
- Implement drainage BMPs to protect water quality, such as oil/water separators, catch basin inserts, storm drain inserts, media filtration, and catch basin screens. Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials.
- Report hazardous spills to the designated Certified Unified Program Agency (CUPA) (i.e., Los Angeles County Fire Department Health Hazardous Materials Division or Santa Fe Springs Department of Fire-Rescue) and implement clean up immediately and proper disposal of contaminated soil at a licensed facility.
- Establish properly designed, centralized storage areas to keep hazardous materials fully contained.
- Keep spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) at the work site when handling materials.
- Implement monitoring program by the construction site supervisor that includes both dry and wet weather inspections.

- Transportation of hazardous materials shall comply with State regulations governing hazardous materials transporting included in the California Vehicle Code (Title 13 of the California Code of Regulations), the State Fire Marshal Regulations (Title 19 of the California Code of Regulations), and Title 22 of the California Code of Regulations. This includes:
  - Require all motor carrier transporters of hazardous materials to have a Hazardous Materials Transportation license issued by the California Highway Patrol.
  - Require the transport of hazardous materials via routes with the least overall travel time.
  - Prohibit the transportation of hazardous materials through residential neighborhoods.
  - Require transporters to take immediate action to protect human health and the environment in the event of a spill, release, or mishap.
  - Incorporate restrictions on haul routes into the construction specifications according to local permitting requirements.

- Contaminated soils and hazardous building materials and wastes shall be disposed of in accordance with federal, state, and local requirements at landfills serving the Los Angeles County region.
- Traffic control during construction shall follow local jurisdiction guidelines. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions.
- Standard practices shall be followed that include scheduling of lane and/or road closures to minimize disruptions and preparation of a Traffic Management Plan (see NMM TRA-1) that is approved with authorities having jurisdiction in coordination with local fire and police departments prior to construction.

NPM HAZ-3: **Operational Best Management Practices for Maintenance and Storage Facility for Hazardous Materials.** Operational (post construction) best management practices (BMP) for the maintenance and storage facility (MSF) shall include but shall not be limited to:

- If the quantity of hazardous materials used, handled, or stored on-site would exceed the regulatory thresholds, of 55 gallons for a hazardous liquid; 500 pounds of a hazardous solid; 200 cubic feet for any compressed gas; or threshold planning quantities of an extremely hazardous substance per Chapter 6.95 California Health and Safety Code, Metro shall prepare a Hazardous Materials Business Plan (HMBP) in accordance with all related requirements of the California Health and Safety Code, chapter 6.95, Articles 1 and 2. The plan shall be reviewed and recertified every year and amended as required by the Health and Safety Code, Chapter 6.95, Articles 1 and 2.

NPM HAZ-4: **Construction Best Management Practices for Maintenance and Storage Facility for Hazardous Materials**. Construction best management practices (BMP) for the maintenance and storage facility (MSF) shall include but shall not be limited to:

- Both the federal Occupational Safety and Health Administration (OSHA) and California Division of Occupational Safety and Health Administration (Cal/OSHA) regulate worker exposure during construction activities that disturb lead-based paints (LBP). Any asbestos-containing material (ACM), if present, requires appropriate abatement of identified asbestos prior to demolition pursuant to the South Coast Air Quality Management District (SCAQMD) Rule 1403.
- Polychlorinated biphenyls (PCB)-containing fluorescent light fixtures and electrical transformers that are not labeled “No PCBs,” shall be assumed to contains PCBs, and shall be removed prior to demolition activities and be disposed of by a licensed and certified PCB removal contractor, in accordance with local, State, and federal regulations. The removal and disposal of the electrical transformers shall be the responsibility of the utility owner.

NPM HAZ-5: **Construction Best Management Practices for Commerce/Citadel for Hazardous Materials.** Construction best management practices (BMP) for the Commerce/Citadel station only may include but not be limited to:

- Metro's contractor shall sample soil suspected of contamination (obvious signs of contamination includes indicators such as odors, stains, or other suspect materials) for the purpose of classifying material and determining disposal requirements. If excavated soil is suspected or known to be contaminated, Metro's contractor shall:
  - Segregate and stockpile the excavated material in a way that will facilitate measurement of the stockpile volume.
  - Spray the stockpile with water or a South Coast Air Quality Management District (SCAQMD) approved vapor suppressant and cover the stockpile with a heavy-duty plastic (i.e., Visqueen) to prevent soil volatilization in the atmosphere or exposure to nearby workers.
- Existing groundwater monitoring wells shall remain under ongoing groundwater investigations associated with off-site sources.

7.2 Mitigation Measures

The following mitigation measures are actions required to reduce the adverse effects identified in this Impacts Report.

NMM HAZ-1: **Phase I Environmental Site Assessment (ESA) and Phase II ESA.**

Consistent with Metro's standard practice, prior to the start of construction of the Project, the contractor must provide Phase I ESAs in accordance with standard ASTM methodologies, to assess the land use history of each parcel that would be acquired/utilized for the Project. The determination of parcels that require a Phase II ESA (i.e., soil, groundwater, soil vapor subsurface investigations) would be evaluated after the Phase I ESAs have been completed and would be based on the results of the Phase I ESAs. Specifically, if the Phase I ESAs identify suspected contamination in the soil, soil vapor, or groundwater, a Phase II ESA would be conducted to determine whether the suspect contamination had resulted in soil, groundwater, or soil vapor contamination exceeding regulatory action levels.

If the Phase II ESA concludes that the site is contaminated, remediation or corrective action (e.g., removal of contamination, in-situ treatment, capping) would be conducted prior to or during construction under the oversight of federal, state, and/or local agencies (e.g., United States Environmental Protection Agency (USEPA), Department of Toxic Substances Control (DTSC), Los Angeles Regional Water Quality Control Board (LARWQCB), Los Angeles County) and in full compliance with current and applicable federal and state laws and regulations. Additionally, Voluntary Cleanup Agreements may be used for parcels where remediation or long-term monitoring is necessary.

Before any ground disturbance occurs on or near the properties with active documented releases, Metro shall hire a qualified environmental professional to conduct a Phase II ESA to determine the potential presence of petroleum hydrocarbons, metals, (i.e., lead that was aerially deposited and lead chromate) that exceed thresholds established by the California Health and Safety Code and Title 22, and volatile organic compounds (VOC) in soil and/or groundwater in accordance with the findings and recommendations of the Draft Final Initial Site Assessment (ISA) Report prepared for the Build Alternative (Kleinfelder 2021).

The Phase II ESA shall include sufficient soil and groundwater sampling and laboratory analysis to identify the types of chemicals and their respective concentrations. The Phase II ESA shall compare soil and groundwater sampling results against applicable environmental screening levels developed by the LARWQCB and/or the DTSC. If the Phase II ESA identifies contaminant concentrations above the screening levels, a site-specific soil and groundwater management plan shall be prepared and implemented as described in Mitigation Measure NMM HAZ-2. Metro shall consult with the LARWQCB, DTSC, and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed.

NMM HAZ-2: **Soil and Groundwater Management Plan.** Prior to excavation, a site-specific soil and groundwater management plan shall be prepared by Metro's contractor to address handling and disposal of contaminated soil and groundwater prior to demolition, excavation and construction activities. Metro shall consult with the Los Angeles Regional Water Quality Control Board (LARWQCB), Department of Toxic Substances Control (DTSC), and/or other appropriate regulatory agencies to ensure sufficient minimization of risk to human health and the environment is completed. The soil and groundwater management plan shall specify all necessary procedures to ensure the safe handling and disposing of excavated soil, groundwater, and/or dewatering effluent in a manner that is protective of human health and in accordance with federal and state hazardous waste disposal laws, and with state and local stormwater and sanitary sewer requirements. At a minimum, the plan shall include the following:

- Identification and delineation of contaminated areas and procedures for limiting access to such areas to properly trained personnel;
- Step-by-step procedures for handling, excavating, characterizing, and managing excavated soils and dewatering effluent including procedures for containing, handling, and disposing of hazardous waste, procedures for containing, handling, and disposing of groundwater generated from construction dewatering, the method used to analyze excavated materials and groundwater for hazardous materials likely to be encountered at specific locations, appropriate treatment and/or disposal methods;
- Procedures for notification and reporting, including notifying and reporting to internal management and to local agencies;
- Minimum requirements for safety manuals and construction work plans, to protect the general public and workers in the construction area.

- Prior to excavation, Metro/Metro's contractor shall prepare the Soil and Groundwater Management Plan and the results of environmental sampling shall be provided to Metro's contractors who shall be responsible for developing their own construction worker safety manuals and construction work plans and training requirements, per NMM HAZ-4.
- Metro's contractor shall sample groundwater suspected of contamination. If any contaminated groundwater is encountered during construction, Metro's contractor will stop work in the vicinity, cordon off the area, and contact Metro and will immediately notify the LARWQCB. In coordination with the LARWQCB, an investigation and remediation plan will be developed in order to protect public health and the environment. Any hazardous or toxic materials will be disposed according to local, state, and federal regulations.

NMM HAZ-3: Metro's Contractor Specifications. Metro shall include in Metro's contractor specifications the following requirement relating to hazardous materials:

- During all ground-disturbing activities, Metro's contractor(s) shall inspect the exposed soil and groundwater for obvious signs of contamination, such as odors, stains, or other suspect materials. Qualified personnel shall monitor for volatile organic compounds and other subsurface gases for concentrations exceeding United States Environmental Protection Agency (USEPA) Regional Screening Levels and/or California Department of Toxic Substances Control (DTSC) Screening Levels with a Photoionization Detector. Should signs of unanticipated contamination be encountered, work shall be halted and materials tested. An investigation shall be designed and performed to verify the presence and extent of contamination at the site, and a site-specific soil and groundwater management plan, as described under NMM HAZ-2 above, shall be prepared and implemented.

NMM HAZ-4: Safety Manuals and Construction Work Plans. Metro/Metro's contractor shall prepare site-specific safety manuals and construction work plans that address worker health and safety to protect the general public and workers in the construction area for Metro's review and approval. The safety manuals and construction work plans shall be prepared in accordance with State, California Division of Occupational Safety and Health (Cal/OSHA), and federal Occupational Safety and Health Administration (OSHA) regulations. Copies of the plans shall be made available to construction workers for review during their orientation and/or regular health and safety meetings. The plans shall identify chemicals of concern, potential hazards, worker training requirements, personal protective equipment and devices, decontamination procedures, the need for personal or area monitoring, and emergency response procedures. The plans shall be amended, as necessary, if new information becomes available that could affect implementation of the plan.

NMM HAZ-5: Hazardous Building Survey and Abatement. Prior to demolition activities of any structures, Metro shall retain a California Division of Occupational Safety and Health Administration (Cal/OSHA) certified contractor to determine the presence or absence of building materials or equipment that contains hazardous materials, including asbestos, lead-based paint, and polychlorinated biphenyls (PCB)-containing equipment. If such substances are found to be present, Metro/Metro's contractor shall prepare and submit

a workplan to the relevant oversight agency to demonstrate how these hazardous materials would be properly removed and disposed of in accordance with federal and state law, including South Coast Air Quality Management District (SCAQMD) Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities). Following completion of removal activities, Metro shall submit documentation to the relevant oversight agency verifying that all hazardous materials were properly removed and disposed of.

8.0 PREPARER'S QUALIFICATIONS

Name	Title	Education	Experience (Years)
Jennifer J. Lee	Transportation Project Manager	MURP – Urban and Regional Planning, University of California Irvine BA – Political Science, University of California San Diego BA – Sociology, University of California San Diego	20
Jason Leung	Transportation Planner	MUP – Urban Planning, University of Southern California BA – Environmental Studies, University of California Santa Barbara BA – Geographic Information Science, University of California Santa Barbara	4

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ATTACHMENT A — RECORD SEARCH RESULTS AND FIGURES

- Table A-1: Hazardous Waste Materials Record Search
- Figure A-1: Potential Hazardous Materials Site of Concern from Agency Database (s)
- Figure A-2: Oil and Gas Pipeline Map
- Figure A-3: Oil and Gas Wells Map

Table A-1: Hazardous Waste Materials Record Search

TABLE A-1
HAZARDOUS MATERIALS RECORD SEARCH

MAP ID NO.	MAP/FIGURE PAGE NO.	FACILITY	STREET	CITY	ZIP	DATABASE
1	3	A F HENRY MEDICAL CLINIC	607 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
2	5	A.J. TIRES	1247 GOODRICH BLVD	LOS ANGELES	90022	FINDS
3	2	AA AUTO EXCHANGE USED CAR SALE	344 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
4	6	AARON BROTHERS ART & FRAMING	1270 GOODRICH BLVD	COMMERCE	90022	ECHO, FINDS, HAZNET, HWTS
5	6	ACCO ENGINEERED SYSTEMS INC	1270 GOODRICH BLVD	COMMERCE	90022	RCRA NonGen / NLR, CERS, CERS HAZ WASTE, E MANIFEST, ECHO, EMI, FINDS, HIST UST, LOS ANGELES CO. HMS, RCRA NonGen/NLR, SWEEPS UST
6	3	ACUARIOS AUTO SALES	620 S ATLANTIC	E LOS ANGELES	90022	HWTS
7	3	ADAN DIAZ	472 SOUTH ATLANTIC BLVD	LOS ANGELES	90050	HAZNET
8	3	AL AUTO SMOG	472 ATLANTIC	EAST LOS ANGELES	90022	HAZNET, HWTS
9	10	ALUMINUM BODY CORPORATION	1600 W WASHINGTON BLVD	MONTEBELLO	90640	CERS, ECHO, EMI, FINDS, LOS ANGELES CO. HMS, HAZNET, HWTS, SWEEPS UST
10	7	AMAZON.COM SERVICES LLC - DLA3	5829 SMITHWAY ST	LOS ANGELES	90040	HAZNET, HWTS, ECHO, FINDS, E MANIFEST, RCRA NonGen / NLR
11	3	AMERICA AUTO SALES	450 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS, HAZNET, HWTS,
12	6	AMERICAN DIRT BIKE	5430 UNION PACIFIC AVE	COMMERCE	90022	HAZNET, HWTS
13	7	AMERICAN HOSPITALITY CONCEPTS	5822 SMITHWAY ST	COMMERCE	90040	CERS, LOS ANGELES CO. HMS
14	10	ANTONIO LUCATERO	1512 WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HWTS, PFAS ECHO, RCRA NonGen / NLR
15	10	ARCO AM PM MINI MART	1501 WASHINGTON BLVD	MONTEBELLO	90640	EDR Hist Auto, HWTS
16	2	ARCO SERV STA #71099	5201 E BEVERLY BLVD	E LOS ANGELES	90022	LOS ANGELES CO. HMS, SWEEPS UST
17	2	ARMAG OIL INC	300 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, FINDS, ECHO, RCRA NonGen / NLR, UST FINDER, UST, HWTS
18	11	ARNOLD EROTHERS INC	CNER WASHINGTON BLVD/VALE AVE	MONTEBELLO	90640	HAZNET, HWTS
19	11	ARTE PRINTING	829 W WASHINGTON BLVD	MONTEBELLO	90640	FINDS, HAZNET, HWTS
20	2	ATLANTIC AUTO DEPOT INC	344 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, LOS ANGELES CO. HMS, HWTS
21	2	ATLANTIC AUTO TECH & TIRES	326 S. ATLANTIC BLVD.	LOS ANGELES	90022	HWTS, ECHO, LOS ANGELES CO. HMS, EMI, CERS, CERS HAZ WASTE, RCRA NonGen / NLR
22	3	ATLANTIC AUTOMALL INC	545 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
23	3	ATLANTIC PARK POOL	570 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, FINDS, HAZNET, HWTS, LOS ANGELES CO. HMS
24	3	ATLANTIC SQUARE MEDICAL GROUP	607 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
25	2	ATLAS RESALE	344 S ATLANTIC BLVD	E LOS ANGELES	90022	HWTS
26	3	AUTO ELECTRIC DEL NORTE	632 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
27	3	AUTO GROOMING	475 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
28	2	AUTO MAX CENTER	344 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS, LOS ANGELES CO. HMS
29	11	AUTO POINT & ELECTRIC	1151 WASHINGTON BLVD	MONTEBELLO	90640	HWTS, RCRA NonGen / NLR
30	5	AUTOZONE	1000 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
31	11	AVALON TIRE & WHEEL	800 WASHINGTON BLVD	MONTEBELLO	90640	CERS, CERS HAZ WASTE, E MANIFEST, ECHO, FINDS, HAULERS, HAZNET, HWTS, RCRA NonGen / NLR
32	3	BAHIA CAPORALES	630 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
33	10	BAIL AND WASHINGTON ST.	BAIL AND WASHINGTON ST.	MONTEBELLO	90640	Notify 65
34	5	BAJA AUTO	966 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS, LOS ANGELES CO. HMS
35	10	BARRERAS MEAT CO	6850 WASHINGTON BLVD	COMMERCE	90040	HAZNET, HWTS
36	9	BBSI	6623 WASHINGTON BLVD.	CTY OF CMMRCE	90040	FINDS
37	3	BC CARBURETOR CO	629 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS
38	4	BC CARBURETORS INC	646 S ATLANTIC ST	EAST LOS ANGELES	90022	HWTS, LOS ANGELES CO. HMS
39	10	BEACON LAUNDRY	8695 W WASHINGTON	CULVER CITY	90064	HAZNET, HWTS
40	7	BEACON MANAGEMENT, INC	5849 SMITHWAY ST	COMMERCE	90040	HWTS, ICE
41	11	BELTRAN TRANSMISSION	1149 W WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HWTS, RCRA NonGen / NLR
42	4	BILL FORTNER	710 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
43	2	BOBS FREEZE	5201 E BEVERLY BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS. HWTS
44	2	BOBS UNOCAL-76	300 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, CERS, CERS TANKS, CERS HAZ WASTE, HWTS, HAZNET, FINDS, EDR Hist Auto
45	2	BROTMAN AUTO BODY CENTER	392 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, ECHO, FINDS, RCRA NonGen / NLR, ECHO, FINDS, LOS ANGELES CO. HMS, RCRA NonGen / NLR, RCRA-SQG, EMI, HWTS
46	11	BROWN TRANSPORT COMPANY	1225 WASHINGTON BLVD W	MONTEBELLO	90640	CERS, HMIRS, CIWQS, CORTESE, FINDS, HIST CORTESE, LUST, NON-CASE INFO, NPDES, UST FINDER RELEASE, RGA LUST,
47	3	BURGER KING	545 1/2 ATLANTIC BLVD S	LOS ANGELES	90022	CERS, CORTESE, FINDS, HIST CORTESE, LUSTM, UST FINDER RELEASE, RGA LUST, LOS ANGELES CO. HMS
48	3	C & P	475 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
49	3	CACHANILLA AUTO SALES	440 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
50	3	CAL WATER SERVICE WELL #51-01	634 1/2 S ATLANTIC BLVD	EAST LOS ANGELES	90022	LOS ANGELES CO. HMS
51	9	CAL WATER SERVICE WELL #56-01	6606 E WASHINGTON BLVD	COMMERCE	90040	LOS ANGELES CO. HMS, CIWQS, HAZNET, HWTS, NPDES,
52	9	CALIFORNIA INTERMODAL ASSOCIATION	6666 E WASHINGTON BLVD	COMMERCE		HAULERS
53	2	CALIFORNIA TERRIYAKI	288 S ATLANTIC BLVD	EAST LOS ANGELES	90022	LOS ANGELES CO. HMS
54	11	CAMARILLO DYNAMICS INC	1400 W WASHINGTON BLVD	MONTEBELLO	90640	HWTS
55	11	CANTLAY TRANSPORTATION INC	1220 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
56	2	CAR CHAMPS	416 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
57	5	CARLOS AUTO REPAIR	5214 E OLYMPIC BLVD	LOS ANGELES	90022	HWTS
58	3	CARLOS ORTEGA	545 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, HWTS
59	11	CARMILLO DYNAMICS	1400 WEST WASHINGTON BLVD	MONTEBELLO	90640	HWTS
60	4	CAROLINA'S APPLIANCE	934 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
61	3	CENTER FOR CHIROPRACTIC	607 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
62	11	CENTRAL CARBURETOR	1139 WASHINGTON BLVD	MONTEBELLO	90640	E MANIFEST, ECHO, FINDS, HAZNET, HWTS, RCRA-SQG
63	3	CERTIFIED AUTO IMPORT SALES	620 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
64	7	CF KENT HOSPITALITY INC	5822 SMITHWAY ST	COMMERCE	90040	HAZNET, HWTS
65	7	CHALLENGE DAIRY PRODUCTS INC.	5741 SMITH WAY	CITY OF COMMERCE	90040	PRP, HAULERS
66	2	CHATO'S AUTO REPAIR	344 S ATLANTIC BLVD	EAST LOS ANGELES	90022	HWTS
67	3	CHELY'S RESTAURANT	630 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
68	2	CHEVRON #9-0199	300 ATLANTIC BLVD S	LOS ANGELES		RGA LUST
69	4	CHEVRON USA CO	766 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
70	5	CHRISTINA ESCAMILLA	975 S. ATLANTIC BLVD	LOS ANGELES	90022	RCRA NonGen / NLR, E MANIFEST, ECHO, FINDS, HAZNET, HWTS
71	7	CITADEL - 5710 SMITHWAY STREET	5710 SMITHWAY STREET	COMMERCE	90040	E MANIFEST, ECHO, FINDS, HAZNET, HWTS, RCRA-SQG, RCRA NonGen / NLR
72	7	CITADEL BUISNESS CTR	5710 5801 SMITHWAY 2211 TUBEWY	CITY OF COMMERCE	90040	CIWQS
73	7	CITADEL BUSINESS CENTER LLC	5822 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS
74	4	CITY FORD	666-710 S ATLANTIC BLVD.	LOS ANGELES	90022	EMI
75	3	CLEMENTE LINO AUTO SERVICE	575 S ATLANTIC BLVD # A	LOS ANGELES	90022	HWTS, FINDS
76	5	CM ROMO INC DBA UNIQUE AUTO EX	5221 E OLYMPIC BLVD	LOS ANGELES	90022	RCRA-SQG
77	3	COLOR VANS	545 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
78	7	COMMARR MECHANICAL SERVICES	5863 E SMITHWAY	LOS ANGELES	90040	HAZNET, HWTS, ECHO, FINDS, RCRA NonGen / NLR
79	7	COMMERCE 12.9 ACRE SITE	5710 SMITHWAY STREET.	CITY OF COMMERCE	90091	FINDS
80	11	COMMERCE WHEEL TIRE & SERVICE	800 W WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWST

MAP ID NO.	MAP/FIGURE PAGE NO.	FACILITY	STREET	CITY	ZIP	DATABASE
81	2	CONOCOPHILLIPS CO #251107	300 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, HAZNET, HWTS
82	10	CONOCOPHILLIPS CO #253733	1628 WASHINGTON BLVD	MONTEBELLO	90640	LOS ANGELES CO. HMS, CERS, CORTESE, LUST, RGA LUST, UST FINDER RELEASE, ECHO, FINDS, RECRA-SQG
83	2	CONSOLIDATED FREIGHTWAYS	392 S ATLANTIC BLVD	E LOS ANGELES	90022	CA FID UST, SWEEPS UST
84	7	CONTAINER CORPORATION OF AMERI	5729 SMITHWAY	COMMERCE	90040	HAZNET, HWTS
85	7	CORNERSTONE APPAREL INC	5807 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS
86	6	COUNTY OF LOS ANGELES	5555 FERGUSON DR	COMMERCE	90022	E MANIFEST, CERS, CERS HAZ WASTE, CERES TANKS, FINDS, UST, UST FINDER, ECHO, RCRA NonGen / NLR, LOS ANGELES CO. HMS, HAZNET, HWTS
87	5	CRASH CUSTOM BODY SHOP LLC	1247 GOODRICH BLVD	COMMERCE	90022	ECHO, FINDS, HWTS, RCRA NonGen / NLR
88	2	CYCLE PARTS	400 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, ECHO, FINDS, HAULERS, HAZNET, RCRA NonGen / NLR, HWTS
89	3	D & D AUTO REPAIR & ELECTRIC	632 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS
90	3	D&A AUTO CENTER	545 S ATLANTIC	LOS ANGELES	90022	HWTS
91	11	DANNY'S JACK REPAIR	837 1/2 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
92	4	DAVID OVED	710 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
93	11	DELTA LINES	1220 WASHINGTON BLVD	MONTEBELLO	90640	CIWQS, HIST UST, WDS, CHMIRS
94	2	DEMOS SHAKARIAN	288 S ATLANTIC BLVD	EAST LOS ANGELES	90022	LOS ANGELES CO. HMS, SWEEPS UST, HAZNET, HWTS
95	7	DEPARTMENT OF TOXIC SUBSTANCES CONTROL	5701 SMITHWAY ST	COMMERCE	90040	HAZNET, HWTS
96	9	DIAMOND SOFA	6565 E WASHINGTON BLVD	COMMERCE	90040	FINDS, CERS
97	4	DIHO ONE HOUR	790 SO. ATLANTIC BLVD.	MONTEREY PARK	90019	HAZNET, HWST
98	9	DISCOUNT TIRE CENTER	6565 E WASHINGTON BLVD	COMMERCE	90040	HWTS
99	8	DKS STEEL DOOR & FRAME SYSTEM	2212 TUBEWAY AVE	COMMERCE	90040	CERS, CIWQS, NPDES, FINDS
100	11	DOUG'S TOWING	1426 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
101	1	DOW CHEMICAL CO (CURREY SITE)	1/2 MILE E OF INTERSECTION OF			HAZNET, HWTS
102	3	DR NAMIAN FAMILY DENTISTRY	609 S ATLANTIC BLVD	LOS ANGELES	90022	ECHO, FINDS, HWTS, LOS ANGELES CO. HMS, RCRA NonGen / NLR
103	7	E WASTE CENTER		COMMERCE		PFAS ECHO
104	3	EAGLE LAUNDRY	514 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
105	3	EAST L A CHIROPRATIC CARE & MD	607 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
106	10	EAST L.A. AIRPORT	WASHINGTON BLVD & VAIL AVE	MONTEBELLO		WMUDS/SWAT
107	4	EAST L.A.MOVING CENTER	657 S ATLANTIC BLVD	EAST LOS ANGELES	90022	HIST UST, LOS ANGELES CO. HMS
108	2	EAST LA AUTO PAINTS	429 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS
109	1	EAST LA CIVIC CENTER	4801 EAST 3RD ST	LOS ANGELES	90022	HAZNET, HWTS, CIWQS
110	4	EAST LOS OG PAINT	729 S ATLANTIC BLVD	LOS ANGELES	90022	ECHO, HWTS, RCRA NonGen / NLR
111	3	EASTSIDE LIGHT RAIL BIKE INTERFACE PROJECT	ATLANTIC AVENUE ROWAN AVENUE	EAST LOS ANGELES	90022	CIWQS
112	4	ECHEVARRIA JOSE	766 S ATLANTIC BLVD	LOS ANGELES	90022	EDR Hist Auto
113	3	ECONO LUBE N TUNE	633 NORTH ATLANTIC BLVD	MONTEBELLO	90640	HAZNET, HWTS
114	2	EDNOVATE ESPERANZA COLLEGE PRE	414 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
115	4	EDWIN O BARZALLO DDS INC	741 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
116	1	EL CAPIRO CLUB	5050 E 3RD ST	LOS ANGELES	90022	LOS ANGELES CO. HMS
117	3	EL FIESTA MERCADO	619 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
118	4	EL METATE (DEST)	652 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
119	10	ENTERPRISE TRUCK RENTAL 32B6	1528 WASHINGTON BLVD	MONTEBELLO	90640	CERS
120	3	ESPECIALOTIZ AUTO GROOMING	475 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
121	10	FAR WEST CHARTERS	CORNER OF MAPLE AVE & WASHINGTON	MONTEBELLO	90640	HAZNET, HWTS
122	3	FELIX BODY SHOP	507 SO. ATLANTIC BLVD.	LOS ANGELES	90022	HWTS, LOS ANGELES CO. HMS
123	3	FERCEN AUTO SALES	545 S ATLANTIC BLVD	LOS ANGELES	90022	EMI, LOS ANGELES CO. HMS
124	7	FILE KEEPERS LLC	5795 SMITHWAY	COMMERCE	90040	CIWQS, NPDES, ECHO, FINDS, RCRA NonGen / NLR, E MANIFEST
125	2	FLORENCE RTM	300 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS
126	7	FOREMOST DAIRIES INC	5729 E SMITHWAY	COMMERCE	90040	CERS, CERS HAZ WASTE, EMI, LOS ANGELES CO. HMS, HIST UST
127	9	FORMER MQS INSPECTION FACILITY	6800 WASHINGTON	COMMERCE		CERS, FINDS, SPILLS 90
128	4	FREEWAY FORD	666 ATLANTIC	LOS ANGELES	90022	HIST CORTESE, CERS, CORTESE, FINDS, LUST, RGA LUST, UST FINDER RELEASE, CA FID UST, HIST UST, LOS ANGELES CO HMS, SWEEPS UST
129	4	FREEWAY FORD	710 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
130	4	FREEWAY FORD BODY SH OP	722 S ATLANTIC BLVD	LOS ANGELES	90022	HIST UST
131	4	FREEWAY MOTORS #2 (DEST)	705 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
132	3	G & F AUTO LIQUIDATORS	545 S ATLANTIC BLVD	LOS ANGELES	90026	HWTS, SWEEPS UST
133	2	G & S ENTERPRISES	300 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET. HWTS
134	3	G&F AUTO LIQUIDATORS	545 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
135	5	GALAXY AUTO SALES	966 S. ATLANTIC BLVD	LOS ANGELES	90022	HWTS
136	4	GALINDO PAINT COMPANY	729 S ATLANTIC BLVD	LOS ANGELES	90022	FINDS, LOS ANGELES CO. HMS, HWTS, HAZNET
137	6	GATX LOGISTICS INC	5466 UNION PACIFIC AVE.	CITY OF COMMERCE	90022	MANIFEST
138	5	GLASS CRAFT (DEST)	5210 E OLYMPIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
139	2	GNC AUTO CTR INC DBA BROTMAN AUTO BODY	392 SOUTH ATLANTIC BLVD	LOS ANGELES	90022	ECHO, FINDS, HAZNET, HWTS
140	4	GOLDEN GATE BLUE RM (DEST)	758 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
141	7	GOLDEN STATE FC LLC-DLA3	5829 SMITHWAY ST	COMMERCE	90040	CIWQS, E MANIFEST, HAZNET, HWTS, NPDES, RCRA NonGen / NLR
142	4	GONLD HULSE	910 ATLANTIC BLVD	LOS ANGELES		EDR Hist Auto
143	5	GOODRICH TIRE & SERVICE	1247 GOODRICH BLVD	LOS ANGELES	90022	HWTS
144	9	GOODYEAR TIRE & RUBBER CO	6666 E WASHINGTON BLVD	LOS ANGELES	90040	HAZNET, HWTS, CERS, CIWQS, CORTESE, FINDS, HIST CORTESE, LOS ANGELES CO. HMS, LUST, NPDES, RGA LUST, UST FINDER RELEASE
145	3	GRAFFIN E H	600 S ATLANTIC BLVD	LOS ANGELES		EDR Hist Auto
146	11	GREENWOOD MOTOR LINES DBA R+L	1220 WASHINGTON BLVD	MONTEBELLO	90640	AST, RCRA NonGen / NLR, E MANIFEST ECHO, FINDS, HAZNET, HWTS, RCRA-SQG, CORTESE, HAULERS, LUST, CHMIRS, LOS ANGELES CO. HMS, CERS, CERS HAZ WASTE, CERS TANKS, UST
147	10	H&S ENERGY PRODUCTS LLC #2011	1628 WASHINGTON BLVD	MONTEBELLO	90640	UST FINDER, E MANIFEST, ECHO, RCRA NonGen / NLR, UST, FINDS
148	5	H. R. LITHOGRAPHIX	1100 S ATLANTIC BLVD.	LOS ANGELES	90022	HWTS
149	10	HAN'S MOBIL	1690 WASHINGTON BLVD	LOS ANGELES	90000	EDR Hist Auto
150	10	HASSAN #11	1628 WASHINGTON BLVD	MONTEBELLO	90640	LOS ANGELES CO. HMS
151	11	HATADA BODY SHOP	1153 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
152	11	HATTADA BODY SHOP	1151 WASHINGTON BLVD	LOS ANGELES	90640	HWTS
153	5	HERRERA AUTO SALES	1110 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, FINDS, HWTS, ECHO, FINDS, RCRA NonGen / NLR
154	7	HIDDEN VILLA RANCH	5743 E SMITH WAY	COMMERCE	90040	HAZNET, HWTS,
155	7	HILLYARD FLOOR CARE SUPPLY	5813 SMITHWAY ST	COMMERCE	90040	CERS
156	4	HOMESTYLE DONUTS	711 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
157	9	HUNTING ROBERTS CO (DEST)	6701 E WASHINGTON BLVD	COMMERCE	90040	LOS ANGELES CO. HMS
158	11	I&C AUTO REPAIR	865 W WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
159	4	IMHA PARK DDS	740 SOUTH ATLANTIC BLVD	EAST LOS ANGELES	90022	HAZNET, HWST
160	7	INDUSTRIAL RACK SPECTRUM	5701 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS, HWTS
161	10	INLAND KENWORTH	1600 W WASHINGTON BLVD	MONTEBELLO	90640	AST, CERS, CERS HAZ WASTE, CERS TANKS, E MANIFEST, HAZNET, HWTS, RCRA NonGen / NLR, HAULERS
162	9	INSULATED PRODUCTS CORP.	6623 WASHINGTON BLVD.	CTY OF CMMRCE	90040	FINDS

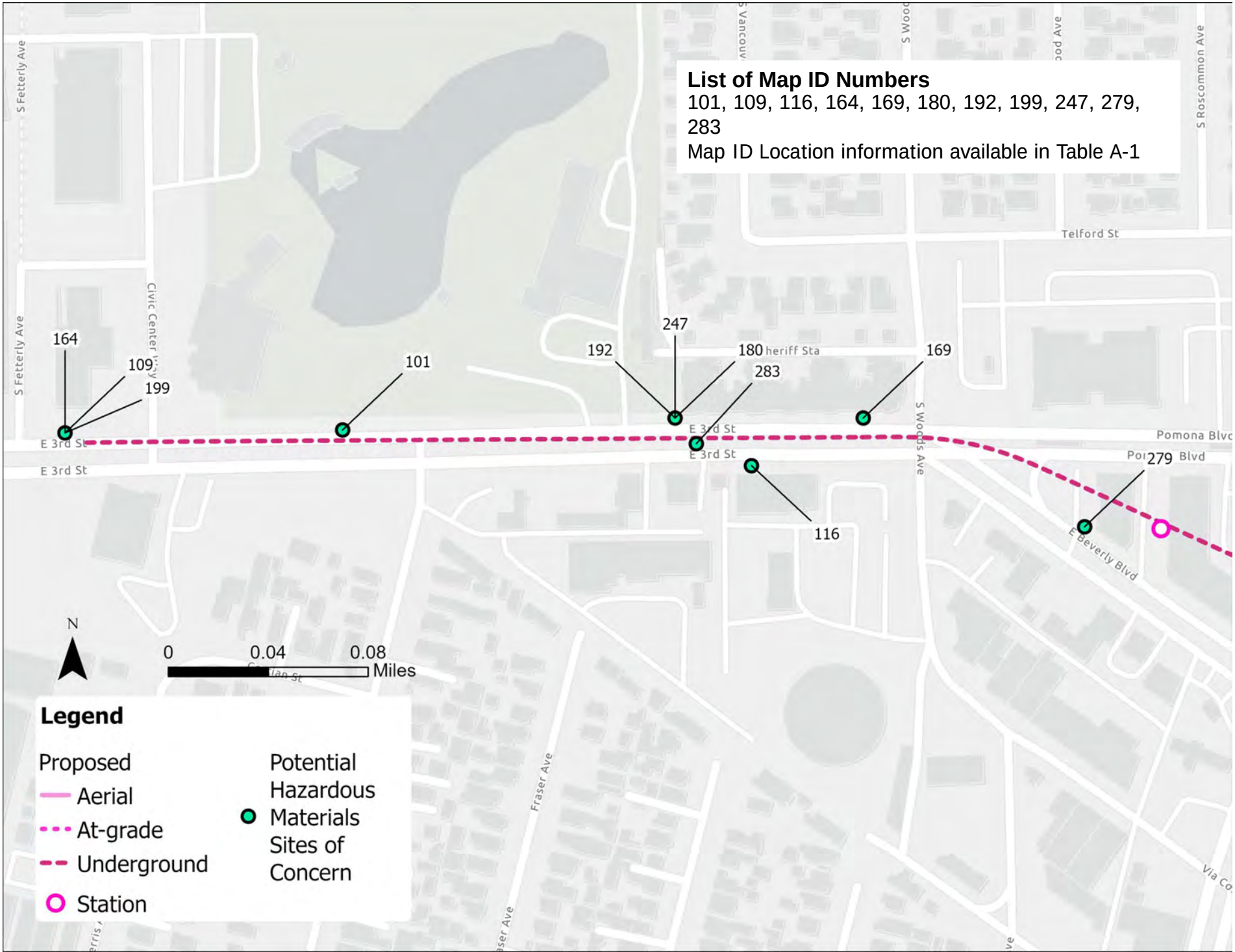
MAP ID NO.	MAP/FIGURE PAGE NO.	FACILITY	STREET	CITY	ZIP	DATABASE
163	10	INTERNATIONAL TRANSFORMER CORP	6900 EAST WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS, CERS, CERS HAZ WASTE, HIST UST, SWF/LF, EMI
164	1	INVESTIGATIONS-AREA39	4801 E 3RD ST	LOS ANGELES	90022	LOS ANGELES CO. HMS
165	3	J AND C TRANSMISSION AUTO REPAIR	575 S ATLANTIC BLVD	LOS ANGELES	90022	ECHO, HWTS, RCRA NonGen / NLR, LOS ANGELES CO. HMS
166	9	J MAX	6565 E WASHINGTON BLVD # B	COMMERCE	90040	FINDS
167	4	J&J FORD INC	710 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
168	2	JACINTO TIRES & WHEELS	326 S ATLANTIC BLVD	LOS ANGELES	90022	HAULERS
169	1	JAMES WHITE OIL CO (DEST)	5085 E 3RD ST	LOS ANGELES	90022	LOS ANGELES CO. HMS
170	5	JAVASA INC DBA MEXICALI TIRES AUTO SERVICE	5216 E OLYMPIC BLVD	LOS ANGELES	90022	HWTS
171	11	JC DIESEL REPAIR	1220 W WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
172	7	JEFFERSON SMURFIT CORPORATION	5729 SMITHWAY	COMMERCE	90040	HAZNET, HWTS
173	3	JENNY'S AUTO SALES	575 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
174	11	JESUS E S M	1151 W WASHINGTON BLVD	MONTEBELLO	90640	FINDS
175	11	JIFFY LUBE #13	1103 W WASHINGTON BLVD		90640	UST, CERS TANKS, LOS ANGELES CO. HMS, SWEEPS UST, ECHO, FINDS, HAZNET, HWTS, RCRA-SQG, HIST UST
176	11	JIFFY LUBE #435	1101 (GREENWOOD) WASHINGTON	MONTEBELLO	90640	HAZNET, HWTS, FINDS, AST
177	11	JIMENEZ AUTO RPR	1135 W WASHINGTON	MONTEBELLO	90640	HWTS, FINDS
178	10	JIMMYS UNOCAL 76	1628 WEST WASHINGTON BLVD	MONTEBELLO	90640	HWTS
179	4	JIM'S BURGERS	937 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, EMI
180	1	JOHNSON CONTROLS - EAST LA STATION	5019 E THIRD ST	LOS ANGELES	90022	HAZNET, HWTS
181	11	JUANS BODY SHOP	1151 W WASHINGTON BLVD	MONTEBELLO	90640	HWTS
182	10	K & S NAVI INC	1501 W WASHINGTON BLVD	MONTEBELLO	90640	HWTS
183	4	KATHYS CAFE (DEST)	948 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
184	3	KDK INVESTMENTS	545 SOUTH ATLANTIC BLVD	EAST LOS ANGELES	90022	HAZNET, HWTS
185	5	KELIN PRINTERS	1100 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
186	3	KENNEDY HALL	451 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
187	7	KING KONA PRODUCTIONS	5801 SMITHWAY	COMMERCE	90065	HWTS
188	4	KIPP LA SCHOOLS	656 S ATLANTIC BLVD	LOS ANGELES	90028	LOS ANGELES CO. HMS
189	10	KOMAR ALLIANCE LLC	6900 E WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HAZNET, HWTS, RCRA-SQG, E MANIFEST, RCRA NonGen / NLR
190	5	KRAUSE & SAILER	5201 E OLYMPIC	LOS ANGELES	90022	EDR Hist Auto, HIST UST
191	6	L.A. COUNTY REGISTRAR-RECORDER	5557 FERGUSON DR	COMMERCE		SWEEPS UST, EMI, HAZNET, HWTS
192	1	LA COUNTY SHERIFFS DEPT	5019 E THIRD ST	LOS ANGELES	90063	LOS ANGELES CO. HMS, EMI, RCRA NonGen / NLR, E MANIFEST, CA FID UST, SWEEPS UST, UST FINDER RELEASE, FINDS, ECHO, HAZNET, NON-CASE INFO, HWTS, RGA LUST, HIST UST, LUST, CORTESE, HIST CORTESE, CDL, CERES, CERS TANKS, CERS HAZ WASTE
193	4	LA FIRE STA 100	6751 LOUISE AVE			HWTS
194	2	LARRY A BROTMAN	344 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
195	3	LAUNDRY 2000	601 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
196	11	LEON COLLISION	1151 WASHINGTON BLVD	MONTEBELLO	90640	E MANIFEST, ECHO, FINDS, HWTS, RCRA NonGen / NLR, CERS, CERS HAZ WASTE
197	3	LEV YASNOGORODSKY	607 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
198	9	LIT/EQUITY LA LLC	6666 E WASHINGTON BLVD	COMMERCE	90040	HAZNET, HWTS
199	1	LOS ANGELES COUNTY - PUBLIC WORKS	4801 E 3RD ST	LOS ANGELES	90063	HAZNET, HWTS
200	8	LOS ANGELES COUNTY FIRE DEPARTMENT - FS 05	2327 S SAYBROOK AVE	COMMERCE	90040	ECHO, FINDS, E MANIFEST, HAZNET, HWTS, RCRA NonGen / NLR, CERS, CERS HAZ WASTE, HIST UST, SWEEPS UST, HAZNET, HWTS, LOS ANGELES CO. HMS
201	11	LUCKY JR RADIATORS	1137 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
202	11	M & G BODY REPAIR	1143 WASHINGTON BLVD	MONTEBELLO	90640	FINDS
203	7	M G M TRANSFORMER CO.	5665 SMITHWAY	CITY OF COMMERCE	90040	HAZNET
204	7	MAGOR MAGIC HOLDINGS LP	5807 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS
205	10	MAPLE AVE @ WASHINGTON BLVD	MAPLE AVE @ WASHINGTON BLVD	MONTEBELLO		HMIRS, CHMIRS
206	4	MARIO TRANSMISSION SERVICE	755 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, HAZNET, LOS ANGELES CO. HMS, FINDS, HWTS, EDR Hist Auto,
207	6	MASCORRO LEATHER	1258 GOODRICH BLVD	COMMERCE	90040	ECHO, EMI, FINDS, HAZNET, HWTS, RCRA-SQG
208	11	MCCLAIN TRUCKING	1220 WEST WASHINGTON	MONTEBELLO	90640	HAZNET, HWTS
209	4	MEGA CARS	723 S ATLANTIC BLVD	LOS ANGELES	90022	
210	11	MEGNA ENTERPRISES	1133 W. WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
211	5	MEXICALI TIRES & AUTO SERVICE	5214 E OLYMPIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
212	5	MEXICANA TIRES AUTO SERVICE INC	5216 E OLYMPIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, ECHO, HWTS, LOS ANGELES CO. HMS, RCRA NonGen / NLR, HAULERS
213	7	MGM TRANFORMER COMPANY	5701 SMITHWAY ST	COMMERCE	90040	HWTS, AST, CIWQS, CPS-SLIC, E MANIFEST, NPDES, RCRA-LQG, SWEEPS UST, US AIRS, ECHO, EMI, FINDS, FTTS, HIST FTTS, CERS, CERS HAZ WASTE, CERS TANKS, HAZNET, FINDS, RCRA NonGen / NLR, ENVIROSTOR
214	11	MI-JACK PRODUCTS INC	3770 WASHINGTON BLVD	CITY OF COMMERCE	90022	HWTS
215	4	MILAGROS A LOO DDS.	952-A ATLANTIC BLVD	LOS ANGELES	90022	HWTS
216	2	MOBIL	402 ATLANTIC AVE	LOS ANGELES		RGA LUST
217	5	MOBIL OIL CORP	5201 E OLYMPIC BLVD	E LOS ANGELES	90022	SWEEPS UST, LOS ANGELES CO. HMS
218	11	MONTEBELLO	1415 W WASHINGTON	MONTEBELLO	90640	HIST UST, LOS ANGELES CO. HMS, SWEEPS UST
219	10	MONTEBELLO DIESEL & ELECTRIC	1922 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
220	11	MONTEBELLO TRUCK AND REPAIR	1422 W WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HAZNET, HWTS, RCRA-SQG
221	3	MONTEREY PARK CAR WASH	521 ATLANTIC BLVD N	LOS ANGELES		RGA LUST
222	5	MONTES AUTO REPAIR	1009 S ATLANTIC BLVD	LOS ANGELES	90022	HWTS, LOS ANGELES CO. HMS
223	11	MONTHES PALLETS INC	1400 WASHINGTON BOULEVARD	MONTEBELLO	90640	CIWQS, HAZNET, HWTS, NPDES
224	11	MORGAN SOUTHERN INC	WASHINGTON BLVD	MONTEBELLO	90023	HAZNET, HWTS
225	9	MQS INSPECTION INC. (FORMER)	6800 WASHINGTON	COMMERCE	90023	CPS-SLIC
226	3	MURRAY BARBER	601 ATLANTIC BLVD	LOS ANGELES		EDR Hist Auto
227	3	N&N AUTO REPAIR	475 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
228	10	NA CS	6909 EAST WASHINGTON BOULEVARD	MONTEBELLO	90640	CIWQS, FINDS
229	11	NAPA AUTO PARTS #025	1135 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
230	6	NATIONAL ENVIRONMENTAL	5555 FERGUSON DRIVE	COMMERCE	90022	FTTS, HIST FTTS
231	10	NAVIZADEH MINI MART & GAS	1501 WASHINGTON BLVD	MONTEBELLO	90640	LOS ANGELES CO. HMS, UST, RCRA NonGen / NLR, CHMIRS, CERS, CERS HAZ WASTE, CERS TANKS, HAZNET, HWTS, UST FINDER, FINDS, E MANIFEST, ECHO, FINDS, HAZNET, HWTS, RCRA NonGen / NLR
232	5	NAZCA SERVICE INC	5216 E OLYMPIC BLVD	LOS ANGELES	90022	FINDS, HWTS
233	5	NELSON AUTO REPAIR	5214 E OLYMPIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, HAZNET, HWTS, EDR Hist Auto
234	11	NEUROLOGIC ORTHOPEDIC ASSOC	815 W WASHINGTON BLVD	MONTEBELLO	90640	HWTS
235	9	NEW ENGLAND MUTUAL LIFE INSURANCE CO.	6909 E. WASHINGTON BLVD.	MONTEBELLO	90040	HAZNET, HWTS
236	11	NORTHOM THE PALLET JACK COMPANY	1141 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
237	11	OLD DOMINION FREIGHT LINES	1225 W WASHINGTON BLVD	MONTEBELLO	90640	CERS, CERS HAZ WASTE, CERS TANKS, EMI, UST FINDER, HAZNET, HWTS, RCRA NonGen / NLR, E MANIFEST, LOS ANGELES CO. HMS, RCRA-SQG, HAULERS, UST, ECHO, WDS
238	3	OPCION MEDICA FAMILIAR	607 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS

MAP ID NO.	MAP/FIGURE PAGE NO.	FACILITY	STREET	CITY	ZIP	DATABASE
239	4	O'REILLY AUTO PARTS #2998	722 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, ECHO, FINDS, HAZNET, LOS ANGELES CO. HMS, E MAINFEST, RCRA NonGen / NLR
240	7	PACIFIC TUBE COMPANY	5710 SMITHWAY ST	LOS ANGELES	90040	EMI, CIWQS, ENVIROSTOR, HAZNET, HWTS, LOS ANGELES CO. HMS, RCRA-SQG, SEMS-ARCHIVE, VCP, CERS, FTTS, PRP, DEED, ECHO, FINDS, ICIS, CA FID UST, CPS-SLIC, EMI, HIST UST, Site Mitigation, SWEEPS UST, HIST FTTS
241	3	PAN AMERICAN AUTO SALES	545 1/2 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
242	2	PANDA HOU	398 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
243	5	PARADISE BAR	1124 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
244	10	PD WEST LIGHTING CO	6909 E WASHINGTON BLVD	LOS ANGELES	90040	EMI, HWTS
245	6	PECHINEY PLASTIC PACKAGING INC		LOS ANGELES		PFAS ECHO
246	10	PEKING RESTAURANT	1512 WEST WASHINGTON BLVD.	MONTEBELLO	90640	HAZNET, HWTS
247	1	PENSKE TRUCK LEASING CO LP	5019 E 3RD ST	LOS ANGELES	90022	HAZNET, HWTS
248	11	PHILIP'S AUTO CENTER	1143 WASHINGTON	MONTEBELLO	90640	HWTS
249	11	PHILLIPS MANUFACTURING CO	1215 W WASHINGTON BL	MONTEBELLO	90640	EMI, HAZNET, HWTS
250	3	PICK AND DRIVE	629 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
251	3	PINTO AUTO REPAIR	472 S ATLANTIC BLVD	EAST LOS ANGELES	90022	LOS ANGELES CO. HMS
252	9	PORTER WARNER INDUSTRIES	6623 EAST WASHINGTON BLVD	COMMERCE	90040	HWTS
253	11	PRO EXPRESS TRUCKING	1220 WASHINGTON BLVD	MONTEBELLO	90640	CHMIRS, LOS ANGELES CO. HMS, SWEEPS UST, UST, CERS, CHMIRS, CIWQS, CORTESE, FINDS, HIST CORTESE, LUST NPDES, UST FINDER RELEASE, RGA LUST, HAZNET, HWTS
254	11	QUALITY MOBILE TRUCK REPAIR	1149 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
255	2	RALO IMPORTS AUTO CENTER	344 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS, HAZNET, HWTS
256	3	RAMIREZ MARKET	510 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
257	3	R-BOYS 99 CENTS STORE	601 S ATLANTIC BLVD	EAST LOS ANGELES	90022	CERS, CORTESE, FINDS, LOS ANGELES CO. HMS, LUST, UST FINDER RELEASE, RGA LUST, HIST CORTESE, SWEEPS UST
258	11	RBT AUTO REPAIR	1143 WASHINGTON BLVD	MONTEBELLO	90640	HWTS
259	4	RELIANCE AUTOBODY	722 SOUTH ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWST
260	4	RINCON DE GUAYABITOS	735 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
261	2	RIOS MAL	376 S ATLANTIC	LOS ANGELES	90022	EDR Hist Auto
262	3	RIQUIAC AUTO REPAIR	632 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS, RCRA NonGen / NLR, CERS, CERS HAZ WASTE, FINDS, LOS ANGELES CO. HMS, ECHO
263	6	RIVER MACHINERY INC	5430 UNION PACIFIC AVE	COMMERCE	90022	HAZNET, HWTS
264	10	RIVERA TRUCKING	6830 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
265	3	ROBLES AUTO SALES	440 S ATLANTIS BLVD	EAST LOS ANGELES	90022	HWTS
266	7	ROGER PHELPS	5829 SMITHWAY STREET	LOS ANGELES	90040	HAULERS
267	5	ROMY AUTO SALES	1108 SO ATLANTIC BLVD	LOS ANGELES	90022	HWTS
268	11	RUBIO MOTORS	1137 W WASHINGTON BLVD	MONTEBELLO	90640	CERS, CERS HAZ WASTE, FINDS, HWTS
269	10	RUCCI FORGED WHEELS	6865 E WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS, RCRA NonGen / NLR
270	2	SAKOS AUTO SERVICE	5201 E BEVERLY BLVD	LOS ANGELES	90022	RCRA-SQG, FINDS, ECHO, LOS ANGELES CO. HMS, HWTS, HAZNET, HWTS, EDR Hist Auto, HIST UST
271	7	SAMSON PHARMACEUTICALS INC	5635 SMITHWAY ST	COMMERCE	90040	CERS, CERS HAZ WASTE, LOS ANGELES CO. HMS, RCRA NonGen / NLR, ECHO, FINDS, HWTS, SSTS,
272	3	SAN MIGUEL MEAT	466 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
273	11	SANTOS ROAD SERVICE	1147 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
274	7	SARDO AND SONS WAREHOUSING SMITHWAY	5823 SMITHWAY STREET	COMMERCE	90040	CERS, CIWQS, NPDES
275	2	SCHIENDLER ELEVATOR	416 S ATLANTIC BLVD	LOS ANGELES	90022	ECHO, FINDS, HWTS, RCRA NonGen / NLR
276	3	SEE 001944-I02021	475 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
277	2	SEE 005154-I05352 (DEST)	376 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
278	2	SERRANO'S AUTO REPAIR & TRANMISSION	326 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET, HWTS, EDR Hist Auto, FINDS, LOS ANGELES CO. HMS
279	1	SHELL SERVICE STATION	5121 E BEVERLY BLVD	E LOS ANGELES	90022	SWEEPS UST, HAZNET, HWTS, LOS ANGELES CO. HMS
280	11	SIMAAN AUTO SUPPLY INC	1101 W WASHINGTON	MONTEBELLO	90640	HAZNET, HWTS
281	11	SMID WELL 6	864 WASHINGTON BLVD	MONTEBELLO	90640	CERS, HAZNET, HWTS, CIWQS, ENF, FINDS
282	3	SNACK STOP	603 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
283	1	SOMMER LOUIS	5041/2 E 3D	LOS ANGELES		EDR Hist Cleaner
284	6	SOUTHERN CALIFORNIA EDISON	5555 FERGUSON DR	COMMERCE	90022	HAZNET, HWTS
285	7	SOUTHERN CALIFORNIA EDISON - CUSTOMER SUE	5710 SMITHWAY ST	CITY OF COMMERCE	90040	HAZNET
286	11	SOUTHERN GRAPHICS	1115 W WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HWTS, RCRA-SQG, EMI
287	11	STRUGAR, GEORGE	1225 WEST WASHINGTON BLVD.	MONTEBELLO	90640	HAZNET, HWTS
288	3	STUDIO MOTOR WORK	575 S ATLANTIC BLVD	EAST LOS ANGELES	90022	HAZNET, HWTS
289	2	SUNSET INTERNATIONAL CORP	392 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
290	11	SUPER K	1400 W WASHINGTON	MONTEBELLO	90640	HAZNET, HWTS
291	11	SUPERPRINT INSTANT PRINTING	1122-C2 W WASHINGTON BLD	MONTEBELLO	90640	HWTS
292	7	T J INVESTMENTS (SEE 001715)	5729 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS
293	4	T&A SIGNS	739 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO, HMS, NPDES, CIWQS, FINDS, ECHO
294	2	TALLACT, LLC	414 S. ATLANTIC BL	LOS ANGELES	90022	ECHO, HWTS,RCRA NonGen / NLR
295	4	TAQUERIA AMECA	747 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
296	10	TAYLOR FREEZERS	6825 WASHINGTON BLVD	CITY OF COMMERCE	90040	E MANIFEST, ECHO, FINDS, HAZNET, HWTS, RCRA NonGen / NLR
297	6	TELACU GOODRICH INDUSTRIAL CENTER	1270 GOODRICH BLVD	COMMERCE	90022	HWTS, LOS ANGELES CO. HMS, ECHO, RCRA NonGen / NLR, CIWQS, NPDES
298	2	TERIROLL	288 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
299	3	THE FLOWER SHOP	600 ATLANTIC BLVD N	LOS ANGELES		RGA LUST
300	11	TIRE HOUSE	800 W WASHINGTON BLVD	MONTEBELLO	90640	ECHO, FINDS, HWTS, RCRA-SQG
301	2	TONY PERRICONE	416 S. ATLANTIC BLVD	EAST LOS ANGELES	90022	HWTS
302	7	TOOL STEEL SERVICE OF CALIFORNIA	5729 E SMITHWAY ST	COMMERCE	90040	FINDS, ECHO, HAZNET, HWTS, RCRA NonGen / NLR
303	10	TOSCO - 76 STATION #3733	1628 WASHINGTON BLVD	MONTEBELLO	90640	CERS, CERS HAZ WASTE, CERS TANKS, UST FINDER RELEASE, CORTESE, HIST CORTESE, HWTS, LOS ANGELES CO. HMS, LUST, RGA LUST, HIST UST, SWEEPS UST
304	10	TOSCO CORPORATION SS#30547	1628 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS, LOS ANGELES CO. HMS, UST, RGA LUST,
305	2	TOSCO CORPORATION STATION #30382	300 S ATLANTIC BLVD	LOS ANGELES	90022	HAZNET. HWTS, UST, LOS ANGELES CO. HMS
306	9	TRAMMELL CROW CO	6666 WASHINGTON BLVD	COMMERCE	90040	HAZNET, HWTS
307	5	TRI-CONN MFG CO	964 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
308	11	TRIPLE'S RESTAURANT	1122 W. WASHINGTON BLVD.	MONTEBELLO	90640	EMI
309	3	TROPICANA CAR SALES	575 S ATLANTIC BLVD	LOS ANGELES	90022	CERS, CERS HAZ WASTE, HWTS
310	8	TUBE SALES	2211 TUBE WAY	CITY OF COMMERCE	90040	HAZNET, HWTS
311	4	U HAUL RENTAL	657 S ATLANTIC BLVD	E LOS ANGELES	90022	CA FID UST, RCRA NonGen / NLR, HIST UST, SWEEPS UST, ECHO, FINDS, RCRA-SQG, CERS, HWTS, E MANIFEST
312	7	UNICORP	5780 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS, CERS, FINDS
313	7	UNINEX INTERNATIONAL	5780 SMITHWAY ST	COMMERCE	90040	LOS ANGELES CO. HMS
314	5	UNIQUE AUTO EXCHANGE	5221 E OLYMPIC BLVD	LOS ANGELES	90022	ECHO, FINDS, HAZNET, HWTS, LOS ANGELES CO. HMS, RCRA-SQG, RCRA NonGen / NLR
315	3	UNITED CAR COMPANY	629 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS

MAP ID NO.	MAP/FIGURE PAGE NO.	FACILITY	STREET	CITY	ZIP	DATABASE
316	5	UNITED STATES POSTAL SERVICE	975 ATLANTIC	LOS ANGELES	90022	LUST, CORTESE, HIST CORTESE, CERS, ECHO, FINDS, HWTS, LOS ANGELES CO. HMS, RGA LUST, UST FINDER RELEASE, RCRA NonGen/NLR, HAZNET,
317	5	UNIVERSAL BATTERIES	5276 E OLYMPIC BLVD	LOS ANGELES	90023	LOS ANGELES CO. HMS
318	2	UNOCAL #1107	300 S ATLANTIC	LOS ANGELES	90022	HIST UST, LUST, CORTESE, CERS, CA FID UST, LOS ANGELES CO. HMS, SWEEPS UST , RGA LUST, UST FINDER RELEASE, RGA LUST
319	10	UNOCAL SERVICE STATION #3733	1628 WASHINGTON BLVD	MONTEBELLO		RGA LUST, EDR Hist Auto, LOS ANGELES CO. HMS, RGA LUST, HAZNET, HWTS, HIST UST
320	2	US ARMY CORPS OF ENGINEERS	360 ATLANTIC STREET	LOS ANGELES	90022	HWTS
321	4	VACANT	709 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
322	11	VANS LIFTGATE & TRAILER REPAIR	1430 W WASHINGTON BLVD	MONTEBELLO	90640	HWTS, HAZNET, ECHO, FINDS, FWTS, RCRA-SQG
323	4	VERIZON WIRELESS: HILLVIEW	657 S. ATLANTIC BOULEVARD	LOS ANGELES	90022	FINDS
324	10	VETERAN DISPOSAL	1501 E WASHINGTON BLVD	MONTEBELLO		SWEEPS UST
325	11	VIKING FREIGHT SYSTEM INC	1225 W WASHINGTON BLVD	MONTEBELLO	90640	RCRA NonGen / NLR, HAZNET, HWTS
326	11	WARNER'S TIRE HOUSE	800 WASHINGTON BLVD	MONTEBELLO	90640	LOS ANGELES CO. HMS, ECHO, FINDS, HAZNET, HWTS, RCRA-SQG,
327	3	WATER STORE	605 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
328	4	WEAR IT AGAIN SAM	709 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
329	4	WESLEY S. WOO, MD	731 SO ATLANTIC	LOS ANGELES	90022	HWTS
330	11	WESTERN ENVIRONMENTAL SERVICES	1225 W. WASHINGTON BLVD.	MONTEBELLO		EMI
331	5	WIENERSCHNITZEL RESTAURANT	1002 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
332	4	WILKES CHARLTON	791 S ATLANTIC BLVD	LOS ANGELES		EDR Hist Cleaner
333	3	WILLARD CLEANERS (DEST)	619 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
334	7	XEBEC BUSINESS CTR	5801 SMITHWAY ST	LOS ANGELES	90040	CIWQS
335	11	YANWENEXPRESSLLC	1215 W WASHINGTON BLVD	MONTEBELLO	90640	CIWQS, NPDES
336	4	YOSHINOYA WEST INC	701 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
337	11	YUAN WANG	837 WASHINGTON BLVD	MONTEBELLO	90640	HAZNET, HWTS
338	2	YUMMY TERIYAKI	288 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS
339	11	1 UPS WAY	1 UPS WAY			HMIRS
340	11	1220 W WAASHINGTON BLVD	1220 W WAASHINGTON BLVD	MONTEBELLO		HMIRS, ERNS, CHMIRS
341	11	1221 W WASHINGTON BLVD	1221 W WASHINGTON BLVD	MONTEBELLO	90640	HMIRS, CHMIRS
342	11	1228 W WASHINGTON BLVD	1228 W WASHINGTON BLVD	MONTEBELLO	90640	HMIRS
343	11	1400 WASHINGTON BLVD	1400 WASHINGTON BLVD	MONTEBELLO		US HIST CDL
344	10	1539 W. WASHINGTON BLVD	1539 W. WASHINGTON BLVD	MONTEBELLO	90640	CHMIRS
345	10	1631 WASHINGTON BLVD.	1631 WASHINGTON BLVD.	MONTEBELLO	90640	CHMIRS
346	10	1661 WASHINGTON BLVD	1661 WASHINGTON BLVD			EDR Hist Auto
347	11	20801 KRAMERIA AVE	20801 KRAMERIA AVE			HMIRS
348	7	20TH CENTURY FOX	5801 SMITHWAY	COMMERCE	90065	HAZNET, HWTS
349	11	3 ACES FORKLIFT SVC	1426 W WASHINGTON BLVD	MONTEBELLO	90640	ECHO, HWTS, FINDS, RCRA-SQG
350	11	4357 S. ALSTON AVE	4357 S. ALSTON AVE			HMIRS
351	4	5200 EAST WHITTIER BLVD FACLITY #6153	5200 EAST WHITTIER BLVD FACLITY #6153	LOS ANGELES		ERNS
352	11	555 COMPRESS DRIVE	555 COMPRESS DRIVE			HMIRS
353	7	5743 EAST SMITH STREET	5743 EAST SMITH STREET	COMMERCE	90040	CHMIRS
354	3	629 ATLANTIC BLVD	629 S. ATLANTIC BLVD	LOS ANGELES	90022	CERS, CPS-SLIC
355	3	629 S. ATLANTIC	629 S. ATLANTIC	LOS ANGELES	90022	FINDS
356	4	668 ATLANTIC LLC	650 S ATLANTIC BLVD	LOS ANGELES	90022	LOS ANGELES CO. HMS

Figure A-1: Potential Hazardous Materials Site of Concern from Agency Database (s)

Potential Hazardous Materials Sites of Concern from Agency Database(s) (1 of 11)



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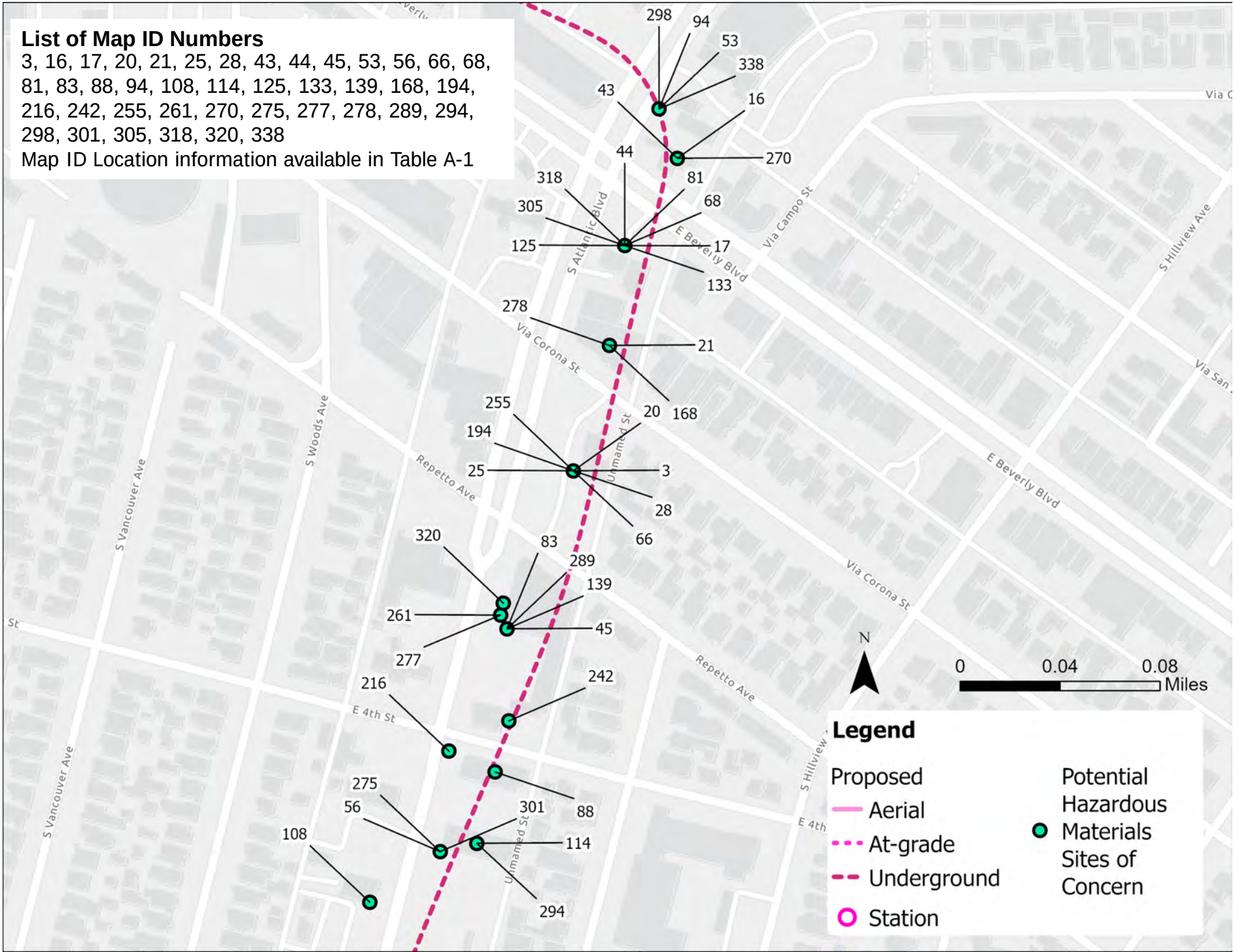
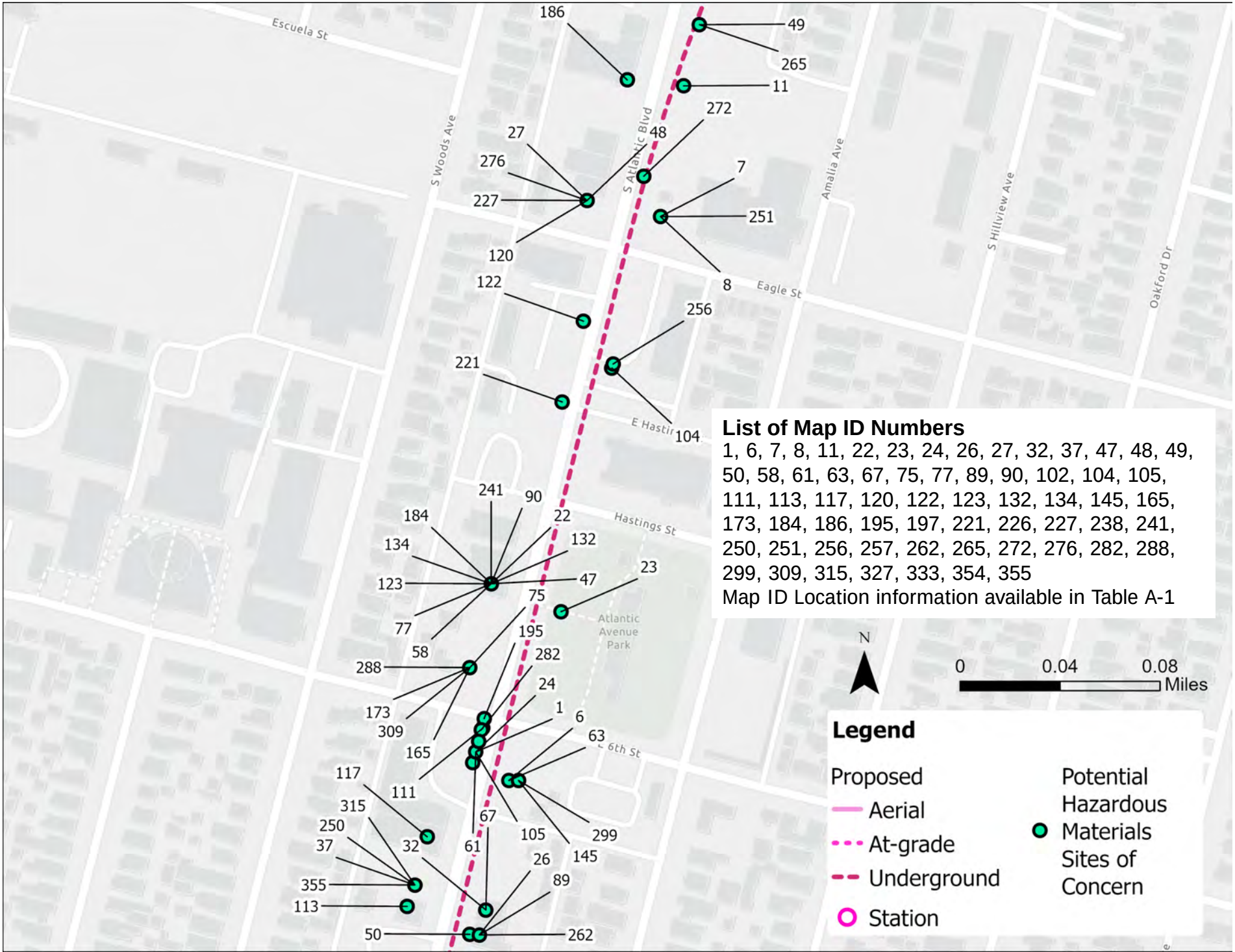
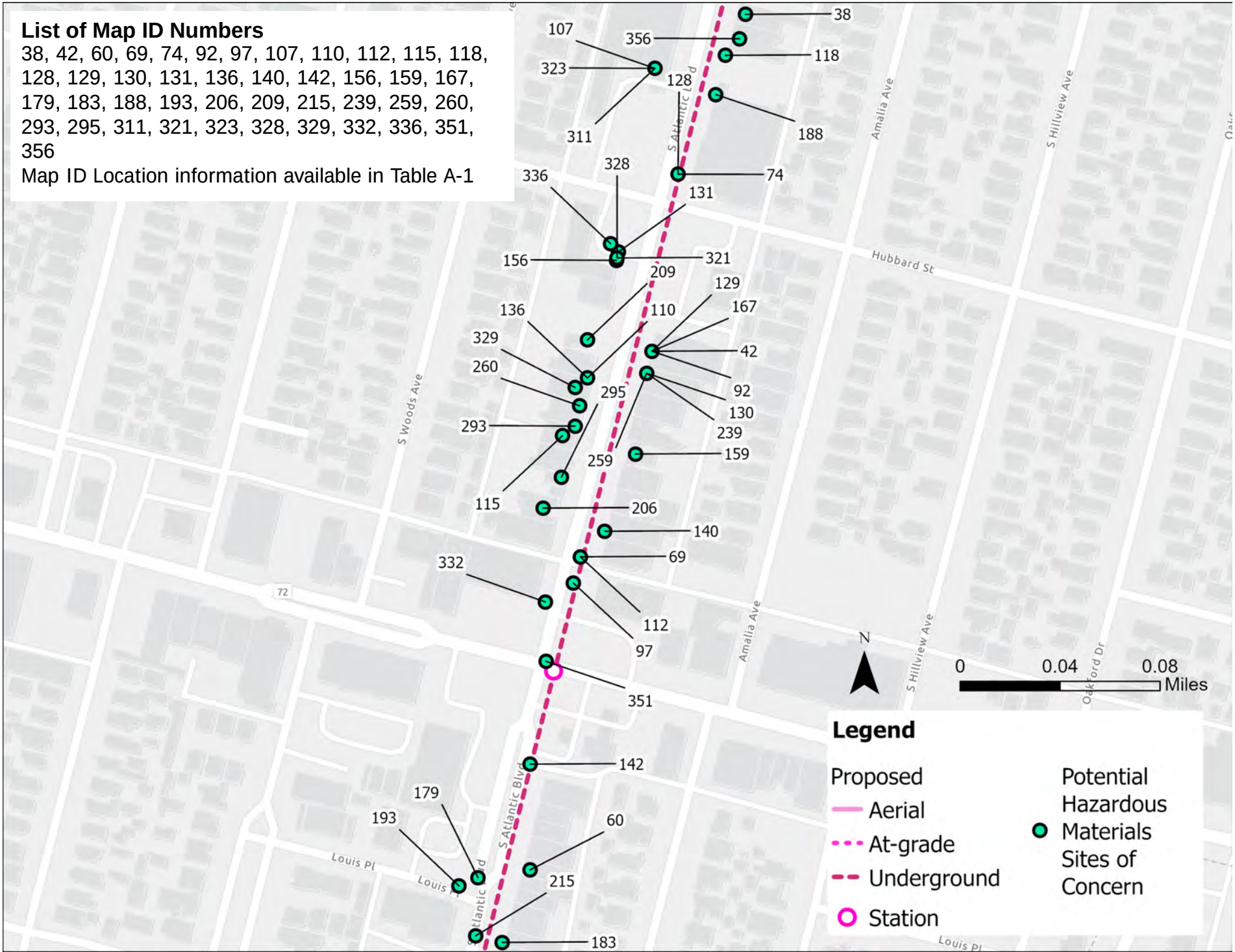


Potential Hazardous Materials Sites of Concern from Agency Database(s) (3 of 11)



Potential Hazardous Materials Sites of Concern from Agency Database(s) (4 of 11)



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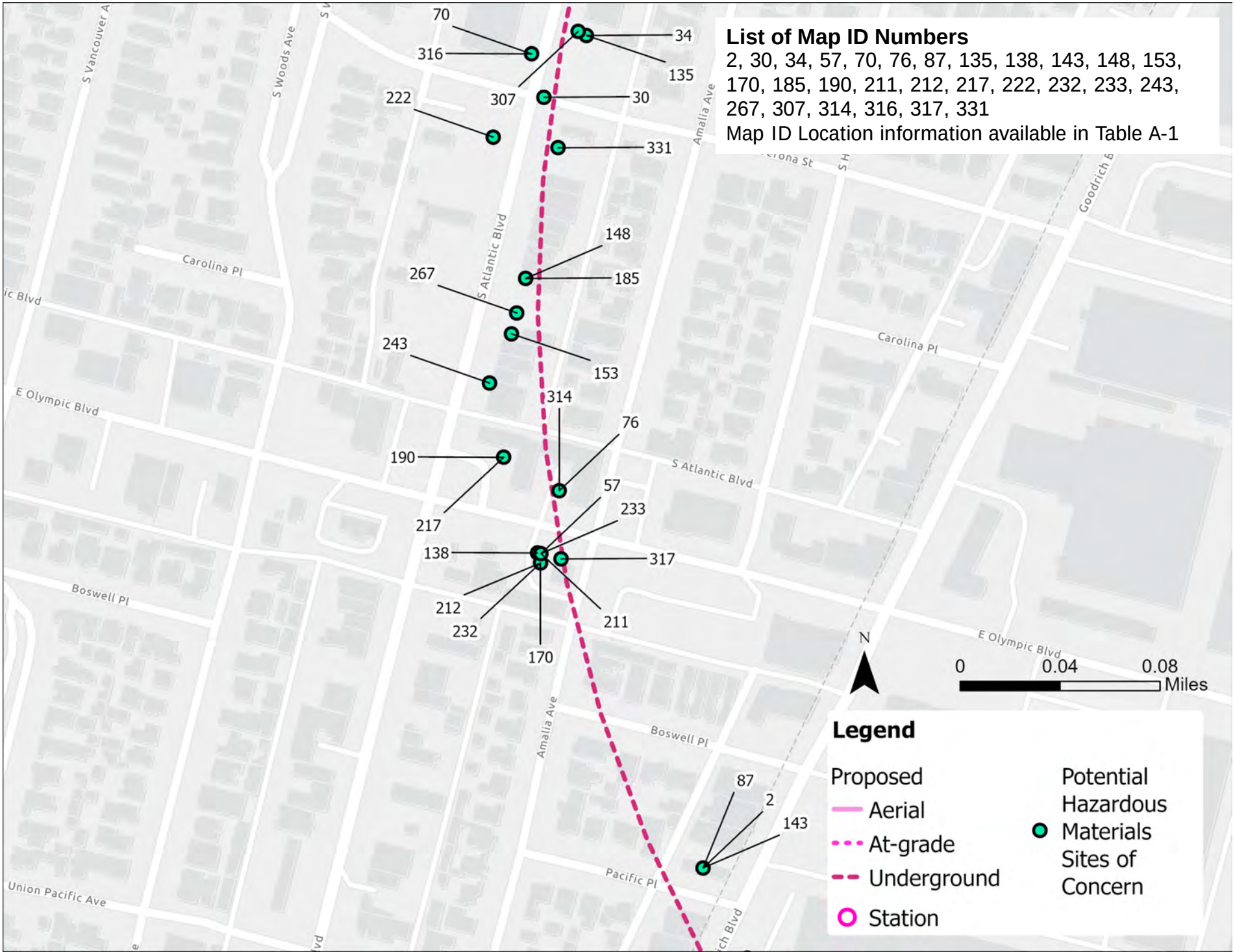

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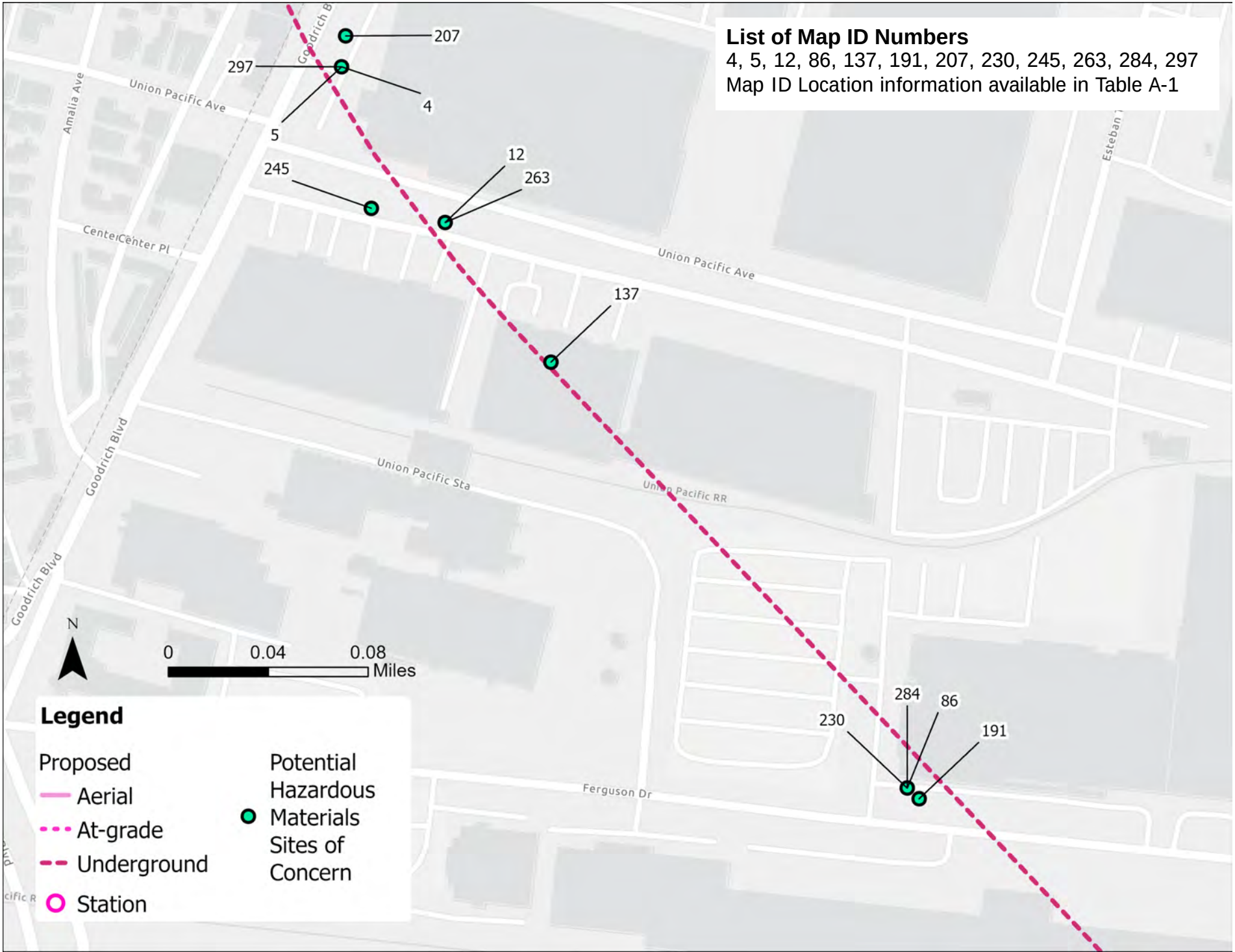
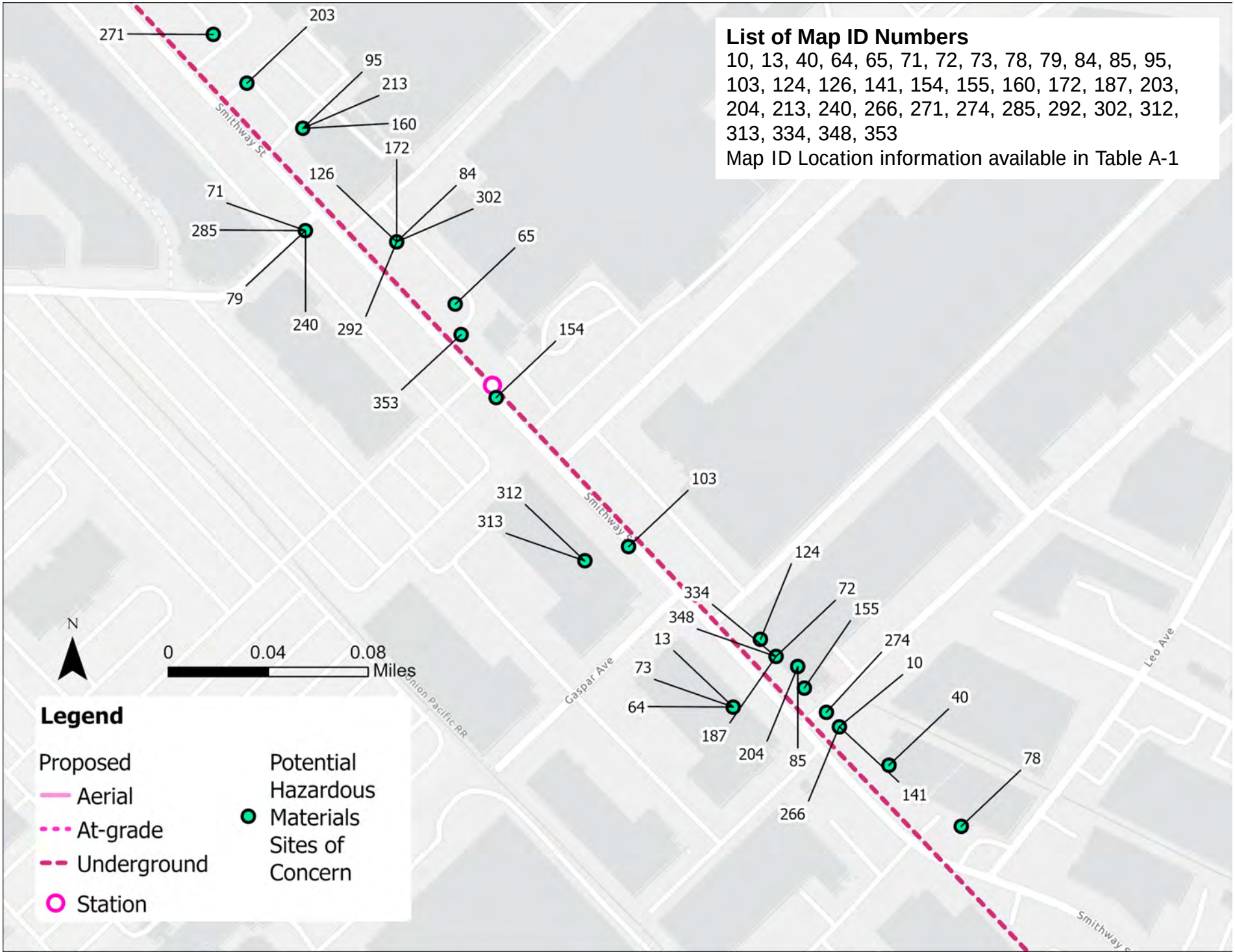


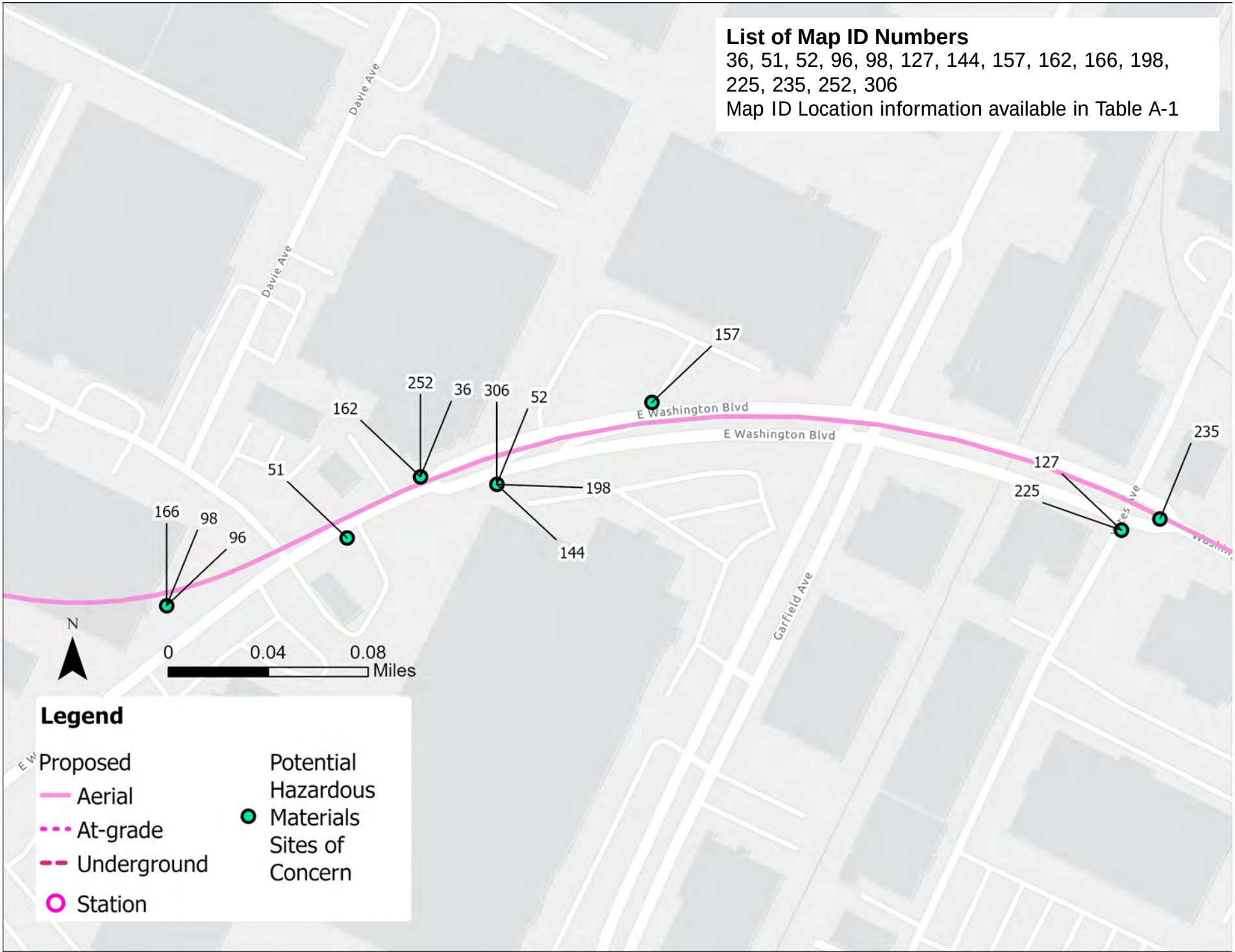
Potential Hazardous Materials Sites of Concern from Agency Database(s) (7 of 11)



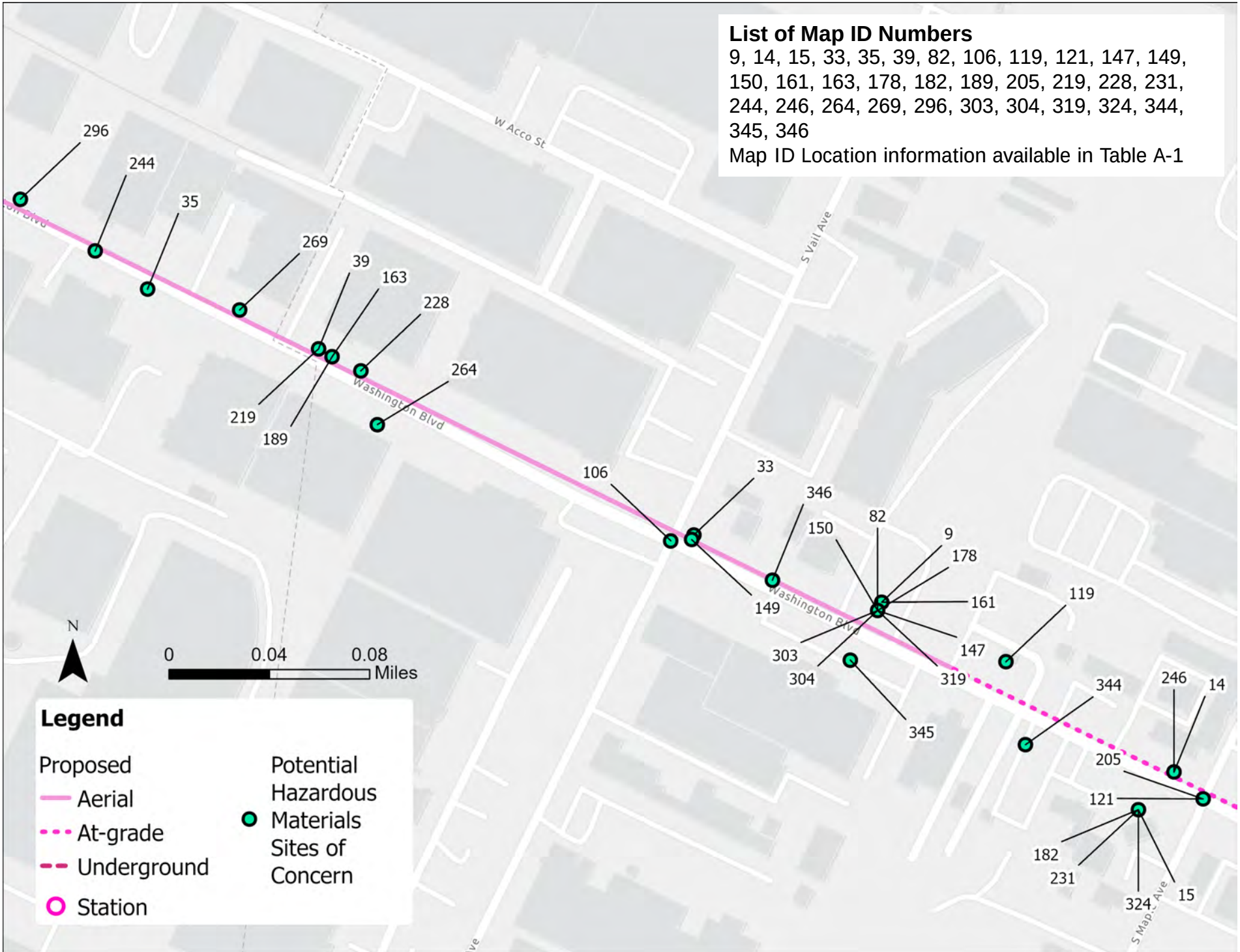
Potential Hazardous Materials Sites of Concern from Agency Database(s) (8 of 11)



Potential Hazardous Materials Sites of Concern from Agency Database(s) (9 of 11)



Potential Hazardous Materials Sites of Concern from Agency Database(s) (10 of 11)



Potential Hazardous Materials Sites of Concern from Agency Database(s) (11 of 11)

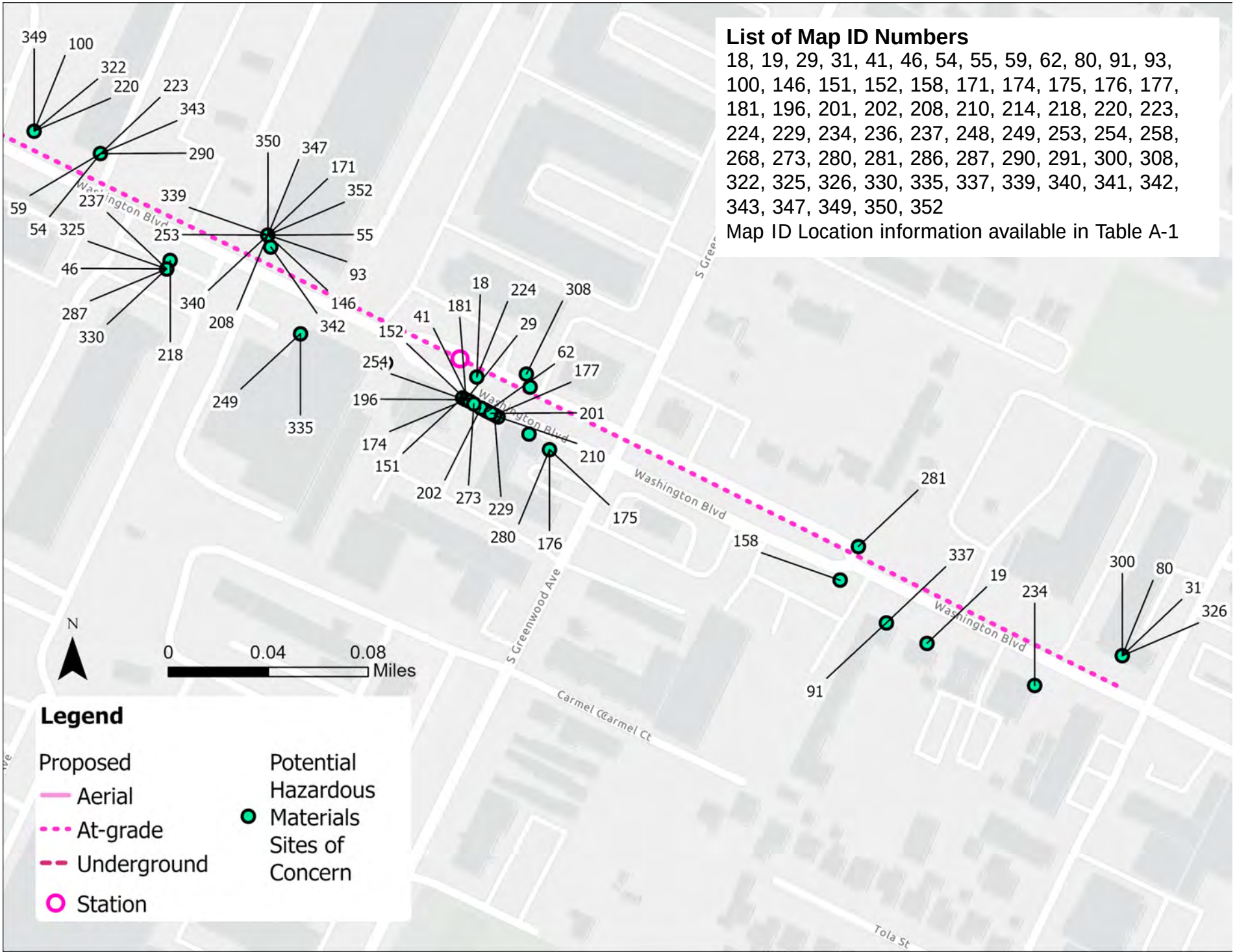


Figure A-2: Oil and Gas Pipeline Map

Oil and Gas Pipelines Map

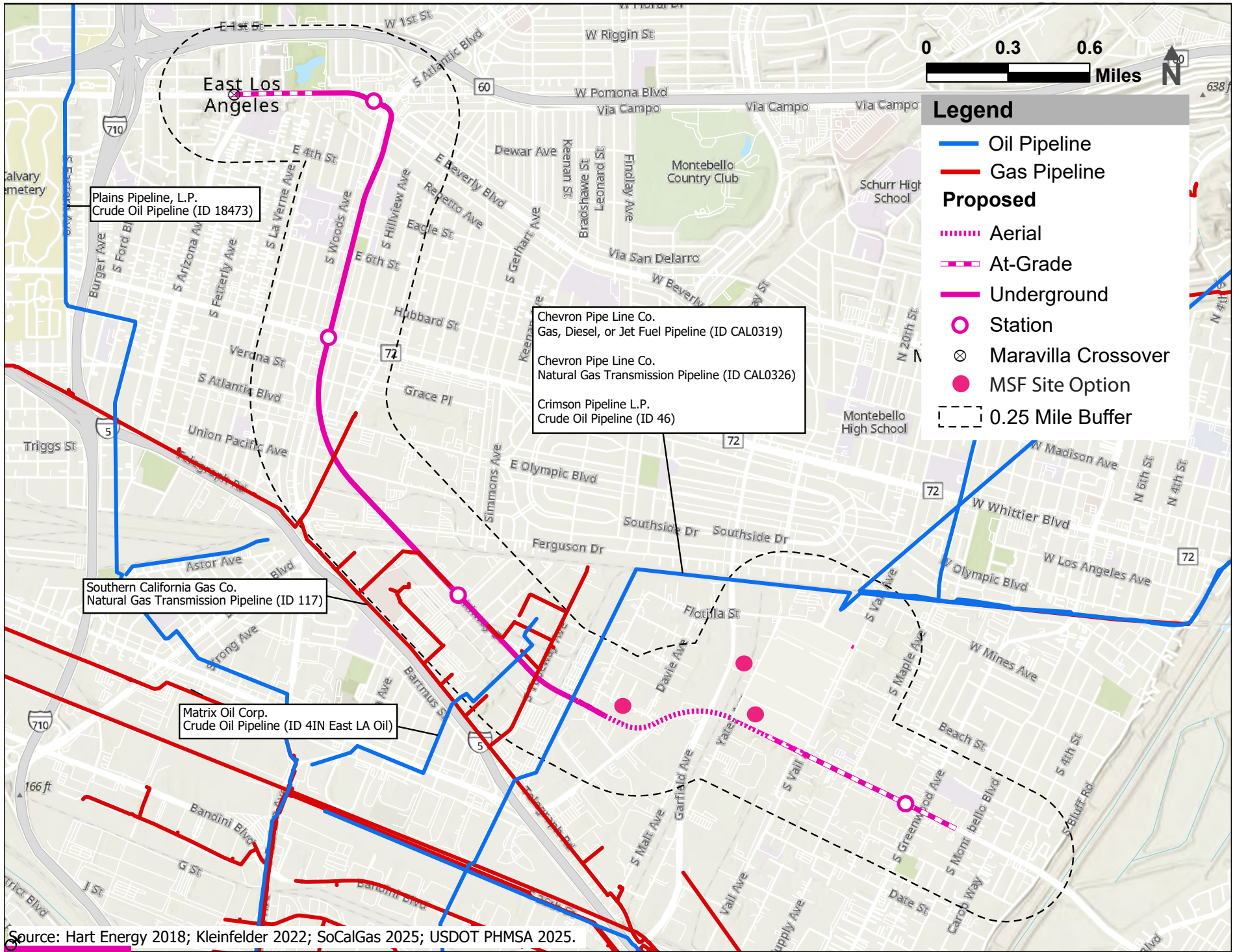
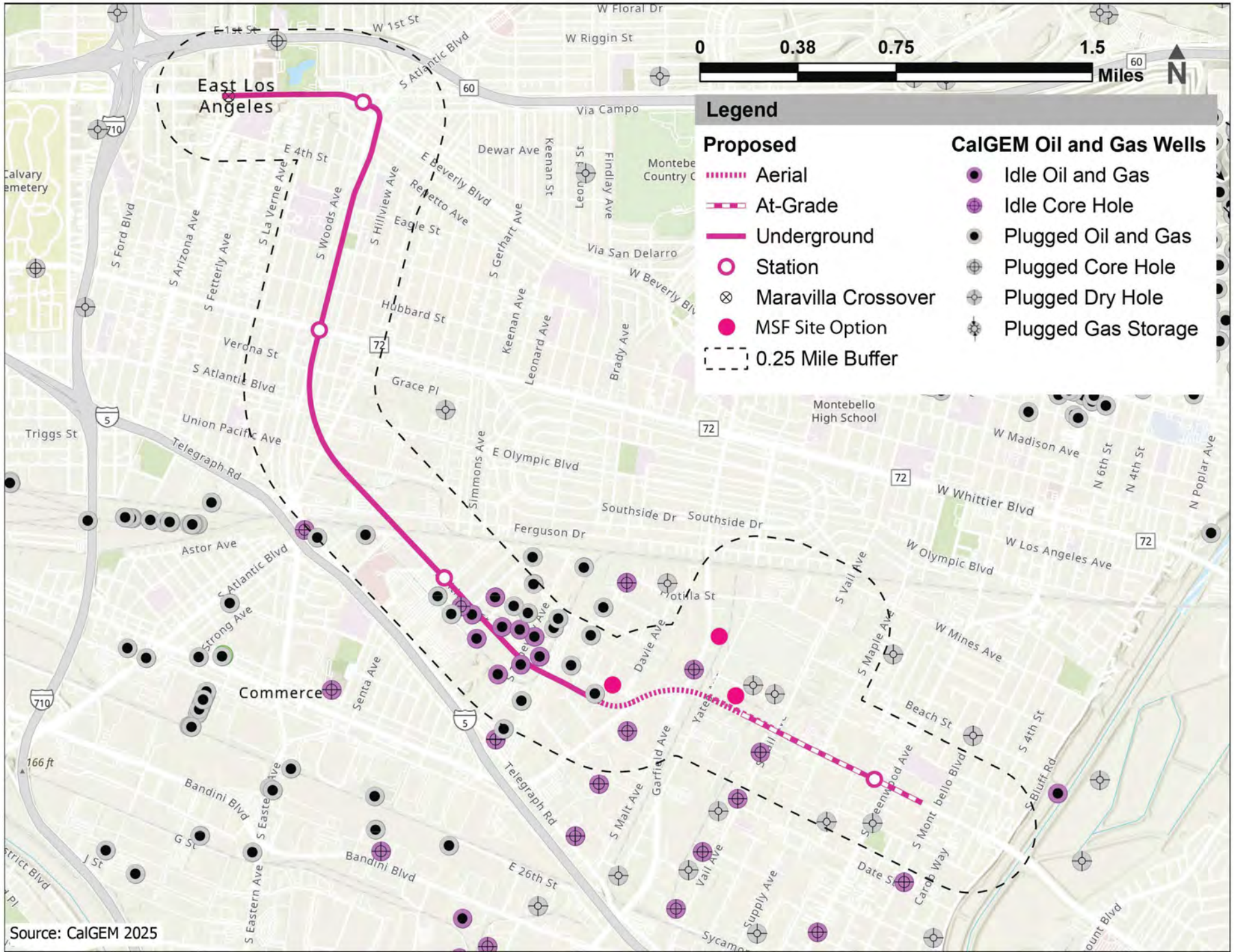


Figure A-3: Oil and Gas Wells Map

Oil and Gas Wells Map



The Final Initial Site Assessment (ISA) Report (Kleinfelder, 2021) is available to view upon request. Submit your request to the Los Angeles Metropolitan Transportation Authority.

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Project Email: eastsidephase2@metro.net
Phone: 213-922-3012