

PUBLIC UTILITIES COMMISSION

300 Capitol Mall, Suite 400, Sacramento, CA 95814



June 24, 2026

ENVR 20100200010

Jill Liu
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-7
Los Angeles, CA 90012
eastsidephase2@metro.net

**SUBJECT: [SCH# 2010011062](#), Los Angeles County Metropolitan Transportation Authority
[Eastside Transit Corridor Phase 2 - NEPA Environmental Assessment](#)**

Dear Ms. Liu:

The California Public Utilities Commission (Commission) has jurisdiction over rail crossings (crossings) and rail transit projects in California. The Commission's Rail Transit Safety Branch (RTSB) ensures that the overall transit system is safely designed, constructed, and maintained; while the Rail Crossings and Engineering Branch (RCEB) ensures that crossings between the transit system and public roadways are safely designed, constructed, and maintained. Commission staff have reviewed the Environmental Assessment (EA) for the Eastside Transit Corridor Phase 2 Project (Project). The Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro) is the Project's sponsor.

Commission staff previously commented on the Project's Notice of Preparation, Draft Environmental Impact Report (DEIR), and the Recirculated DEIR. We welcome the opportunity to comment on the Project's EA. According to the EA, the Project would extend the existing Metro E Line another 4.7 miles southeast to the City of Montebello, from the current terminus at the [Atlantic Station](#) in East Los Angeles to an at-grade terminal station at [Washington Boulevard/Greenwood Avenue](#) in the City of Montebello. This alignment was identified as the Locally Preferred Alternative (LPA) and Initial Operating Segment (IOS) in the Final Environmental Impact Report (FEIR). The Project alignment includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway.

Commission staff previously recommended in the DEIR not implementing the Montebello At-Grade Option and keeping the alignment grade-separated through the City of Montebello. Experience and past history of incidents involving Metro trains and vehicles has shown that at-grade street-running guideways lead to driver confusion and vehicle-train collisions, especially from vehicles making illegal left turns and U-turns at roadway intersections where left-turns have been omitted. LACMTA continues to struggle with these types of collisions on every street-running portion of its existing A Line and E Line, including phase 1 of the Eastside Extension through East Los Angeles. Even the recently opened K Line has experienced these types of collisions on the street-running portion of the alignment.

[Maple Avenue and Washington Boulevard intersection:](#)

The Project proposes to eliminate left turns at the intersection of Washington Boulevard and Maple Avenue, primarily due to right-of-way constraints and adverse impacts to adjacent properties. Commission staff strongly recommend retaining the left turns at this intersection and implementing mitigation measures such as Internally Illuminated Raised Pavement Markers (IIRPM's) and Left-Turn Gates to clearly indicate right-of-way assignment to motorists and avoid vehicle-train collisions.

Greenwood Avenue and Washington Boulevard intersection:

The Project proposes to maintain left turns at the intersection of Greenwood Avenue and Washington Boulevard. This intersection will also have a pedestrian entrance to the Greenwood LRT Station, adding to the complexity of interactions between LRT vehicles, automobiles and pedestrians. Commission staff strongly recommends implementation of IIRPMs and Left-Turn Gates at this intersection as well. IIRPMs can also be used at the Greenwood Station ramps to warn pedestrians of approaching trains.

Proposed Greenwood Station:

The Project proposes to construct an at-grade center station platform on Washington Blvd, just west of Greenwood Ave. The station is proposed to only have one main entrance on the east side of the station exiting to the crosswalk on the west leg of the intersection of Washington Blvd and Greenwood Ave. An emergency egress is proposed on the west side of the station that exits between the tracks to a refuge area with no proposed crossing for patrons to safely cross the tracks and exit the corridor. An intertrack fence is proposed from the refuge area heading west to Maple St, which is almost 1,000' away. It is unlikely and unreasonable to expect that patrons exiting the platform during an emergency will walk almost 1,000' to exit the rail corridor. Additionally, under normal operation, there may be patrons that decide to exit to the west as a shortcut to continue westward, and vice versa for those coming from the west wanting to enter the station.

LACMTA's response to Commission staff's comment on the DEIR noted that mid-block crossings and signal-protected pedestrian movements would be implemented to provide for safe access to the station platforms.

As such, for consistency with LACMTA's response to Commission staff's comments, Commission staff strongly recommend that the Project includes a second main access point on the west end of the station, along with a signalized mid-block crosswalk to allow patrons to safely enter the station from the west end. This is similar to other street-running stations on the Metro system, such as the [Grand/LATTC Station](#), [Anaheim St Station](#), [5th St Station](#), and new proposed stations along the East San Fernando Valley Line. Additionally, similar to the [Pico Station](#), Commission staff recommends that the Project consider installing active warning devices, such as CPUC Standard 8's (Flashing Light Signal Assembly) at the station crossings to provide patrons/pedestrians warning of an approaching train.

In closing, Commission staff would like to reference the response provided to Commission Staff's comments on the DEIR regarding the similar concerns that were brought up.

Response to A-10-5: "Regarding safety...unsignalized left turns and pedestrian crossings would be controlled using best practices..." ([FEIR](#), Page 4-85)

"Best practices" of the past may not always work and be relevant in present and future conditions. Times have changed and projects must adapt and implement new "best practices" to the constantly changing world and technology; and understanding how human nature of the present is different than that of the past is an important factor in how a project can be safely designed and operated.

Jill Liu
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Commission staff appreciate the opportunity to provide comments on the EA for the Project. Please feel free to contact me at (916) 803-0736 or daren.gilbert@cpuc.ca.gov or contact our lead staff on this project: Anthony Trujillo at (213) 831-3223 or anthony.trujillo@cpuc.ca.gov for transit safety matters and Jose Pereyra at (213) 576-7083 or jose.pereyra@cpuc.ca.gov for crossing matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Daren Gilbert". The signature is fluid and cursive, with the first name "Daren" and last name "Gilbert" clearly distinguishable.

Daren Gilbert, Manager
Rail Transit Safety Branch
Rail Safety Division

cc: (all via e-mail)

Ray Tellis, Regional Administrator, Federal Transit Administration
Matt Ames, Director, Rail Safety Division
Ainsley Kung, Program and Project Supervisor, RTSB
Calvin Choi, Senior Utilities Engineer Supervisor, RTSB
Anthony Trujillo, Utilities Engineer, RTSB
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State Clearinghouse