

Appendix M Real Estate and Acquisitions Impacts Report

EASTSIDE TRANSIT CORRIDOR PHASE 2



Appendix M Real Estate and Acquisitions Impacts Report

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Attachments

Attachment A – Acquisitions and Displacements Parcel Data

Acronyms

2024 RTP	Connect SoCal 2024-2050 Regional Transportation Plan
ADA	Americans with Disabilities Act
am	Ante Meridiem
APN	Assessor Parcel Number
BMP	Best Management Practices
Cal/OSHA	California Occupational Safety and Health Administration
CCR	California Code of Regulations
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
EA	Environmental Assessment
ESRI	Environmental Systems Research Institute, Inc.
FLM	First/last mile
FTA	Federal Transportation Authority
GIS	Geographic information system
I	Interstate
JD	Joint Development
LACFD	Los Angeles County Fire Department
LACMTA	Los Angeles County Metropolitan Transportation Authority
LRT	light rail transit
LRTP	Long Range Transportation Plan
LRV	light rail vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
MOW	Maintenance of Way
MRDC	Metro Rail Design Criteria
MSF	maintenance and storage facility
MUTCD	Manual of Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NMM	NEPA mitigation measure
NPM	NEPA project measure
OCS	overhead catenary system
OSHA	Occupational Safety and Health Administration

Pct	Percent of Total Area
pm	Post Meridiem
RAMP	Real Estate Acquisition Management Plan
ROW	right-of-way
SCAG	Southern California Association of Governments
SR	State Route
TBM	tunnel boring machine
TCE	temporary construction easement
TOC	transit oriented communities
TPSS	traction power substations
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
U.S.	United States
USC	United States Code
%	percent

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project setting in relation to real estate acquisitions and business displacements. 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.

2.0 PROJECT ALTERNATIVES

2.1 Project Setting

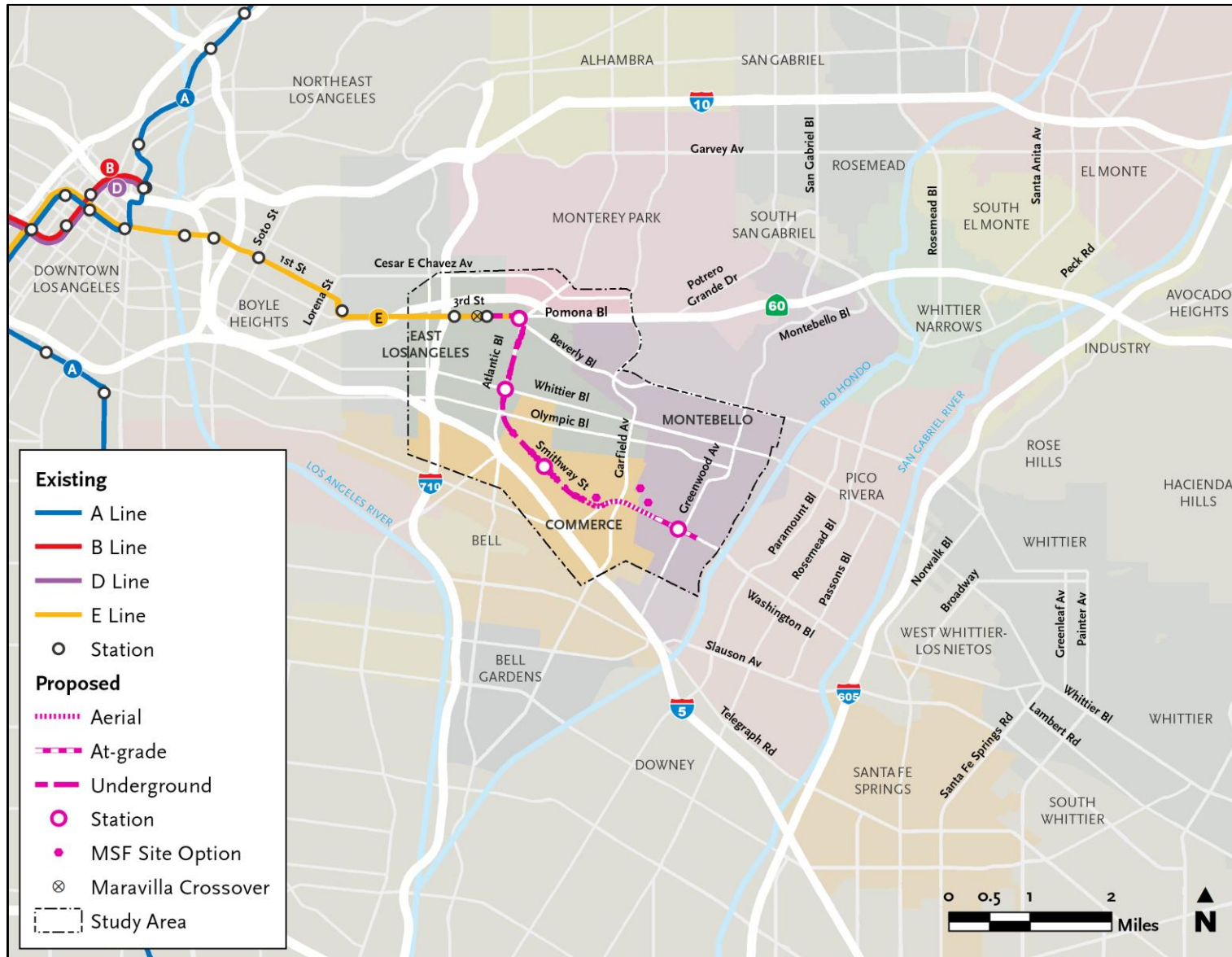
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.¹ The Study Area varies in distance 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

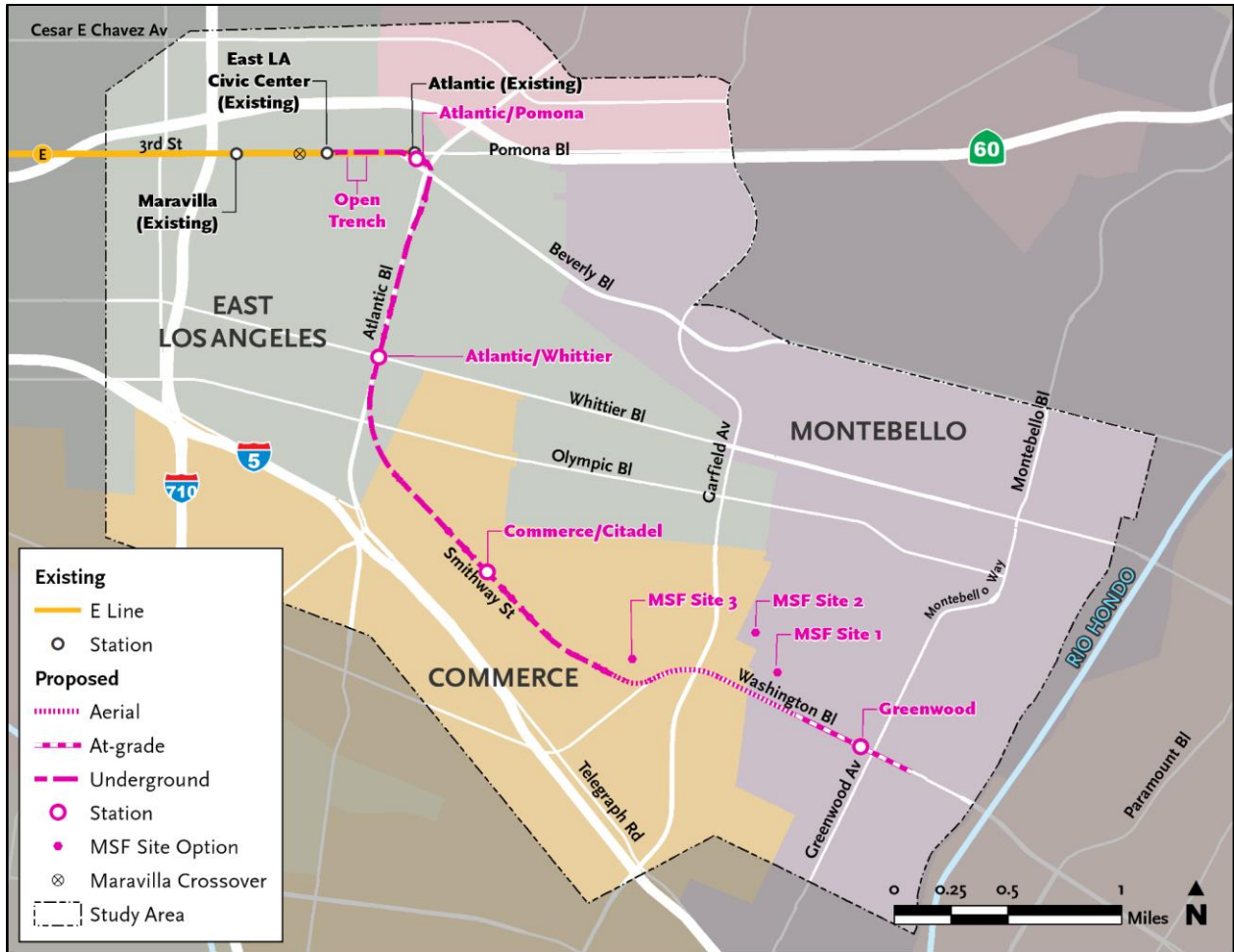
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the 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).

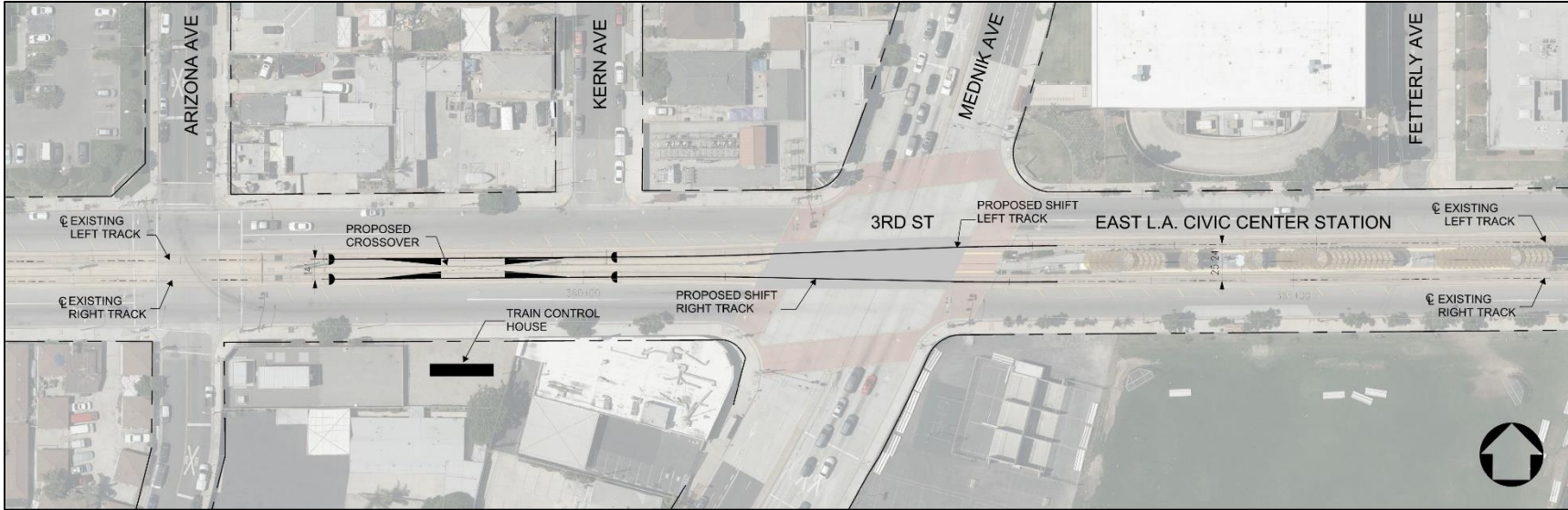
The existing tracks would be reconfigured to install a new at-grade double crossover² on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction 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 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.

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.



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.

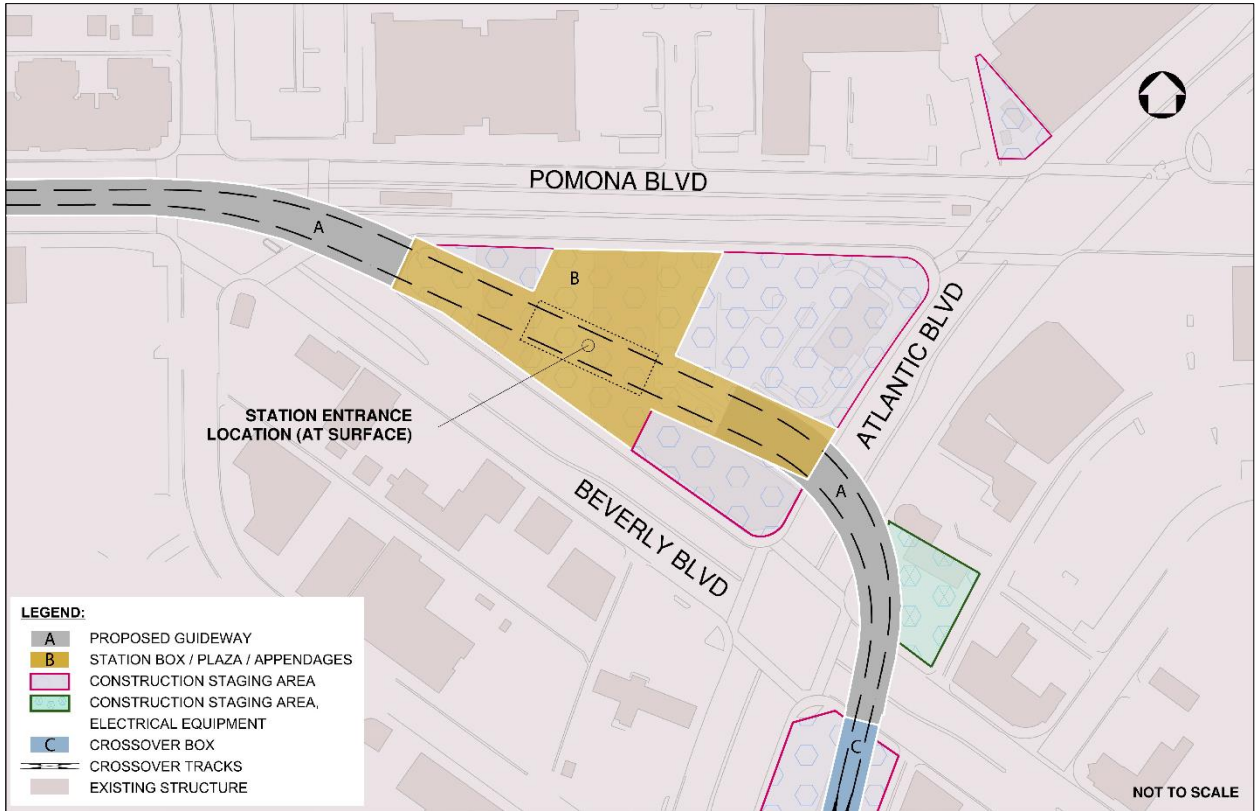
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern 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:

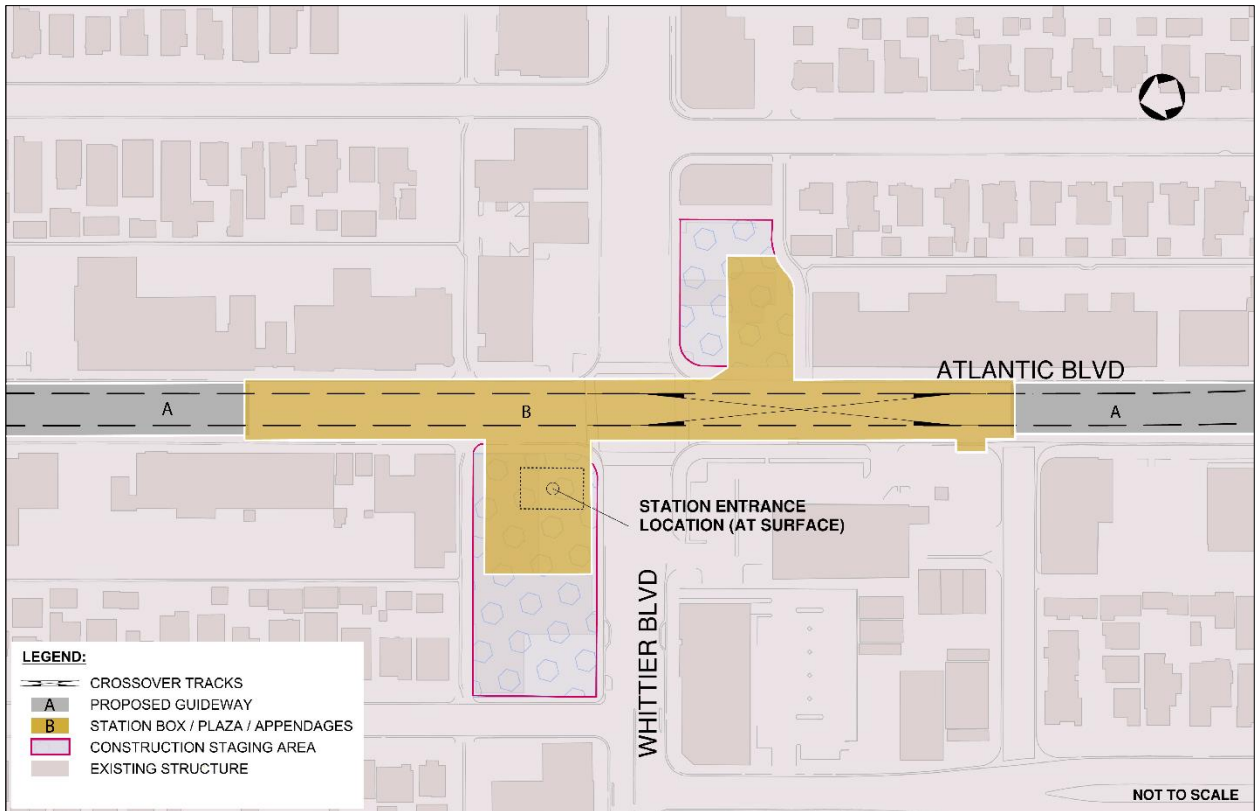
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing 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.



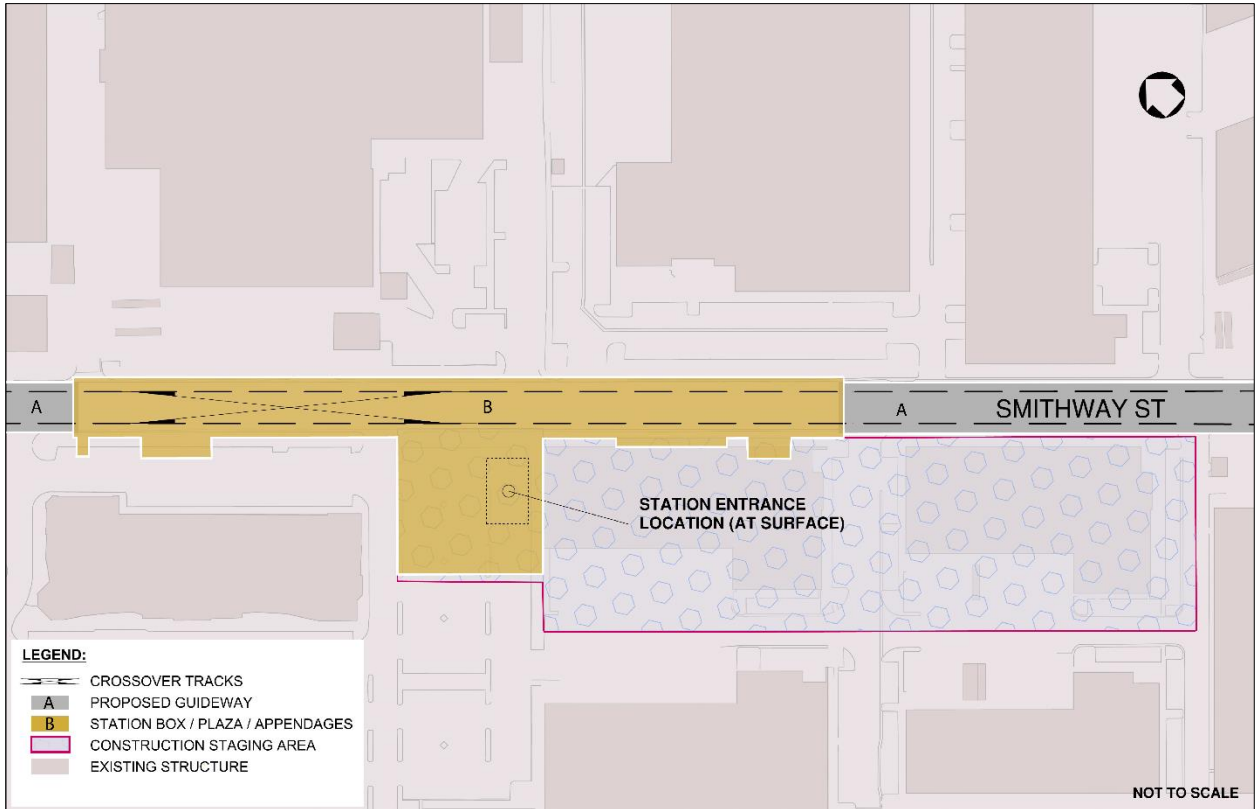
Source: Metro; HNTB/Cordoba 2026.

Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan



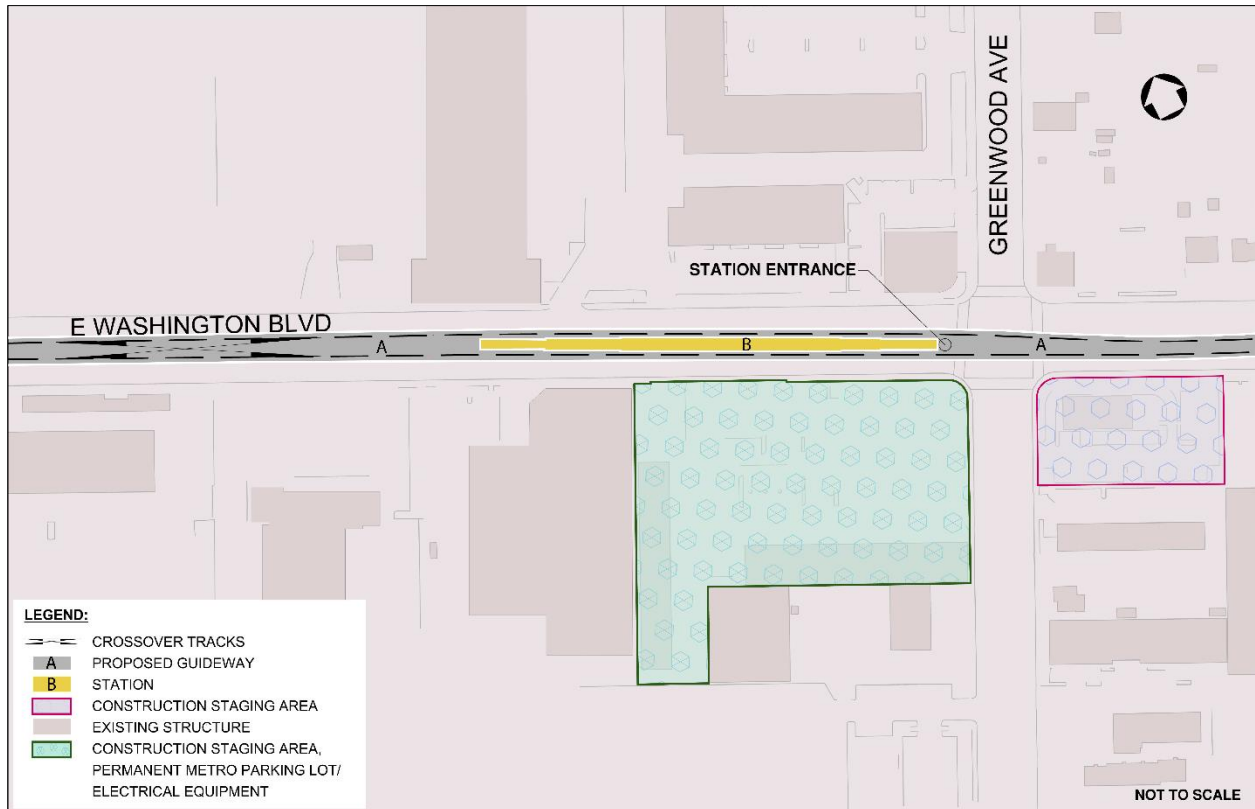
Source: Metro; HNTB/Cordoba 2026.

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 2026.

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)

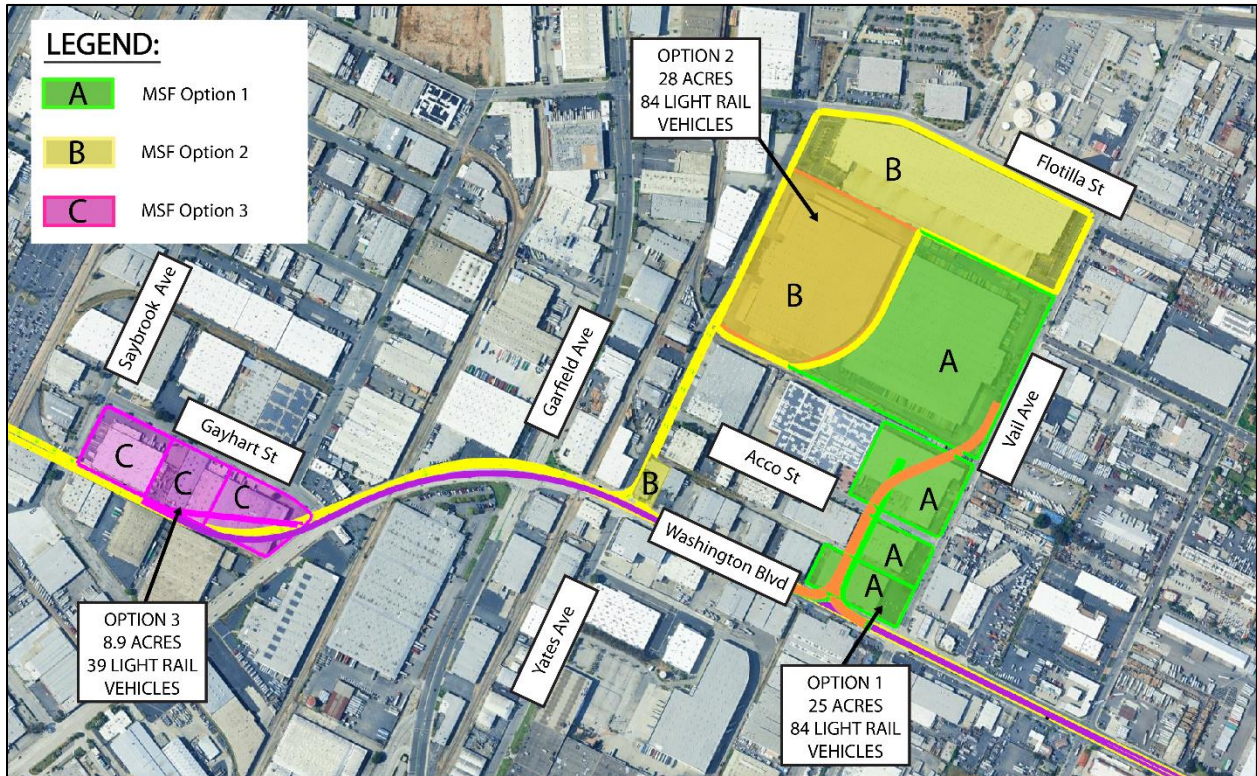
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

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.

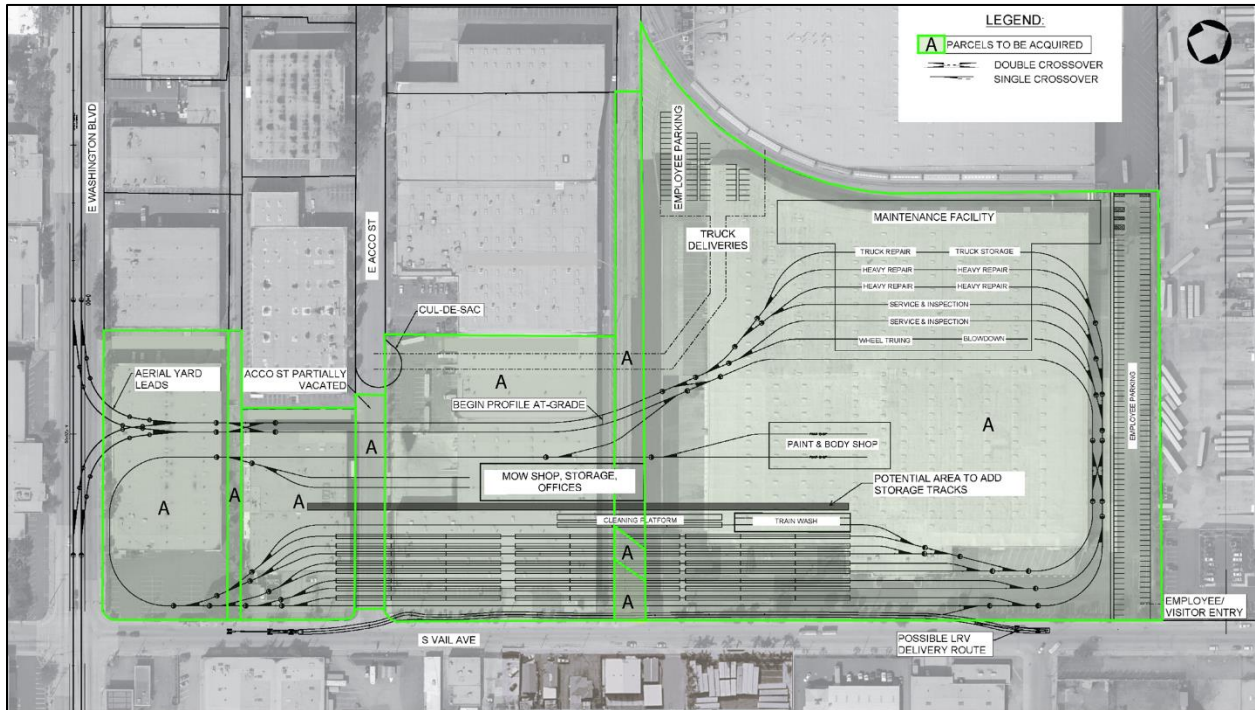


Source: HNTB/Cordoba 2026.

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).



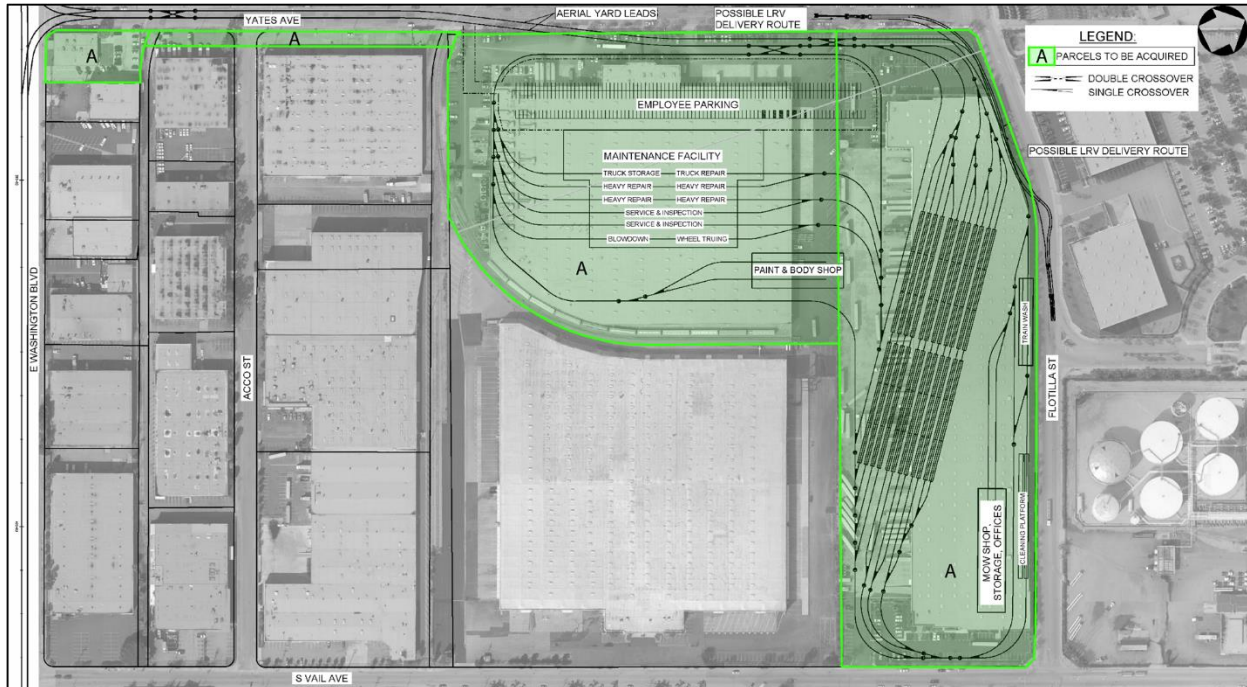
Source: Metro; HNTB/Cordoba 2026.

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).



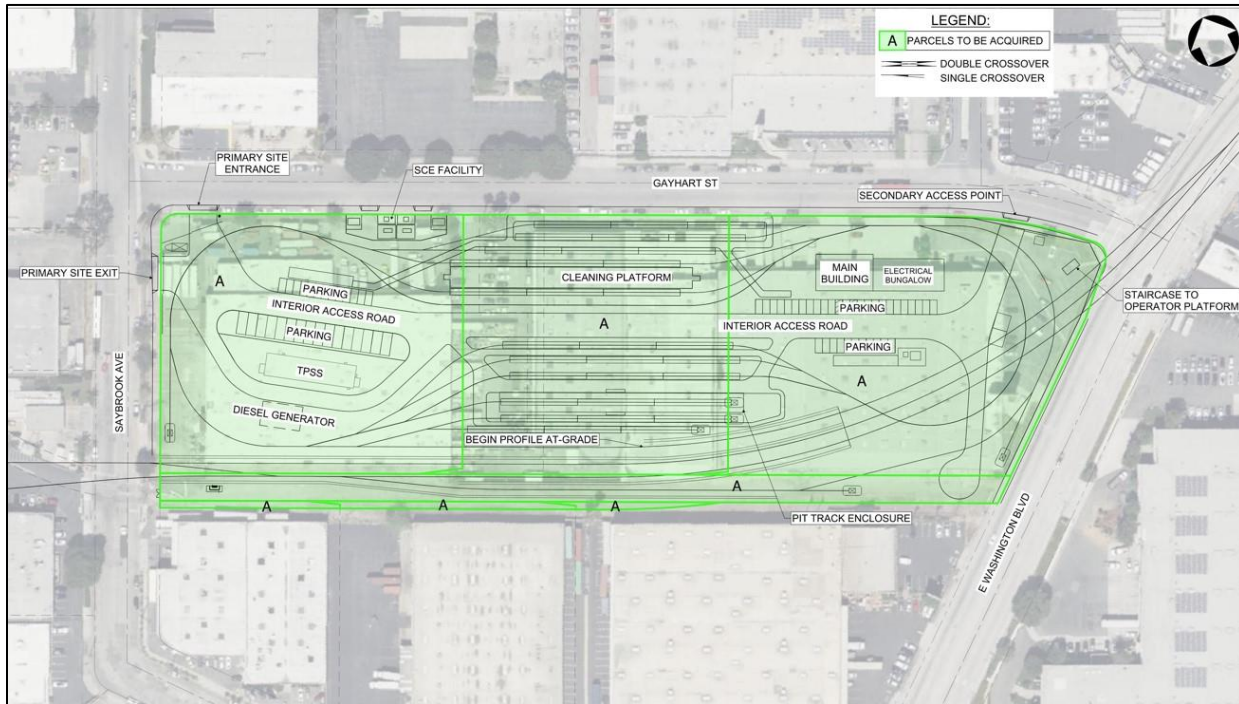
Source: Metro; HNTB/Cordoba 2026.

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 transit 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

A summary of the applicable regulations related to real estate acquisitions and relocation assistance is provided in **Section 3.1** through **Section 3.3** of this Impacts Report. **Section 3.4** provides additional information on relocation resources that are available through Metro.

3.1 Federal

3.1.1 Uniform Act

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides uniform assistance to persons displaced from their homes or businesses and establishes uniform land acquisition policies.³ Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

A just compensation amount is measured by the “fair market value” of the real estate property interests and rights acquired, where fair market value is considered to be the “highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available (Code of Civil Procedure Section 1263.320a.)” The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and reasonable on the open market and confirmed by an independent review appraisal. The FTA brochure, “General Acquisition and Relocation Information,” provides a description of the process by which private property is acquired for transit projects. The Uniform Act is also codified in 49 Code of Federal Regulations (CFR) Part 24. All real estate acquisition and relocation assistance undertaken with FTA federal assistance must be compliant with this act and its implementing regulations at 49 CFR Part 24.

Relocation assistance and benefits would be provided to displaced businesses in compliance with state regulations and Metro’s policies such as Metro’s Business Interruption Fund. However, economic impacts could occur to other businesses that depend on the revenue generated by transactions with businesses that would be displaced by the Project. Under the regulations of the Uniform Act, businesses

³ The term “displaced person” means any person who moves from real property; or moves his personal property from real property. The term “business” means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 United States Code (USC) Ch. 61, Section 4601).

that experience economic impacts from the Project but not displacement, would not be eligible for financial assistance.

3.1.2 Real Estate Acquisition Management Plan and Relocation Plan

For all major capital projects under 49 CFR Section 633.25 and FTA’s Grant Management Requirements Circular 5010.1F (FTA 2024), a Real Estate Acquisition Management Plan (RAMP) and relocation plan are required. A RAMP is a top-level and project-wide document that describes the property acquisition, relocation, and management functions for a project. The RAMP follows the project’s life cycle through preliminary engineering, final design, the application for a Full-Funding Grant Agreement, and construction and service phases.

3.1.3 Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public.

3.2 State

3.2.1 California Relocation Act

The provisions of the California Government Code, Chapter 16, “Relocation Assistance” [7260-7277] (California Relocation Act) apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The California Relocation Act seeks to (1) ensure consistent and fair treatment of owners of real property; (2) encourage and expedite acquisition by agreement to avoid litigation and relieve congestion in the courts; and (3) promote confidence in the public land acquisitions process.

Owners of private property have state constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

3.2.2 California Code of Civil Procedures

Title 7 of the Code of Civil Procedure describes California’s Eminent Domain Law. Eminent domain is the power of local, state, or federal government agencies to acquire private property for public use so long as the government provides just compensation to the property owner. Eminent domain applies to public use projects. If a public agency determines that all or a portion of a property may be necessary for a public use project, the agency will begin the appraisal process by retaining an independent, accredited

appraiser familiar with local property values to determine the property's fair market value. Once the property's fair market value is established, an offer of just compensation will be made to the property owner. If a portion of the property is to be acquired, the offer of just compensation would include the value of the property rights or interest to be acquired and the impact of proposed acquisition and construction on the value of the Remainder Parcel. The public agency would seek a negotiated settlement with the property owner. If a negotiated settlement cannot be reached, the public agency may exercise its power of eminent domain to acquire the property. Eminent domain undertaken in support of a selected action alternative would be undertaken in accordance with the California Code of Civil Procedures.

3.3 Regional and Local

3.3.1 Connect SoCal – 2024-2050 Regional Transportation Plan

Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP) (SCAG 2024) is a long-range regional transportation plan. The 2024 RTP embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2024 RTP vision includes the following:

- Improving public health by focusing on cleaner transportation and land use planning that concentrate on reducing sprawl, preserving open spaces, increasing access to important resources.
- Improving access to employment centers and stimulating regional economic growth and opportunity in historically underserved areas; prioritizing workforce development initiatives, entrepreneurship and innovation to create diverse job opportunities across industries; and advancing the transition to clean transportation technologies.
- Increasing transportation accessibility and reducing congestion and emissions.
- Connecting communities.

The 2024 RTP is supported by a combination of transportation and land use strategies that outline how the region can satisfy the federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as increasing housing production, preserving natural lands, improving public health, increasing roadway safety, supporting the region's vital goods movement industries, and using resources more efficiently.

3.3.2 Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan (Los Angeles County 2024a) provides the policy framework and establishes a long-range vision for how and where the unincorporated areas of Los Angeles County will grow. The 2021-2029 Housing Element of the Los Angeles County General Plan (Los Angeles County 2022) serves as a policy guide to address the comprehensive housing needs of unincorporated Los Angeles County.

3.3.3 City of Commerce General Plan

The City of Commerce 2020 General Plan, adopted in January 2008, aims to ensure that the City of Commerce is an active participant in the region's developing mass transit rail system while enhancing Commerce's industrial and commercial areas (City of Commerce 2008). The 2021-2029 Housing Element of the City of Commerce 2020 General Plan (City of Commerce 2024) establishes the City of Commerce's housing policies and is intended to direct residential development and preservation in a manner consistent with the City of Commerce General Plan and overall requirements of the State Housing Element law.

3.3.4 City of Montebello General Plan

The City of Montebello adopted a comprehensive update to the General Plan referred to as the 2040 General Plan on April 10, 2024 (City of Montebello 2024). The 2021-2029 Housing Element of the City of Montebello 2040 General Plan (City of Montebello 2022) establishes the City of Montebello's housing policies for the preservation, improvement, and development of housing as well as planning for current and future housing needs.

3.3.5 Transit Oriented Communities and Joint Development

Metro adopted a transit oriented communities (TOC) Policy in 2018 and a TOC Implementation Plan in 2020 that support land use planning and community development policies that maximize access to transit and acknowledge mobility as an integral part of the urban fabric. TOCs promote a mix of uses close to transit including households, as well as building densities, parking policies, urban design elements, and FLM facilities that support ridership and reduce auto dependency.

Through its Joint Development (JD) Program, Metro leverages land around its transit stations to partner with communities, local jurisdictions and developers to realize transit oriented developments with particular emphasis on housing production. The JD Policy prioritizes JD sites with the goal to deliver as much housing as possible as quickly as possible for those who need it most. The JD Policy also includes a provision to reinvest revenue generated from Metro ground leases in TOC activities including funds to ensure that properties acquired for the construction of new mobility corridors may be suitable for development in the long term. By prioritizing housing production, enhancing connectivity, and

supporting community development, the JD program complements TOC initiatives to deliver walkable, transit supportive neighborhoods that benefit communities and reduce reliance on automobiles.

Together, the TOC and JD policies prioritize the integration of land use and transportation planning to create walkable, transit supportive neighborhoods that benefit diverse populations, reduce reliance on automobiles. Any remnant property that is no longer needed for transit purposes will be prioritized for new JD opportunities, aligning with Metro's TOC Policy to support transit oriented community growth. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.

3.4 Relocation Resources

In accordance with the Uniform Act (Title 49 CFR Part 24); California Relocation Act (California Government Code 7260 et seq.) and the Relocation Assistance and Real Property Acquisition Guidelines (California Code of Regulations (CCR) Title 25 Section 6000 et seq.); and other prevailing regulations, in the event business or residential displacement occurs as a result of property acquisitions, relocation resources would be provided by Metro to displacees that meet the requirements of the guidelines mentioned above for a displaced person. This also includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. The following sections detail information presented from Chapter 10 of the Caltrans Right of Way Manual (Caltrans, 2025), which has traditionally been the source of guidance regarding relocation of displacees resulting from federally funded projects.

3.4.1 Residential Property Resources

3.4.1.1 Relocation Assistance and Counseling

As discussed in **Section 3.1.1**, the Uniform Act requires the displacing agency to establish a relocation assistance advisory program that satisfies the requirements of Title VI of the Civil Rights Act of 1964 (Title 42 USC 2000d et seq.), Title VIII of the Civil Rights Act of 1968 (Title 42 USC 3601 et seq.), and Executive Order 11063 (Title 27 CFR 11527, November 24, 1962). The Uniform Act offers to assist in relocating displaced persons to "decent, safe, and sanitary" housing that meets their needs and is within their financial means.

Relocation assistance emphasizes that for comparable replacement properties. Eligible displaced persons would be assigned a relocation advisor who would be responsible for providing current and continuing information throughout the relocation process, including the following:

- Explanation of eligibility requirements for relocation payments and the appeal process
- Translation services to explain the relocation program to persons with limited English proficiency
- Information on the availability, purchase prices, rental costs, and financing terms of comparable replacement dwellings and/or nonresidential sites
- Assurance that no residential displacee would be required to move unless at least one comparable replacement dwelling is made available

- Explanation of the eviction policies to be pursued in carrying out the Project
- Address information, in writing, of the specific comparable replacement dwelling used to establish the maximum replacement housing payment
- Inspection of the replacement property to ensure it meets decent, safe, and sanitary standards
- Transportation to inspect housing to which displaced persons are referred
- Assistance in locating and obtaining replacement property, including assistance in completing required applications and other forms
- Assistance in completing the agency's claim forms, and if necessary, a request for a relocation assistance appeal
- Counseling advice as to other sources of benefits that may be available, such as information on federal and state housing programs, disaster loans, and other programs (e.g., Small Business Administration, United States (U.S.) Federal Housing Administration, U.S. Department of Housing and Urban Development)
- Other advisory assistance, as needed, to minimize hardship

The goal of relocation assistance and counseling is to minimize the hardship people might experience in adjusting to their relocation. For projects requiring a significant number of displacements, the establishment of a relocation office in a convenient location for displaced persons is encouraged if the district office is not easily accessible to those displaced.

3.4.1.2 Direct Financial Assistance

The residential Uniform Relocation Assistance Program (42 USC Chapter 61) would help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary or incidental to the purchase or rental of the replacement dwellings and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of 50 miles are the responsibility of the displaced person, unless a greater radius is approved by the displacing agency. The following information summarizes the residential Uniform Relocation Assistance Program:

- **Moving Costs.** Any displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, would be eligible for reimbursement of moving costs. The displaced person would receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles (unless a greater radius is approved by the displacing agency) or a fixed payment based on a fixed moving cost schedule, prepared by the Federal Highway Administration.

- **Purchase Supplement.** Eligible homeowners may be entitled to payments for increased costs of replacement housing. Homeowners who owned and occupied their property for 90 days or more prior to the date of the first written offer to purchase the property may qualify to receive a purchase price differential payment and receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. A mortgage differential payment is also available if the loans on the displaced dwelling were in place at least 180 days prior to the first written offer and the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. In the event that the total amount of these benefits would exceed established Uniform Act maximum payment amounts, consideration would need to be given to the Last Resort Housing Program (49 CFR 24).
- **Rent Differential.** A 90-day occupant or non-tenured occupant (owner or tenant) may be entitled to a rent differential payment. This payment is made when the implementing agencies determine that the cost of rent and average utilities of a comparable decent, safe, and sanitary replacement dwelling would be more than the present rent and average utilities costs of the displacement dwelling. If a household meets certain requirements according to U.S. Department of Housing and Urban Development regulations, household income may factor into the rent differential calculation. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to limitations. If the total entitlement for a rental supplement exceeds established maximums, last resort housing would need to be considered.
- **Down Payment.** The down payment option is designed to help eligible displaced residential tenants purchase and relocate to decent, safe, and sanitary comparable housing. Eligible displaced residential tenants may be entitled to receive the full amount of the rental supplement if it is applied toward the down payment for the purchase of the replacement property and eligible, non-recurring closing costs associated with the replacement. The decent, safe and sanitary dwelling must be purchased within 1 year from the tenant's displacement.
- **Last Resort Housing.** Federal regulation (49 CFR 24) provides policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last resort housing benefits are the same as those benefits for standard residential relocation, as explained above, with the exception for the amounts of payments and the methods in making them. Last resort housing covers situations where a displaced person cannot be relocated because of lack of available comparable replacement housing or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure because the displaced person either lacks financial ability or has other valid circumstances. In certain exceptional situations, last resort housing may be used for tenants/owners of fewer than 90 days prior to the first written offer for the property.

After the implementing agency makes the first written offer to acquire the property, the agency would directly contact the displaced person to gather important information. The implementing agency would make contact within an agreed upon reasonable length of time.

The information gathered would include the following:

- Preferences in area of relocation
- Number of people to be displaced and the distribution of adults and children according to age and sex
- Location of schools and employment
- Specific arrangements needed to accommodate any family member(s) with special needs
- Financial ability to relocate into a comparable replacement dwelling that would adequately house all members of the family

3.4.1.3 Sufficient Government Funding for Relocation

Metro intends to finance the Build Alternative with federal, state, and local funding, as well as public and private partnerships, provided through Measure R and Measure M.

3.4.2 Programs and Policies for Non-Residential Relocation

The non-residential Uniform Relocation Assistance Program (49 CFR 24.2[a]), 24.205, 24.301, and 24.303) provides assistance to businesses, farms, and non-profit organizations in locating suitable replacement properties and reimbursement for certain relocation costs. The non-residential Uniform Relocation Assistance Program would provide current lists of properties offered for sale or rent, suitable for a particular business' specific relocation needs. Eligible non-residential relocation expenses include moving, searching, and reestablishment expenses and may include, but are not limited to:

- **Moving Expenses.** Moving expenses qualifying for financial assistance include transportation of personal property, disconnecting and dismantling machinery and equipment, utility connection or transfer, temporary storage, moving and storage insurance, transfer fees for licenses or permits, costs to sell property or belongings that cannot be moved, salvage value for those items that cannot be sold or moved, and the costs of searches for suitable replacement properties. Business owners have the option to self-move or to hire movers.
- **Reestablishment Expenses.** Re-establishment payments for qualifying expenses may be made available to displaced business owners. These benefits must be actual, reasonable, and necessary. They include, but are not limited to, repairs or modifications to the new property to make it suitable, construction and installation costs of exterior signage, redecorating, expenses to advertise the new location, increased operating costs from rent or insurance premium changes (for up to 2 years), and increased personal or real-property taxes. The total amount of the reestablishment payment cannot exceed \$33,200. Under California State Law, compensation for loss of goodwill is also provided. Goodwill is defined as the benefit that accrues from the skill, reliability, or location of a business. If these factors can be shown to be reduced as a consequence of the relocation, the business owner would be compensated for the loss. Generally, loss of goodwill is part of the acquisition expense, but some may occur as a relocation expense.



- **Fixed In-Lieu Payment.** A fixed payment in lieu of other moving benefits that is based upon a business' net earnings is also available.
- **Searching Payment.** Reimbursement of reasonable expenses incurred in searching for a replacement location (e.g., transportation, meals/lodging, time spent, real estate agent or broker fees) may also be available. The total amount of the searching payment cannot exceed \$5,000.

4.0 METHODOLOGY

This section discusses the different types of acquisitions that could occur with the Build Alternative, and the methodology for determining impacts on parcels and associated displacements and need for replacements.

4.1 Types of Acquisitions

Acquisition is the process of acquiring real property and can consist of **full property acquisitions** (i.e., acquisition of an entire property), or **partial property acquisitions** (e.g., the permanent and/or temporary acquisition of a portion of the property rights or interests in a property). These types of acquisitions are further explained below in the context of the Build Alternative:

Full Acquisition: Would result in the purchase of an entire property for the Build Alternative in which Metro would purchase a “fee interest” and become the owner of the property. This would include instances where a significant portion of the physical structure or structures identified as the property’s principal dwelling or business facility would be required permanently or for an extended period during construction for the Build Alternative. Full property acquisitions could also occur in cases where a property’s physical structures were not affected but another component critical to a property’s intended use such as parking, access, or open space used for storage of goods or equipment would be required for the Build Alternative.

Partial Acquisition: Only a portion or portions of the property would be acquired, and the owner would retain the remaining portion of the property. Metro would acquire only a portion of the property rights or interests in the property. The property rights can be partial fee interests, permanent and/or temporary easements. Effects on the Remainder Property are also considered.

Fee Interest: If a fee interest of a portion of the property is acquired, then Metro would become owner for that portion of the property. A partial fee interest acquisition is also considered if the area required for the Build Alternative is not critical to the property’s primary function as a residence or business, or if the remaining portion of the property could be reconfigured to continue serving its purpose without significant disruption to occupants.

Any remnant property that is no longer needed for transit purposes will be prioritized for new JD opportunities, aligning with Metro’s TOC Policy to support transit oriented community growth. This ensures that surplus land contributes to housing, economic development, and enhanced transit accessibility.



Permanent Easement: An easement is the right to use a specific area (all or part of the property) owned by another owner for a specific purpose. The property may be owned by a private person, business entity, or a group of owners and can involve a general or specific portion of the property. Easements can be permanent (e.g., a subsurface easement for a tunnel, or an aerial easement for aerial guideway, or an at-grade easement for access to property or facilities/utilities) or temporary (e.g., staging or access to support construction activities). An easement can be at the surface level, underground/subsurface (beneath a property), or aboveground (aerial) and can be characterized as temporary (typically during construction) or permanent. Permanent underground/subsurface easements would be required for tunneling for a subway and underground utilities. Permanent aerial easements may be used for the operation of an elevated transit line. Acquisition of an easement is considered a partial property acquisition from the property owner.

Temporary Construction Easement (TCE): A TCE would be necessary for the Build Alternative when temporary rights would be required from property owners for material storage, construction activities, or access. These activities may or may not affect the primary function of the property or cause undue disruption to the occupants. In these circumstances, the area may revert to its former use after construction activities have been completed. The acquisition of an easement is accomplished through a one-time payment when an easement deed is recorded.

4.2 Displacements and Replacements

A “**displacement**” occurs when a project acquires a property, or portion thereof, that is occupied by an owner or tenant(s). The displacement area includes privately held commercial, residential, and industrial properties directly affected by the proposed rail and railroad system facilities.

“**Replacement**” refers to the movement of affected businesses into suitable replacement sites. The replacement area includes the jurisdictions affected by the Build Alternative and other nearby cities that may provide replacement site options. Affected jurisdictions include the unincorporated community of East Los Angeles and Cities of Commerce and Montebello. This analysis prioritized affected jurisdictions for identification of replacement sites. The search was expanded to identify other suitable replacement sites within nearby, surrounding jurisdictions. The search, which was performed by zip code, includes portions of the Cities of Bell, Bell Gardens, Cudahy, Downey, Los Angeles, Pico Rivera, and Monterey Park. In general, the associated zip codes cover an area equivalent to a 2.5 mile buffer of the proposed rail centerline. An expanded search of zip codes extending to an area equivalent to a 5-mile buffer of the proposed rail centerline included portions of the Cities of Los Angeles, Vernon, Downey, Huntington Park, Maywood, South Gate, Whittier, Santa Fe Springs, South El Monte, Monterey Park, Rosemead, San Gabriel, and Alhambra.

4.3 Displacement Analysis

To satisfy NEPA requirements, displacements are determined by evaluating the extent to which the Build Alternative would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternative is constructed. To achieve this, design files showing the

extent of proposed rail alignment and railroad system facilities were imported into a geographic information system (GIS) along with parcel boundary data from the Los Angeles County Assessor. Design data was overlaid onto the parcel data layer to identify properties (and the portions of those properties) that would be required to accommodate the Build Alternative. In addition to parcel data, aerial imagery from a number of sources, including Google and Environmental Systems Research Institute, Inc. (ESRI), were incorporated into the GIS and used to identify instances where a proposed facility may affect a building, driveway, parking lot, or other key features of a property that could affect its viability once the Build Alternative is completed. Based on the extent of the potential effect of the Build Alternative, potential displacements were identified.

Commercial databases, including CoStar Group Market Listings, ESRI Business Analyst Points of Interest, and LoopNet, were consulted. Additionally, available Google Earth Pro Street View images along roadways adjacent to affected properties (with imagery dates of March, April, and May of 2025) were reviewed to verify and/or supplement potential business displacements identified from the commercial databases. All this data was used to determine the following:

- Businesses associated with each affected parcel, including business names, addresses, type of business, and the estimated number of employees.
- Availability of suitable replacement sites for displaced businesses based on current market conditions and vacancy rates.

4.4 Parcel Analysis

To analyze parcels that may be affected by the Build Alternative, data was obtained with each distinct component of the alignment assigned to a separate data layer and overlaid on the Los Angeles County Assessor parcel GIS layer. The assessor parcel layer contained current ownership information, including Assessor's Parcel Number (APN), owner name, zoning, and property use type. A spatial intersection query in GIS identified each parcel affected by the design footprint. Additional resources, including Google Earth Pro's 3D and Street View features, assisted in determining the nature of the acquisition required from each affected parcel.

The type of acquisition required for the Build Alternative and specific land or rights required from each property were identified. Acquisition of an easement means that only certain property rights (to be described in the easement deed) would be acquired and the owner would retain the underlying fee interest in the property. Based on the nature of effects, full acquisitions or partial acquisitions of fee interests, permanent easements, temporary easements, or some combination of these would be required for the Build Alternative. Based on the type of acquisition required for each property, the displacements of some or all occupants were determined to identify the number and type of displacements.

Zoning and land use information from the cities in which the properties are located, supplemented by data from the Los Angeles County Assessor, was obtained for the impacted properties. The evaluation of effects on commercial and industrial properties consists of direct effects on structures, an assessment of other elements (i.e., available parking, access to and traffic circulation within the property), and effects that may disrupt the businesses' ability to conduct their primary function after Build Alternative implementation. Full property acquisition of a parcel is considered a de-facto full business

disruption/displacement. In situations where less than a full property acquisition would occur but a substantial effect on business operations is anticipated by that acquisition and no reasonable mitigation measures could be implemented, it was conservatively determined for the purpose of this analysis that a full business displacement and subsequent relocation would be required.

Also, it should be noted that when a partial acquisition involves removal of structures, it is the property owner's decision to retain any remaining partial property (e.g., a remaining economical use) or elect to have Metro purchase the entire property. The analysis in this report presents acquisitions in terms of what Metro has identified as needed for the Build Alternative; no assumptions are made as to a property owner's choice regarding those certain partial acquisitions.

Resources consulted to estimate the number of business units and the corresponding number of employees displaced include the CoStar Group Market Listings and ESRI Business Analyst Points of Interest. These databases were queried to return a list of businesses corresponding with affected properties. This information included the businesses' names, types, and the estimated numbers of employees. Business data sources were supplemented with information available on company websites and other online resources such as Google Maps and Google Earth Pro. The business types were re-categorized into general groupings (i.e., retail [with informational subcategories of automotive, restaurant, and general commercial], office, and industrial) to ensure consistency across sources and to assist in the identification of suitable replacement sites. Employee counts for business records without this information were estimated by referencing similarly sized businesses in the area where employee count data was available.

Identifying potential replacement sites for commercial and industrial properties required a search for properties currently for sale or lease within the Build Alternative's replacement area jurisdictions. Searches were performed using CoStar's LoopNet, and a resulting comparison between the number of potential replacement units and the displacements identified were presented. Replacement searches were categorized by retail, office, and industrial use types (with applicable secondary use types) to ensure comparability. However, it is recognized that some displaced business facilities may have special characteristics that would make finding suitable replacements more challenging than for others. To ensure displaced businesses have the highest likelihood of being successfully relocated, the identification of a significant surplus of replacement sites was essential.

Operational effects include direct property acquisitions, permanent ROW encroachments, and permanent access disruptions within or adjacent to existing properties and businesses. Permanent ROW encroachment refers to the unauthorized or authorized occupation or use of a ROW by structures, utilities, or other installations. Permanent ROW encroachments can affect the availability and functionality of ROW in relation to its intended purpose. Permanent access disruption involves the permanent alteration or obstruction of access routes, which can affect the movement of people and goods. Permanent access disruptions can result from changes in road layouts, closures, or the introduction of barriers that prevent or limit access to certain areas.

Construction effects include temporary ROW encroachments, and temporary access disruptions within or adjacent to existing properties and businesses. A temporary access disruption refers to a short-term, planned or unplanned interruption in the usual access to facilities, services, or areas. This disruption is typically resolved within a limited timeframe, after which normal access is restored.

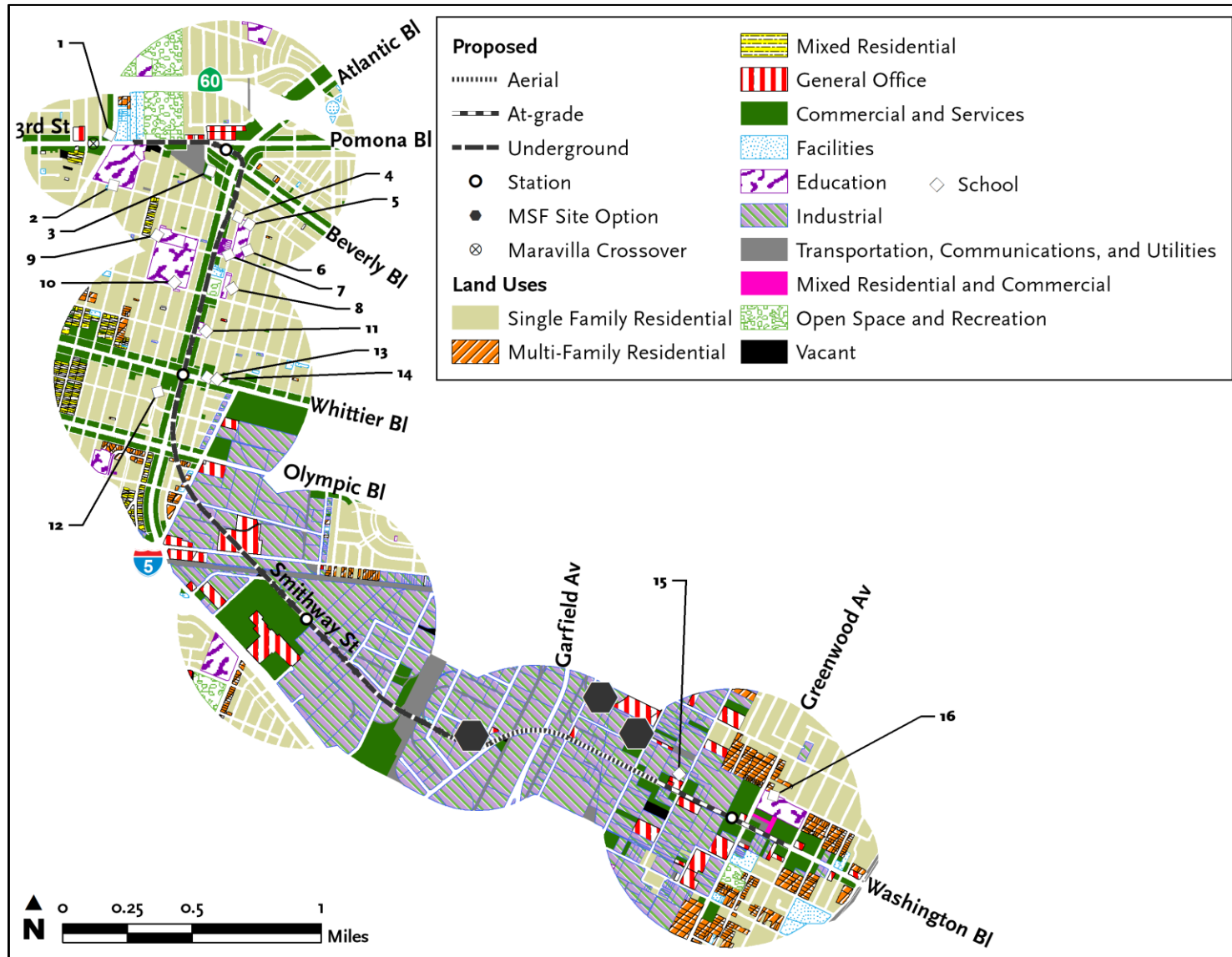
5.0 AFFECTED ENVIRONMENT

The Build Alternative would provide a transit connection to the existing Metro E Line, linking communities in east Los Angeles County to the regional transit network. The Study Area described in **Section 2.1** consists of portions of the Cities of Commerce and Montebello, portions of the East Los Angeles community in unincorporated Los Angeles County, and a small portion of the City of Monterey Park to the north. In the Study Area, land uses include residential, commercial, industrial, and public uses. Multi-family residential land uses are generally located in East Los Angeles. 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 station, are located in East Los Angeles. Several schools are located in East Los Angeles and the City of Montebello. There are business and industrial parks located 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) and the Commerce Casino and Hotel within the Study Area. Land Uses near the Build Alternative alignment and proposed stations are discussed in more detail in Section 3.11, Land Use and Development, of the EA, and **Appendix H**, the Community Impacts Assessment.

Land uses in proximity of the Build Alternative encompass a range of land use types typically found in mature urban and suburban communities. **Figure 5.1** illustrates the existing land uses within 0.25 mile of the Build Alternative guideway alignment and 0.5 mile of the proposed stations. **Table 5.1** identifies the distribution of land use types within 0.25 mile of the Build Alternative guideway alignment. A buffer distance of 0.25 mile provides a high-level understanding of the surrounding area, such as the mix of residential, office, open space, and commercial development and amenities. As identified in the table, the greatest percentages of land uses are industrial (approximately 38.6 percent) and single family residential (21.6 percent), with commercial and services land uses being the next most prevalent (14.0 percent).

Land use characteristics within 0.5 mile of each of the proposed station locations are shown in **Figure 5.1** and **Table 5.2**. A buffer distance of 0.5 mile provides a high-level understanding of the walkable and bikeable neighborhood area of the stations. As identified in the table, the percentage of residential uses within 0.5 mile of the proposed stations combined is approximately 31.9 percent for single family and 11.7 percent for multi-family. Residential uses represent the largest share of land use within 0.5 mile of the proposed stations with the exception of the Commerce/Citadel station, for which the largest share of land use is industrial (56.5 percent). The MSF sites (including lead tracks to Sites 1 and 2) are surrounded by industrial uses such as manufacturing and assembly and warehouses.

As it relates to property acquisitions and potential displacements associated with the Build Alternative, the land uses immediately abutting the alignment are primarily commercial and services and industrial land uses (**Figure 5.1**).



Source: SCAG 2024.

Figure 5.1. Existing Land Uses within 0.25 Mile of the Build Alternative and 0.5 Mile of the Proposed Stations

Table 5.1. Land Use Distribution within 0.25 Mile of the Build Alternative Alignment

Land Use	Acreage	Percent of Total Area
Single Family Residential	307.8	21.6%
Multi-Family Residential	106.3	7.5%
Mixed Residential	9.1	0.6%
General Office	73.5	5.2%
Commercial and Services	199.2	14.0%
Facilities	23.5	1.6%
Education	49.5	3.5%
Industrial	550.1	38.6%
Transportation, Communications, and Utilities	56.6	4.0%
Mixed Residential and Commercial	1.4	0.1%
Open Space and Recreation	23.7	1.7%
Vacant	20.9	1.5%
Water	3.3	0.2%
Unknown	1.5	0.1%

Source: SCAG 2024.

Key: % = percent

Table 5.2. Land Use Distribution within 0.5 Mile of the Build Alternative Stations

Land Use	Atlantic/ Pomona		Atlantic/ Whittier		Commerce/ Citadel		Greenwood	
	Acres	Pct	Acres	Pct	Acres	Pct	Acres	Pct
Single Family Residential	179.6	54.0%	182.9	48.5%	66.1	15.5%	101.0	18.8%
Multi-Family Residential	1.3	0.4%	9.7	2.6%	7.3	1.7%	175.2	32.6%
Mixed Residential	2.9	0.9%	22.2	5.9%	0.0	0.0%	0.0	0.0%
General Office	5.4	1.6%	4.7	1.2%	29.1	6.8%	27.8	5.2%
Commercial and Services	49.0	14.7%	89.6	23.8%	46.1	10.8%	49.2	9.1%
Facilities	13.7	4.1%	3.5	0.9%	0.7	0.2%	12.6	2.3%
Education	38.0	11.4%	20.8	5.5%	9.8	2.3%	8.8	1.6%
Industrial	0.5	0.1%	40.9	10.9%	240.8	56.5%	151.0	28.1%
Transportation, Communications, Utilities	6.9	2.1%	0.1	0.0%	18.5	4.3%	3.2	0.6%
Mixed Residential and Commercial	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.4	0.3%
Open Space and Recreation	32.1	9.7%	2.0	0.5%	6.3	1.5%	3.8	0.7%
Agriculture	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.2	0.0%
Vacant	2.9	0.9%	0.5	0.1%	1.7	0.4%	2.5	0.5%
Unknown	0.2	0.1%	0.0	0.0%	0.0	0.0%	1.3	0.2%

Source: SCAG 2024.

Note: Percentages are rounded to the nearest tenth, and therefore, may not total exactly 100 percent.

Key: Pct – Percent of Total Area; % = Percent

6.0 ENVIRONMENTAL CONSEQUENCES

6.1 No Build Alternative

The No Build Alternative would not involve any new construction associated with the Build Alternative, major service improvements, or new transportation infrastructure beyond what is listed in Metro's L RTP (Metro 2020), SCAG 2024 RTP, and Measure M. The No Build Alternative would result in a continuation of current development patterns and trends and would not provide the land use benefits typical of high-capacity transit projects, including the encouragement of TOCs, JD, and other mixed-use development opportunities that provide a more walkable and bikeable urban form. While some highway and transit improvements would occur, Metro's L RTP predicts that traffic would continually worsen in the absence of additional transportation capacity. Without improved transit options and connections to the regional transit network, opportunities for transit supportive and pedestrian oriented development would be limited in the region. Further, under the No Build Alternative, the plans, policies, and regulations encouraging circulation improvements, community access and development, and air pollutant emissions reductions would not be supported.

Under the No Build Alternative, the Build Alternative would not be developed; properties would not be acquired for the Build Alternative and would not result in the displacement of businesses; and no below ground tunneling, aerial structures, or at-grade facilities would be built along the alignment. The planned regional transit projects that would occur under the No Build Alternative would primarily occur along existing ROW, which would likely involve minimal property acquisitions. However, where acquisitions and relocation are unavoidable, the provisions of both the Uniform Act and Real Estate Acquisition Management Plan. Compliance with existing regulations and applicable policies, the No Build Alternative would have no adverse effects regarding acquisitions and displacement.

6.2 Atlantic to Greenwood Alternative

6.2.1 Acquisition/Displacement

The Build Alternative could affect existing properties within the East Los Angeles community in unincorporated Los Angeles County and the Cities of Commerce and Montebello only, and would result in property acquisitions and displacements that would cause either a partial or full acquisition of a parcel. Property acquisitions may be phased over time depending on funding and construction phasing, methods, and schedule. **Table 6.1** identifies the causes of property acquisitions and displacement that could occur as a result of the Build Alternative.

Table 6.1. Source and Cause of Potential Property Acquisition and Displacement

Source of Acquisition	Type of Acquisition	Cause of Property Acquisition and Displacement
Horizontal Alignment	Full/Partial	Insufficient existing ROW for construction and operation.
Bored tunnel, aerial guideway alignment, aerial yard lead track structure, utility relocation	Permanent Easement	LRT travels off public ROW above private property and obtains an aerial easement; LRT travels off public ROW underground and obtains a subsurface easement. Underground utilities.
Station Entrances and Appendages	Full/Partial	Access, ventilation, and emergency egress for new rail line underground stations.
Station Area	Full/Partial	Area required for construction and operation of the underground stations.
MSF	Full/Partial	Area required to perform maintenance activities, store LRVs, and for rail access to the maintenance area.
TPSS Sites	Full Partial	Area required for TPSS sites.
Construction Activities/Construction Staging Sites	Full/Partial	Area required for staging materials equipment during construction period (including tunnel boring machine launch site); permanent uses include TPSS sites and may be used for station parking, guideway structures or other permanent use.
Construction Activities/Construction Staging Sites	TCE	Temporary staging area (including tunnel boring machine launch site), materials and equipment storage, contractor site offices during the construction period; cut and cover activities (property would be returned and sidewalks reconstructed at the end of construction).

Source: CDM Smith/AECOM JV 2025.

Key: LRT = light rail transit; LRV = light rail vehicle; MSF = maintenance and storage facility; ROW = right of way; TPSS = traction power substations; TCE = temporary construction easement

6.2.2 Operational Impacts

The Build Alternative would operate primarily within an existing transportation ROW or within an underground tunnel. Physical infrastructure would include train trackway (including crossovers, tail tracks, and lead tracks to the MSF); OCS; station platforms or plazas; guideway portals at the transition segments between underground, at-grade, and aerial configurations; retaining wall; and columns to support the aerial guideway.

The underground segment of the Build Alternative would operate under the ROW of Atlantic Boulevard and Smithway Street and existing commercial, school, residential, and industrial land uses. Since the underground segment would be below grade, no physical disruption to the existing properties is anticipated. The aerial segment of the Build Alternative would operate primarily above the ROW of Washington Boulevard in the City of Commerce, where the surrounding land uses are primarily light industrial. The at-grade segment of the Build Alternative would generally operate within the median of Washington Boulevard in the City of Montebello, adjacent to primarily commercial and light industrial uses.

Operation of the Build Alternative would require property acquisition for some operational systems and facilities. Property acquisition would be primarily limited to properties currently zoned for commercial

or industrial uses along the alignment. No homes, churches, schools, parks, or other sensitive land uses would be fully acquired. Sliver acquisitions of the frontages of some commercial properties along Washington Boulevard in the City of Montebello could be required to accommodate the crossovers east of Greenwood station.

6.2.2.1 Acquisitions

Table 6.2 summarizes the number of impacted APNs, organized by full and partial (permanent) property acquisitions, for the Build Alternative by jurisdiction. **Table 6.3** then presents the permanent property acquisitions by Build Alternative component occurrences. The total acquisition area is the same for **Table 6.2** and **Table 6.3** because it is the same overall data, but note that in **Table 6.3**, more than one component can acquire parts of the same APN and some components can have multiple partial acquisitions of the same APN (e.g., aerial guideway and columns). Additionally, **Table 6.2** and **Table 6.3** are not inclusive of property acquisitions for MSF sites, which are discussed in **Section 6.2.2.1.1**, or construction-related (temporary) property acquisitions, which are discussed in **Section 6.2.3.1**. Refer to **Attachment A**, Acquisitions and Displacements Parcel Data, for parcel-specific data (i.e., parcel number, APN, property address, jurisdiction, amount and type of acquisition, and the component associated with each acquisition). **Appendix P**, Engineering Drawings, include the ROW Plan Sheets that identify the locations of the potential acquisitions along the Build Alternative corridor for the alignment and each MSF site option.

Property acquisitions would be required for the at-grade, subsurface, and aerial configurations of the proposed horizontal alignment, for stations and station appendages, TPSS sites, and other post-construction uses requiring permanent property acquisition (e.g., parking, security, utilities, sidewalk reconfiguration). As shown in **Table 6.2**, the Build Alternative would permanently affect 117 unique APNs, 29 of which would be full property acquisitions and the remaining 88 would be partial property acquisitions. As shown in **Table 6.3**, the Build Alternative components would require a total of 97 various partial acquisition needs across the 88 unique APNs that would be required for partial acquisitions.

Table 6.2. Potential Permanent Property Acquisitions for the Build Alternative by Jurisdiction

Jurisdiction	Impacted APNs	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet) ¹
East Los Angeles (Unincorporated)	53	15	38	310,525
City of Commerce	46	9	37	824,767
City of Montebello	18	5	13	167,844
TOTAL	117	29	88	1,303,136

Source: CDM Smith/AECOM JV 2025.

Notes:

¹ Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

Table 6.3. Potential Permanent Property Acquisitions for the Build Alternative by Project Component

Project Component	Full Acquisitions	Partial Acquisitions ¹	Acquisition Area (square feet) ²
Horizontal Alignment			
Guideway	0	1	1,360
Open Trench Guideway	1	2	40,099
Cut and Cover Tunnel	0	2	825
Bored Tunnel	0	65	365,891
Stations			
Station Area	5	5	106,305
Station Plaza	0	1	24,804
Station Entrance	1	0	17,730
Station Appendages	0	4	17,537
TPSS Sites			
TPSS	0	1	8,659
Other Permanent Uses (Post-Construction)			
Construction Staging Site/Guideway/TPSS	1	0	132,875
Construction Staging Site/Guideway/Satellite Yard/TPSS	5	0	226,011
Construction Staging Site/Parking/TPSS	3	0	112,296
Construction Staging/Security Booth	2	0	29,898
Cut and Cover Tunnel/Construction Staging Site	9	0	108,890
Roadway/Sidewalk Improvements	0	12	16,991
Sanitary Sewer	0	3	14,586
Water/Gas		1	315
TBM Launch Site	2	0	78,064
TOTAL	29	97	1,303,136

Source: CDM Smith/AECOM JV 2025.

Notes:

¹ More than one permanent partial acquisition could occur on a single APN. Thus, because multiple components could acquire parts of the same APN, and some components could have multiple partial acquisitions within the same APN, the total 'partial acquisitions' in this table are greater than the total partial acquisitions listed previously in **Table 6.2**.

² Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

Key: TPSS = traction power substations; TBM = Tunnel Boring Machine

6.2.2.1.1 Maintenance and Storage Facility

MSF Site 1: Mid-Block Tracks

Operation of MSF Site 1 would involve acquiring industrial properties located west of Vail Avenue for lead tracks to the MSF, including full acquisition of several large parcels. With operation of MSF Site 1, through-access on Acco Street would be eliminated towards Vail Avenue to accommodate the lead tracks; 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. As identified in NEPA Project Measure (NPM) TRA-3 (from **Appendix O**, Transportation Impacts Report), site access to MSF Site 1 and surrounding properties would be retained and meet design requirements. Flotilla Street to the north and Washington Boulevard to the south would provide alternative east-west connections to the surrounding roadway network. Thus, properties on Acco Street and other surrounding properties would continue to have access to the roadway, bicycle, and sidewalk network via Yates Avenue.

Table 6.4 summarizes the number of potential impacted parcels and permanent acquisitions, and **Table 6.5** summarizes the type of permanent acquisitions by component for MSF Site 1.

Table 6.4. Potential Permanent Property Acquisitions for MSF Site 1

Jurisdiction ¹	Impacted APNs	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet) ²
City of Montebello	7	5	2	1,168,140

Source: CDM Smith/AECOM JV 2025.

Note:

¹ MSF Site 1 and lead tracks would be located in the City of Montebello.

² Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

Table 6.5. Potential Permanent Property Acquisitions for MSF Site 1 by Project Component

Project Component	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet) ¹
MSF Site 1	5	1	1,167,749
Sidewalk Improvements	0	1	391
TOTAL	5	2	1,168,140

Source: CDM Smith/AECOM JV 2025.

Note:

¹ Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

As shown in **Table 6.4** and **Table 6.5**, MSF Site 1 would result in potential acquisitions to accommodate the MSF Site and lead tracks, five of which would be full property acquisitions and two would be partial property acquisitions.

MSF Site 2: Yates Avenue Tracks

Operation of MSF Site 2 would involve the acquisition of industrial properties, including full acquisition of three large parcels for the MSF, one full acquisition of a property at the corner of Washington Boulevard and Yates Avenue, and partial acquisitions of properties along Yates Avenue for the lead tracks to the MSF. In addition, because MSF Site 2 necessitates the main line (aerial track) alignment

between Gayhart Street and Garfield Avenue to shift slightly northward, additional partial acquisitions of properties on the north side of Washington Boulevard would be required. For MSF Site 2, the aerial support columns for the lead tracks to the MSF and the main line shift along Washington Boulevard, would be placed so that traffic and property access would be maintained for properties along both Washington Boulevard and Yates Avenue.

Table 6.6 summarizes the number of potentially impacted parcels and permanent acquisitions and **Table 6.7** summarizes the type of permanent acquisitions by component for MSF Site 2.

Table 6.6. Potential Permanent Property Acquisitions for MSF Site 2 by Jurisdiction

Jurisdiction ¹	Impacted APNs	Full Acquisitions	Partial Acquisitions	Acquisition Area (square feet) ²
City of Commerce	11	1	10	59,448
City of Montebello	6	6	0	1,232,023
TOTAL	17	7	10	1,291,471

Source: CDM Smith/AECOM JV 2025.

Note:

¹ MSF Site 2 would be located in the City of Montebello with lead tracks located partially in the City of Commerce.

² Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

Table 6.7. Potential Permanent Property Acquisitions for MSF Site 2 by Project Component

Project Component	Full Acquisitions	Partial Acquisitions ¹	Acquisition Area (square feet) ²
MSF Site 2	4	0	1,231,176
Aerial Yard Lead Track Structure	2	4	18,493
Yard Lead Wye Structure	1	0	26,580
Column	0	15	2,105
Aerial Guideway	0	8	11,997
Sidewalk	0	5	1,120
TOTAL	7	32	1,291,471

Source: CDM Smith/AECOM JV 2025.

Notes:

¹ More than one permanent partial acquisition could occur on a single APN. Thus, because multiple components could acquire parts of the same APN, and some components could have multiple partial acquisitions within the same APN, the total 'partial acquisitions' in this table are greater than the total partial acquisitions listed previously in **Table 6.6**.

² Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

As shown in **Table 6.6**, MSF Site 2 would result in potential acquisitions that include 7 full property acquisitions and 10 partial property acquisitions. As shown in **Table 6.7**, MSF Site 2 would require a total of 32 various partial acquisition needs across the 10 unique APNs that would experience partial acquisitions.

MSF Site 3: Satellite Yard at Gayhart Street

Operation of MSF Site 3 would not involve any additional property acquisition from what would be acquired for construction of the Build Alternative. MSF Site 3 would utilize the contiguous space created from five full industrial property acquisitions along Gayhart Street (see **Table 6.3**) as a result of the Build

Alternative’s transition from tunnel to aerial tracks, construction staging, and the launching of the tunnel boring machine at this location. This is summarized in **Table 6.8** and **Table 6.9** which show that there would be no additional impacted parcels or acquisitions for MSF Site 3.

Table 6.8. Potential Permanent Property Acquisitions for MSF Site 3 by Jurisdiction

Jurisdiction ¹	Impacted APNs ²	Full Acquisitions ²	Partial Acquisitions ²	Acquisition Area (square feet) ²
City of Commerce ²	0	0	0	0
TOTAL	0	0	0	0

Source: CDM Smith/AECOM JV 2025.

Note:

¹ MSF Site 3 would be located fully in the City of Commerce.

² Additional acquisitions from what would be required for construction of the Build Alternative.

Table 6.9. Potential Permanent Property Acquisitions for MSF Site 3 by Project Component

Project Component	Full Acquisitions ¹	Partial Acquisitions ¹	Acquisition Area (square feet) ¹
MSF Site 3	0	0	0
TOTAL	0	0	0

Source: CDM Smith/AECOM JV 2025.

Notes:

¹ Additional acquisitions from what would be required for construction of the Build Alternative.

6.2.2.2 Displacements

The Build Alternative would not result in any potential residential displacements. However, Metro would require permanent underground/subsurface easements for tunneling under 65 properties, with 10 of these being residential properties. Permanent subsurface easements would be accomplished through a one-time payment and recording of an easement deed, which would provide Metro the right to permanently use the required area beneath these properties as a tunnel for the underground portion of the guideway.

Potential non-residential (e.g., business) displacements would be necessary to accommodate some of the required property acquisitions. Displacements are determined by evaluating the extent to which the Build Alternative would affect existing properties and identifying those properties where the current use would not be possible if the Build Alternative is constructed. Direct effects on structures, assessment of property-specific elements (i.e., available parking, access to and traffic circulation within the property, and other aspects specific to the type of business affected), and effects that may disrupt a business’ ability to conduct their primary function after project implementation were evaluated. Businesses affected include automotive services, commercial retail, restaurants/food services, office, and industrial/manufacturing. For relocated businesses, jobs would also be relocated and would not be permanently displaced. However, permanent job loss could still occur as a result of the relocation. Business and employment displacements would occur in all three primary jurisdictions of the Study Area (i.e., unincorporated East Los Angeles, City of Commerce, and City of Montebello).

Table 6.10 summarizes the number of potential businesses and employees that would be displaced by the Build Alternative. This total does not include the potential businesses or employees displaced as a

result of the MSF site options, or those displaced as a result of construction staging site needs, which are discussed separately below. As shown in **Table 6.10**, the Build Alternative is estimated to displace approximately 64 businesses and approximately 637 employees. Refer to **Attachment A** for parcel- and displacement-specific data.

Table 6.10. Potential Business and Employee Displacements for the Build Alternative by Jurisdiction

Jurisdiction	Commercial Retail	Automotive Services	Restaurants/ Food Services	Office	Industrial	Total	Estimated Employees Displaced
East Los Angeles	9	5	6	7	0	27	225
City of Commerce	0	0	0	1	8	9	272
City of Montebello	9	9	7	3	0	28	140
TOTAL	18	14	13	11	8	64	637

Source: CDM Smith/AECOM JV 2025.

Within East Los Angeles (unincorporated Los Angeles County) and the City of Commerce, potential business displacements associated with the Build Alternative would occur only where full parcel acquisitions are required. The required partial acquisitions in these two jurisdictions are generally limited to subsurface easements where the alignment is tunneled under properties and sliver acquisitions along sidewalks and property frontages that are capable of maintaining the viability of the overall properties.

Potential full parcel acquisitions in unincorporated East Los Angeles are required for the Atlantic/Pomona station and Atlantic/Whittier station, both of which involve a number of commercial retail businesses that are concentrated within strip malls, and for a series of parcels on the west side of Atlantic Boulevard where the alignment would transition from at-grade to underground.

In the City of Commerce, full parcel acquisitions resulting in business displacements would occur for the alignment transition from underground to an aerial configuration, construction staging, and launching of the tunnel boring machine; business displacements in this location consist of five industrial buildings/properties, some with multiple tenants.

In the City of Montebello, full parcel acquisitions for construction staging with post-construction uses of parking and a TPSS site, would result in business displacements associated with a strip mall and connected auto center strip on the southwest side of Washington Boulevard and Greenwood Avenue. Immediately east of Greenwood Avenue one other full parcel acquisition for construction staging with post-construction use of a security booth would result in the business displacement of a fast food restaurant.

Additionally, potential partial acquisitions (approximately 20 feet in width) of ten properties along the south side of Washington Boulevard (east of Greenwood Avenue to just east of Montebello Avenue) would result in some business displacements. These partial acquisitions would be required to accommodate roadway and sidewalk widening in order to retain left-turn pockets on Washington Boulevard for traffic in both directions (i.e., Montebello Boulevard Option 2). Some of the onsite structures within these ten parcels have been constructed up to the sidewalk, with little to no property setback, such that the partial acquisitions at four of the ten properties (EST-4408-1, APN 6352-007-051;

EST-4409-1, APN 6352-007-052; EST-4411-1, APN 6352-007-054; and EST-4501-1, APN 6352-008-019) would require building demolition, resulting in business displacement. It should be noted that two of the four properties (EST-4411-1 and EST-4501-1) have additional onsite structures that are not in the area of required partial acquisition. These structures/portions of structures are anticipated to be functionally retained via existing (or constructed) dividing walls separating them from any removed structures. All other businesses associated with the properties affected by these partial acquisitions are anticipated to be able to continue to function based on the following property-specific considerations:

- Three of the parcels (EST-4403-1, APN 6352-007-046; EST-4404-1, 6352-007-047; and EST-4405-1, APN 6352-007-048) are connected and operated together as one larger property. Two separate entrances controlled by security gates offer ingress and egress from the property to Washington Avenue. The structures on these three parcels are set back away from Washington Boulevard, with the remaining portion of the overall property that fronts Washington Boulevard used for parking and container truck access/movement to loading bays. The partial acquisition would remove the security gates, landscaping, and approximately 16 out of 50 total striped parking stalls. This overall property would retain approximately 70 percent of its onsite parking and would continue to have a sizeable area for larger container truck movement. As such, it is anticipated this property would continue to be capable of supporting the existing businesses and is not considered to result in any additional displacements.
- Two parcels (EST-4406-1, APN 6352-007-049; and EST-4407-1, APN 6352-007-050) have structures that are sufficiently set back from Washington Boulevard such that the partial acquisitions would result in the removal of property frontages only. This would eliminate some landscaping, reduce driveway lengths, and would result in the existing structures being situated closer to the roadway. Parking and other uses of these properties would remain behind the structures as they do under existing conditions. As such, it is anticipated these properties would continue to be capable of supporting the existing businesses and are not considered to result in any additional displacements.
- Parcel EST-4410-1 (APN 6352-007-053) has some structures set back away from Washington Boulevard with parking and a security gate fronting Washington Boulevard. The partial acquisition would remove the security gate and approximately 2 out of 11 striped parking stalls. This property, while separate from EST-4411-1 (APN 6352-007-054), provides back door access and parking to it, specifically to the business that would be displaced from the partial acquisition discussed above at EST-4411-1. It is anticipated this property would continue to be capable of supporting other existing uses/businesses and is not considered to result in any additional displacements.
- Parcel EST-4501-1 (APN 6352-008-019) consists of a small strip mall with several businesses; access to this property is provided from both Montebello Boulevard and Washington Boulevard. This parcel is one of the four properties, discussed above, where the partial acquisition would require building demolition, resulting in a business displacement. However, it is anticipated that other structures on this property would be functionally retained. In addition to the partial structure removal, the partial acquisition would result in the removal of landscaping and approximately 6 out of 26 onsite parking spaces. Because the property would retain more than 70 percent of its onsite parking, and street parking would remain available along Montebello Boulevard, it is anticipated this property would continue to be capable of supporting the existing businesses and is not considered to result in any additional displacements.

Refer to **Attachments A** and the Right-of-Way drawings in **Appendix P** for additional detail on potential acquisitions.

6.2.2.2.1 Maintenance and Storage Facility

MSF Site 1: Mid-Block Tracks

MSF Site 1 is estimated to displace an additional five industrial properties supporting nine businesses and approximately 403 employees in total (**Attachment A**). As discussed previously, MSF Site 1 would eliminate through-access on Acco Street, and 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. One of these businesses, located at 6868 Acco Street, also requires a partial acquisition on the east side of the building (EST-4601-1, APN 6336-003-071; as shown in **Appendix P**). This partial acquisition would result in the loss of approximately 18 private parking stalls, as well as a secondary building entrance with ADA ramp, that serve the building and business. There would be no acquisition involving the structure itself and the property would retain approximately 61 other private parking stalls on the southern and western sides of the building (in addition to street parking along Acco Street that would continue to be available with the proposed cul-de-sac, which would be located near the main entrance of the building). It is possible that the property's viability for use by the business could remain, including with the continuation of roadway, bicycle, and sidewalk access to it from Yates Avenue per NPM TRA-3. However, although the building and most of its private parking would remain, for purposes of this analysis, the loss of approximately 23 percent of parking and the loss of secondary building access with an ADA ramp is considered to be a business displacement (which is reflected in the total nine business displacements mentioned).

MSF Site 2: Yates Avenue Tracks

MSF Site 2 is estimated to displace an additional two businesses supporting approximately 88 employees in total (**Attachment A**). It should be noted that MSF Site 2 also requires the acquisition and demolition of a large (approximately 327,000 square-foot) industrial building, located at 2101 Flotilla Avenue (ESTs-4701 and -4702, APNs 6336-002-028 and 6336-002-029; **Appendix P**). There is presently no business tenant at the property, and therefore, for the purposes of this analysis, this acquisition is not identified as a potential business displacement.

MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3 would not result in any additional displacements.

6.2.2.3 Replacements and Relocation

CoStar Group's LoopNet database was queried to determine available commercial and industrial properties for lease and sale. **Table 6.11** shows a summary of available replacement sites for lease and sale within each affected jurisdiction and nearby surrounding jurisdictions, corresponding to an area equivalent to an approximately 2.5 mile radius of the affected properties. The data presented at the time of this report are based on the market and vacancy conditions in April 2025. It is possible that a decrease in vacancy rates at the time of acquisition could result in a reduced number of available

replacement sites. However, the abundance of replacement sites currently available within the affected and surrounding jurisdictions (**Table 6.11** and **Table 6.12**, below) relative to the number of anticipated displacements suggests that replacement sites could be available in the future, barring unanticipated changes in the market.

Table 6.11. Inventory of Potential Available Non-Residential Properties for Lease and Sale in the Vicinity of the Build Alternative

Property Type	Jurisdiction	For Lease	For Sale	Total
Retail	East Los Angeles (Unincorporated County of Los Angeles) (90022)	30	17	47
Retail (Automotive Services) ¹	East Los Angeles (Unincorporated County of Los Angeles) (90022)	2	3	5
Retail (Restaurants/Food Services) ²	East Los Angeles (Unincorporated County of Los Angeles) (90022)	0	1	1
Office	East Los Angeles (Unincorporated County of Los Angeles) (90022)	3	4	7
Industrial	East Los Angeles (Unincorporated County of Los Angeles) (90022)	5	7	12
Retail	City of Commerce (90040)	8	0	8
Retail (Automotive Services) ¹	City of Commerce (90040)	0	0	0
Retail (Restaurants/Food Services) ²	City of Commerce (90040)	2	1	3
Office	City of Commerce (90040)	10	2	12
Industrial	City of Commerce (90040)	75	16	91
Retail	City of Montebello (90640) ³	19	11	30
Retail (Automotive Services) ¹	City of Montebello (90640) ³	0	1	1
Retail (Restaurants/Food Services) ²	City of Montebello (90640) ³	0	0	0
Office	City of Montebello (90640) ³	16	3	19
Industrial	City of Montebello (90640) ³	12	7	19
Retail	Other Nearby Jurisdictions	95	34	129
Retail (Automotive Services) ¹	Other Nearby Jurisdictions	0	3	3
Retail (Restaurants/Food Services) ²	Other Nearby Jurisdictions	10	4	14
Office	Other Nearby Jurisdictions	35	10	45
Industrial	Other Nearby Cities	120	44	164

Source: CoStar Group 2025a; CDM Smith/AECOM JV 2025.

Notes:

- ¹ Automotive services fall within the Retail' category; however, the number of available properties identified in this line item are where LoopNet includes a specific automotive service-related 'secondary type' category to the overall 'retail property type' (these secondary types include: 'auto repair', 'service station', and 'car wash'). Properties may be available for automotive service uses within the more general 'retail' category.
- ² Restaurants/Food Services fall within the general 'Retail' category; however, the number of available properties identified in this line item are where LoopNet includes a specific food-related 'secondary type' category to the overall 'retail property type' (these secondary types include: 'fast food' and 'restaurant'). Properties may be available for restaurant/food service uses within the more general 'retail' category.
- ³ Other zip codes of nearby, surrounding jurisdictions (i.e., within approximately 2.5 miles of the Build Alternative alignment) include: 90023 and 90063 (Los Angeles); 90201 (Bell Gardens, Bell, and Cudahy); 90660 (Pico Rivera); and 91754 (Monterey Park).

Table 6.12 provides a comparison of the Build Alternative-related business displacements to the available replacement sites. Replacement availability (i.e., surplus or deficit) is shown for: (1) the three affected jurisdictions (presented in **Table 6.11**); (2) the approximately 2.5-mile area capturing nearby, surrounding jurisdictions (presented in **Table 6.11**); and (3) an expanded search to an approximately 5-mile area to show additional availability within this generalized sub-region of Los Angeles County.

Table 6.12. Potential Business and Employee Displacements for the Build Alternative by Jurisdiction

Business Type	Within Affected Jurisdictions			Within Affected Jurisdictions and Other Nearby Jurisdictions ¹ (Approximately 2.5 Miles) ²		Within Affected Jurisdictions and Other Nearby Jurisdictions ¹ (Approximately 5 Miles) ²	
	Businesses Displaced	Properties Available	Surplus / Deficit	Properties Available	Surplus / Deficit	Properties Available	Surplus / Deficit
Retail	18	85	67	214	196	614	596
Retail (Auto)	14	6	-8	9	-5	31	17
Retail (Restaurant)	13	4	-9	18	5	55	42
Office	11	38	27	83	72	255	244
Industrial	8	122	114	286	278	971	963

Sources: CoStar Group 2025a; CDM Smith/AECOM JV 2025.

Notes:

¹ These columns are the cumulative availability (i.e., are inclusive of the more focused areas presented within this table).

² Other zip codes of nearby, surrounding jurisdictions (i.e., within approximately 2.5 miles of the Build Alternative alignment) include: 90023 and 90063 (Los Angeles); 90201 (Bell Gardens, Bell, and Cudahy); 90660 (Pico Rivera); and 91754 (Monterey Park). The expanded search of zip codes (jurisdictions) to 5 miles included: 90021, 90031, 90032, and 90033 (Los Angeles), 90058 (Vernon), 90240 and 90241 (Downey), 90255 (Huntington Park), 90270 (Maywood), 90280 (South Gate), 90601, 90602, and 90606 (Whittier), 90670 (Santa Fe Springs), 91733 (South El Monte), 91755 (Monterey Park), 91770 (Rosemead), 91776 (San Gabriel), and 91801 and 91803 (Alhambra).

As shown in **Table 6.12**, a sufficient number of comparable replacement sites may not be available within the affected jurisdictions alone (i.e., within East Los Angeles [Unincorporated County of Los Angeles], City of Commerce, and City of Montebello) for the automotive and restaurant/food service business types (deficits of 8 and 9 properties, respectively). However, as noted previously, a majority of the property acquisitions associated with the Build Alternative involve commercial retail businesses that are concentrated within strip malls/auto malls, which are typical of the commercial retail properties along the Build Alternative corridor in this part of Los Angeles County. For example, of the 14 identified displaced automotive-type businesses, two of them are stand-alone gas stations and one is a stand-alone larger Auto Body Center. The remaining 11 are relatively smaller, garage-type businesses (e.g., tires, transmission, body work, filter/oil change service, etc.). These small garage-type operations may be able to operate within properties listed under the generalized retail category; the available automotive properties listed in **Table 6.11** and **Table 6.12** indicate where the database included a specific automotive-related 'secondary property type'. A similar situation occurs for those business displacements associated with restaurant/food services category, where the majority of the identified displaced businesses are small (e.g., bakeries, donuts, tacos, juice bar, etc.) establishments within a larger strip mall. Thus, the availability of replacement sites for many of the displaced businesses associated with the Build Alternative is likely greater than suggested by the data associated with the affected jurisdictions alone. Nevertheless, there could be the potential for insufficient number of potential replacement sites for sale or lease to accommodate automotive and/or restaurant/food service relocations within the same jurisdiction.

As shown in **Table 6.12**, expanding the database search to other nearby jurisdictions (i.e., to additional zip codes within approximately 2.5 miles and 5 miles of the affected jurisdictions) shows that a potential sufficient number of replacement sites are available for the affected businesses. Thus, at the time of actual acquisition, it is anticipated that suitable replacement sites would be available within a reasonable distance from the affected properties.

6.2.2.3.1 Maintenance and Storage Facility

As discussed in **Section 6.2.2.2.1**, MSF Site 1 is anticipated to displace approximately five additional industrial businesses, MSF Site 2 is anticipated to displace two additional businesses. As shown in **Table 6.12**, there is a substantial surplus of office and industrial properties for lease or sale within the affected jurisdictions, with that surplus increasing when the search for replacement properties is expanded to other, nearby jurisdictions.

MSF Sites 1 and 2 involve acquisition and associated business displacement of the largest properties to be acquired for the Build Alternative. MSF Site 1 would require acquisition of an approximately 400,000 square-foot industrial warehouse property (825 Vail Avenue; EST-4701; APN 6336-002-020) with approximately 70 loading docks and 100 parking spaces. MSF Site 2 would require acquisition of an approximately 375,000 square-foot industrial warehouse property (2100 Yates Avenue; EST-4701; APN 6336-002-018 and 663-002-019) with approximately 47 loading docks and 158 parking spaces. Of the available 122 industrial properties within the affected jurisdictions, there are 9 properties of sufficient size, number of loading docks, and parking available as replacements. When expanded out to approximately 5 miles, the number of generally comparable available properties increases to 22 properties. This suggests that at the time of actual acquisition, suitable replacement sites for the largest of the Build Alternative's potential acquisitions would be available within a reasonable distance from the affected properties.

6.2.2.4 Relocation Considerations

As discussed above, replacement sites for current businesses acquired for the Build Alternative may need to be sought outside of the immediate community, which could potentially result in loss of jobs for workers who would be unable to move or commute to the replacement business location due to distance/change in location. For example, the relocation of a business may potentially be disruptive to aspects of employee routines and/or to the business itself (e.g., alteration or reduction in positions required for operations at a new location), resulting in the potential for some job loss.

In addition to the number of displacements identified, other relocation considerations, such as potential displacements with extensive personal property that must be relocated, specialized equipment requiring special handling, or particular provisions that must be made at the replacement site (such as high-voltage power or high-volume water pipes), could be required. Additionally, the nature of some of the anticipated large businesses, with many employees whose schedules must be coordinated to accommodate the move, could generate some relocation complexity. This could provide challenges to Metro in terms of available qualified consultants to provide relocation assistance advisory services. For example, other infrastructure projects taking place in the region that may also require replacement sites could potentially reduce the availability of consultant resources, such as appraisers and relocation specialists for the Build Alternative. As such, several options may be considered to limit effects on the displaced business, including but not limited to, phasing acquisition and relocation activities; providing

relocation consulting services; extending the timeframe for relocation activities; and expanding the replacement area to include other nearby jurisdictions.

Construction of the Build Alternative would be implemented over multiple years (5 to 7 years), and it is anticipated that the relocation process would similarly be implemented in a planned, phased manner (i.e., the required acquisitions would not occur all at once) to minimize disruptions and provide adequate time for Metro's real estate specialists to work directly with displacees. Acquisition and relocation activities in phases would limit the number of industrial and commercial businesses impacted at the same time and would allow the marketplace sufficient time to absorb the influx of businesses searching for replacement sites. As the quantity of replacement sites are limited, flooding the marketplace with displacees seeking to stay within reach of their client base might have the unintended consequence of making it more challenging to find suitable replacement sites. Phasing acquisition and relocation activities in strategic areas could allow for a higher percentage of businesses to relocate successfully. Ideally, replacement sites would be close enough to a business's current location to minimize burdens on employees who would need to travel from their homes to the new business location.

Affording additional time during the relocation process to search for replacement sites and staging the relocation process according to when properties would need to be vacated could help with the successful relocation of businesses within, or as close as possible to displacement sites. Additional time for relocation agents to work with displacees on finding suitable replacement sites and facilitating complex moves would increase the probability of successful relocations.

To address the special needs of certain commercial or industrial displacees, expanding the replacement area to include other nearby cities may increase the chances of finding suitable replacement sites if the additional distance from the displacement site would not cause impacts to the business (such as moving them too far from existing customers or suppliers). This strategy may also identify replacement locations that do not force commercial businesses to compete with similar businesses.

Metro would provide relocation assistance and compensation for all displaced businesses and residences as required under the Uniform Act and California Relocation Act. This also includes a relocation plan as required by California Code of Regulations, Title 25, Division 1, Chapter 6. Where acquisitions and relocation are unavoidable, FTA and Metro would follow the provisions of both Acts, as amended. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation would not be less than the approved appraisal for all real property acquired by Metro or utilized temporarily during construction. Each business and residence displaced as a result of the Build Alternative would be given advance written notice and would be informed of their eligibility for relocation assistance and payments under the Uniform Act. For relocated businesses, jobs would also be relocated. However, some permanent job losses may result from the Build Alternative. To address potential permanent job loss, Metro would also coordinate with the appropriate jurisdictions regarding business relocations.

Due to application of the requirements under the Uniform Act, California Relocation Act, and other applicable policies, the Build Alternative would not result in adverse effects associated with permanent acquisitions and displacements, as these requirements ensure fair compensation, minimize displacement-related hardship, and provide relocation assistance to affected property owners and occupants.

6.2.3 Construction Impacts

6.2.3.1 Property Acquisitions

Construction of the Build Alternative would require some additional, temporary property acquisitions beyond the acquisitions required for operations (discussed in **Section 6.2.2** and **Table 6.3**). These additional, temporary property acquisitions would be in the form of TCEs, for areas needed temporarily during construction in addition to the actual Build Alternative footprint. Some TCE needs require large footprints (e.g., for construction staging and laydown, for the tunnel boring machine launch site, etc.), and some of which would involve building demolition. Other TCEs would be needed for certain construction activities (e.g., sidewalk improvements/use, sanitary sewer installation/access, cut and cover tunneling activities), which would vary depending on the type of construction and adjacent land use. The properties used for TCEs would, upon termination of the TCE, be returned to their original owners. However, these TCEs would last 5 to 7 years; due to their long-term duration, owners could decide to sell their properties to Metro rather than wait for the TCE to expire. **Table 6.13** summarizes the additional temporary acquisitions required by jurisdiction, and **Table 6.14** summarizes the temporary acquisitions by Build Alternative component.

Table 6.13. Potential Temporary Property Acquisitions for the Build Alternative by Jurisdiction

Jurisdiction	Impacted APNs	Temporary Acquisitions (with Building Demolition)	Other Temporary Acquisitions	Acquisition Area (square feet) ¹
East Los Angeles	4	2	2	29,463
City of Commerce	9	3	6	218,866
TOTAL	13	5	8	248,329

Source: CDM Smith/AECOM JV 2025.

Note:

¹ Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

Table 6.14. Potential Temporary Property Acquisitions for the Build Alternative by Project Component

Project Component	Temporary Acquisitions (with Building Demolition)	Other Temporary Acquisitions ¹	Acquisition Area (square feet) ²
Construction Staging Site	4	2	173,851
Station Construction / Sidewalk Improvements	0	2	6,106
Sidewalk Improvements	0	4	7,697
Cut and Cover Tunnel	0	1	2,161
TBM Launch Site	1	0	45,246
Sanitary Sewer	0	2	13,268
TOTAL	5	11	248,329

Source: CDM Smith/AECOM JV 2025.

Notes:

¹ More than one temporary partial acquisition may occur on a single parcel

² Square-footage identified is approximate, estimated based on 15 percent engineering design plans.

As shown in **Table 6.13** and **Table 6.14**, TCEs would be required from 13 unique APNs for the Build Alternative for various construction-related needs. Five of the acquisitions would require demolition of the onsite structures. Refer also to **Attachment A** and the Right-of-Way sheets in **Appendix P** for additional, specific details.

6.2.3.1.1 Maintenance and Storage Facility

Construction of MSF Site 1 would require one temporary property acquisition in the form of a TCE for sidewalk improvements (totaling 1,585 square feet). Construction of MSF Site 2 would require one temporary property acquisition in the form of a TCE for a gate and fencing (totaling 669 square feet). Refer to **Attachment A** and the Right-of-Way sheets in **Appendix P** for specific details. MSF Site 3 does not require any additional temporary property acquisitions beyond those identified previously in **Table 6.6** and **Table 6.7**.

6.2.3.2 Business Displacements

As noted in **Section 6.2.3.1**, above, some TCEs needed for the Build Alternative would require large footprints, some of which would involve building demolition. Potential non-residential (e.g., business) displacements would be necessary to accommodate these larger, temporary acquisitions. **Table 6.10** summarizes the number of potential businesses and employees that would be displaced by certain temporary construction staging needs of the Build Alternative. These displacements are in addition to those discussed previously under the operations impacts discussion in **Section 6.2.2** and **Table 6.15**.

As shown in **Table 6.15**, the temporary acquisition needs of the Build Alternative are estimated to displace an additional, approximately 9 businesses and approximately 68 employees.

Table 6.15. Potential Business and Employee Displacements for Temporary Construction Needs of the Build Alternative, by Jurisdiction

Jurisdiction	Commercial Retail	Automotive Services	Restaurants/ Food Services	Office	Industrial	Total Businesses	Estimated Employees Displaced
East Los Angeles	3	0	2	2	0	7	23
City of Commerce	0	0	0	0	2	2	45
TOTAL	3	0	2	2	2	9	68

Source: CDM Smith/AECOM JV 2025.

The nine business displacements occur at four parcels, two located in East Los Angeles (unincorporated Los Angeles County) and two in the City of Commerce. A fifth parcel in the City of Commerce requires demolition of the building on the site, but the building is associated with the same business at the adjoining parcel (EST-3702, APN 6336-011-007) and is counted as part of the displacements within **Table 6.10**. Six of the seven business displacements in East Los Angeles are the result of the removal of a strip mall located on one of the parcels (EST-2603, APN 5240-018-003); refer to **Attachment A** and the Right-of-Way sheets in **Appendix P** for additional detail on potential displacements. As discussed in **Section 6.2.2.3**, it is anticipated that suitable replacement sites would be available within a reasonable distance from the affected jurisdictions and properties. It is similarly anticipated that these additional nine businesses would have sufficient replacement sites available based on the amount of available sites presented previously in **Table 6.12**. Additionally, the same relocation considerations discussed in **Section 6.2.2.4** would also apply for these business displacements.

Short-term street and sidewalk closures during construction of the Build Alternative would result in temporary limitations on movement for vehicles, cyclists, and pedestrians, which could affect access to properties and businesses in general. However, these closures would be temporary and periodic. Additionally, as identified in NPM TRA-2 (see **Section 7.1**), lane and/or road closures would be scheduled to minimize disruptions in coordination with authorities having jurisdiction. Specifically, during construction, Los Angeles County Fire Department (LACFD) Station 50, located at 2327 Saybrook Avenue in the City of Commerce, could experience nearby construction-related activities along Saybrook Avenue and Gayhart Street with potential disruption with ingress and egress to and from the station. The Build Alternative would comply with NPM TRA-2 that requires Metro to directly coordinate with LACFD prior to any construction to ensure station access is preserved throughout the construction period.

However, additional coordination is required in a more organized and comprehensive manner to prevent potential adverse effects. Therefore, as required by NEPA mitigation measure (NMM) TRA-2 (see **Section 7.2**), a Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Through implementation of the Traffic Management Plan, Metro’s contractor would notify and work with surrounding communities and businesses regarding the construction schedule in advance and would use wayfinding signage to inform the public of reroutes due to closed roadways and pedestrian areas. Additionally, access to adjacent businesses would be provided via existing or temporary driveways during business hours throughout the construction period.

Additionally, Metro has existing pilot programs that provide financial assistance to small businesses along rail corridors under construction; for example, Metro’s Eat Shop Play Local business mitigation program provides marketing assistance for businesses along Metro rail construction projects to bring focused attention to affected local businesses, and Metro’s Business Interruption Fund provides

financial assistance to small “mom and pop” businesses located along Metro project corridors. Applicability of existing pilot programs to the Build Alternative would be subject to approval by Metro. The pilot programs would avoid adverse construction-related business displacement effects by providing targeted financial and marketing assistance that helps small, corridor-adjacent businesses remain operational and economically viable during construction.

In summary, construction of the Build Alternative would not result in an adverse effect with respect to business displacements because the Build Alternative includes relocation assistance and compensation in accordance with applicable federal and state relocation laws, ensuring affected businesses are treated fairly and supported through the process. In addition, phased acquisition, advance notice, and coordination with local agencies would allow businesses sufficient time to relocate and continue operations without significant disruption.

6.2.3.2.1 MSF

MSF Site 1

As discussed previously in **Section 6.2.2.1.1** of this Impacts Report, MSF Site 1 would require the closure of a portion of Acco Street and other temporary changes to traffic circulation and controls. While Acco Street would remain permanently closed to through-traffic, access to the existing properties would be maintained during construction. As identified in NPM TRA-2 (**Section 7.1**), lane and/or road closures would be scheduled to minimize disruptions, in coordination with authorities having jurisdiction. Additionally, as identified in NPM TRA-4, access would be maintained to all surrounding properties throughout the course of construction (**Section 7.1** of this Impacts Report). Even with implementation of these NPMs, further coordination is required in a more organized and comprehensive manner to prevent potential adverse effects. Therefore, as required by NMM TRA-2 (**Section 7.2** of this Impacts Report), a Traffic Management Plan would be prepared to reduce the disruption caused by construction work zones. Through implementation of the Traffic Management Plan, Metro’s contractor will notify and work with surrounding communities to establish a construction schedule, notify the public of construction in advance, and develop wayfinding signage (e.g., closed pedestrian areas, rerouting directions, etc.) to inform the public of reroutes due to closed pedestrian areas and roadways. Overall, construction of MSF Site 1 would not result in an adverse effect with respect to business displacements because access to existing properties would be maintained throughout construction and no permanent closures affecting business operations would occur.

MSF Site 2

One property, located at 2187 Garfield Avenue (EST-3903-6, APN 6336-013-014; **Appendix P**), where aerial guideway and columns would be constructed along Washington Boulevard on the south side of this property, would require gates and fencing during construction that would temporarily eliminate one driveway access point at the southeast corner of the property. Elimination of this driveway access point would impact the business operator throughout construction; however, the primary driveway access point to the property from Garfield Avenue would remain accessible throughout construction. Additionally, two other properties, located at 6808 Acco Street (EST-4602-1, APN 6336-003-015; **Appendix P**) and 6817 Acco Street (EST-4603-1, APN 6336-002-016; **Appendix P**), have primary and truck bay access from Yates Avenue, where proposed aerial guideway and columns would be constructed across these properties’ frontages. Such construction activities have the potential to

temporarily restrict or preclude driveway access from Yates Avenue, as well as the ability of large container trucks to back up to and use the loading bays at these two properties. As required by NMM TRA-2 (**Section 7.2** of this Impact Report), a Traffic Management Plan would be prepared to ensure access to adjacent businesses will be provided via existing or temporary driveways or loading zones during business hours. Overall, construction of MSF Site 2 would not result in an adverse effect with respect to business displacements.

MSF Site 3

There are no additional, site-specific construction-related considerations associated with MSF Site 3.

7.0 PROJECT MEASURES AND MITIGATION MEASURES

7.1 Project Measures

The following Project measures are design features, best management practices, or other measures required by law, including permit approvals, that are applicable to the Build Alternative.

NPM TRA-1 shall be implemented during operation of the Build Alternative to address pedestrian and vehicle safety and NPM TRA-2 shall be implemented during construction of the Build Alternative to address pedestrian and vehicle access and minimize disruption from construction work zones. NPM TRA-3 and NPM TRA-4 identify that site access to the MSF and surrounding properties will be retained and meet design requirements during operation and construction, respectively. NPM TRA-1 through NPM TRA-4 are presented in **Appendix O**.

7.2 Mitigation Measures

Mitigation measures are actions required to reduce the adverse effect(s) identified in this Impacts Report.

NMM TRA-2 shall be implemented during construction of the Build Alternative to require development of Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners. NMM TRA-2 is presented in **Appendix O**.

8.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Hallie Fitzpatrick, AICP	Environmental Planner	MFA – Creative Writing, Chapman University, 2015 MA – English, Chapman University, 2009 BA – Environmental Analysis and Design, University of California, Irvine, 2006 BA– European Studies (Modern Europe Emphasis), University of California, Irvine, 2006	18
Nathan Counts	Environmental Planner	MS – Environmental Studies, California State University, Fullerton 2014 BA – History, University of California, Irvine, 2007	18

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ATTACHMENT A – ACQUISITIONS AND DISPLACEMENTS PARCEL DATA

[A] Parcel Data for Permanent Property Acquisitions for the Build Alternative

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-2101	5249-012-037	5119 BEVERLY BLVD	East Los Angeles	12,889	12,889	FSs	Full	STATION AREA	Yes
EST-2102	5249-012-038	271 S ATLANTIC BLVD	East Los Angeles	48,069	48,069	FS	Full	STATION AREA	Yes
EST-2102	5249-012-039	271 S ATLANTIC BLVD	East Los Angeles	9,249	9,249	FS	Full	STATION AREA	Yes
EST-2103	5249-012-040	269 S ATLANTIC BLVD	East Los Angeles	2,131	2,131	FS	Full	STATION AREA	Yes
EST-2103	5249-012-041	269 S ATLANTIC BLVD	East Los Angeles	29,728	29,728	FS	Full	STATION AREA	Yes
EST-2201	5249-031-031	5201 E BEVERLY BLVD	East Los Angeles	5,557	5,557	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2201	5249-031-032	5201 E BEVERLY BLVD	East Los Angeles	6,558	6,558	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2202	6341-001-042	300 S ATLANTIC BLVD	East Los Angeles	9,186	9,186	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2203	6341-001-017	318 S ATLANTIC BLVD	East Los Angeles	5,785	5,785	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2204	6341-001-037	320 S ATLANTIC BLVD	East Los Angeles	5,852	5,852	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	No
EST-2205	6341-001-014	326 S ATLANTIC BLVD	East Los Angeles	8,645	8,645	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2206	6341-006-024	344 S ATLANTIC BLVD	East Los Angeles	29,963	29,963	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2207-1	5249-031-030	288 S ATLANTIC BLVD	East Los Angeles	14,240	1	PFA	Partial	CUT & COVER TUNNEL	No
EST-2301	6341-007-024	392 S ATLANTIC BLVD	East Los Angeles	32,022	32,022	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2302	6341-007-022	398 S ATLANTIC BLVD	East Los Angeles	5,322	5,322	FS	Full	CUT & COVER TUNNEL/CONST. STAGING SITE	Yes
EST-2303-1	6341-008-021	400 S ATLANTIC BLVD	East Los Angeles	5,250	3,022	SSE	Partial	BORED TUNNEL	No
EST-2304-1	6341-008-033	410 S ATLANTIC BLVD	East Los Angeles	10,499	5,069	SSE	Partial	BORED TUNNEL	No
EST-2305-1	6341-008-032	414 S ATLANTIC BLVD	East Los Angeles	41,323	9,534	SSE	Partial	BORED TUNNEL	No
EST-2306-1	6341-008-909	469 AMALIA AVE	East Los Angeles	15,281	242	SSE	Partial	BORED TUNNEL	No
EST-2601	5240-018-001	5191 WHITTIER BLVD	East Los Angeles	17,730	17,730	FS	Full	STATION ENTRANCE	Yes
EST-2604-1	6340-001-001	5200 WHITTIER BLVD	East Los Angeles	13,428	6,614	PFA	Partial	STATION APPENDAGE	Yes
EST-2604-1	6340-001-002	5218 WHITTIER BLVD	East Los Angeles	5,090	331	PFA	Partial	STATION APPENDAGE	No
EST-2701-1	6340-010-034	1002 S ATLANTIC BLVD	East Los Angeles	9,795	860	SSE	Partial	BORED TUNNEL	No
EST-2702-1	6340-010-004	1010 S ATLANTIC BLVD	East Los Angeles	2,502	453	SSE	Partial	BORED TUNNEL	No
EST-2703-1	6340-010-005	1012 S ATLANTIC BLVD	East Los Angeles	5,060	1,226	SSE	Partial	BORED TUNNEL	No
EST-2704-1	6340-010-006	1018 S ATLANTIC BLVD	East Los Angeles	2,474	786	SSE	Partial	BORED TUNNEL	No
EST-2705-1	6340-010-007	1020 S ATLANTIC BLVD	East Los Angeles	2,522	912	SSE	Partial	BORED TUNNEL	No
EST-2706-1	6340-010-008	1022 S ATLANTIC BLVD	East Los Angeles	2,631	1,044	SSE	Partial	BORED TUNNEL	No
EST-2707-1	6340-010-009	1026 S ATLANTIC BLVD	East Los Angeles	2,415	1,183	SSE	Partial	BORED TUNNEL	No
EST-2708-1	6340-010-010	1100 S ATLANTIC BLVD	East Los Angeles	2,478	1,328	SSE	Partial	BORED TUNNEL	No
EST-2709-1	6340-010-012	1104 S ATLANTIC BLVD	East Los Angeles	1,333	1,249	SSE	Partial	BORED TUNNEL	No
EST-2710-1	6340-010-011	1104 1/2 S ATLANTIC BLVD	East Los Angeles	1,205	232	SSE	Partial	BORED TUNNEL	No
EST-2711-1	6340-010-036	1108 S ATLANTIC BLVD	East Los Angeles	4,951	3,429	SSE	Partial	BORED TUNNEL	No
EST-2712-1	6340-010-015	1110 S ATLANTIC BLVD	East Los Angeles	2,507	1,817	SSE	Partial	BORED TUNNEL	No
EST-2713-1	6340-010-016	1112 S ATLANTIC BLVD	East Los Angeles	2,582	1,826	SSE	Partial	BORED TUNNEL	No
EST-2714-1	6340-010-017	1116 S ATLANTIC BLVD	East Los Angeles	2,536	1,836	SSE	Partial	BORED TUNNEL	No
EST-2715-1	6340-010-018	1118 S ATLANTIC BLVD	East Los Angeles	2,450	1,787	SSE	Partial	BORED TUNNEL	No

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-2716-1	6340-010-029	1126 S ATLANTIC BLVD	East Los Angeles	5,302	3,168	SSE	Partial	BORED TUNNEL	No
EST-2717-1	6340-010-028	1125 AMALIA AVE	East Los Angeles	5,268	3	SSE	Partial	BORED TUNNEL	No
EST-2801-1	6340-010-037	5201 E OLYMPIC BLVD	East Los Angeles	10,345	3,255	SSE	Partial	BORED TUNNEL	No
EST-2802-1	6340-010-035	5221 E OLYMPIC BLVD	East Los Angeles	10,789	4,092	SSE	Partial	BORED TUNNEL	No
EST-2803-1	6340-011-040	5216 E OLYMPIC BLVD	East Los Angeles	11,209	5,994	SSE	Partial	BORED TUNNEL	No
EST-2804-1	6340-011-038	1213 AMALIA AVE	East Los Angeles	5,958	631	SSE	Partial	BORED TUNNEL	No
EST-2805-1	6340-012-012	1212 AMALIA AVE	East Los Angeles	6,596	2,361	SSE	Partial	BORED TUNNEL	No
EST-2806-1	6340-013-009	1230 AMALIA AVE	East Los Angeles	4,111	3,176	SSE	Partial	BORED TUNNEL	No
EST-2807-1	6340-013-010	1234 AMALIA AVE	East Los Angeles	4,202	1,599	SSE	Partial	BORED TUNNEL	No
EST-2808-1	6340-013-008	5310 BOSWELL PL	East Los Angeles	5,015	3,520	SSE	Partial	BORED TUNNEL	No
EST-2809-1	6340-013-012	5309 PACIFIC PL	East Los Angeles	4,906	1,343	SSE	Partial	BORED TUNNEL	No
EST-2810-1	6340-013-007	5314 BOSWELL PL	East Los Angeles	4,910	404	SSE	Partial	BORED TUNNEL	No
EST-2811-1	6340-013-013	5313 PACIFIC PL	East Los Angeles	4,820	4,418	SSE	Partial	BORED TUNNEL	No
EST-2812-1	6340-013-014	5317 PACIFIC PL	East Los Angeles	5,853	3,040	SSE	Partial	BORED TUNNEL	No
EST-2813-1	6340-013-021	1241 GOODRICH BLVD	East Los Angeles	10,690	0.3	SSE	Partial	BORED TUNNEL	No
EST-2901-1	6340-014-004	5314 PACIFIC PL	East Los Angeles	6,118	54	SSE	Partial	BORED TUNNEL	No
EST-2902-1	6340-014-020	1257 GOODRICH BLVD	City of Commerce	5,287	4,190	SSE	Partial	BORED TUNNEL	No
EST-2903-1	6340-014-019	1261 GOODRICH BLVD # 1265	City of Commerce	5,396	2,658	SSE	Partial	BORED TUNNEL	No
EST-2904-1	6340-014-018	1261 GOODRICH BLVD	City of Commerce	10,216	285	SSE	Partial	BORED TUNNEL	No
EST-2905-1	6340-015-008	1270 GOODRICH BLVD	City of Commerce	320,229	15,753	SSE	Partial	BORED TUNNEL	No
EST-2906-1	6340-016-003	5416 UNION PACIFIC AVE	City of Commerce	133,910	10,590	SSE	Partial	BORED TUNNEL	No
EST-2907-1	6340-016-004	5466 UNION PACIFIC AVE	City of Commerce	84,636	23,089	SSE	Partial	BORED TUNNEL	No
EST-3001-1	6340-017-012	5500 UNION PACIFIC AVE	City of Commerce	136,554	4,080	SSE	Partial	BORED TUNNEL	No
EST-3002-1	6340-017-800	N/A	City of Commerce	72,007	2,193	SSE	Partial	BORED TUNNEL	No
EST-3003-1	6340-016-011	5471 FERGUSON DR	City of Commerce	255,092	8,700	SSE	Partial	BORED TUNNEL	No
EST-3004-1	6340-017-900	5555 FERGUSON DR	City of Commerce	510,214	44,429	SSE	Partial	BORED TUNNEL	No
EST-3101-1	6340-018-005	5500 FERGUSON DR	City of Commerce	419,953	21,197	SSE	Partial	BORED TUNNEL	No
EST-3102-1	6336-001-810	N/A	City of Commerce	279,859	8,277	SSE	Partial	BORED TUNNEL	No
EST-3102-1	6336-021-800	N/A	City of Commerce	13,796	1,060	SSE	Partial	BORED TUNNEL	No
EST-3102-1	6340-018-811	N/A	City of Commerce	29,783	2,289	SSE	Partial	BORED TUNNEL	No
EST-3103-1	6336-021-012	5500 FLOTILLA ST	City of Commerce	10,733	5,352	SSE	Partial	BORED TUNNEL	No
EST-3201-1	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	24,804	PFA	Partial	STATION PLAZA	No
EST-3201-2	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	2,896	SSE	Partial	STATION AREA	No
EST-3201-3	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	6,857	PFA	Partial	STATION APPENDAGES	No
EST-3201-4	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	7,224	SSE	Partial	BORED TUNNEL	No
EST-3203-1	6336-021-015	5743 SMITHWAY ST	City of Commerce	569,090	480	SSE	Partial	STATION AREA	No
EST-3203-2	6336-021-015	5743 SMITHWAY ST	City of Commerce	569,090	8,010	UTE	Partial	SANITARY SEWER	No
EST-3301-1	6336-024-017	5780 SMITHWAY ST	City of Commerce	81,608	3,735	PFA	Partial	STATION APPENDAGES	No

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-3301-2	6336-024-017	5780 SMITHWAY ST	City of Commerce	81,608	388	SSE	Partial	STATION AREA	No
EST-3301-3	6336-024-017	5780 SMITHWAY ST	City of Commerce	81,608	289	SSE	Partial	STATION AREA	No
EST-3302-1	6336-024-019	5822 SMITHWAY ST	City of Commerce	66,515	53	SSE	Partial	BORED TUNNEL	No
EST-3303-1	6336-024-021	5858 SMITHWAY ST	City of Commerce	96,859	326	SSE	Partial	BORED TUNNEL	No
EST-3401-1	6336-020-046	5777 SMITHWAY ST	City of Commerce	609,975	186	SSE	Partial	STATION AREA	No
EST-3401-2	6336-020-046	5777 SMITHWAY ST	City of Commerce	609,975	5,917	UTE	Partial	SANITARY SEWER	No
EST-3501-1	6336-024-022	5866 SMITHWAY ST	City of Commerce	65,107	11,476	SSE	Partial	BORED TUNNEL	No
EST-3502-1	6336-018-042	2211 S TUBEWAY AVE	City of Commerce	483,162	57,734	SSE	Partial	BORED TUNNEL	No
EST-3601-1	6336-016-015	2142 S TUBEWAY AVE	City of Commerce	127,588	13,848	SSE	Partial	BORED TUNNEL	No
EST-3602-1	6336-016-014	2250 S TUBEWAY AVE	City of Commerce	146,266	14,973	SSE	Partial	BORED TUNNEL	No
EST-3603-1	6336-016-023	2130 S TUBEWAY AVE	City of Commerce	154,696	2,992	SSE	Partial	BORED TUNNEL	No
EST-3604-1	6336-016-811	N/A	City of Commerce	4,104	478	SSE	Partial	BORED TUNNEL	No
EST-3605-1	6336-016-813	2250 S TUBEWAY AVE	City of Commerce	61,979	1,408	SSE	Partial	BORED TUNNEL	No
EST-3606-1	6336-016-026	N/A	City of Commerce	17,809	3	SSE	Partial	BORED TUNNEL	No
EST-3607-1	6336-015-808	N/A	City of Commerce	454,428	17,354	SSE	Partial	BORED TUNNEL	No
EST-3608-1	6336-015-809	N/A	City of Commerce	95,364	3,453	SSE	Partial	BORED TUNNEL	No
EST-3609-1	6336-015-012	N/A	City of Commerce	91,684	1,581	SSE	Partial	BORED TUNNEL	No
EST-3610-1	6336-010-812	N/A	City of Commerce	106,389	3,953	SSE	Partial	BORED TUNNEL	No
EST-3701	6336-011-017	2343 SAYBROOK AVE	City of Commerce	14,964	14,964	FS	Full	TBM LAUNCH SITE	Yes
EST-3702	6336-011-007	2343 SAYBROOK AVE	City of Commerce	63,100	63,100	FS	Full	TBM LAUNCH SITE	Yes
EST-3703-1	6336-011-900	2327 SAYBROOK AVE	City of Commerce	14,902	824	PFA	Partial	CUT & COVER TUNNEL	No
EST-3703-2	6336-011-900	2327 SAYBROOK AVE	City of Commerce	14,902	659	UTE	Partial	SEWER	No
EST-3703-3	6336-011-900	2327 SAYBROOK AVE	City of Commerce	14,902	315	UTE	Partial	WATER/GAS	No
EST-3801	6336-011-008	6414 GAYHART ST	City of Commerce	120,313	120,313	FS	Full	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Yes
EST-3802	6336-011-009	6456 GAYHART ST	City of Commerce	16,020	16,020	FS	Full	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Yes
EST-3802	6336-011-010	6460 GAYHART ST	City of Commerce	9,680	9,680	FS	Full	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Yes
EST-3802	6336-011-011	6460 GAYHART ST	City of Commerce	6,530	6,530	FS	Full	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Yes
EST-3802	6336-011-012	6466 GAYHART ST	City of Commerce	73,468	73,468	FS	Full	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Yes
EST-3803	6336-011-801	N/A	City of Commerce	35,554	35,554	FS	Full	OPEN TRENCH GUIDEWAY	No
EST-3804-1	6336-011-014	2424 SAYBROOK AVE	City of Commerce	50,254	1,903	PFA	Partial	OPEN TRENCH GUIDEWAY	No
EST-3805-1	6336-011-015	2444 SAYBROOK AVE	City of Commerce	101,742	2,642	PFA	Partial	OPEN TRENCH GUIDEWAY	No
EST-3806-1	6336-011-016	6541 E WASHINGTON BLVD	City of Commerce	194,403	1,360	PFA	Partial	GUIDEWAY	No
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	City of Commerce	132,875	132,875	FS	Full	CONST. STAGING SITE / GUIDEWAY / TPSS	Yes
EST-4201	6353-017-020	1024 S MAPLE AVE	City of Montebello	95,013	8,659	PFA	Partial	TPSS	No
EST-4301-1	6353-017-005	1215 WASHINGTON BLVD	City of Montebello	95,968	104	PFA	Partial	SIDEWALK IMPROVEMENTS	No
EST-4302	6353-017-006	1129 WASHINGTON BLVD	City of Montebello	5,662	5,662	FS	Full	CONST. STAGING SITE / PARKING / TPSS	Yes
EST-4303	6353-017-014	1125 WASHINGTON BLVD	City of Montebello	97,048	97,048	FS	Full	CONST. STAGING SITE / PARKING / TPSS	Yes
EST-4304	6353-017-019	1101 WASHINGTON BLVD	City of Montebello	9,586	9,586	FS	Full	CONST. STAGING SITE / PARKING / TPSS	Yes

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-4401	6352-007-059	869 WASHINGTON BLVD	City of Montebello	8,854	8,854	FS	Full	CONSTRUCTION STAGING / SECURITY BOOTH	Yes
EST-4402	6352-007-060	851 WASHINGTON BLVD	City of Montebello	21,044	21,044	FS	Full	CONSTRUCTION STAGING / SECURITY BOOTH	No
EST-4403-1	6352-007-046	855 WASHINGTON BLVD	City of Montebello	33,052	1,928	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4404-1	6352-007-047	849 WASHINGTON BLVD	City of Montebello	31,343	1,810	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4405-1	6352-007-048	841 WASHINGTON BLVD	City of Montebello	31,268	1,738	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4406-1	6352-007-049	837 WASHINGTON BLVD	City of Montebello	30,220	1,640	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4407-1	6352-007-050	829 WASHINGTON BLVD	City of Montebello	30,050	1,587	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4408-1	6352-007-051	825 WASHINGTON BLVD	City of Montebello	30,190	1,520	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	Yes
EST-4409-1	6352-007-052	817 WASHINGTON BLVD	City of Montebello	15,790	1,457	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	Yes
EST-4410-1	6352-007-053	809 WASHINGTON BLVD	City of Montebello	15,793	1,386	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	No
EST-4411-1	6352-007-054	801 WASHINGTON BLVD	City of Montebello	17,993	1,677	PFA	Partial	ROADWAY / SIDEWALK IMPROVEMENTS	Yes
EST-4501-1	6352-008-019	733 WASHINGTON BLVD	City of Montebello	20,909	2,092	PFA	Partial	SIDEWALK IMPROVEMENTS	Yes
EST-4502-1	6352-028-067	740 WASHINGTON BLVD	City of Montebello	26,894	52	PFA	Partial	SIDEWALK IMPROVEMENTS	No

Source: CDM Smith/AECOM JV 2025.

Key: FS = fee simple; PFA = partial fee acquisition; SSE = subsurface easement; UTE = utility easement; AEE = aerial easement

[B] Parcel Data for Permanent Property Acquisitions –MSF Site 1

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-4101	6336-003-065	6909 WASHINGTON BLVD	City of Montebello	107,908	107,908	FS	Full	MSF SITE 1	Yes
EST-4102-1	6336-004-041	6900 E WASHINGTON BLVD	City of Montebello	122,869	391	PFA	Partial	MSF SITE 1	No
EST-4601-1	6336-003-071	6868 E ACCO ST	City of Montebello	87,593	5,664	PFA	Partial	MSF SITE 1	Yes
EST-4602	6336-003-073	6900 W ACCO ST	City of Montebello	81,069	81,069	FS	Full	MSF SITE 1	Yes
EST-4603	6336-002-033	6905 W ACCO ST	City of Montebello	222,935	222,935	FS	Full	MSF SITE 1	Yes
EST-4702	6336-002-810	N/A	City of Montebello	44,948	44,948	FS	Full	MSF SITE 1	No
EST-4701	6336-002-020	825 S VAIL AVE	City of Montebello	705,225	705,225	FS	Full	MSF SITE 1	Yes

Source: CDM Smith/AECOM JV 2025.

[C] Parcel Data for Permanent Property Acquisitions –MSF Site 2

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-3901-1	6336-013-020	6605 E WASHINGTON BLVD	City of Commerce	19,326	1,214	AEE	Partial	AERIAL GUIDEWAY	No
EST-3901-2	6336-013-020	6605 E WASHINGTON BLVD	City of Commerce	19,326	177	PFA	Partial	COLUMN	No
EST-3901-3	6336-013-020	6605 E WASHINGTON BLVD	City of Commerce	19,326	8	PFA	Partial	COLUMN	No
EST-3902-1	6336-013-012	6625 E WASHINGTON BLVD	City of Commerce	223,237	291	AEE	Partial	AERIAL GUIDEWAY	No
EST-3902-2	6336-013-012	6625 E WASHINGTON BLVD	City of Commerce	223,237	166	PFA	Partial	COLUMN	No
EST-3902-3	6336-013-012	6625 E WASHINGTON BLVD	City of Commerce	223,237	285	AEE	Partial	AERIAL GUIDEWAY	No
EST-3902-4	6336-013-012	6625 E WASHINGTON BLVD	City of Commerce	223,237	153	PFA	Partial	COLUMN	No
EST-3902-5	6336-013-012	6625 E WASHINGTON BLVD	City of Commerce	223,237	579	STR	Partial	SIDEWALK	No
EST-3903-1	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	9,334	AEE	Partial	AERIAL GUIDEWAY	No
EST-3903-2	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	160	PFA	Partial	COLUMN	No
EST-3903-3	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	114	PFA	Partial	COLUMN	No
EST-3903-4	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	60	PFA	Partial	COLUMN	No
EST-3903-5	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	216	PFA	Partial	COLUMN	No
EST-3903-7	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	349	STR	Partial	SIDEWALK	No
EST-3903-8	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	44	STR	Partial	SIDEWALK	No
EST-4001-1	6336-003-046	6711 E WASHINGTON BLVD	City of Commerce	83,595	372	AEE	Partial	AERIAL GUIDEWAY	No
EST-4001-2	6336-003-046	6711 E WASHINGTON BLVD	City of Commerce	83,595	151	PFA	Partial	COLUMN	No
EST-4001-3	6336-003-046	6711 E WASHINGTON BLVD	City of Commerce	83,595	196	AEE	Partial	AERIAL GUIDEWAY	No
EST-4001-4	6336-003-046	6711 E WASHINGTON BLVD	City of Commerce	83,595	83	PFA	Partial	COLUMN	No
EST-4001-5	6336-003-046	6711 E WASHINGTON BLVD	City of Commerce	83,595	74	STR	Partial	SIDEWALK	No
EST-4002	6336-003-900	6801 E WASHINGTON BLVD	City of Commerce	26,580	26,580	FS	Full	YARD LEAD WYE STRUCTURE	Yes
EST-4003-1	6336-003-045	6737 E WASHINGTON BLVD	City of Commerce	58,234	195	AEE	Partial	AERIAL GUIDEWAY	No
EST-4003-2	6336-003-045	6737 E WASHINGTON BLVD	City of Commerce	58,234	82	PFA	Partial	COLUMN	No
EST-4003-3	6336-003-045	6737 E WASHINGTON BLVD	City of Commerce	58,234	74	STR	Partial	SIDEWALK	No
EST-4004-1	6336-003-020	6815 E WASHINGTON BLVD	City of Commerce	19,632	110	AEE	Partial	AERIAL GUIDEWAY	No
EST-4601-1	6336-003-800	N/A	City of Commerce	15,280	707	AEE	Partial	AERIAL YARD LEAD TRACK STRUCTURE	No
EST-4602-1	6336-003-015	6808 E ACCO ST	City of Commerce	57,903	5,563	AEE	Partial	AERIAL YARD LEAD TRACK STRUCTURE	No
EST-4602-2	6336-003-015	6808 E ACCO ST	City of Commerce	57,903	226	PFA	Partial	COLUMN	No
EST-4603-1	6336-002-016	6817 E ACCO ST	City of Commerce	159,978	11,170	AEE	Partial	AERIAL YARD LEAD TRACK STRUCTURE	No
EST-4603-2	6336-002-016	6817 E ACCO ST	City of Commerce	159,978	182	PFA	Partial	COLUMN	No
EST-4603-3	6336-002-016	6817 E ACCO ST	City of Commerce	159,978	165	PFA	Partial	COLUMN	No
EST-4603-4	6336-002-016	6817 E ACCO ST	City of Commerce	159,978	162	PFA	Partial	COLUMN	No
EST-4604-1	6336-002-811	N/A	City of Commerce	20,604	206	AEE	Partial	AERIAL YARD LEAD TRACK STRUCTURE	No
EST-4701	6336-002-018	2100 YATES AVE	City of Montebello	285,519	285,519	FS	Full	MSF SITE 2	Yes
EST-4702	6336-002-019	2100 YATES AVE	City of Montebello	315,396	315,396	FS	Full	MSF SITE 2	Yes
EST-4703	6336-002-807	N/A	City of Montebello	158	158	FS	Full	AERIAL YARD LEAD TRACK STRUCTURE	No
EST-4703	6336-002-812	N/A	City of Montebello	689	689	FS	Full	AERIAL YARD LEAD TRACK STRUCTURE	No

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type (Full/Partial)	Guideway Component	Business Displacement?
EST-4801	6336-002-029	2101 W FLOTILLA ST	City of Montebello	34,018	34,018	FS	Full	MSF SITE 2	No
EST-4802	6336-002-028	2101 W FLOTILLA ST	City of Montebello	596,243	596,243	FS	Full	MSF SITE 2	No

Source: CDM Smith/AECOM JV 2025.

[D] Parcel Data for Temporary Property Acquisitions

Parcel No.	APN	Property Address	Jurisdiction	Total Area (SqFt)	Acq Area (SqFt)	EST Type	Acq Type	Guideway Component	Business Displacement?
EST-2602	5240-018-002	5167 WHITTIER BLVD	East Los Angeles	5,569	5,569	TCE	Temporary	CONST. STAGING SITE	Yes
EST-2603	5240-018-003	5165 WHITTIER BLVD	East Los Angeles	12,321	12,321	TCE	Temporary	CONST. STAGING SITE	Yes
EST-2604	6340-001-001	5200 WHITTIER BLVD	East Los Angeles	13,428	13,428	TCE	Temporary	CONST. STAGING SITE	No
EST-2604	6340-001-002	5218 WHITTIER BLVD	East Los Angeles	5,090	5,090	TCE	Temporary	CONST. STAGING SITE	No
EST-3201-5	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	3,907	TCE	Temporary	SIDEWALK IMPROVEMENTS	No
EST-3201-6	6336-019-031	5600 FLOTILLA ST	City of Commerce	613,396	3,865	TCE	Temporary	STATION CONSTRUCTION/SIDEWALK IMPROVEMENTS	No
EST-3202-1	6336-021-013	5701 SMITHWAY ST	City of Commerce	152,354	1,617	TCE	Temporary	SIDEWALK IMPROVEMENTS	No
EST-3203-3	6336-021-015	5743 SMITHWAY ST	City of Commerce	569,090	8,801	TCE	Temporary	SANITARY SEWER	No
EST-3203-4	6336-021-015	5743 SMITHWAY ST	City of Commerce	569,090	2,215	TCE	Temporary	STATION CONSTRUCTION/SIDEWALK IMPROVEMENTS	No
EST-3301	6336-024-017	5780 SMITHWAY ST	City of Commerce	81,608	77,873	TCE	Temporary	CONST. STAGING SITE	Yes
EST-3302	6336-024-019	5822 SMITHWAY ST	City of Commerce	66,515	66,515	TCE	Temporary	CONST. STAGING SITE	Yes
EST-3401-3	6336-020-046	5777 SMITHWAY ST	City of Commerce	609,975	4,467	TCE	Temporary	SANITARY SEWER	No
EST-3401-4	6336-020-046	5777 SMITHWAY ST	City of Commerce	609,975	1,438	TCE	Temporary	SIDEWALK IMPROVEMENTS	No
EST-3402-1	6336-024-016	5807 SMITHWAY ST	City of Commerce	143,167	893	TCE	Temporary	SIDEWALK IMPROVEMENTS	No
EST-3703-4	6336-011-900	2327 SAYBROOK AVE	City of Commerce	14,902	2,161	TCE	Temporary	CUT & COVER TUNNEL	No
EST-3704	6336-010-013	2401 SAYBROOK AVE	City of Commerce	45,246	45,246	TCE	Temporary	TBM LAUNCH SITE	Yes
MSF Component									
EST-4102-2	6336-004-041	6900 E WASHINGTON BLVD	City of Montebello	122,869	1,585	TCE	Temporary	MSF SITE 1, SIDEWALK IMPROVEMENTS	No
EST-3903-6	6336-013-014	2187 GARFIELD AVE	City of Commerce	293,297	669	TCE	Temporary	MSF Site 2, GATE / FENCING	No

Source: CDM Smith/AECOM JV 2025.

[E] Business Displacement Data for the Build Alternative

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-2101	5249-012-037	5119 BEVERLY BLVD	UNIVERSITY, CORNELL	East Los Angeles	STATION AREA	Atlantic Pharmacy	Retail (Commercial)	10	
EST-2101	5249-012-037	5119 BEVERLY BLVD	UNIVERSITY, CORNELL	East Los Angeles	STATION AREA	Innovative Barber Co.	Retail (Commercial)		2
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Adriana's Insurance Services	Office	6	
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Mummys Nutritional Center	Retail (Commercial)	2	
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	New Roofs & Re-Roofs	Office	5	
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Subway	Retail (Restaurant)	13	
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Super Kids Dental	Office		5
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Las Brasas Restaurant	Retail (Restaurant)		7
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	La Azteca Tortilleria	Retail (Restaurant)		4
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Love Hair International Beauty Salon	Retail (Commercial)		2
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	WIC (Women, Infants, and Children)	Office		4
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	BeWell Animal Hospital	Office		10
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Plus Q Nails	Retail (Commercial)		2
EST-2102	5249-012-038	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Blinking Eyelash	Retail (Commercial)		2
EST-2102	5249-012-039	271 S ATLANTIC BLVD	G F C ATLANTIC ASSOCIATES LLC	East Los Angeles	STATION AREA	Associated with: 5249-012-038			
EST-2103	5249-012-040	269 S ATLANTIC BLVD	MCDONALDS CORP	East Los Angeles	STATION AREA	Associated with: 5249-012-041			
EST-2103	5249-012-041	269 S ATLANTIC BLVD	MCDONALDS CORP	East Los Angeles	STATION AREA	McDonalds	Retail (Restaurant)	50	
EST-2201	5249-031-031	5201 E BEVERLY BLVD	WHITTIER & BLUFF LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Associated with: 5249-031-032			
EST-2201	5249-031-032	5201 E BEVERLY BLVD	WHITTIER & BLUFF LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Starbucks	Retail (Restaurant)	9	
EST-2202	6341-001-042	300 S ATLANTIC BLVD	ARMAG LAND MANAGEMENT LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Shell Gas Station	Retail (Automotive)	7	
EST-2202	6341-001-042	300 S ATLANTIC BLVD	ARMAG LAND MANAGEMENT LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Krispy Krunchy Chicken	Retail (Restaurant)	13	
EST-2203	6341-001-017	318 S ATLANTIC BLVD	ARMAG LAND MANAGEMENT LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Associated with: 6341-001-042			
EST-2205	6341-001-014	326 S ATLANTIC BLVD	SERRANO, VICTOR G	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Atlantic Tech and Tires	Retail (Automotive)	3	3
EST-2205	6341-001-014	326 S ATLANTIC BLVD	SERRANO, VICTOR G	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Brown Pride Tattoo & Piercing	Retail (Commercial)		2
EST-2205	6341-001-014	326 S ATLANTIC BLVD	SERRANO, VICTOR G	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Tires and Wheels	Retail (Automotive)		3
EST-2206	6341-006-024	344 S ATLANTIC BLVD	ATLANTIC REPETTO LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Brotman Auto Center	Office		2
EST-2301	6341-007-024	392 S ATLANTIC BLVD	ATLANTIC REPETTO LLC	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Brotman Auto Body Center	Retail (Automotive)	35	
EST-2302	6341-007-022	398 S ATLANTIC BLVD	BROTMAN, LARRY A	East Los Angeles	CUT & COVER TUNNEL/CONST. STAGING SITE	Associated with: 6341-007-024			
EST-2601	5240-018-001	5191 WHITTIER BLVD	ATLANTWHIT LLC	East Los Angeles	STATION ENTRANCE	Skechers Warehouse Outlet	Retail (Commercial)	8	
EST-2601	5240-018-001	5191 WHITTIER BLVD	ATLANTWHIT LLC	East Los Angeles	STATION ENTRANCE	Carlson Wagonlit Travel	Office	6	
EST-2604-1	6340-001-001	5200 WHITTIER BLVD	ARROW STREET CAPITAL LLC	East Los Angeles	STATION APPENDAGES	76 Gas Station	Retail (Automotive)	5	
EST-2604-1	6340-001-001	5200 WHITTIER BLVD	ARROW STREET CAPITAL LLC	East Los Angeles	STATION APPENDAGES	Rocket	Retail (Commercial)	5	
EST-3701	6336-011-017	2343 SAYBROOK AVE	SAMI PROPERTIES LLC	City of Commerce	TBM LAUNCH SITE	Associated with: 6336-011-007			
EST-3702	6336-011-007	2343 SAYBROOK AVE	SAMI PROPERTIES LLC	City of Commerce	TBM LAUNCH SITE	MISA Imports	Industrial	3	
EST-3801	6336-011-008	6414 GAYHART ST	SHER LLC	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	HC Foods Co Ltd	Industrial	17	
EST-3802	6336-011-009	6456 GAYHART ST	DYNAFLEX PRODUCTS	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Associated with: 6336-011-012			

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-3802	6336-011-010	6460 GAYHART ST	DYNAFLEX PRODUCTS	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Associated with: 6336-011-012			
EST-3802	6336-011-011	6460 GAYHART ST	DYNAFLEX PRODUCTS	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Associated with: 6336-011-012			
EST-3802	6336-011-012	6466 GAYHART ST	DYNAFLEX PRODUCTS	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	DynaFlex Products	Industrial	200	
EST-3802	6336-011-012	6466 GAYHART ST	DYNAFLEX PRODUCTS	City of Commerce	CONST. STAGING SITE / GUIDEWAY / SATELLITE YARD / TPSS	Diesel Emission Tech LLC	Industrial	2	
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	MARTIN, WILLIAM B	City of Commerce	CONST. STAGING SITE / GUIDEWAY / TPSS	Diamond Sofa	Industrial	12	
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	MARTIN, WILLIAM B	City of Commerce	CONST. STAGING SITE / GUIDEWAY / TPSS	CFA Industrial Corp	Industrial	4	
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	MARTIN, WILLIAM B	City of Commerce	CONST. STAGING SITE / GUIDEWAY / TPSS	IMCI Careers	Office	4	
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	MARTIN, WILLIAM B	City of Commerce	CONST. STAGING SITE / GUIDEWAY / TPSS	Nova Lifestyles	Industrial	24	
EST-3807	6336-011-013	6565 E WASHINGTON BLVD	MARTIN, WILLIAM B	City of Commerce	CONST. STAGING SITE / GUIDEWAY / TPSS	RDM Supply Chain Solutions Inc	Industrial	6	
EST-4302	6353-017-006	1129 WASHINGTON BLVD	BAE, MIN KYU	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Manny's Liquor	Retail (Commercial)	2	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Carniceria Monarca	Retail (Commercial)	2	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	El Zipote Pupuseria	Retail (Restaurant)	4	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	HZ Dealz	Retail (Commercial)	5	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Los Jugos Juice Bar	Retail (Restaurant)	6	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Mary Nails	Retail (Commercial)	2	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Miguelos Hair Salon	Retail (Commercial)		2
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Pina's Discount Store	Retail (Commercial)	3	
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Fit From the Ground Up	Retail (Commercial)		5
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Angie's Bakery and Restaurant	Retail (Restaurant)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Empleo en Los Angeles	Office		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Muchacho Alegre Restaurante	Retail (Restaurant)		7
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Brother's Groceries	Retail (Commercial)		2
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Axume Auto Repair	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	JS Auto	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Beltrans Transmission	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	M&G Body Repair	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Genesis Batteries	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Leon Collision	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	R&L Smog Center	Retail (Automotive)		3
EST-4303	6353-017-014	1125 WASHINGTON BLVD	MAGNA & MAGNA INC	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Central Carburetors	Retail (Automotive)		3
EST-4304	6353-017-019	1101 WASHINGTON BLVD	MALEK, AMAL	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Jiffy Lube	Retail (Automotive)	4	
EST-4304	6353-017-019	1101 WASHINGTON BLVD	MALEK, AMAL	City of Montebello	CONST. STAGING SITE / PARKING / TPSS	Olympic Donuts	Retail (Restaurant)	2	
EST-4401	6352-007-059	869 WASHINGTON BLVD	TOYON LLC	City of Montebello	CONSTRUCTION STAGING / SECURITY BOOTH	Jack in the Box	Retail (Restaurant)	31	
EST-4408-1	6352-007-051	825 WASHINGTON BLVD	YORK PROPERTIES LLC	City of Montebello	ROADWAY / SIDEWALK IMPROVEMENTS	Vista Pharmacy	Office	14	
EST-4409-1	6352-007-052	817 WASHINGTON BLVD	YORK PROPERTIES LLC	City of Montebello	ROADWAY / SIDEWALK IMPROVEMENTS	Family Care Specialists Medical Group Inc.	Office		5

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-4411-1	6352-007-054	801 WASHINGTON BLVD	801 WASHINGTON LLC	City of Montebello	ROADWAY / SIDEWALK IMPROVEMENTS	M's Flowers	Retail (Commercial)	12	
EST-4501-1	6352-008-019	733 WASHINGTON BLVD	LOHRAN, JOSEPHINE	City of Montebello	SIDEWALK IMPROVEMENTS	The Donut Makers	Retail (Restaurant)		2

Source: CoStar Group, Market Listings Database, 2025. ESRI Business Analyst, Points of Interest Database, 2025. Google Earth Pro, 2025. CDM Smith/AECOM JV 2025.

[F] Business Displacement Data –MSF Site 1

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-4101	6336-003-065	6909 WASHINGTON BLVD	6909 E WASHINGTON, LLC	City of Montebello	MSF SITE 1	Natpro	Industrial	50	
EST-4101	6336-003-065	6909 WASHINGTON BLVD	6909 E WASHINGTON, LLC	City of Montebello	MSF SITE 1	Gramatech	Industrial	5	
EST-4101-1	6336-003-071	6868 E ACCO ST	CALIFORNIA FILLY, LLC	City of Montebello	MSF SITE 1	Katzkin Leather Interiors Inc	Industrial	250	
EST-4602	6336-003-073	6900 W ACCO ST	SDC INVESTMENT, LLC	City of Montebello	MSF SITE 1	VSE Aviation (Dresser Aerospace)	Industrial	20	
EST-4602	6336-003-073	6900 W ACCO ST	SDC INVESTMENT, LLC	City of Montebello	MSF SITE 1	Cee Bailey's Aircraft Plastics	Industrial	40	
EST-4602	6336-003-073	6900 W ACCO ST	SDC INVESTMENT, LLC	City of Montebello	MSF SITE 1	Desser Tire & Rubber Co, LLC	Industrial	27	
EST-4603	6336-002-033	6905 W ACCO ST	JETSMD INDUSTRIAL	City of Montebello	MSF SITE 1	Allied Feather & Down	Industrial	5	
EST-4603	6336-002-033	6905 W ACCO ST	JETSMD INDUSTRIAL	City of Montebello	MSF SITE 1	Jets MD Aircraft Dealers	Industrial	2	
EST-4701	6336-002-020	825 S VAIL AVE	MONTEBELLO INDUSTRIAL BUILDING LLC WAREN	City of Montebello	MSF SITE 1	Bella+Canvas	Industrial		4

Source: CoStar Group, Market Listings Database, 2025. ESRI Business Analyst, Points of Interest Database, 2025. Google Earth Pro, 2025. CDM Smith/AECOM JV 2025.

[G] Business Displacement Data –MSF Site 2

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-4002	6336-003-900	6801 E WASHINGTON BLVD	CENTRAL BASIN MUNICIPAL WATER	City of Commerce	YARD LEAD WYE STRUCTURE	Los Angeles Machinist Trust	Office	5	
EST-4002	6336-003-900	6801 E WASHINGTON BLVD	CENTRAL BASIN MUNICIPAL WATER	City of Commerce	YARD LEAD WYE STRUCTURE	Bakers Local 37	Office	4	
EST-4002	6336-003-900	6801 E WASHINGTON BLVD	CENTRAL BASIN MUNICIPAL WATER	City of Commerce	YARD LEAD WYE STRUCTURE	Zenith Administrators	Office	3	
EST-4701	6336-002-018	2100 YATES AVE	PROLOGIS CALIFORNIA I LLC	City of Montebello	MSF SITE 2	Amcor Rigid Plastics Commerce	Industrial		40
EST-4701	6336-002-018	2100 YATES AVE	PROLOGIS CALIFORNIA I LLC	City of Montebello	MSF SITE 2	Source Logistics	Industrial		36
EST-4702	6336-002-019	2100 YATES AVE	PROLOGIS CALIFORNIA I LLC	City of Montebello	MSF SITE 2	Associated with: 6336-002-018			

Source: CoStar Group, Market Listings Database, 2025. ESRI Business Analyst, Points of Interest Database, 2025. Google Earth Pro, 2025. CDM Smith/AECOM JV 2025.

[H] Business Displacement Data for Temporary Property Acquisitions

Parcel No.	APN	Property Address	Grantor	Jurisdiction	Guideway Component	Business Name	Business Type	Employees	Est. Employees
EST-2602	5240-018-002	5167 WHITTIER BLVD	TORRES, ISRAEL	East Los Angeles	CONST. STAGING SITE	Torres Cleaners	Retail (Commercial)	2	
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Happy Bakery	Retail (Restaurant)	3	
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Tacos Yuri's	Retail (Restaurant)		7
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Just Auto Insurance	Office	2	
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Azteca (Envios de Dinero)	Retail (Commercial)	2	
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Clinica Dental	Office	5	
EST-2603	5240-018-003	5165 WHITTIER BLVD	MINSOO INVESTMENT LLC	East Los Angeles	CONST. STAGING SITE	Vega Supplements	Retail (Commercial)		2
EST-3301	6336-024-017	5780 SMITHWAY ST	TAI, SHIH CHUANG	City of Commerce	CONST. STAGING SITE	Uninex International	Industrial	15	
EST-3302	6336-024-019	5822 SMITHWAY ST	FU, LAWRENCE C	City of Commerce	CONST. STAGING SITE	CF Kent Co	Industrial	30	
EST-3704	6336-010-013	2401 SAYBROOK AVE	MONTGOMERY FAMILY TRUST	City of Commerce	TBM LAUNCH SITE	Associated with: 6336-011-007 (MISA Imports)	Industrial		

Source: CoStar Group, Market Listings Database 2025. ESRI Business Analyst, Points of Interest Database 2025. Google Earth Pro, 2025. CDM Smith/AECOM JV 2025.