

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

**Draft EIS/EIR Appendix HH
July/August 2018 Updated Scoping Meeting
Summary Report
Part 2 of 2**

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

Prepared by:



arellano
associates

October 2018

APPENDIX N SCOPING COMMENTS

Appendix N.1 Agency Comments

Appendix N.2 Downtown LA Updated Scoping Meeting (July 24) - Public Comments

Appendix N.3 Cudahy Updated Scoping Meeting (July 25) - Public Comments

Appendix N.4 Bellflower Updated Scoping Meeting (July 31) - Public Comments

Appendix N.5 Stakeholder Organization Comments

Appendix N.6 Pre/Post Meeting Comments

Appendix N.1

Agency Comments



City Manager's Office
(562) 220-2225

August 22, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: Updated Public Scoping, West Santa Ana Branch Transit Corridor

Dear Ms. Wong:

The City of Paramount thanks you for the opportunity to comment during the rescoping period for the proposed West Santa Ana Branch Transit Corridor project. As you are aware, City staff submitted comments during the 2017 scoping period. At this time we would like to reiterate and clarify previous remarks, and notably we would like to state in writing a change in the preferred location for the light rail transit (LRT) station planned for the intersection of Paramount Boulevard and Rosecrans Avenue.

The proposed alignment extends through Paramount within two former railroad right-of-ways (ROWs), and two stations (Paramount Boulevard/Rosecrans Avenue and Green Line Transfer Station) are planned. As a result, Los Angeles County Metropolitan Transportation Authority (Metro) proposed construction and subsequent operation will require a thorough environmental review to ensure the LRT project will not adversely impact the City's residents (including a substantial number of students), businesses, and property owners. Our specific concerns that need to be addressed in the Draft Environmental Impact Report (draft EIR) are outlined in the remainder of this letter.

1. Project Description

During a number of meetings with agency staff and the general public, representatives from Metro have provided maps indicating the location and extent of the proposed alignment. These maps were going to be revised to better illustrate the potential land use acquisitions that would be required to accommodate the new LRT alignment (more detail regarding acquisitions is in a separate section below). Similar detailed maps must be provided in the draft EIR. The project description must also include a discussion of the ridership and patronage of the proposed LRT line. This information must clearly indicate the average and peak ridership and frequency of trains per hourly interval and will be critical for a complete understanding of train frequency and operating hours.

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TOM HANSEN
Vice Mayor

LAURIE GUILLEN
Councilmember

DARYL HOFMEYER
Councilmember

PEGGY LEMONS
Councilmember

Any future station and/or parking facilities that may be located at Paramount Boulevard and Rosecrans Avenue must be located on the northwest corner of Paramount Boulevard and Rosecrans Avenue. As Metro has provided public assurances that the project can be constructed and maintained without acquisition of residentially developed land to the southeast of the Paramount/Rosecrans corner, consider these properties to be “off limits” to land acquisition.

The congestion at this intersection is compounded during the weekday periods when students go to and from school at the adjacent Paramount High School. Because of the traffic, the LRT alignment must be grade separated to limit the vehicular congestion at this intersection (more detail regarding grade separation below). Any refinement to the engineering plans must also identify the parking area so that the potential impacts may be understood. The project description and the plans must clearly identify any staging areas that will be required during the construction phase of the proposed LRT project.

2. Grade Separation

The above section addressed grade separation at the intersection of Paramount and Rosecrans, and Metro has expressly committed to an aerial station located above the rail right-of-way. Additionally, the City of Paramount is very concerned about traffic and safety impacts that would result from potential at-grade rail crossings at Downey Avenue, Somerset Boulevard, and Lakewood Boulevard. Given the angled (northwest/southeast) configuration of the rail corridor through the Pacific Electric streetcar alignment, and in consideration of the existing roadway, sidewalk, and transit patterns, station areas need to accommodate all forms of transit and not interfere with the existing heavy traffic flow. In the course of the last year, the Paramount community has learned more about the proposed LFT project, and we hear on a weekly and often daily basis about concerns for the safety of pedestrians and bicyclists, especially schoolchildren and those dependent on mass transit. We understand there are general engineering formulas and policies that trigger grade separation in LRT projects, but we ask Metro to look at the locations of these crossing as unique situations that defy formula. We must point out that Paramount High School maintains a total enrollment of 4,794 students, and we request that safe, pedestrian access between Paramount High School West and Paramount High School be maintained. Thousands of students walk and bicycle to and from the two campuses, which are within close proximity to the proposed Paramount/Rosecrans station. We are speaking for their safety, and we support grade separation in a manner that connects the community and that does not further divide the community as cargo trains and freeways have in the past. Continuing the established commitment by Metro to design and construct an aerial platform for the Paramount/Rosecrans station, we request aerial crossings over Downey Avenue, Somerset Boulevard, and Lakewood Boulevard. If Metro chooses to not construct aerial crossings at these intersections, significant traffic signal coordination and pedestrian gates will be required.

3. Acquisition along Union Pacific Corridor

To date, City staff, elected officials, and Paramount community in general have received varying and seemingly unrealistic information from Metro about the specific extent of private land area that will require acquisition to accommodate the LRT right-of-way (to be shared with Union Pacific). Property owners and residents of the properties on the west side of Arthur Avenue and the east side of Façade Avenue have expressed the anxiety and stress of living under the uncertain conditions in which property acquisition has not been adequately defined by Metro. As an example, at the August 7, 2018 Paramount City Council meeting, in which no LRT or related item was on the agenda, three residents arrived unannounced and spoke about their worry, lack

of sleep, concerns about possible relocation, sadness, loss of their home, noise, vibration, and congestion in relation to the impending project along the Union Pacific corridor. The number of property acquisitions must be minimized, and Metro must begin a more in-depth dialog with residents providing complete information as soon as possible. Metro must make all efforts to minimize disruptions to the lives of our residents. If Metro demonstrates acquisition to be absolutely necessary, compensation for land acquisition and relocation costs must be complete and adjust swiftly to account for changing market conditions. We need Metro's assurances that they will do everything in the agency's power to relocate (if necessary) residents to available housing in the City of Paramount. Finally, we must strongly state that the City would oppose any right-of-way acquisition of Paramount Park and Paramount High School.

4. Land Use

As indicated previously, the draft EIR must provide a thorough analysis of any potential property acquisition and/or displacement impacts. It is our understanding that the portion of the ROW located north of Rosecrans Avenue will require the "taking" of portions of the rear yard areas for a number of properties located adjacent to the alignment. The City is opposed to partial "taking", as this would result in a severe devaluation of the subject properties and, in some cases would render the property uninhabitable. Therefore, we request that Metro purchase the entire property. The nature and extent of this potential acquisition must be clearly identified and mapped in the draft EIR. Other areas where acquisition must be identified include potential station parking areas and other facilities that will be required as part of the project's implementation. The City requests that the draft EIR clearly delineate any potential land acquisition or access-related impacts associated with the construction of grade separation.

Due to the rapid development of the project in comparison to other light rail systems in the region, the City furthermore requests Metro's assistance in funding the completion of updates to existing specific plans (meeting land use element requirements of general plan guidelines) and the introduction of new specific plans in relation to the project.

5. Traffic and Pedestrian Safety

One of the more significant issues requiring evaluation in the draft EIR is related to traffic and pedestrian safety impacts. Traffic generation will increase around the proposed station that will be located near the Paramount Boulevard/Rosecrans Avenue intersection. As stated previously, this intersection is among the busiest in the City. The traffic analysis included in the draft EIR must consider the potential impacts at this location in regard to the proposed station and any attendant parking facilities. The analysis must also detail how the proposed grade separation will maintain the current traffic flow in the area. The City of Paramount opposes any design within the West Santa Ana Branch right-of-way that does not incorporate the planned bikeway. Additionally, the City of Paramount requests project staff to be familiar with the Bellflower-Paramount Bike and Trail Master Plan and incorporate all relevant elements of the Plan. A complete wayfinding sign program must be included.

An additional concern is related to the potential construction impacts of the new LRT facilities, the construction of the grade separation, and the new station. For example, how will access to the businesses located in the vicinity of Paramount Boulevard and Rosecrans Avenue be maintained during what will most likely be a lengthy construction period? During the construction period, these two major arterial roadways in the City will experience the greatest impact and these impacts must clearly be identified.

The draft EIR analysis must clearly indicate those areas where there is a potential for vehicular accidents along the alignment. The draft EIR must clearly indicate the safety features that will be used to limit the potential for train/automobile accidents. The City's major concern is once again where the LRT alignment passes through the Paramount Boulevard and Rosecrans Avenue intersection. In addition, pedestrian safety is a substantial concern given the transit-dependent characteristic of the community. For example, as noted in a previous section of this letter, many hundreds of high school students and their parents use Paramount Boulevard, Somerset Boulevard, and Downey Avenue to travel to and from Paramount High School. We would like to emphasize again the necessity of aerial crossings at Downey Avenue and Lakewood Avenue. Finally, the draft EIR must indicate the mitigation that will be implemented to limit pedestrian access to the tracks as well as the various warning techniques that will be used to alert pedestrians regarding oncoming trains.

6. Noise

The draft EIR must include a thorough analysis of the proposed project's noise impacts including short-term construction related noise and long-term operational-related noise. The construction activities will likely lead to excessive noise levels that must be identified in the draft EIR. This is especially important in those areas where the alignment is located in close proximity to housing units. The draft EIR must clearly indicate the duration of the construction activities along certain segments and how this construction noise may be effectively mitigated. The draft EIR must also include a detailed and thorough analysis of the existing ambient noise environment. The City anticipates that the noise measurements will be taken in those areas along the proposed ROW located near noise sensitive receptors. In this way, an accurate baseline will be established.

The LRT's operation may also lead to noise impacts that could affect not only homes but nearby schools and parks. The City specifically requests the draft EIR evaluate track noise (noise from the LRT wheels and the tracks), whistles and/or horns from the LRT, and warning signals near the LRT crossings. These sources could be especially disruptive in those areas wherever the alignment is located in close proximity to noise sensitive uses. The draft EIR must also indicate the anticipated hours of operation, including the timing of headways, so that the typical daily noise impact may be understood. The City of Paramount expects the project to include consistent solid walls and canopy trees to mitigate noise, especially in areas adjacent to residences, Paramount Park, and Paramount High School.

Noise from the two rail stations will also be another source of potentially significant noise levels. While the station located over the I-105 Freeway is located within an area that has relatively high ambient noise levels from the freeway traffic, the cumulative operational noise from the Green Line stop and the proposed LRT line must be evaluated. The potential noise impacts from the new Paramount Boulevard/Rosecrans Avenue station will have the potential to impact the nearby Paramount Park and Paramount High School.

The City of Paramount respectfully requests that construction activities be limited to the work week with no construction on Sundays or federal holidays. This will help to mitigate potentially significant construction noise impacts in those areas located in close proximity to homes.

7. Air Quality/Greenhouse Gas Emissions

The draft EIR must clearly identify the potential air emissions associated with the project's construction and subsequent operation. It is likely that the existing railroad track ballast contains hazardous materials associated with the historical railroad operations. The draft EIR must

indicate the nature and extent of any known contamination and the protocols that will be followed for safe removal so as to prevent toxic air contaminants (TACs) from being emitted into the surrounding area. Other construction related emissions must be identified along with pertinent mitigation. Of special concern is the diesel emissions associated with the use of heavy construction equipment.

The City recognizes that the LRT, once it is operational, will benefit local and regional air quality by reducing automobile emissions. However, the electricity required to power the new LRT equipment will generate emissions at the power source (stationary source emissions). The potential impacts related to offsite power generation must be analyzed in the draft EIR. The analysis must consider both the criteria pollutants and the greenhouse gas emissions from power generating activities. As a stand-alone LRT system that will not need to integrate with older, existing train technology, Metro must provide the most technologically advanced system in order to minimize emissions.

8. Hazards and Hazardous Materials

As indicated previously, the proposed alignment utilizes two former railroad ROWs. The draft EIR must clearly identify the potential TAC air emissions associated with the project's construction and subsequent operation. It is likely that the existing railroad track ballast contains hazardous materials associated with the past railroad operations. The draft EIR must indicate the nature and extent of any known contaminations and the protocols that will be followed for safe removal of these contaminants.

The draft EIR must also identify those materials that may be used as part of the equipment's operations. For example, transformers in the catenary may include hazardous substances that will present a health risk should these materials be released into the environment. The nature and extent of these materials and any pertinent mitigation must be identified.

9. Public Services

The two public service areas that the City is concerned with include "emergency response" and "law enforcement." The draft EIR must clearly indicate the public service agency responsible for law enforcement services. Will Metro provide safety personnel at the stations or will it be the responsibility of the Los Angeles County Sheriff's Department? The draft EIR must include a detailed description of the security systems and/or personnel that will be provided at the two stations. As counter-examples, Green Line and Blue Line stations near the corridor are the site of several crimes and homeless encampments. They are not designed in a manner to create linkages with the community. To ensure the safety of our community and our riders, the design needs to ensure visibility, connectivity, the deterrence of crime.

10. Rail Facilities

The City opposes any rail maintenance yard within the City of Paramount, including but not limited to areas located (1) in an area near the Paramount Drive-In Theatre Complex and the Paramount Adult School and (2) at the area northwest of Garfield Avenue and Petterson Street. A more suitable location would be located near the terminus of the proposed LRT line. The maintenance yard in the City of Paramount would introduce additional impacts to an overburdened community, and the City of Paramount will not support locating a rail maintenance yard in the City.

The station locations selected at the I-105 Freeway may present safety-related issues due to the limited pedestrian access. The City does not want to create a potential for pedestrians exiting or entering this station to use the rail alignment itself for access. In addition, the only vehicular access in proximity to this station is located on the north side of the I-105 Freeway, thus limiting access from Paramount itself. These constraints must be identified and resolved as part of the refinement process. Furthermore, the parking area for the Paramount/Rosecrans station should include charging stations for electrical powered cars, bicycle racks and lockers, and appropriate ridesharing pick-up and drop-off facilities. The City of Paramount also supports in concept a freeway cap project over the I-105 Freeway to provide expanded access, connectivity, and recreational amenities.

11. Aesthetics

The greatest aesthetic impact will be related to the installation of the above-ground catenary supports and power lines that will provide power to the individual LRT vehicles. Mitigating these aesthetic impacts is especially critical in those areas where the alignment is located in close proximity to homes.

The project will require the use of walls or other barriers to prevent intrusion onto the tracks and to mitigate rail noise. The draft EIR must indicate the location and extent of the walls, as well as mitigation that will ensure that these walls will remain graffiti-free and will be maintained over the operational life of the project. The City is also recommending the use of landscaping and other plant materials to mitigate potential aesthetic impacts from the sound walls, security barriers, etc. Finally, we request that privacy walls be constructed where the elevated portion of the train is located adjacent to residential properties.

Light and glare will be another aesthetic-related issue that must be analyzed in the draft EIR. The draft EIR will need to identify those areas along the alignment where light sensitive uses are located. The analysis must address potential light and glare impacts from the LRT trains and other stationary security lighting. The draft EIR must also identify mitigation that will shield the adjacent homes from light trespass.

12. Recreational Services

The City would like to re-emphasize their strong opposition to any transit facilities that would affect the utility of Paramount Park, which is Paramount's oldest and largest established park and the community's historic "central park." The draft EIR must clearly indicate those service-related and physical impacts the project could have on Paramount Park. The City is also concerned about the impact any future station would potentially have on the existing park. The City of Paramount opposes any physical incursion into Paramount Park. As noted in a previous section, the City of Paramount also supports in concept a freeway cap project over the I-105 Freeway to provide expanded access, connectivity, recreational amenities, and open space.

13. Business Assistance

We understand that businesses will be disrupted during the construction phase of the project. Metro must communicate extensively and transparently with the Paramount Chamber of Commerce and business interests that will be affected by the project. Business assistance payments to compensate for loss of business are essential, and guidelines for such payments must be updated so funds are issued to all businesses impacted by construction. We also request that Metro sponsor marketing and promotional campaigns, including materials and events, to generate continued business activity with affected businesses.

14. Utilities

The draft EIR must identify the existing utilities that will require relocation as well as those that will be needed to accommodate the proposed LRT project. A major concern is related to high pressure gas lines and petroleum lines located in the existing railroad ROWs. Will these existing lines require relocation and/or abandonment?

15. Hydrology and Water Quality

The draft EIR must include an analysis of the proposed hydrology and water quality impacts associated with the proposed project's construction. The draft EIR must identify specific measures that will ensure that construction activities do not affect water quality. In addition, the construction of the LRT tracks, walls, and ancillary equipment must not lead to any unintentional ponding and/or storm water impacts that could impact adjacent properties.

16. Biological Resources

The proposed LRT alignment within the City of Paramount is located within an urban area that does not contain any natural habitat. However, the draft EIR should consider any potential tree removal impacts that may result from the proposed project's construction. In addition, the draft EIR must describe the location and extent of any landscaping that would be used to mitigate potential aesthetic impacts.

17. Arts

The City has a very ambitious public arts program which should be incorporated into this project. New public art should be located in and around both stations proposed for Paramount and should include a diversity of art forms with references to local Paramount history and culture. These art features may improve the appearance of the stations and grade separations. "Defiance" by Harold L. Pastorius Jr. is an existing public art sculpture at the southwest corner of Paramount Boulevard and Rosecrans Avenue that must not be damaged through the course of project construction. This work of art must be preserved. If relocation is necessary for the project, Metro must consult with the City to determine the best possible location to relocate the artwork, and Metro must pay for all relocation and preservation costs of this cultural asset.

18. Geology and Soils

A significant earthquake is likely to occur that will affect the Paramount area over the project's operational lifetime. While no designated fault traces located within the City are known at this time, a geotechnical report must be incorporated into the draft EIR that indicates the potential liquefaction and ground-shaking risk to the LRT. The draft EIR must indicate the procedures that will be followed in the event of a major earthquake in the area.

19. Tribal Resources

The preparers of the draft EIR must initiate tribal consultation that is required under AB-52. While no such resources are known at this time, this consultation is required under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The City has tried to be as comprehensive in our response during this rescoping period so the draft EIR is responsive to our community's concerns. The City would like to emphasize the need for a robust outreach effort as part of the environmental process and continuing through construction. This outreach should include, but not be limited to, meetings with residents located in close proximity to the alignment, businesses that may experience disruption during the construction period, local affected schools, and City staff.

If you have any further questions, please contact:

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Assistant City Manager/Director of Community Development
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CITY OF PARAMOUNT



John Moreno
City Manager



City of Downey

August 3, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Via email: wsab@metro.net

Re: Comments on Recirculated Notice of Preparation of a Draft EIR/EIS for the West Santa Ana Branch Transit Corridor

Dear Ms. Pan:

Thank you for the opportunity to provide additional input on Metro's preparation of an EIR/EIS for the West Santa Ana Branch (WSAB) transit corridor project. This letter is a response to the recirculated Notice of Preparation and is intended to supplement the City of Downey's previous comment letter, which was submitted on August 2, 2017. A copy of the August 2, 2017 comment letter is attached hereto as reference.

The intent of this letter is to ensure that Metro considers all potential environmental impacts that construction and operation of the light rail line may have on the City of Downey, its residents, and the surrounding communities. The following additional areas of environmental concern should be addressed in the EIR/EIS:

Proposed Alignment

At the time of this letter, Metro is considering two northern alignments for the rail line. The City of Downey believes it is critical that a "one-seat" ride to Union Station is provided. Not only will this provide a single transfer point to all of Metro's other rail lines, which will give quicker access to the entire region, but will provide a single transfer point to Amtrak and Metrolink services.

It is important to note that the City of Downey has recently completed a Biomedical Overlay study and zone amendment to encourage the growth of the biomedical industry. Particularly, the study demonstrated the potential to grow a new biomedical hub around the Rancho Los Amigos Hospital, which is in the immediate vicinity of the proposed Gardendale Station. The study also noted that connecting the Downey

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NOP for West Santa Ana Branch

August 3, 2018

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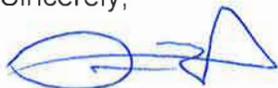
Biomedical Hub to other Biomedical Hubs in the region would assist the economic growth and success of these hubs. A "single-seat" ride to Union Station will allow a quick transfer to the Metro Silver Line, which in turn will connect to the Los Angeles County Biomedical Corridor that extends from USC Health Science Campus to California State University Los Angeles.

Flores Street

The City of Downey and the County of Los Angeles have been working on a plan to develop the area around the proposed Gardendale Station. As part of this analysis, the City and County have identified the potential to extend Flores Street westerly to Garfield Avenue. This would necessitate a new crossing north of the Gardendale Station. The environmental should analyze this crossing with all other traffic/circulation analyses. Additionally, Metro should include this crossing in the construction cost of the rail line.

If you have any questions or would like to discuss these concerns further, please feel free to call me at (562) 904-7154 or email me at dblumenthal@downeyca.org.

Sincerely,



David Blumenthal
City Planner



City of Downey

August 2, 2017

Fanny Pan
Project Manager, Metro
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Los Angeles, CA 90012

Via email: wsab@metro.net

Re: Comments on Notice of Preparation of a Draft EIR/EIS for the West Santa Ana Branch Transit Corridor

Dear Ms. Pan:

Thank you for the opportunity to provide input on Metro's preparation of an EIR/EIS for the West Santa Ana Branch (WSAB) transit corridor project. This planned light rail line will connect southeast Los Angeles County to downtown Los Angeles. The proposed alignment includes traversing the southwest corner of the City of Downey, with the Gardendale Station being located within the city boundaries.

The intent of this letter is to ensure that Metro considers all potential environmental impacts that construction and operation of the light rail line may have on the City of Downey, its residents, and the surrounding communities. The following areas of environmental concern should be addressed in the EIR/EIS:

Aesthetics

Properties that are adjacent to the rail right-of-way are mostly improved with single-story, low profile buildings. Final determination of the grade separation can have an impact to the visual character of the area. If it is determined to grade-separate rail crossings, or provide an aerial rail line, the design of all infrastructure associated with the new Gardendale station should take into consideration the visual character of the surrounding area. Incorporating landscaping, pedestrian paths, and bicycle lanes can mitigate potential impacts.

Station design and maintenance should be analyzed for potential aesthetic impacts. The design of the stations (including adjoining parking lots) should blend into the

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surrounding area and reflect the communities that they serve. For the Gardendale station, Metro should work with the City of Downey Community Development Department to ensure the station and parking lot design meets the City's visual standards.

Additionally, a short and long-term maintenance plan/policy should be established for the stations and parking lots. Keeping the stations clean, free of graffiti, and maintained could avoid aesthetic impacts to the surrounding area and encourage transit usage. The lights used within the stations, parking lots, and along the rail right-of-way should be located, shielded, and/or directed in a manner that will prevent light spillage and glare impacts on surrounding properties. Landscaping should be incorporated to the station entrances and parking lot areas to soften their appearance.

Air Quality

It is important to note the City of Downey and the County of Los Angeles are working on future development plans for the Rancho Los Amigos South Campus. The development of this area will occur prior to the operation of the rail line; as such, the future build out of the site should be included in all analysis of potential air quality impacts.

Potential air quality impacts can be generated during construction and during operation of the rail line. Proper mitigation measures should be identified to ensure construction equipment and activities comply with the California Air Resources Board's and the South Coast Air Quality Management District's regulations. This should include mitigation measures that comply with South Coast Air Quality Management District's Rule 403 for fugitive dust control.

The EIR/EIS should identify all potential sources of air quality impacts, such as locomotives operating on the line and idling vehicles queued at non-grade separated crossings. The South Coast Air Basin is a nonattainment area under the National Ambient Air Quality Standard (NAAQS) and the California Ambient Air Quality Standard (CAAQS). Accordingly, AQMD standards alone should not be used when determining air quality impacts. Any increase in the degradation of air quality should be considered significant and mitigation measures should be identified to address environmental effects. Additionally, air quality measurements should be taken in all areas within the proposed alignment study area and not just adjacent to the ROW. Further, analysis on the potential effect on low income and minority communities, as well as sensitive receptors, must be taken into consideration in the analysis.

Cultural Resources

Close attention should be made to historic and cultural resources located along the alignment. Both the San Pedro Branch and the Pacific Electric right-of-way were active rail lines for decades and contributed to the growth of Los Angeles County. As such, it passed in close proximity to many historic and cultural resources in the

communities it traverses. This is particularly true for the City of Downey. The right-of-way is adjacent to the Rancho Los Amigos campus. Originally established in 1888, Rancho Los Amigos was used to care for indigent patients from the Los Angeles County Hospital. During the ensuing century, Rancho Los Amigos went through several transitions, including serving as a mental health care facility, respiratory therapy center, and eventually becoming the premiere rehabilitation hospital that is in use today. An analysis of historical documents and aerial photographs should be performed to determine potential historical and cultural resources that could be uncovered, and potentially restored, during this project. As such, mitigation measures should be developed to preserve any resources that are identified.

Hazards and Hazardous Material

The WSAB traverses a right-of-way within the City of Downey that is owned and operated by the Port of Los Angeles and Long Beach. While this is an active rail line, the introduction of light rail will significantly increase the number of trains per day. The rail line currently utilizes an at-grade crossing at Gardendale St, Garfield Ave, and Imperial Hwy. It is understood that the LRT Grade Separation and Safety policy will be applied in multiple layers of analysis that will eventually result in recommendations regarding grade separations. For rail crossings that will not be grade-separated, the EIR/EIS should analyze potential hazards, including but not limited to, identifying safety concerns beyond traffic queuing; such as, the potential for "gate drive-arounds"; pedestrian intrusions; pathways to school; school access; and truck traffic/truck access to driveways near the alignment. Where it is determined that grade separation is not needed, the at-grade crossing should be designed so as to minimize these potential hazards.

Hydrology and Water Quality

All storm-water runoff should comply with the Los Angeles County MS4 permit. This should include the station areas and parking lots. Being that infiltration is the preferred method within the City of Downey to address storm-water runoff; the EIR/EIS should include measures that are in line with this direction. The final design of the retention and detention basins should be reviewed with the City to ensure they do not create an aesthetic impact.

Noise

The WSAB will be integrated into a built-out urban environment. In many cases, the alignment abuts or is within close proximity to sensitive receptors such as residential or educational uses. This includes the proximity of the alignment to the Rancho Los Amigos Hospital and the Rancho Los Amigos South Campus. Both the City of Downey and the County of Los Angeles are working on future development plans of for the Rancho Los Amigos South Campus. The development of this area will occur prior to the operation of the rail line; as such, the rail line should be analyzed for potential noise impacts. Special attention must be paid to mitigating any potential

noise from the alignment as well as the noise generated by a train running on steel rails, and warning devices or other CPUC required devices that are associated with each profile crossing.

Public Service

One of the biggest perceived and real impediments to transit utilization is safety and security at facilities associated with transit. This includes the stations areas, parking lots, and the train cars. Proper design of station area, security monitoring, and adequate lighting are fundamental to ensure rider safety and to encourage transit usage. The EIR/EIS should identify resources needed to provide security in the station areas, parking lots, and on the trains. Additionally, the EIR/EIS should analyze measures needed to identify and protect against pedestrian intrusions into the right-of-way to avoid pedestrian injuries and fatalities.

The alignment includes crossings at Gardendale St, Garfield Ave, and Imperial Hwy. Should any of these rail crossings be at-grade, the EIR/EIS should study any response time delays for Police and Fire services, specifically, if there is a chance that the Police or Fire Departments get stuck in traffic queues waiting for a train to cross.

Transportation/Traffic

One of the most critical components of the EIR/EIS is the transportation/traffic analysis. The alignment will utilize three rail crossings that are adjacent to the City of Downey (Gardendale St, Garfield Ave, and Imperial Hwy). It is important to note that the City of Downey and the County of Los Angeles are working on future development plans for the Rancho Los Amigos South Campus. This future development could also result in Flores St. being extended to Garfield Ave, which would create another rail crossing. The traffic study should analyze the following intersections:

- Garfield Ave. at Gardendale St.
- Garfield Ave at Imperial Hwy
- Paramount Blvd. at Gardendale St.
- Downey Ave. at Gardendale St.
- Brookshire Ave. at Gardendale St.
- Lakewood Blvd. at Gardendale St.
- Imperial Hwy. at Old River School Rd.
- Imperial Hwy. at Paramount Blvd.

The analysis should study the AM and PM peak hours on a typical weekday for the existing traffic conditions; the existing traffic conditions, with background growth projected out to opening year (this should include the Rancho South Campus build out); and existing traffic, with background growth projected out to opening year and anticipated traffic generated by the project.

In addition to traffic conditions, the EIR/EIS should study parking at the proposed station, potential parking impacts and parking spill over onto the local streets. It is important to note that the area surrounding the Gardendale station is suburban and primarily developed with single-family homes. The Gardendale station should be evaluated as a commuter station, with many of the riders driving to the station and parking.

Finally, the transportation analysis should study potential bicycle parking and on-site bicycle parking needs. The City of Downey has recently adopted a Bicycle Master Plan and added bicycle lanes to Gardendale Street, which could be impacted by the new station.

Economic Impacts on Existing Businesses

Businesses along the corridor vary greatly. They depend on the local customers, the known local assets, property owners their target markets. The 2015 Comprehensive Economic Development Strategy (CEDS) identified the lack of high quality transit as an issue with supporting the creation and retention of job producers and increased opportunities. The EIR/EIS should analyze the potential economic impacts that the WSAB will have on the existing businesses and how the new transit line may change that dynamic.

The analysis should include any impacts on property values for the current property owners and the likelihood of displacement of existing businesses. Perceived increased value, could push the owners to charge higher rents to the local businesses and cause them to relocate or close. There have been a number of case studies on the above mentioned impacts of new transit development. We ask that analysis be done to assess the potential impacts of the alignment on property values, employment creation/retention, and impact on property values in addition to exploring the use of economic development strategies such as those that are being utilized with the Crenshaw/LAX project to assist local businesses.

Maintenance Facility

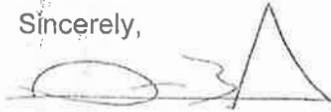
The maintenance facility is critical to the operations of the transit system and requires 20 acres of land. A feasibility study was conducted to try to identify potential sites in the built out environment that were accessible to the alignment. Three sites have been identified as possibilities: one was formally withdrawn by the City as it represents one of the few parcels designated as open space. Building upon the feasibility study, the consultant team should look at other sites and try and refine potential alternatives. Can this alignment share a yard with another transit line or must it have an independent maintenance facility. We request a thorough analysis of the candidate sites as well as potential solutions to incompatible land uses, odors, night-lights, noise from maintenance activities, air quality, and train movements, as well as, the potential for joint usage of the maintenance facility as potential solutions to impacts. Should the maintenance facility location be identified near the City of

NOP for West Santa Ana Branch
August 2, 2017
Page 6

Downey, the city may identify additional comments and concerns, based on the specific location and design.

If you have any questions or would like to discuss these concerns further, please feel free to call me at (562) 904-7154 or email me at dblumenthal@downeyca.org.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'D' followed by a series of loops and a final upward stroke that forms a triangle.

David Blumenthal
City Planner

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. **Tribal Consultation**: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation**. There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality**: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation**: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have been already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.



City of South Gate

8650 CALIFORNIA AVENUE • SOUTH GATE, CA 90280 • (323) 563-9529
FAX: (323) 567-0725

COMMUNITY DEVELOPMENT

August 22, 2018

Ms. Teresa Wong
Transportation Planning Manager
LA County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Subject: Addendum to Scoping Comments for the West Santa Ana Branch Transit Corridor Project – City of South Gate

Dear Ms. Wong:

Thank you again for the opportunity to provide input during the formal public comment period for the West Santa Ana Branch Transit Corridor Project. The City of South Gate recently submitted its scoping comments related to the WSAB Transit Corridor Project in a letter dated August 14, 2018. After submittal of this letter, the City of South Gate met with Metro WSAB staff on August 16, 2018 to receive an update on the project's design, including elevated rail crossings and station parking. Based on information provided in this meeting, we are requesting the following City comments be considered, addressed in the EIS/EIR, and included as an addendum to our original August 14, 2018 scoping comments response letter:

Project Concept

1. **Elevated Crossings:** The previous project design included only one above-ground crossing in South Gate, at Atlantic Avenue. In the most recent project concept, additional above-grade crossings are proposed at Firestone Boulevard, Imperial Highway and Garfield Avenue. The City supports the inclusion of these additional aerial crossings.
2. **Retaining Walls at Firestone/Atlantic Station:** In its proposed configuration, the elevated alignment is proposed to be supported by mechanically stabilized earth (MSE) held in place by approximately 30' tall retaining walls on both sides of the Firestone/Atlantic station. The City envisions the Gateway District as a vibrant, mixed-use, pedestrian friendly site whose foot print encompasses both sides of the proposed station. The proposed support system could divide the Gateway District between the northern and southern sections. As such, an elevated station supported by decorative

columns should be considered as an alternative to integrate into the vision of the Draft Gateway District Specific Plan and allow north and south sections of the District to seamlessly interact with one another.

Furthermore, the City is concerned about the aesthetic impact the walls will have in terms of mass and vulnerability to graffiti and other forms of vandalism. Large retaining surfaces must include decorative designs and materials, as well as, landscaping to beautify the project and prevent vandalism.

3. Parking at Stations: The City requests a thorough analysis of parking needs and capacity for stations that are in close proximity to South Gate residential areas. Two such stations are the Hollydale (at Gardendale Street) and I-105 stations. If ridership meets expectations, parking could be an issue all along the West Santa Ana Branch line. This is especially the case for adjoining neighborhoods, which will be the most vulnerable and impacted. On-site parking must be prioritized to prevent parking demand from overflowing into nearby South Gate residential areas, especially those near the Hollydale and I-105 stations.
4. Homeless Encampment Deterrents: The railroad right-of-way is experiencing issues with homeless encampments. The proposed aerial stations and crossings could provide privacy and shelter for homeless encampments to form within the railroad right-of-way, because of the proposal to use retaining wall structures to hold in the MSE. The City is requesting that Metro evaluate this issue and include mitigation measures in the project that prevent the establishment of homeless encampments under aerial stations and crossings.

The City of South Gate appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (323) 563-9566 or by email at jperez@sogate.org.

Sincerely,


Joe Perez
Director of Community Development

cc: Honorable Janice Hahn, Los Angeles County Supervisor
Honorable Hilda Solis, Los Angeles County Supervisor
Gateway Council of Governments
Eco Rapid Transit, Board of Directors
South Gate City Council
Michael Flad, City Manager
Arturo Cervantes, Director of Public Works/City Engineer



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

August 20, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: Comments on Rescoped West Santa Ana Branch Light Rail Corridor Project

Dear Ms. Wong

The Board of Directors of the Eco-Rapid Transit Joint Powers Authority is pleased to take this opportunity to provide comments on the rescoping of the environmental review process for the West Santa Ana Branch/Eco-Rapid Transit (WSAB) Light Rail Corridor Project. There are general comments which apply to all or most of the alignment and comments specific to certain jurisdictions. These jurisdictional comments are not meant to be all-inclusive of impacts or city interests. The intention is to capture comments made by Eco-Rapid Transit elected representatives or their staff.

The mission of Eco-Rapid Transit is the: **"Development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth and maximize ridership throughout Southern California."** This statement addresses the major environmental issues Eco-Rapid Transit wishes to be considered as part of the environmental studies and transit design as outlined below.

Scoping Elements/Subjects

- Design of the station areas should maximize neighborhood connectivity. This position was specifically addressed when Eco-Rapid Transit adopted design standards as part of the TOD Design Guidelines adopted September, 2014. We believe that these standards should be considered as Metro defines the design of the station areas and what they are reconstructing as they develop construction plans for the station areas.
- To encourage multi-modal transportation options to the stations and traffic impacts around the station- the stations need to be designed to accommodate the various modes and the surrounding streets designed to encourage safe active transportation and bus routes.
- Elevated tracks, that move from at grade to elevated slows the speed and efficiency of the transit cars and utilize more energy for elevating and descending the different elevations.
- Elevated tracks, that are on mounds and not fully elevated, create a visual block between neighborhoods and divide neighborhoods. Utilization of areas

City of Artesia
City of Bell
City of Bell Gardens
City of Bellflower
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

Chair

Zareh Sinanyan
President
Hollywood Burbank Airport
Mayor
City of Glendale

Vice-Chair

Pedro Aceituno
Council Member
City of Bell Gardens

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City of Huntington Park

Treasurer

Ali Sajjad Taj
Councilmember
City of Artesia

Internal Auditor

Cristian Markovich
Council Member
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Executive Director

Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative



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under elevated track for development, first/last mile connections can help tie neighborhoods together.

- The WSAB is a line, independent from the other existing light rail lines. As such, it does not need to be designed following the same standards. It should take advantage of new technologies in transit design, operations including energy efficient designs that may not require the visual blight of a catenary system.
- The WSAB, as current plans show, would eliminate some bikeways/walkways along the route and others in the planning process. The environmental studies should address the ability to build multimodal and transit focused facilities adjacent to, at grade and underneath elevated tracks. Additionally, there needs to be consideration for preserving or recreating existing community pathways and connections that currently utilize the ROW to the greatest extent possible.
- To utilize the most advanced transit safety and transit systems, as well as attract investment in the TOD advanced fiber data lines need to be installed. The most efficient means to build may be to incorporate the data lines in the transit structures.
- From the studies undertaken thus far, it is evident that there will be many **infrastructure upgrades needed in the station areas. Define "betterments"; How are "betterments" negotiated?** MTA and the cities need to focus on utility or other city property/utilities that may require relocation or may be disrupted by project construction. Will there be funding for advanced utility studies to help cities determine what is in-ground and what may need to be removed, moved and upgraded or replaced? Or will these necessary measures be negotiated through a Master Cooperation Agreement? Also, cities need to define construction mitigation for the project – public safety (police, fire, ambulance) access to construction zones, business interruption and interruption avoidance.
- Street improvements/accommodations, temporary and permanent closures. Work arounds, construction pedestrian safety – permanent and temporary First/Last mile access to station areas. Analyze impacts to street geometry, permanent and temporary parking access. Analyze impacts of temporary and permanent street closures associated with the construction of the alignment as well as the station areas.
- MTA has never done an environmental document where the alignment cuts through so many small and self-contained jurisdictions. The DEIR document **needs to address "cross-jurisdictional development" and assess cumulative impact** for the cities. Specific plans and city developments may have different impacts on traffic, streets, access, utilities, parking and alignment. How will this growth impact be captured?
- Ensure that the environmental document considers the potential for creativity, cost savings and operational improvements for the proposed public-private partnership process. This includes maintaining an ability to use the latest information systems, wireless light rail technology, train control



Eco-Rapid Transit, formerly known as the OrangeLine Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

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systems and newest light rail systems. This also includes design considerations such as the ability to have low floor or high floor vehicles.

General Comments (in no particular order or ranking of importance) –

- Gentrification – Southeast Los Angeles County home values will be impacted by the introduction of high quality transit access to the regional rail network. **Strategies to allow current owners to “capture” rail induced value, increase housing opportunities, provide affordable housing need to be discussed.** Compared to many areas of the County, southeast Los Angeles County home prices are lower for similar housing stock in similar neighborhoods. The announcement of rail service within the corridor will most likely escalate housing prices and price people out of the area. Furthermore the project area has a high concentration of renters compared to the state (50% vs. 44.7% statewide) with some communities along the alignments having as many as 83% of all households renting their homes. To add to this, the area has higher than average persons per household. Therefore there is concern about the pricing and availability of rental housing particularly single-family renters and the higher than county average occupancy in Gateway Cities that suggests house sharing and overcrowding. Increased housing prices/rents, scarcity of affordable housing and overcrowding are environmental impacts that should be addressed as a part of the environmental inquiry.

Additionally, care needs to occur to analyze proven opportunities, strategies and tactics that insure upward mobility for the corridor communities.

To offset the potential rise in housing costs, construction of the transit system and investment in TOD needs to generate living wage jobs that benefit the residents and local businesses. This could build equity for the neighborhood. How this may work is a social justice issue that needs to be considered.

- At-grade versus grade separated alignment/Crossings - Given the projected ridership, will at-grade crossings allow for 1) the train to maximize headways to accommodate future ridership including the potential for an Orange County extension?; **2) Will a “roll-a-coaster” profile create long term wear on trainsets and wheels thereby reducing operational reliability and increase maintenance cost?**
- The majority of the proposed alignment along the Pacific Electric/WSAB Right of Way (ROW) traverses major arterials and other streets as diagonal crossings. Almost every major arterial within the ROW is affected. If these grade crossings remain at-grade, they will result in crossing gates being down for extended periods during the peak hours; the gates will be lowered longer than other LRT corridors as the intersections are longer and the train will take longer to clear.

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Safety is a primary concern with these elongated crossings. The opportunity for motorists to challenge the gates will become an issue. There is a notable downside to the at-grade design option with the projected ridership numbers of 75,000 to 80,000 daily riders for the WSAB line. During peak periods, 5 to 6 minute headways in each direction could easily stop traffic for at least 20 and perhaps as much as 28 minutes during each hour, with the crossing gates coming down every 3 to 6 minutes. During the peak period, this adds travel time to a substantial amount of routine vehicle and pedestrian traffic, including those commuting to work and parents dropping off/picking up children from the both public and private schools in close proximity to and around the alignment. These frequent and prolonged stops will add to local air **pollution “hotspots”, traffic delays and travel** frustration and safety hazards decreasing the quality of life of residents and business owners by a project that by its very nature is meant to decrease these same issues for the cities the WSAB traverses and is supposed to serve.

- **Traffic Counts** – When were traffic counts taken? Time of day, during school hours, before or after school? Were field observations made to ascertain access by school children using the ROW or streets that cross the ROW for school access? Have qualitative interviews/conversations with school principals or school service police been conducted? The ROW has many truck routes – have truck volumes been analyzed to determine grade crossing profile? Has the consultant checked with the I-710 and 91/6-5/405 teams to mine truck data and crossing volumes, other potential conflict with at-grade crossings? Has the analysis included additional dwell time for trucks and air quality degradation potential for at-grade crossings? Impact of potential truck/train safety at grade crossings? Any notation of future warehouse construction? Existing warehouses? Garfield Avenue and 1 million sq. ft. warehouse as an example of special goods movement to analyze. Has projected growth from city plans, specific plans and TOC overlays been taken into account to analyze as traffic is studied? Initial reports that we have seen, do not accurately anticipate growth.
- **Public Safety** - Train stations and the ROW alignment will be located near the downtown areas for almost all of the cities along the alignment, additionally there are both private and public school locations immediately adjacent to or just outside of the ROW; accordingly, construction and operations of the trains along the tracks and station will impact the neighboring downtown areas, and nearby schools. Please evaluate potential impacts to downtown areas and nearby schools during construction and operation of the train facilities and improvements. The alignment proposal also requires interface with freight providers and freight lines and freight licenses. There are potential conflicts or the potential for conflicts with rail freight movement in the cities of Vernon, Huntington Park, Bell, Maywood, Cudahy, South Gate and Paramount. The presence of rail freight and



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City of Bell

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City of Bellflower

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

City of Paramount

City of South Gate

City of Vernon

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Airport Authority

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associative issues have the potential to impact the alignment, alignment profile, and eventually the operation of the line. This will be further complicated by pedestrian, bicycles and other non-motorized travelers trying to access the station or crossing the alignment.

- Vehicular Traffic, Cycling, and Pedestrian Impacts - Evaluate (1) vehicular traffic, cycling and pedestrian delays, (2) vehicle and bicycle accidents, (3) the timing and construction and closures as a result of other regional transportation projects such as improvement projects to the I-5, I-710 Corridor Project, SR-91/I-605/I-405 freeway improvement projects as well as the complete streets efforts by the Gateway Cities COG, and (4) emergency responder response times associated with construction and operations of all train facilities and improvements. Many of these streets are major goods movement corridors. How does the traffic impacts affect truck deliveries and timing within these major industrial areas?
- Oil lines – Are there significant oil and gas line facilities that may impact construction (ie. City of Vernon) or create impacts to the line or the community?
- Utilities – What is the impact on major utilities or crossing major utility easements (SoCal Edison and LADWP)? Are there conflicts or other issues that may require an advanced utility study or at least a conference with major utility providers? Has consideration been given for advanced utility studies that may impact the alignment? Has the team mined the I-710 advanced utility studies for possible conflicts or a better understanding of existing and future conditions? The city of Vernon has its own power plant. Has this been factored into the alignment as an option for power?
- Utilization of Railroad ROW – What are the assumption associated with crossing and or utilization of railroad ROW (UP/BNSF)? If RR ROW use is anticipated, what happens if it is not available? What are the next steps/timing for ROW process and project design? Or potential for conflicts? Most importantly, is there a Plan B?
- Parking – Given the nature of the ROW and the proximity to residential uses, how will parking intrusion/spillover into neighborhoods be prevented? Has there been a parking study of the station areas including inventory, occupancy, turnover and parking rates been completed? What is the size of the parking study area? Will it cover the entire TOD station area? What is the potential for shared parking with City developments? How will this be accomplished? Are there plans to develop a comprehensive on-street/off-street parking analysis in the station areas? Eco-Rapid Transit has developed the concept of demand based parking requirements in the station area and parking management planning based on demand, location, time, price and



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supply strategies. How will this be integrated into the environmental analysis and the MTA Transit supportive parking program?

- Transit/System Connectivity – What is the plan to improve transit connectivity to the West Santa Ana Branch and its station areas? Does this include connectivity along Florence Avenue from the Blue Line Station to Florence Avenue/Salt Lake Avenue to Downtown Bell Gardens? What is the plan to enhance connectivity from the West Santa Ana Branch Stations to Atlantic Boulevard? Atlantic Boulevard is a major street for transit buses. This should include Atlantic as it passes through Bell, Maywood, Cudahy and South Gate.
- Ridership Impacts from the Northern Alternatives – What are the impacts on ridership from the downtown alternatives that require use of a block long tunnel to transfer to other lines for linked trips? Why build two stations instead of one station serving two lines? The determination of a northern terminus for the WSAB needs to consider future access to California High Speed Rail and direct access to Metrolink in addition the accessing other Metro Rail Lines.
- HAZOP Study – We suggest that the consultant team consider the addition of this study. A Hazard Operability Study is a detailed oriented analysis of a process design or project that is designed to determine all possible hazards or risks that can occur. This hazard analysis is used in order to prevent any harm to people, damage to equipment, or any damage to the environment. The basis of a HAZOP study is to use these hazardous findings in order to alter the process design or project in a way that will prevent any of the hazards that can occur. With direct relation with railway transportation, hazard analysis must also be considered. In many cases, railway transportation usually carry passengers, chemical/raw materials that are hazardous to the environment, and even the structure of the railway itself can be an issue if there are flaws in the design. These examples alone can leave civilians, the environment, and the transportation system at risk to hazards. Thus, leading to the importance of conducting a HAZOP study on any process design or any proposed projects in order to prevent any disastrous events.
- Construction Mitigation – Ensure that impacts and proposed mitigations are examined both on a multijurisdictional and city by city basis and in close consultation with the cities. For example, the I-5 JPA has worked closely with MTA to mitigate construction impacts along the I-5 freeway in Gateway Cities.



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Comments specific to WSAB alignment cities –

- Paramount – There needs to be special consideration for the Rosecrans Boulevard/Paramount Boulevard and Downey Avenue crossing, and alignment profile. Paramount High is one of the most populous high schools in the county, there are thousands of children accessing the school from all around the station area and alignment. The potential for pedestrian/train conflicts requires consideration for grade separation. Metro should investigate experience with other LRT jurisdictions regarding neighborhood parking intrusion, parking mitigation plans for station area neighborhoods including the parking restrictions that were put in place for the South Pasadena\Mission Station. Station Area Parking is located on an existing vital Paramount business, there are other adjacent sites that would be more appropriate for parking/joint development. The team should look to utilize a freeway cap to create linear park space and provide access to the Metro Green Line/WSAB 1-105 station from Garfield Avenue that does not intrude into the adjacent single family neighborhoods.
- Huntington Park – The document needs to capture the school traffic issue and routes to school from the alignment as well as access to station areas. There is concern about Pacific Boulevard businesses during and after construction as well as the Florence Avenue grade crossing.
- Bellflower – At-grade diagonal crossings, safety and traffic issues – does the environmental document accurately reflect future growth? Multi-jurisdictional station area development? – is this captured in the document? Please work closely with the City of Bellflower due to the unique characteristics of the street network, diagonal crossings and need for grade separation.
- South Gate – There is concern about grade crossings at Firestone and Atlantic, with a preference for grade separation. The analysis needs to include more than automobile traffic and consider the potential significant impact on truck and goods movement in the project area. Please also consider the possibility of an additional station that may be proposed in South Gate near the Los Angeles River. There is also a potential issue involving the impact of an at-grade crossing at Imperial. This can impact not only South Gate but also Lynwood and Downey.
- Downey – The Gardendale Station is a unique opportunity. In consultation with the County of Los Angeles and the City of Downey, this can include an updated analysis of future development opportunities as well as integration with Rancho Los Amigos.

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

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- **Vernon** – There is concern about the Metro Blue Line Interface and potential impacts to traffic during and after construction. There is concern about long-term potential conflicts between rail and truck traffic.
- **Bell** – There needs to be a study to examine the possibility of moving the Salt Lake/Florence station northerly to minimize impacts to this important intersection and pedestrian impacts.
- **Glendale/Hollywood Burbank Airport** – Glendale is not part of the current project but will be part of Phase 2 of the WSAB/Eco-Project, the eventual extension beyond Los Angeles Union Station. As this is a known possibility, access cannot preclude this possibility of the Phase 2 Extension. Analysis should focus on continued access to either an LRT or street-car if it is the logical continuation or combination with regional rail to access Hollywood-Burbank Airport. This becomes even more important as you consider not only normal traffic and transportation issues but also factor in a new airport terminal planned for 2025, as well as travel related to the 2026 World Cup and 2028 Olympics.

If there are any questions concerning this letter or you would like to discuss any of these comments, please contact Karen Z. Heit, Deputy Executive Director, Eco-Rapid Transit.

Sincerely,



Michael R. Kodama
Executive Director, Eco-Rapid Transit



CITY of BELL

Home...in the center of it all

August 23, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: City of Bell Comments on Re-Scoped West Santa Ana Branch Light Rail Corridor Project

Dear Ms. Wong,

Thank you for the opportunity to comment on the latest re-scoping of the West Santa Ana Branch Light Rail Corridor Project. The City of Bell supports this very important project, which we believe will result in the development of a modern, efficient, and environmentally-friendly transit line from Artesia to Union Station.

The City is in support of Alternative E, but would like to request consideration of locating the proposed Florence/Salt Lake Station to the north side of Florence Avenue rather than the south within the City of Bell boundaries. We believe this would better accommodate the flow of traffic and any potential conflicts between vehicles and pedestrians and cyclists.

As the design process evolves, we ask that you keep in mind a design that promotes economic development opportunities while also protecting our historic single-family residential neighborhoods from noise, visual impacts and vibration. It is well-documented that the operation of the transit line will attract new development, as demonstrated by almost every line that has been built in LA County. That demand will have several effects on the existing community and its environment, which can be viewed as negative by some and positive by others. For example, 1) increased demand for electrical, sewer, water, data, and land. The cities in this area are currently at capacity. 2) Increase in parking demand. The parking in this area is already at capacity. 3) Increase in housing prices. Housing affordability could be a concern. 4) Increase in commercial prices. Experience demonstrates that existing retail gets pushed out and is replaced by more upscale businesses.

As for the environmental review process, we ask that the Environmental Impact Report (EIR) pay special attention to the unique dynamic that exists between residential and industrial land uses in this area. The WSAB corridor is the first Metro sponsored project that has multiple jurisdictions sharing station areas within densely populated residential areas and adjacent industrial properties. To ensure success, the cumulative impacts on all jurisdictions associated



6330 Pine Avenue
Bell, CA 90201



Phone:
323.588.6211

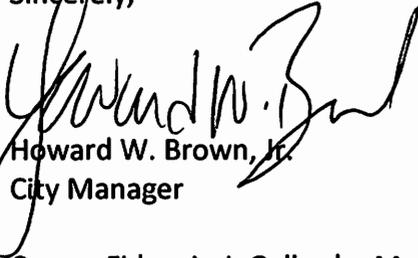
with a station area must be addressed. Our community has a history of been divided by freeways, highways and trains. The alignment and design of the transit system needs to be designed in a manner that knits the communities together, does not divide them any further, and allows ease of travel for residents as well as commuters going to and from work within the industrial and commercial areas.

Another focus of the EIR should be the demand for energy and the environmental issues related to the creation, transmission and use of energy, which greatly impacts our community. Power lines adjacent to several jurisdictions run throughout the corridor, creating competition for power sources and use. We would like to know what power source will be used by the transit system as it is important that the transit system and its construction use energy-efficient or self-generating power.

Last but not least, traffic flow is a major issue in the design, build and operation of any transit system. There is a significant movement of goods, as well as cars, trains, pedestrians, buses, and cyclists throughout the Southeast. Schools are often located together and with parks and other community assets, creating special hubs of traffic that do not follow standard transit patterns. The proposed transit lines run diagonally to the streets, thus causing special consideration due to safety and traffic impacts. Building on the communities existing patterns, station areas need to accommodate all forms of transit and not interfere with the existing heavy traffic flow along the intersections of Florence/Salt Lake Avenues and Gage/ Salt Lake Avenues.

Thank you once again for considering our comments. We look forward to continued involvement and helping build this very important transit line.

Sincerely,



Howard W. Brown, Jr.
City Manager

Copy: Fidencio J. Gallardo, Mayor
Ana Maria Quintana, Mayor Pro Tem
Alicia Romero, Councilmember
Ali Saleh, Councilmember
Nestor E. Valencia, Councilmember
Gustavo Romo, Community Development Director



CITY OF HUNTINGTON PARK

City Council

August 23, 2018

Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza. M/S 99-22-4
Los Angeles, CA 90012

RE: Comments on Rescoped West Santa Ana Branch Light Rail Corridor Project

Dear Ms. Wong:

The City of Huntington Park strongly supports the development of a modern, efficient, environmentally friendly transit line from Artesia to Union Station (Alternative E). At the same time, we have several concerns we would like addressed in the environmental studies.

Our population density has grown vigorously during the last two decades creating a unique set of circumstances and challenges that need to be addressed through environmental studies. The WSAB corridor is the first Metro sponsored project that has multiple jurisdictions sharing station areas. To ensure success, the impacts of all jurisdictions associated with a station area must be coordinated addressing the specific needs and challenges the project will create.

NOISE AND AIR QUALITY

As one of several environmental justice communities along the corridor, we are adjacent to major industries and transportation corridors. The poor quality of our air has been well documented. Thus it is critical that both the transit system and construction, be implemented in a manner that reduces pollution and enhances our air quality. Because of the close proximity to our densely populated residential and commercial uses around the proposed light rail transit line, the City requests that noise and air impacts be evaluated and monitored during construction and after the transit line is fully operational.

The corridor has the highest concentration of industries in the county and the City of Huntington Park is surrounded by it. This concentration not only affects air quality during manufacturing, but also the transportation of products from the ports, warehouses and factories to their ultimate destinations. This goods movement is critical to the economic vitality of the area. Hindering the goods movement, impacts business, individuals and air quality.

SUSTAINABLE ENERGY

The demand for energy and the environmental issues related to the creation, transmission and use of energy impacts our community. Power lines, by several different jurisdictions run the corridor, creating competition for power sources and use. How will it be determined which power source the transit system uses? Thus it is important that the transit system and its construction use energy efficient or self-generating power.

The design of the transit system affects its impacts upon our residential neighborhoods. The line runs adjacent to several historic single family residential neighborhoods that need to be protected from incursion, noise, visual impacts and vibration.

SAFETY AND SECURITY

The proposed light rail transit line should be designed in a manner that provides safety to riders and the local community. The Green Line and Blue Line stations near the corridor are the site of several crimes and homeless encampments. They are not designed in a manner to create linkages with the community. To ensure the safety of our community, and our riders, the design needs to be done to ensure visibility and connectivity. The stations and the surrounding areas to the stations should be well lit to provide safety for the riders at nighttime and deter criminal activities.

The City requests that Metro evaluate safety concerns commonly associated with train systems. Common safety concerns include transient loitering, theft, graffiti, and violent crimes. Mitigation measures should be evaluated and addressed in the physical design and operation of the rail line.

Based on data and statistics from other METRO's projects, we anticipate an increase of criminal-related activities around the stations. This will increase the need for the City to budget and appropriate financial resources to add policing services. Therefore, the City would like to discuss with METRO the possibility of signing a Memorandum of Understanding, between the two entities, to get reimbursed for the additional costs to provide those services.

One more major safety concern is associated to the large population of students that the City has. Currently Huntington Park has 33 schools in its list of academic institutions and every day we have, in a small area of 3.03 miles, thousands of students walking, bicycling or being transported to these schools. The City requests for the those leading the environmental study to coordinate with the local Public Works and Community Development Departments to make sure all pertaining information and data is available to redesign or update the existing safe routes to schools to protect the students and all pedestrians.

The City is also requesting to include all safety measures when designing the stations, the surrounding areas close to the line, and during the construction phase to mitigate any potential risk associated to the foot traffic caused by the students/parents in their way to or from school.

CONNECTIVITY

The City requests for the environmental study to analyze and establish a network of open spaces that connects the neighborhood to all currently existing proposed transit projects, such as the I-710 widening project, First and Last Mile, Rails to River, ATP and other proposed transit projects.

HOUSING AND NEW DEVELOPMENT

Operation of the transit line will attract new development, as demonstrated by almost every line that has been built in LA County. That demand will have several impacts to our existing community and its environment. Following are some of the concerns and challenges for the community of Huntington Park:

1. There will be an increased demand for electrical, sewer, water, data, and land. The city is currently at capacity.
2. Parking demand will increase. The city is currently at capacity and in need of providing street parking for its residents. Any parking space needed by the project and utilized by it will have to be replaced in a one to one basis to keep up with the current demand. The City requests for the environmental study to analyze the existing need of parking and the future demand for the project once it is completed. This way appropriate mitigation measures to replace needed parking by the project will be taken into account.
3. In addition, the City requests for the environmental study to clearly identify the potential location(s) where parking for the proposed stations will be located and to identify if any of the existing City's owned parking lots will be affected by the project so that a comprehensive on-street/off-street parking analysis and replacement strategic plan can be discussed and implemented.
4. The City of Huntington Park currently occupies number fifteen (15) in the list of most densely populated cities in the nation and any increase in Housing will add to the demand of city services in an exponential rate. Housing is currently affordable to the residents so we strongly believe, based on experience, that any additional housing development will create a dramatic increase in housing prices and density.
5. The City has also heard the concerns from the community about any potential housing displacement and loss of existing residential households. The proposed location of the station at Florence/Salt Lake is close to one of the largest residential areas in our city and the community has many questions in terms of the process and the design for this particular station. The City requests that METRO consults with the City to proposed a design with no housing displacements or loss of existing residential properties.
6. Historically, Pacific Boulevard has been and still is the driving force behind our Retail local economy and we fear for a big loss of revenue during construction. Any interruption of the business activities along this major corridor or any other will create a financial burden for the City and the local businesses. The City requests for METRO to carefully coordinate, in a timely fashion, mitigation measures to avoid the financial negative effects the project may have. Also, the City is requesting to work with METRO to create an Economic

Development Strategy that may include policies to mitigate any financial burden that the project may impose in the City.

7. The project should analyze the possibility for METRO and the City of Huntington Park to have a joint development effort for the development of the two (2) proposed stations and a very close proximity to a third station, station amenities, and adjacent transit oriented developments. This process should be formalized through some type of memorandum of understanding. This joint development agreement would involve community members, private developers, local businesses, and property owners to maximize community engagement and funding leverage.

TRAFFIC FLOW

Traffic flow is a major issue in the design, build and operation of the system. As previously stated, there is significant goods movement, as well as cars, trains, pedestrians, buses, bicyclists. Schools are often located together and with parks and other community assets, creating special hubs of traffic, that do not follow standard transit patterns. The proposed transit lines run diagonally to the streets, causing special consideration, due to safety and traffic impacts. Building on the communities existing patterns, station areas need to accommodate all forms of transit and not interfere with the existing heavy traffic flow.

The proposed light rail transit line will travel through Huntington Park and affect nearly every arterial road within City limits. Affected arterials include Florence Avenue, Gage Avenue, Miles Avenue, Pacific Boulevard, Santa Fe Avenue, and Alameda Street. As a result of the design and location of the proposed light rail transit line, several impacts to traffic are anticipated that will affect the neighboring residential and commercial uses. The City requests that Metro diligently evaluate mitigation measures that will help alleviate any impacts caused to traffic due to the proposed light rail transit line.

PLANNED LAND USE

The City and the cities of Bell, Maywood, and the County of Los Angeles have a planned land use for the Randolph Street center median that runs through the proposed light rail transit line identified by METRO as “The Rails to River Project”. Studies have already been performed for the conversion of this center median into a bicycle and pedestrian facility. Survey results show an overwhelming need and support from the community for this planned bicycle and pedestrian facility. Thus, this planned facility is strongly supported by the City and the cities of Bell, Maywood, Los Angeles, the County of Los Angeles, and by community organizations including Communities for a Better Environment (see attachment).

Given the community need and desire for this bicycle and pedestrian facility, the proposed light rail transit line should be planned and built harmoniously with this planned land use. The City requests that the EIR and EIS assess any potential impact on this bicycle and pedestrian facility that is strongly supported by the community. If it is determined that the proposed light rail transit

line will adversely impact this planned land use, mitigation measures should be proposed in order to maintain the bicycle and pedestrian facility viable.

SUBTERRANEAN STATIONS

The City requests that Metro evaluate and consider subterranean stations as opposed to at-grade stations. Subterranean stations will undoubtedly mitigate several environmental impacts caused by the proposed light rail transit line. Benefits of subterranean stations include; improved public safety, uninterrupted vehicular circulation, and noise reduction. Therefore, subterranean stations should be discussed and strongly considered as part of the EIR and EIS.

MATCHING FUNDS

It is understood that the City will have to provide a local agency match of three percent (3%), and that guidelines for what qualifies as part of that 3% have not been detailed. The City requests that Metro be flexible in its interpretation of what expenditures qualify towards the local match and when those expenditures occurred.

The City recognizes that the goals of the proposed light rail transit line are to reduce vehicle traffic and encourage the use of the rail system. There are many means to achieve this, and the City believes that local expenditures for parking and street improvements near the stations, whether or not specifically designed for station use, should be considered eligible as part of the required match.

During conversations with different METRO's officials and representatives, they have presented the idea for local municipalities to use the local funding that will be available from "Measure M" to assist with the required local agency match contribution, but the City feels that it would not be just and fair to use the Measure M funding for the next 16 to 20 years to pay for one project and deny the opportunity to utilize the funding to fix and repairs other so much needed areas in the City as promised by METRO during the Bond Measure's campaign.

AESTHETICS

Our community had already been divided by either freeways, highways or trains. The alignment and design of the transit system needs to be designed in a manner that knits the communities together and does not divide them by previously non-existent barriers. The station areas need to be designed in a manner that connects them to our unique neighborhood and does not create obstacles between the transit and our community resources. Equally important is for the design of the stations to match the existing architectural features found in our affected boulevards.

The proposed light rail transit line will run through densely populated residential and commercial uses, including the City's Downtown (Randolph and Pacific). The proposed stations and rail line should be designed in an aesthetically pleasing way in order to maintain the quality of life that is

enjoyed by those who live, work, and shop within the City. Lighting and landscape elements should be used to help achieve this goal.

LANDSCAPING IMPROVEMENTS

The City requests for the study to describe all proposed vegetation and landscaping improvements, including the size and height of trees along the Right-of-Way and the proposed train stations locations. The City is also requesting a description of how the vegetation and landscaping will be utilized as a visual and potential sound buffer between the tracks and adjacent residential areas.

DOWNTOWN SPECIFIC PLAN

The City is nearing completion of a Focused General Plan Update, focusing on the Housing, Land Use, and Circulation elements of the General Plan. The update is funded by a Transit Oriented Development (TOD) Planning Grant from the Los Angeles County Metropolitan Transportation Authority (Metro TOD Round III). The TOD grant is designed to spur the adoption of local land use regulations that are supportive of Transit Oriented Development in Los Angeles County. With two (2) public transportation stations proposed in Huntington Park and a close proximity to a potential third station, the Focused General Plan Update takes into account future developments that will complement the proposed stations and encourage public transportation ridership. One of the proposed stations will be located within the City's downtown and it is imperative that the study takes into account the design and development standards of the City's Downtown Specific Plan.

CONSTRUCTION

Construction creates its own special impacts that need to be considered and addressed. Following are some of these potential impacts:

1. Traffic flow, especially during peak hours, routing, and congestion
2. Safety Air pollution and Sound pollution
3. Dust that impacts the adjacent properties and especially adjacent schools, homes and businesses
4. Businesses that need not to lose clients and businesses during construction and business districts that need to thrive throughout construction.
5. Replacement of infrastructure components, such as power, sewer, street repair for ADA compliance and sidewalks in a sensitive manner as to minimize impacts to the community
6. Safety measures in place to protect the public, especially students in their way to school.
7. Construction related parking challenges.

The City is convinced that the community of Huntington Park is concerned about all the above challenges that will take place during construction. The City believes that a Business Interruption Mitigation Fund should be established to assist businesses negatively impacted by the project, especially during the construction phase.

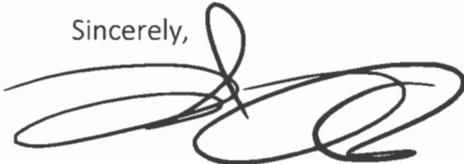
In addition, it would be a great opportunity for METRO to look into creating a program that may offer local jobs during the construction phase of the program. This would create an opportunity for the community to welcome the project in a positive way. Last but not least, The City believes that it will be critical to have a least two project staff members to be the point of contact to address all construction-related issues for the cities and to create local advisory committees to get feedback from the communities and inform the progress of the project to the stakeholders.

The City, as a member of the Gateway Cities COG (see attached Eco-Rapid Letter), supports and looks forward to seeing how these issues can be addressed as we built this important transit line and working with Metro in reviewing any documents associated to any potential environmental impacts to the neighboring residential and commercial uses and planned land uses around the proposed light rail transit line. Please once completed, send the draft EIR and EIS to the following address for the City's review:

Huntington Park City Hall
Attention: Sergio Infanzon - 6550 Miles Avenue, Huntington Park, CA 90255

If you have any questions regarding this response, please contact Sergio Infanzon, Community Development Director, at 323-584-6318 or by email at sinfanzon@hpca.gov.

Sincerely,



Ricardo Reyes
City Manager

Attachments:

1. ECO-RAPID JPA COG Letter April 2018
2. City of Los Angeles, Support Letter for Bicycle and Pedestrian Facility
3. City of Bell, Support Letter for Bicycle and Pedestrian Facility
4. City of Maywood, Support Letter for Bicycle and Pedestrian Facility
5. Communities for a Better Environmental, Support Letter for Bicycle and Pedestrian Facility

cc: Mayor Jhonny Pineda
Vice Mayor Karina Macias
Councilmember Graciela Ortiz
Councilmember Marilyn Sanabria
Councilmember Manuel Avila
Donna Shwartz, City Clerk

ECO-RAPID JPA COG Letter April 2018



April 11, 2018

Mr. Phil Washington, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, MS 25-1
Los Angeles, CA 90012

Dear Mr. Washington:

The Gateway Cities Council of Governments (COG) and Eco-Rapid Transit Joint Powers Authority write to express our concern regarding all of the conceptual northern alignment alternatives under consideration by Metro during its ongoing environmental review of the West Santa Ana Branch (WSAB) light-rail transit corridor that do not directly access Los Angeles Union station (LAUS). We understand that, at this stage in the process, Metro staff is prepared, in May 2018, to recommend a refined set of alternatives for further, more detailed environmental analysis before a final locally-preferred alternative is recommended to the full Board of Directors sometime in 2019.

We wish to note several concerns for our stakeholders who reside in the central and southern portions of the alignment, not the least of which is access to Union Station, which serves as the regional rail hub for all Metro light rail lines, the heavy rail system, Metrolink and Amtrak. This access has always been a top priority for the WSAB alignment cities. A forced transfer does not offer the speed or convenience that this line has long been expected to bring to area residents seeking to access the regional rail network, or for employees trying to get to work in Southeast Los Angeles County.

In March 2018, the Metro Board approved an Equity Platform framework stating that "access to opportunity should be a core objective of public decision making, public investment, and public service." Equity is one of the five goals of the West Santa Ana Branch project, which is notable given the concerns raised previously about the communities that this project will serve. As the Equity Platform states, "historically and currently, race and class have largely defined where these disparities are most concentrated: in poor, minority communities." While new rail lines already provide one-seat rides connecting LA's westside, San Fernando Valley, San Gabriel Valley, and Harbor corridor with downtown Los Angeles, the Southeast cities lack a similar connection. Ending the West Santa Ana Branch with a forced transfer station along the LA River or a one-block walk along Flower Street would further preserve this inequity for decades to come.

In particular, our greatest concern stems from the one northern alignment alternative added in March 2018 that would create a terminus for the West Santa Ana Branch along the LA River between 6th and 7th Streets, necessitating a transfer onto a future subway extension at the same station. Of note to us:

Mr. Phil Washington, CEO

April 11, 2018

Page 2

- The Gateway Cities include some of LA county's most densely-populated and transit- poor communities. Several of the communities along the WSAB corridor also score within the top 5% of most disadvantaged communities in the state on California's EnviroScreen. These are communities desperate for quality transit that connects them with job opportunities throughout LA County.
- The Study Area is also characterized by high population and employment densities. Of the top 100 US cities with the highest population densities, the WSAB Cities of Maywood, Cudahy, Huntington Park, and Bell Gardens are in the top 25. The Cities of Bell, Lynwood, Hawaiian Gardens, South Gate, Bellflower, and Paramount are also within the top 100.
- Densities in 2040 will average 15,000 people per square mile, with portions of the Cities of Maywood and Huntington Park exceeding 20,000 residents per square mile. Employment densities in 2040 will average 7,000 jobs per square mile. For context, employment densities served by current rail service in LA County range from 2,500 (light rail) to 14,000 (heavy rail) jobs per square mile.
- The introduction of a "forced transfer" at an Arts District station along the LA River would introduce several variables that undermine the West Santa Ana Branch Line's ability to serve Southeast LA County:
 - The transfer would connect with only one rail line at its terminus, as opposed to myriad rail and bus services at Union Station, and as opposed to several major transit lines and a large employment hub at 7th Street/Metro Center.
 - A forced transfer would make most West Santa Ana Branch Line passengers dependent on a minimum of two Metro lines in order to reach their destinations.
 - A forced transfer would necessitate additional waiting time simply to complete a single trip, thus lengthening an end-to-end trip and making transit a less viable or attractive alternative to driving.
 - A forced transfer will have a negative impact on ridership particularly for those riders who wish to continue on to points west or north.
- The Red/Purple Line Heavy Rail Transit (HRT) Extension that would be required to complete WSAB access to LAUS is currently not part of the Long Range Transportation Plan (LRTP) or funded as part of Measures R or M; unless there is intent to utilize the \$1.482 billion allocated to the West Santa Ana Transit corridor for completion of the project through Central Los Angeles (Line 26 adopted Measure M Expenditure Plan). We question whether the cost of extending the Red/Purple Line HRT to 6th Street and the cost of bringing the WSAB to 6th Street can be adequately covered by the amount allocated in the plan. This alternative alignment may have a profound impact on project implementation – assuming the Red/Purple Line extension would precede the WSAB as there is an HRT maintenance yard currently on line that can cover operations for the HRT Extension.

Mr. Phil Washington, CEO

April 11, 2018

Page 3

- The alignment alternative that terminates at 8th and Flower and requires a one block walk to the Metro Center Station for access to Blue/Expo/Gold LRT Lines and Metro Red and Purple HRT does not meet the Purpose and Need for the WSAB project either. The one-block walk, whether through a tunnel or at-grade, is not conducive to ridership. The April 2017_“Northern Alignment Options Screening Report” clearly indicates that access to LAUS is key to the high ridership and success of this line.
- Construction of a subway extension to an LA River forced transfer station would be paid by several hundred million dollars currently intended for the construction of the West Santa Ana Branch. This would result in little to no savings in overall project costs while undermining the regional connectivity that was promised by Metro in Measures R and M to the voters in Southeast LA who voted overwhelmingly in support of these initiatives, largely because they want to see this rail line come to fruition.
- From Metro’s own West Santa Ana Branch Technical Study (July 2015), we note that Metro declined further review of an alignment considered by the Southern California Association of Governments (SCAG) Alternatives Analysis (AA) that terminated south of Union Station. Metro’s conclusion in rejecting this alternative stated: “The only alternative that didn’t terminate at Union Station... resulted in the lowest total number of new transit trips and boardings. The ability for WSAB riders to access other Metro rail lines, Metro buses, other operator bus lines, Metrolink and Amtrak is a significant benefit that was revealed in the total number of forecasted new transit trips and boardings. New transit trips went up 20-30% for the other alternatives that assumed Union Station as the northernmost terminus. Therefore, the ability to reach Union Station is critical for maximizing ridership.”
- Lastly, we have concern that alternatives that do not access LAUS or are contingent upon a speculative subway segment may jeopardize potential investment from public/private partners seeking to invest in the early delivery of this project.

We understand and appreciate that Metro is working to address a number of community concerns as they relate to the physical alignment of this project. However, we observe that the *service* that it would provide, and the communities that it would serve, is critically important to connect residents in Southeast LA County with job opportunities throughout LA County. The physical placement of the line is important to the degree that it provides hundreds of

Mr. Phil Washington, CEO
April 11, 2018
Page 4

thousands of residents and employers in Southeast LA County with transit connectivity to the rest of the region. Our stakeholders are counting on the West Santa Ana Branch to finally fulfill Metro's repeated promises of a rail transit line that truly connects our region with opportunities throughout Southern California.

Therefore, we oppose any northern termini that do not provide a direct connection to the regional rail hub at LAUS, and we request that you remove these alternatives from further consideration. We believe that removal of these alternatives is the right action to take given the project's and Metro's own stated goals to address regional inequities, and we further believe that it is the prudent course of action given the need for this project to best serve Southeast LA County. Thank you.

Sincerely,



Jhonny Pineda, President
Gateway Cities Council of Governments
Board of Directors



Zareh Sinanyan, Chair
Eco-Rapid Transit JPA

Attachment:

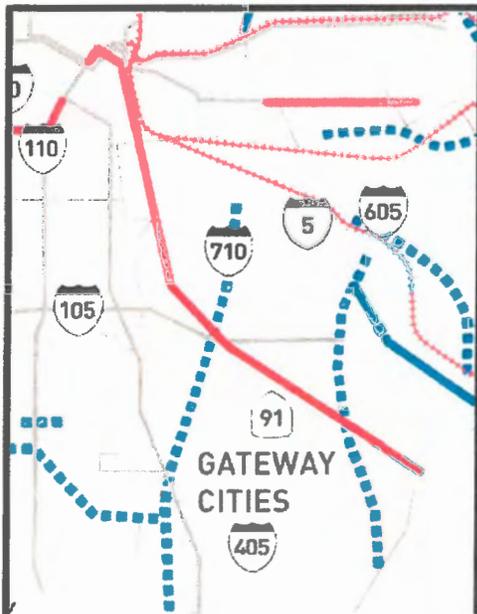
Measure R and Measure M Project Maps Showing the West Santa Ana Branch Northern Alignment Terminating at Union Station

Cc: Gateway Cities COG Board
Eco-Rapid Transit Board
MTA Board

Attachment

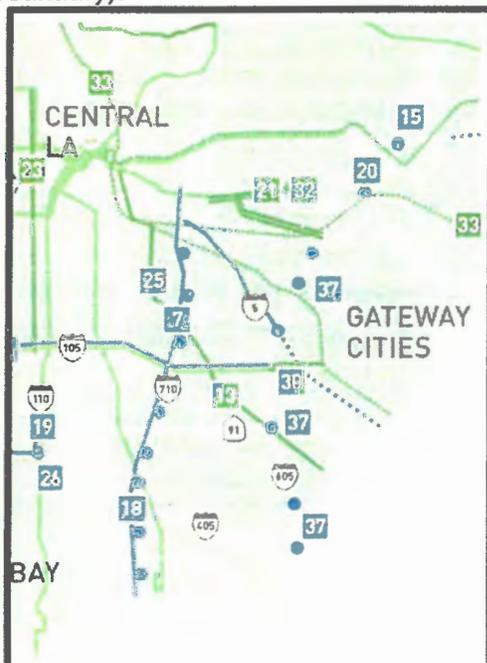
Measure R Projects Map

Note: West Santa Ana Branch is the only transit project identified in the Gateway Cities.



Measure M Project Map

Note: West Santa Ana Branch [25] is one of two transit projects in Gateway Cities (the other being a southern branch of the Gold Line Eastside Extension, along our region's northern boundary).



Support Letter, City of Los Angeles



ERIC GARCETTI
MAYOR

September 29, 2016

The Honorable Graciela Ortiz
Mayor, City of Huntington Park
6550 Miles Ave.
Huntington Park, CA 90255

Dear Mayor Ortiz:

As we continue to develop Los Angeles County's regional transportation system, it is important we focus on projects that increase transit options by providing pedestrians and bicyclists access to surrounding communities and existing rail lines.

In 2013, the Los Angeles Metropolitan Transportation Authority (Metro) initiated a study to build a 10-mile pedestrian and bike path that would connect the future Crenshaw/LAX Line to the Los Angeles River, also known as the "Rail to River" project. I anticipate that the first segment of the project ("Segment A" – Crenshaw/LAX to Blue Line/Slauson Station) will receive environmental clearance soon; construction is slated to be completed by fall of 2019. Segment B of the plan, which will connect the bike path to the Los Angeles River, is currently under evaluation.

While the four alternatives being evaluated under Segment B appear viable, I wholeheartedly support "Alternative D" because the project will touch more communities, including Huntington Park, and provide direct access to the river and Metro's regional transit center.

I look forward to partnering with you moving forward to ensure Los Angeles County builds out a comprehensive and modern transportation system.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Garcetti', is written over a horizontal line.

ERIC GARCETTI
Mayor

Support Letter, City of Bell



CITY OF BELL

August 3, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

The City of Bell would like to formally express its support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

The City of Bell strongly supports the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

Sincerely,

Fidencio Joel Gallardo
Mayor
City of Bell

Support Letter, City of Maywood



City of Maywood

4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5700 • Fax (323) 773-2806

August 2, 2017

City of Huntington Park
Attention: Sergio Infanzon
6550 Miles Avenue
Huntington Park, CA 90255

SUBJECT: Support for the multi-jurisdictional countywide Randolph Street Rails to Trails project

Dear Mr. Infanzon:

On behalf of the City and residents of Maywood, I would like to formally express support of the Randolph Street Rails to Trails project to convert the Randolph Street center median into a bicycle and pedestrian facility. This project will undoubtedly have a tremendously positive impact for both of our communities.

This planned bicycle and pedestrian facility will traverse through the cities of Huntington Park, Bell, Maywood and the County of Los Angeles and will provide a much needed alternative mode of transportation for those who live and work within the community. Surveys show that the local community overwhelmingly desires and is in need of facilities that provide safe walking and biking for children and families. This type of facility will promote public health by making it safe and convenient for children and families to incorporate physical activity into their daily lives as a way to combat the obesity epidemic.

Additionally, it has been proven that bicycle and pedestrian facilities boost the local economy since homeowners are willing to pay more to live in a walkable community. Similarly, businesses located along these facilities often see an increase in sales.

I strongly support the Randolph Street Rails to Trails project and looks forward to working with the City of Huntington Park in this joint venture. Please feel free to contact should you have any questions or wish to discuss.

Eddie De La Riva
Councilman
City of Maywood
Eddie.delariva@cityofmaywood.org

Support Letter, Communities for a Better Environment



August 4, 2017

Los Angeles Metropolitan Transportation Authority
Fanny Pan
Project Manager, Metro
One Gateway Plaza
Los Angeles, 90012
Wsab@metro.net

SUBJECT: Response to Notice of Intention to Move Forward with Construction of the West Santa Ana Branch and Ensuring the Completion of the Rail to River Active Transportation Project.

Dear Ms. Pan,

I hope this letter finds you in good spirits and health. I am writing on behalf of Communities for a Better Environment and hundreds of members and supporters in Huntington Park, which is one of the cities that will be affected by the construction of the West Santa Ana Project light rail project. CBE is a grassroots environmental health and justice organization, which has worked closely with communities in Southeast Los Angeles especially Huntington Park for more than two decades. The proposed lightrail project came to our attention during a meeting with Metro regarding the intention to follow through with the Rail to River Active Transportation Corridor project that would go down Randolph, crossing an intersection of a proposed stop for West Santa Ana.

Completion of the Active Transportation Corridor has always been a high priority for the community members, who have spent extensive time and effort working with CBE to develop that vision, concept and proposal. Huntington Park is a city that lacks green spaces, and that lacks resources for pedestrians and cyclists. Since many residents of Huntington Park travel in these ways, having an active transportation corridor that directly serves their needs, as people who utilize alternative modes of transportation, would be immensely beneficial to the community and long overdue. We want to echo the City of Huntington Park's assertion that the West Santa Ana Branch should coexist harmoniously with the active transportation corridor. Additionally, CBE staff and members want to engage more closely with this planning process and participate in the environmental review process, and we would like to receive a copy of the Draft EIR.

I will be glad to speak with you in more detail about this issue, please feel free to contact me at (323) 723-5634 or my email, kayleigh@cbecal.org. We appreciate your time and hope to hear back from you soon.

Sincerely,

Kayleigh Wade
Youth Organizer
Communities for a Better Environment



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

August 24, 2018

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Ms. Teresa Wong, Project Manager
Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Dear Ms. Wong:

Concurrence with Comments Submitted by the Eco-Rapid Transit Joint Powers Authority on Rescoped West Santa Ana Branch Light Rail Corridor Project

The Board of Directors of the Gateway Cities Council of Governments fully concurs with the comments and areas of analysis requested by the Eco-Rapid Transit JPA for inclusion in the rescoped West Santa Ana Branch Light Rail Corridor Project environmental review documents.

We respectfully ask that these comments be considered and addressed. If there are any questions please do not hesitate to call me at 562-663-6850.

Sincerely,

Nancy Pfeffer, Executive Director
Gateway Cities Council of Governments

cc: Board of Directors
Eco-Rapid Transit Board of Directors

Attachment: Comments Submitted by the Eco-Rapid Transit Joint Powers Authority on Rescoped West Santa Ana Branch Light Rail Corridor Project



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

August 20, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: **Comments on Rescoped West Santa Ana Branch Light Rail Corridor Project**

Dear Ms. Wong

The Board of Directors of the Eco-Rapid Transit Joint Powers Authority is pleased to take this opportunity to provide comments on the rescoping of the environmental review process for the West Santa Ana Branch/Eco-Rapid Transit (WSAB) Light Rail Corridor Project. There are general comments which apply to all or most of the alignment and comments specific to certain jurisdictions. These jurisdictional comments are not meant to be all-inclusive of impacts or city interests. The intention is to capture comments made by Eco-Rapid Transit elected representatives or their staff.

The mission of Eco-Rapid Transit is the: "Development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth and maximize ridership throughout Southern California." This statement addresses the major environmental issues Eco-Rapid Transit wishes to be considered as part of the environmental studies and transit design as outlined below.

Scoping Elements/Subjects

- Design of the station areas should maximize neighborhood connectivity. This position was specifically addressed when Eco-Rapid Transit adopted design standards as part of the TOD Design Guidelines adopted September, 2014. We believe that these standards should be considered as Metro defines the design of the station areas and what they are reconstructing as they develop construction plans for the station areas.
- To encourage multi-modal transportation options to the stations and traffic impacts around the station- the stations need to be designed to accommodate the various modes and the surrounding streets designed to encourage safe active transportation and bus routes.
- Elevated tracks, that move from at grade to elevated slows the speed and efficiency of the transit cars and utilize more energy for elevating and descending the different elevations.
- Elevated tracks, that are on mounds and not fully elevated, create a visual block between neighborhoods and divide neighborhoods. Utilization of areas

City of Artesia
City of Bell
City of Bell Gardens
City of Bellflower
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena
Airport Authority

Chair

Zareh Sinanyan
President
Hollywood Burbank Airport
Mayor
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Vice-Chair

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Council Member
City of Bell Gardens

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Council Member
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Treasurer

Ali Sajjad Taj
Councilmember
City of Artesia

Internal Auditor

Cristian Markovich
Council Member
City of Cudahy

Executive Director

Michael R. Kodama

General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative



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under elevated track for development, first/last mile connections can help tie neighborhoods together.

- The WSAB is a line, independent from the other existing light rail lines. As such, it does not need to be designed following the same standards. It should take advantage of new technologies in transit design, operations including energy efficient designs that may not require the visual blight of a catenary system.
- The WSAB, as current plans show, would eliminate some bikeways/walkways along the route and others in the planning process. The environmental studies should address the ability to build multimodal and transit focused facilities adjacent to, at grade and underneath elevated tracks. Additionally, there needs to be consideration for preserving or recreating existing community pathways and connections that currently utilize the ROW to the greatest extent possible.
- To utilize the most advanced transit safety and transit systems, as well as attract investment in the TOD advanced fiber data lines need to be installed. The most efficient means to build may be to incorporate the data lines in the transit structures.
- From the studies undertaken thus far, it is evident that there will be many infrastructure upgrades needed in the station areas. Define "betterments"; How are "betterments" negotiated? MTA and the cities need to focus on utility or other city property/utilities that may require relocation or may be disrupted by project construction. Will there be funding for advanced utility studies to help cities determine what is in-ground and what may need to be removed, moved and upgraded or replaced? Or will these necessary measures be negotiated through a Master Cooperation Agreement? Also, cities need to define construction mitigation for the project – public safety (police, fire, ambulance) access to construction zones, business interruption and interruption avoidance.
- Street improvements/accommodations, temporary and permanent closures. Work arounds, construction pedestrian safety – permanent and temporary First/Last mile access to station areas. Analyze impacts to street geometry, permanent and temporary parking access. Analyze impacts of temporary and permanent street closures associated with the construction of the alignment as well as the station areas.
- MTA has never done an environmental document where the alignment cuts through so many small and self-contained jurisdictions. The DEIR document needs to address "cross-jurisdictional development" and assess cumulative impact for the cities. Specific plans and city developments may have different impacts on traffic, streets, access, utilities, parking and alignment. How will this growth impact be captured?
- Ensure that the environmental document considers the potential for creativity, cost savings and operational improvements for the proposed public-private partnership process. This includes maintaining an ability to use the latest information systems, wireless light rail technology, train control

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

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General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative

systems and newest light rail systems. This also includes design considerations such as the ability to have low floor or high floor vehicles.

General Comments (in no particular order or ranking of importance) –

- **Gentrification** – Southeast Los Angeles County home values will be impacted by the introduction of high quality transit access to the regional rail network. Strategies to allow current owners to “capture” rail induced value, increase housing opportunities, provide affordable housing need to be discussed. Compared to many areas of the County, southeast Los Angeles County home prices are lower for similar housing stock in similar neighborhoods. The announcement of rail service within the corridor will most likely escalate housing prices and price people out of the area. Furthermore the project area has a high concentration of renters compared to the state (50% vs. 44.7% statewide) with some communities along the alignments having as many as 83% of all households renting their homes. To add to this, the area has higher than average persons per household. Therefore there is concern about the pricing and availability of rental housing particularly single-family renters and the higher than county average occupancy in Gateway Cities that suggests house sharing and overcrowding. Increased housing prices/rents, scarcity of affordable housing and overcrowding are environmental impacts that should be addressed as a part of the environmental inquiry.

Additionally, care needs to occur to analyze proven opportunities, strategies and tactics that insure upward mobility for the corridor communities.

To offset the potential rise in housing costs, construction of the transit system and investment in TOD needs to generate living wage jobs that benefit the residents and local businesses. This could build equity for the neighborhood. How this may work is a social justice issue that needs to be considered.

- **At-grade versus grade separated alignment/Crossings** - Given the projected ridership, will at-grade crossings allow for 1) the train to maximize headways to accommodate future ridership including the potential for an Orange County extension?; 2) Will a “roll-a-coaster” profile create long term wear on trainsets and wheels thereby reducing operational reliability and increase maintenance cost?
- **The majority of the proposed alignment along the Pacific Electric/WSAB Right of Way (ROW) traverses major arterials and other streets as diagonal crossings.** Almost every major arterial within the ROW is affected. If these grade crossings remain at-grade, they will result in crossing gates being down for extended periods during the peak hours; the gates will be lowered longer than other LRT corridors as the intersections are longer and the train will take longer to clear.

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City Manager Representative

Safety is a primary concern with these elongated crossings. The opportunity for motorists to challenge the gates will become an issue. There is a notable downside to the at-grade design option with the projected ridership numbers of 75,000 to 80,000 daily riders for the WSAB line. During peak periods, 5 to 6 minute headways in each direction could easily stop traffic for at least 20 and perhaps as much as 28 minutes during each hour, with the crossing gates coming down every 3 to 6 minutes. During the peak period, this adds travel time to a substantial amount of routine vehicle and pedestrian traffic, including those commuting to work and parents dropping off/picking up children from the both public and private schools in close proximity to and around the alignment. These frequent and prolonged stops will add to local air pollution "hotspots", traffic delays and travel frustration and safety hazards decreasing the quality of life of residents and business owners by a project that by its very nature is meant to decrease these same issues for the cities the WSAB traverses and is supposed to serve.

- **Traffic Counts** – When were traffic counts taken? Time of day, during school hours, before or after school? Were field observations made to ascertain access by school children using the ROW or streets that cross the ROW for school access? Have qualitative interviews/conversations with school principals or school service police been conducted? The ROW has many truck routes – have truck volumes been analyzed to determine grade crossing profile? Has the consultant checked with the I-710 and 91/6-5/405 teams to mine truck data and crossing volumes, other potential conflict with at-grade crossings? Has the analysis included additional dwell time for trucks and air quality degradation potential for at-grade crossings? Impact of potential truck/train safety at grade crossings? Any notation of future warehouse construction? Existing warehouses? Garfield Avenue and 1 million sq. ft. warehouse as an example of special goods movement to analyze. Has projected growth from city plans, specific plans and TOC overlays been taken into account to analyze as traffic is studied? Initial reports that we have seen, do not accurately anticipate growth.
- **Public Safety** - Train stations and the ROW alignment will be located near the downtown areas for almost all of the cities along the alignment, additionally there are both private and public school locations immediately adjacent to or just outside of the ROW; accordingly, construction and operations of the trains along the tracks and station will impact the neighboring downtown areas, and nearby schools. Please evaluate potential impacts to downtown areas and nearby schools during construction and operation of the train facilities and improvements. The alignment proposal also requires interface with freight providers and freight lines and freight licenses. There are potential conflicts or the potential for conflicts with rail freight movement in the cities of Vernon, Huntington Park, Bell, Maywood, Cudahy, South Gate and Paramount. The presence of rail freight and

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- City of Downey
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- City of Maywood
- City of Paramount
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority

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associative issues have the potential to impact the alignment, alignment profile, and eventually the operation of the line. This will be further complicated by pedestrian, bicycles and other non-motorized travelers trying to access the station or crossing the alignment.

- **Vehicular Traffic, Cycling, and Pedestrian Impacts** - Evaluate (1) vehicular traffic, cycling and pedestrian delays, (2) vehicle and bicycle accidents, (3) the timing and construction and closures as a result of other regional transportation projects such as improvement projects to the I-5, I-710 Corridor Project, SR-91/I-605/I-405 freeway improvement projects as well as the complete streets efforts by the Gateway Cities COG, and (4) emergency responder response times associated with construction and operations of all train facilities and improvements. Many of these streets are major goods movement corridors. How does the traffic impacts affect truck deliveries and timing within these major industrial areas?
- **Oil lines** – Are there significant oil and gas line facilities that may impact construction (ie. City of Vernon) or create impacts to the line or the community?
- **Utilities** – What is the impact on major utilities or crossing major utility easements (SoCal Edison and LADWP)? Are there conflicts or other issues that may require an advanced utility study or at least a conference with major utility providers? Has consideration been given for advanced utility studies that may impact the alignment? Has the team mined the I-710 advanced utility studies for possible conflicts or a better understanding of existing and future conditions? The city of Vernon has its own power plant. Has this been factored into the alignment as an option for power?
- **Utilization of Railroad ROW** – What are the assumption associated with crossing and or utilization of railroad ROW (UP/BNSF)? If RR ROW use is anticipated, what happens if it is not available? What are the next steps/timing for ROW process and project design? Or potential for conflicts? Most importantly, is there a Plan B?
- **Parking** – Given the nature of the ROW and the proximity to residential uses, how will parking intrusion/spillover into neighborhoods be prevented? Has there been a parking study of the station areas including inventory, occupancy, turnover and parking rates been completed? What is the size of the parking study area? Will it cover the entire TOD station area? What is the potential for shared parking with City developments? How will this be accomplished? Are there plans to develop a comprehensive on-street/off-street parking analysis in the station areas? Eco-Rapid Transit has developed the concept of demand based parking requirements in the station area and parking management planning based on demand, location, time, price and

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supply strategies. How will this be integrated into the environmental analysis and the MTA Transit supportive parking program?

- **Transit/System Connectivity** – What is the plan to improve transit connectivity to the West Santa Ana Branch and its station areas? Does this include connectivity along Florence Avenue from the Blue Line Station to Florence Avenue/Salt Lake Avenue to Downtown Bell Gardens? What is the plan to enhance connectivity from the West Santa Ana Branch Stations to Atlantic Boulevard? Atlantic Boulevard is a major street for transit buses. This should include Atlantic as it passes through Bell, Maywood, Cudahy and South Gate.
- **Ridership Impacts from the Northern Alternatives** – What are the impacts on ridership from the downtown alternatives that require use of a block long tunnel to transfer to other lines for linked trips? Why build two stations instead of one station serving two lines? The determination of a northern terminus for the WSAB needs to consider future access to California High Speed Rail and direct access to Metrolink in addition the accessing other Metro Rail Lines.
- **HAZOP Study** – We suggest that the consultant team consider the addition of this study. A Hazard Operability Study is a detailed oriented analysis of a process design or project that is designed to determine all possible hazards or risks that can occur. This hazard analysis is used in order to prevent any harm to people, damage to equipment, or any damage to the environment. The basis of a HAZOP study is to use these hazardous findings in order to alter the process design or project in a way that will prevent any of the hazards that can occur. With direct relation with railway transportation, hazard analysis must also be considered. In many cases, railway transportation usually carry passengers, chemical/raw materials that are hazardous to the environment, and even the structure of the railway itself can be an issue if there are flaws in the design. These examples alone can leave civilians, the environment, and the transportation system at risk to hazards. Thus, leading to the importance of conducting a HAZOP study on any process design or any proposed projects in order to prevent any disastrous events.
- **Construction Mitigation** – Ensure that impacts and proposed mitigations are examined both on a multijurisdictional and city by city basis and in close consultation with the cities. For example, the I-5 JPA has worked closely with MTA to mitigate construction impacts along the I-5 freeway in Gateway Cities.

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Comments specific to WSAB alignment cities –

- **Paramount** – There needs to be special consideration for the Rosecrans Boulevard/Paramount Boulevard and Downey Avenue crossing, and alignment profile. Paramount High is one of the most populous high schools in the county, there are thousands of children accessing the school from all around the station area and alignment. The potential for pedestrian/train conflicts requires consideration for grade separation. Metro should investigate experience with other LRT jurisdictions regarding neighborhood parking intrusion, parking mitigation plans for station area neighborhoods including the parking restrictions that were put in place for the South Pasadena\Mission Station. Station Area Parking is located on an existing vital Paramount business, there are other adjacent sites that would be more appropriate for parking/joint development. The team should look to utilize a freeway cap to create linear park space and provide access to the Metro Green Line/WSAB 1-105 station from Garfield Avenue that does not intrude into the adjacent single family neighborhoods.
- **Huntington Park** – The document needs to capture the school traffic issue and routes to school from the alignment as well as access to station areas. There is concern about Pacific Boulevard businesses during and after construction as well as the Florence Avenue grade crossing.
- **Bellflower** – At-grade diagonal crossings, safety and traffic issues – does the environmental document accurately reflect future growth? Multi-jurisdictional station area development? – is this captured in the document? Please work closely with the City of Bellflower due to the unique characteristics of the street network, diagonal crossings and need for grade separation.
- **South Gate** – There is concern about grade crossings at Firestone and Atlantic, with a preference for grade separation. The analysis needs to include more than automobile traffic and consider the potential significant impact on truck and goods movement in the project area. Please also consider the possibility of an additional station that may be proposed in South Gate near the Los Angeles River. There is also a potential issue involving the impact of an at-grade crossing at Imperial. This can impact not only South Gate but also Lynwood and Downey.
- **Downey** – The Gardendale Station is a unique opportunity. In consultation with the County of Los Angeles and the City of Downey, this can include an updated analysis of future development opportunities as well as integration with Rancho Los Amigos.

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

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- **Vernon** – There is concern about the Metro Blue Line Interface and potential impacts to traffic during and after construction. There is concern about long-term potential conflicts between rail and truck traffic.
- **Bell** – There needs to be a study to examine the possibility of moving the Salt Lake/Florence station northerly to minimize impacts to this important intersection and pedestrian impacts.
- **Glendale/Hollywood Burbank Airport** – Glendale is not part of the current project but will be part of Phase 2 of the WSAB/Eco-Project, the eventual extension beyond Los Angeles Union Station. As this is a known possibility, access cannot preclude this possibility of the Phase 2 Extension. Analysis should focus on continued access to either an LRT or street-car if it is the logical continuation or combination with regional rail to access Hollywood-Burbank Airport. This becomes even more important as you consider not only normal traffic and transportation issues but also factor in a new airport terminal planned for 2025, as well as travel related to the 2026 World Cup and 2028 Olympics.

If there are any questions concerning this letter or you would like to discuss any of these comments, please contact Karen Z. Heit, Deputy Executive Director, Eco-Rapid Transit.

Sincerely,



Michael R. Kodama
Executive Director, Eco-Rapid Transit



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

August 24, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch Draft EIR Scoping Period Public Comment

Dear Ms. Wong,

I write to you during the scoping period for the EIR of the West Santa Ana Branch (WSAB) Transit Corridor proposed by Metro to relay the concerns of the communities I represent and provide recommendations that align with the interests of my constituents.

After reviewing the alternatives that are being proposed to be carried forward for the Draft Environmental Impact Report (DEIR), I feel that all proposed alternatives do not adequately address community concerns and environmental issues. While I am pleased that Metro listened to the community and decided to focus on underground alternatives and removed Option F, the proposed alternatives require modifications in order to proceed forward.

Of particular concern is the proposed impacts to Little Tokyo. Little Tokyo has experienced more Metro construction over the past 15 years than any other neighborhood in the County. From 2004 to 2009, the Gold Line Eastside Extension was constructed through the neighborhood. Beginning in 2012 and lasting until 2021, the Regional Connector project has been undergoing construction. That leaves only three years over a 17 year period where Little Tokyo will not be experiencing Metro construction. This level of impact to one neighborhood is unacceptable.





JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

To that end, each proposed option fails to meet the needs of the community and should be modified as follows:

Option E - Alameda Underground

- Substantial traffic and construction impacts would occur in Little Tokyo and would exacerbate the issue of constant Metro construction
- A third Little Tokyo station would be constructed and modifications would need to be made to the 1st/Central Regional Connector station soon after its completion in 2021
- The proposed station in Little Tokyo would have a significant impact to the aesthetics, cultural resources, and traffic of the neighborhood and would require right-of-way acquisition

Option G - Downtown Transit Core

- Must not adequately address the need for an east/west connection in Downtown from the Alameda Corridor to South Park
- Directly conflicts with the proposed alignment of the Measure M funded Los Angeles Streetcar Project
- Could potentially impact the structural integrity of the historic buildings along Broadway

Furthermore, any option proposed must meet the following conditions and mitigation measures:

Aesthetics

- Aesthetic treatments along the rail right-of-way that fit the character of the neighborhood and minimize the visual blight of the trains and accompanying infrastructure
- All alternatives shall have no above ground impacts in and adjacent to Little Tokyo including but not limited to: utility relocation, right-of-way acquisition, cut-and-cover trenching, grouting, and temporary traffic control
- Adherence to the Downtown Design Guide and Broadway Streetscape Master Plan for any restoration work identified as part of the project including, but not limited to, 36 inch box trees and pedestrian scale lighting
- Bring all sidewalks affected by potholing, utility relocation, or any other construction work up to full ADA compliance



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

Cultural Resources

- Must not alter or touch the historic LA River bridges
- Must not alter or touch the Nishi Hongwanji Buddhist Temple, Fukui Mortuary, and St. Francis Xavier Chapel

Land Use and Planning

- Minimizes right-of-way acquisition of privately owned properties
- Must not cross over or under the City of Los Angeles Mangrove property at 1st Street and Alameda facilities, and
- Must not hinder, the Metro/LA County/LA City Union Station/Civic Center Planning Project
- Station portals that allow for the construction of buildings on top of them, similar to the future 2nd/Broadway station

Noise

- Ample noise mitigation measures such as sound-absorbing materials are used to prevent noise pollution in the residential neighborhoods the route goes through

Population and Housing

- Continuation and expansion of the Business Interruption Fund (BIF) to cover all businesses within the project's Area of Potential Effect (APE)
- Allows new businesses the ability to access the BIF instead of just those who have been around for over two years

Transportation and Traffic

- Construct multimodal infrastructure adjacent to the project stations consistent with Metro's 1st/Last Mile Plan and the City of Los Angeles Mobility Plan and Complete Streets Design Guide
- Construct the project via a Tunnel Boring Machine (TBM) and not cut-and-cover throughout all of Little Tokyo
- Mitigates parking loss during construction by providing alternative parking locations or shuttle service to affected communities



JOSE HUIZAR
COUNCILMEMBER, 14TH DISTRICT

- Runs a parking validation program throughout the duration of the project for any people accessing businesses in the project area
- Designs stations to hold four-car trains in order to meet the capacity needs of Downtown Los Angeles
- No above ground traffic impacts including, but not limited to, potholing, utility relocation, grouting, pile installation, excavation, and decking
- Absolutely no full street closures for any portion of the project unless it has been determined by a City of Los Angeles engineer that, in their professional opinion, a street closure is necessary for public safety, and not financial or schedule, reasons
- Pedestrian access must be maintained on both sides of the street at all times
- Upgrade major intersections along the proposed routes, such as Alameda Street and Commercial Street, to improve traffic flow prior to the commencement of potholing, utility relocations, grouting, or any other construction activities
- Full street resurfacing for any streets within the project's APE that serve as a detour for any portion of the project's construction activity

I am glad to see that a transit project of this magnitude is moving forward as it will provide an important link to the Gateway Cities and Orange County. However, we must not build an option that will destroy neighborhoods in Downtown or run counter to the mobility philosophy of the City of Los Angeles.

Should you have any questions, please contact Nate Hayward, Public Works Director, from my office at (323) 383-4906 or via email at Nate.Hayward@lacity.org.

Sincerely,

JOSE HUIZAR
Councilmember, 14th District

LA County CEO Asset Management Branch Comments regarding Metro WSABTC and Station Area Plan Charrette Presentations

Number	Page	Topic/Comment	Recommendation	Emphasis
1	Overall	Parking for future metro riders	Any Metro parking needs for the Gardendale station should be integrated with the larger TOD design of the station area. Any Metro Station area planning should include a proactive planning, land acquisition and development, JV, and/or funding solution in coordination with City of Downey and LA County to address required parking for future metro riders. It is in Metros best interest to maximize the ridership and this can only be done if Metro is a proactive participant in addressing parking solutions for the Gardendale Metro Station	High
2	Overall	Safety and Security	Metro Station planning should include multi-layered safety and security programming beyond the immediate station to ensure metro riders are safe traveling to and from the metro station from the surrounding neighborhood, parking, or other public transit	High
3	Overall	First Mile and Last Mile Improvements	Metro Station planning should incorporate proactive Metro led planning and funding initiatives for first mile and last mile improvements to maximize Metro ridership	High
4	Overall	Surrounding Infrastructure Improvements	Metro Station planning should incorporate proactive Metro led planning and funding initiatives to improve street, traffic, and pedestrian infrastructure beyond the immediate metro station	High
5	Overall	Metro Connectivity	Metro Station planning should incorporate an initial proposal of which other Metro public transportation options will connect to the Gardendale Metro Station; if rerouting, additional Metro bus lines need to be added, etc. This will better enable the community, jurisdiction, to better understand what the anticipated increased level of traffic (cars, buses, etc) may be, and identify how and where Metro proposes to place a bus depot and/or additional stops near the Metro station	High
6	Overall	Grade Separation at Intersections	The proposed path of the Metro rail will intersect 2-3 streets within a short distance of one another (Imperial Highway, Garfield, and possibly Flores if Flores is opened up). After leaving the Gardendale Station the train will intersect Gardendale Ave. Recommend the intersection at Imperial Highway and Garfield have grade separation from the vehicular streets due to the amount of vehicular traffic on these streets and the potential vehicular backup at other intersections while waiting for a train to clear the intersection. Additionally, Metro should prioritize grade separation of the West Santa Ana Branch whenever possible, particularly on major arterial streets, as defined by the Gateway Cities Council of Governments, or their respective cities.	High
7	Overall	Sound Walls and Noise Mitigation	It is highly encouraged that Metro invest in sound walls or landscaping designed to minimize noise in any residential areas along the West Santa Ana Branch corridor.	High
8	Overall	Station Capacity	Metro ought to build all stations with the capacity to handle 3-car trains, to account for fluctuations and long term ridership goals.	High

CITY OF BELLFLOWER

RESOLUTION NO. 18-50

A RESOLUTION APPROVING THE SUBMISSION TO THE LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY (MTA), A LETTER EXPRESSING THE CITY OF BELLFLOWER'S CONCERNS, COMMENTS, AND ISSUES ASSOCIATED WITH THE REVISED AND RECIRCULATED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT REGARDING THE WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT.

THE CITY COUNCIL OF THE CITY OF BELLFLOWER DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Council finds and declares as follows:

- A. On August 1, 2018, the City of Bellflower submitted a letter outlining its environmental scoping comments in response to MTA's original Notice of Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project.
- B. MTA has provided the City of Bellflower with a Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for the dated July 11, 2018.
- C. The implementation of the West Santa Ana Branch Transit Corridor Project and the construction of a downtown light rail station on Bellflower Boulevard is overall a positive development for the City of Bellflower bringing both expanded transit and economic development opportunities to the City.
- D. The construction and operation of the West Santa Ana Branch Transit Corridor Project will have various impacts on the community including, but not limited to traffic, noise, vibration, business interruption, air quality, safety, etc.
- E. As a result of the various impacts the West Santa Ana Branch Transit Corridor Project will have on the City of Bellflower, it is in the City's best interest as an affected agency along the proposed transit corridor to provide to MTA a comprehensive list of concerns, issues, and comments that should be included in, and considered during the preparation of the Draft Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project.

SECTION 2. This Resolution does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Resolution's effective date. Any such amended part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this resolution.

SECTION 3. If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

SECTION 4. The City Council authorizes the City Manager to submit to MTA a letter, attached as Exhibit "A" and hereby incorporated by reference, expressing the City's comments, concerns, and issues that should be addressed during the environmental review process for the West Santa Ana Branch Transit Corridor Project.

SECTION 5. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Bellflower, and the City Clerk, or her duly appointed deputy, is directed to attest thereto.

SECTION 6. This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED, APPROVED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER THIS 21st DAY OF AUGUST 2018.



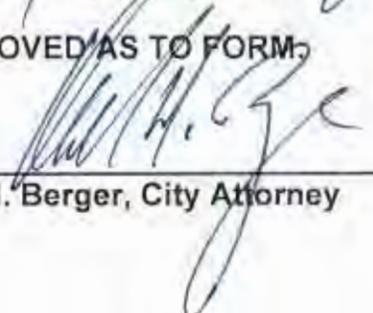
Ray Dunton, Mayor

Attest:



Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:



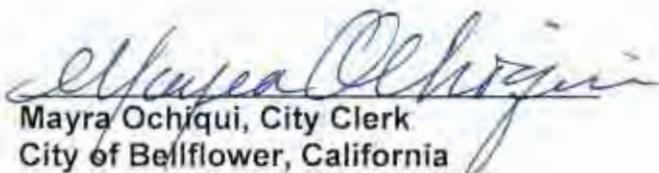
Karl H. Berger, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)SS
CITY OF BELLFLOWER)

I, **Mayra Ochiqui**, City Clerk of the City of Bellflower, California, do hereby certify under penalty of perjury that the foregoing Resolution No. 18-50 was duly passed, approved, and adopted by the City Council of the City of Bellflower at its Special Meeting of August 21, 2018, by the following vote to wit:

AYES: Council Members – Garza, Koops, Schnablegger, Santa Ines, and Mayor Dunton

Dated: August 21, 2018


Mayra Ochiqui, City Clerk
City of Bellflower, California

(SEAL)

The City of Bellflower

Innovative. Sustainable. Believing.

10600 Civic Center Drive, Bellflower, CA 90706

tel: 562-804-1424 fax: 562-929-8600 www.bellflower.org



August 21, 2018

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (Metro)
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Subject: West Santa Ana Branch Project Scoping Comments – Letter No. 2

Dear Ms. Wong:

The City of Bellflower (City), as a government agency affected by the construction and operation of the West Santa Ana Branch light rail transportation project (WSAB), has been invited by Metro to again comment on the project as part of the Environmental Review process. Accordingly, the City is resubmitting and has augmented the following comments and concerns.

THE CITY IS EMPHASIZING ITS REQUEST THAT THE ENVIRONMENTAL IMPACT REPORT (EIR) INCLUDE A FOCUS ON THE ANALYSIS OF A GRADE SEPARATED TRAIN STATION AT THE CITY OF BELLFLOWER STATION LOCATION AND GRADE SEPARATED TRACK THROUGHOUT THE CITY OF BELLFLOWER.

Because the Right of Way (ROW) for the Southern Alignment traverses Bellflower at the angle that it does, nearly every major arterial road is affected. This includes Woodruff Avenue, Flower Street, Bellflower Boulevard, Alondra Boulevard, Clark Street, and Lakewood Boulevard. Therefore, the community is understandably concerned about "At-Grade" street crossings. There are several downsides to this design option especially with the projected ridership numbers of 65,000 to 70,000 daily riders for the WSAB line. During peak periods, 5 to 6 minute headways in each direction could easily STOP traffic for at least 25 and perhaps as much as 30 minutes during each hour, with the crossing gates coming down every 3 to 6 minutes. Because this is the peak period, this adds travel time to a substantial amount of Bellflower's routine vehicle and pedestrian traffic, including those commuting to work and parents dropping off/picking up children from the major schools in and just outside of Bellflower. These many and prolonged stops will add to local air pollution, traffic delays and travel frustrations thereby decreasing the quality of life of Bellflower

Page 1 of 9

Ray Johnson
Mayor

Sunny R. Saito Iwasaki
Mayor Pro Tem

Dan Ferris
Council Member

Dan Koops
Council Member

Ron Schnablegger
Council Member

City of Bellflower – West Santa Ana Branch Corridor Project
Environmental Scoping Comments
August 21, 2018
Page 2 of 9

residents and Bellflower business owners by a project that by its very nature is meant to decrease these same issues for the cities the WSAB traverses and is supposed to serve. Not only should current traffic levels be analyzed, but future levels as well as the growth in population and population densities over time.

The WSAB is unique in that it traverses Bellflower and other cities at a diagonal versus the typical north/south and east/west street grids. As such, at-grade crossings in this configuration are much more challenging for all types of traffic, can stop traffic in multiple directions, and are more dangerous. Examples of this in Bellflower can be found at the intersections of Woodruff Avenue/Flora Vista Street/Flower Street and Clark Avenue/Alondra Boulevard/Flora Vista Street. Even the Bellflower Boulevard crossing and station location would impact traffic on feeder streets such as Flora Vista Street to the north and Pacific Avenue, Mayne Street, and Oak Street to the south. This also disrupts the walkability of the station area, negatively impacting any first/last mile benefits of the train station location and the time and funds expended on the Transit Oriented Development (TOD) specific plan currently underway.

Additionally, the distance from where the track emerges from under the 91 freeway to Woodruff Avenue is approximately 2,600 lineal feet, which provides more than enough distance to elevate the bottom of the track structure to 18 feet above grade at a slope equal to or less than the 4% maximum allowable light rail slope.

To reduce the foregoing environmental impacts, the City of Bellflower is therefore, requesting that Metro consider constructing a grade separated track through the city and a grade separated train station at Bellflower Boulevard, and to have the EIR indicate in the Project Description chapter, that the proposed train tracks and train station will be above-grade and grade separated within the City. At a minimum, as an option, the requested grade separated track and train station should be described and evaluated in the "Alternatives" chapter of the EIR.

The following describes benefits of constructing above-grade and grade separated train tracks and train station in the City of Bellflower.

Traffic Interruptions Will Be Reduced: A grade separated track through the City of Bellflower will alleviate the traffic interruptions and other issues discussed above. In addition, it would facilitate the continued safe use of the recently constructed, high quality pedestrian trail and class I bicycle path, which are heavily used for environmentally friendly transportation while also contributing positively to the health of those who use them. The walking trail and bicycle path will also then

provide opportunities for the community to get to the transit station on safe, quality routes that are separated from the vehicular traffic on the streets and the light rail in the right of way. The City believes strongly that the operation of these paths should not only continue, but be expanded into other cities to enhance first/last mile use of the transportation system and encourage healthy lifestyles. Steps toward this end have already been taken between the cities of Bellflower and Paramount in an effort to continue the paths from their current northern Bellflower terminus at Lakewood Blvd., northward into and through the City of Paramount.

Public Safety Will Be Improved: In grade separated systems, safety is enhanced in that these systems have much less opportunity to interact with pedestrians, bicycles and vehicles. The City notes that, while METRO has worked diligently to mitigate collisions along the predominantly at-grade Blue Line, there continues to be collisions, which everyone would like to see reduced to zero. These collisions, when they occur, shut down the transportation system, often become major life changing events for the impacted people, delay all forms of traffic at the impacted crossing and at other crossings as traffic is diverted in an effort to avoid the incident area. In addition, the costs associated with the aftermath of such collisions, include repair costs, increased labor costs when working with insurance companies, increased insurance premiums, as well as legal costs and potential major law suit settlement costs.

Community Input and Support: Many Bellflower residents have expressed the desired for an elevated train station at public outreach events. At the City's first public outreach event on June 27th, a poll was conducted by City staff to determine which option was desired by residents. Staff found that residents were overwhelmingly in favor of an above-grade station (26 residents), compared to 2 residents were for at-grade. Further outreach and comments received confirmed the input. The comments collected by the City were incorporated with the City's August 1, 2017 letter.

POTENTIAL ENVIRONMENTAL IMPACTS

Please evaluate the following environmental impacts relating to the proposed train track ROW and train station location.

Drainage/Water Table Improvements: Discuss any bio-swale/flood control measures along the track ROW, including the train station location. Bio-swale design, vegetation, the depth of the water table and its impact on construction, etc. should be described.

City of Bellflower – West Santa Ana Branch Corridor Project
Environmental Scoping Comments
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Landscaping Improvements: Describe all proposed vegetation and landscaping improvements, including the size and height of trees and shrubs along the ROW and train station and how they can be used as a visual and potential sound buffer between the track and adjacent residences.

Utility Improvements: Describe all proposed irrigation, cable, and electrical improvements, and communications improvements for public safety and civilian communications. Undergrounding of improvements should also be discussed.

Lighting and Aesthetic Impacts: Evaluate project lighting and visual effects along the track ROW and train station. The height and design of proposed lights, poles, etc. should be discussed as to the impacts on adjacent residences.

Public Gathering Areas and Amenities, Parks, and School Impacts: The train station and ROW will be located near the downtown area of Bellflower and Caruthers Park, which also includes both private and public school locations within and just outside of Bellflower. Accordingly, construction and operations of the trains along the tracks and station will impact the neighboring downtown area, Caruthers Park and nearby schools. Please evaluate potential impacts to the downtown area and nearby schools during construction and operation of the train facilities and improvements.

Vehicular Traffic, Cycling, and Pedestrian Impacts: Evaluate (1) vehicular traffic, cycling and pedestrian delays, (2) vehicle and bicycle accidents, (3) the timing and construction and closures as a result of other regional transportation projects such as improvement projects to the 5, 710, 605, 91, and 405 freeways, and (4) emergency responder response times associated with construction and operations of all train facilities and improvements.

Noise and Vibration Impacts: Evaluate the sound and noise impacts during construction and operation of all train facilities on residential, business and school uses adjacent to the ROW, the historical train station at Bellflower Blvd., and the new Bellflower Events Center and Fire Museum. A significant number of residences are located adjacent to the ROW including a senior housing development on Flora Vista Street, south of Bellflower Blvd. In areas adjacent to residential uses and sensitive receptors, the use of vibration dampening construction and noise attenuation/absorbing sound walls, double pane window retrofits, or other devices should be explored as well as a minimum use of train horns (which would be unnecessary if the WSAB is grade separated) throughout the ROW.

PUBLIC OUTREACH TO MITIGATE BUSINESS INTERRUPTION DURING CONSTRUCTION

The City believes that Metro must do a better job to ensure it minimizes the negative impacts and effects on adjacent and surrounding businesses. In Metro's public outreach process, the City recommends that several meetings be geared specifically to the business community that will be impacted. Detailed discussions on how Metro will mitigate the negative effects as well as focused and thoughtful consideration of the suggestions from the business community should be apparent. The City is certain that the Bellflower business community will be concerned about changes in traffic patterns, traffic delays, construction traffic, pollution and noise as well as possible construction related parking challenges. The City believes that a "Business Interruption/Mitigation Fund" be established to assist businesses negatively impacted by the project, especially during the construction phase. Initiatives such as the "EAT, SHOP, PLAY – CRENSHAW" should be explored with local communities along the WSAB corridor including the City of Bellflower.

ARCHITECTURAL AND RELATED AMENITIES STANDARDS

Bellflower has recently and continues to elevate its development standards for development and construction projects throughout the community, especially in the downtown, where the proposed station will be located. We expect that Metro will respect our standards and develop the system and train station in a manner that will not only enhance the functionality of the system, but also the appearance in such a way that encourages the perception of quality, sense of safety of use, and community pride.

SAFETY AND SECURITY

Safety and security should be addressed for both the construction phases as well as the operational phase of the project. The Bellflower Station should be designed in a manner that provides safety to riders and the local community. Activities negatively impacting ridership including but not limited to transient loitering, graffiti, theft, and assault should be addressed in the physical design and operations of the station.

SUPPORT FOR EXPECTATIONS OF OTHER CITIES

The City of Bellflower is an original member of the Orange Line Development Authority (OLDA), now Eco-Rapid Transit. As a member of that organization, Bellflower, like the other members of Eco-Rapid Transit, are committed to

support the point of view of the other member cities. Each city has its own designs and expectations that reflect the attitudes and character of each community. These cities have agreed that what will work for one city may not be the desire of other cities. Accordingly, the cities are committed to support each other throughout the development process of the WSAB and support the notion that the WSAB line be constructed as one project from the City of Artesia to Union Station and not completed in phases.

TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN AND CURRENT DEVELOPMENT EFFORTS

The City of Bellflower is a recipient to the Metro TOD Planning Grant Program and is in the process of finalizing a specific plan in anticipation of the WSAB project. The current draft calls for mixed use zoning of up to 100 dwelling units per acre in the areas immediately around the proposed station site (Bellflower Blvd and the Pacific Electric Right of Way). Additionally, some near term projects will also impact the same intersection. The City recently completed its 24,000 square foot Mayne Events Center and Los Angeles County Fire Museum immediately across from the station site. This project will bring additional pedestrian and vehicular traffic to the Downtown. The facility is also designed for future expansion, which may bring additional traffic to the Downtown. Two other regional draw projects less than ¼ from the station site are either in the planning/proposal stage (Bellflower Blvd./Mayne St. Mixed Use TOD project) or under construction (SteelCraft – outdoor foodhall made up of modified shipping containers) and will have impacts to parking in the area. Therefore, the proposed planning efforts and current developments will have immediate near term effects to traffic volumes and parking, and should analyzed accordingly. The City believes the impact on traffic to Bellflower Blvd. will require the station and the track to be elevated.

TRANSIT ORIENTED DEVELOPMENT/JOINT DEVELOPMENT AND/OR FUNDING OPPORTUNITIES:

The project should analyze the potential to have a Metro and City of Bellflower joint development effort for the development of the station, station amenities, and adjacent transit oriented developments. Efforts should be formalized through some sort of agreement or memorandum of understanding. Joint development efforts should involve members of the community, local stakeholders, and private developers to maximize community engagement and funding leverage. Station and associated development should reflect the desire of the local community.

Transportation facilities and amenities should be given preference for Metro grant programs such as the Call for Projects. The City has previously applied for Call for Projects (2009, 2011, and 2015) for first-last mile transportation amenities around the station without being granted/approved for funding.

Below is a rendering depicting the current vision for a possible transit oriented development project to occur at the Downtown Bellflower Station location (draft 2016). This rendering has been presented at numerous outreach events and has been well received by members of the Bellflower community.



BIKE STATION, BIKE SHARE, AND RELATED FACILITIES

The WSAB project should analyze the expansion of the Bellflower Bike Trail to include Metro bike share/rentals, secure bike parking, and associated amenities including showers, locker rooms, education courses and specialty rides along the route through Paramount. The Class I bike trail is an important community asset that will eventually provide connection from the Los Angeles River through the City of Paramount and Bellflower to the San Gabriel River. These bike facilities are regional routes for southeastern LA County cities. Moreover, the expansion of these facilities will provide better first-last mile connections to the various corridor stations.

PRESERVATION OF LOCAL AMENITIES AND LANDMARKS

The WSAB project should preserve local amenities including the historic Pacific Electric Train Station, "Belle the Cow," City of Bellflower monument signage and fountain, and the Bellflower Bike and Pedestrian Path.

STATION LOCATION AND CONSTRUCTION STAGING AREA

The location for the Bellflower Station should be on the north side of the Pacific Right of Way and just west of Bellflower Blvd generally located at 16307 Bellflower Blvd (APN: 7106-013-001). The site is currently privately owned and approximately 2.5 acres in size. Additionally expansion to the north may be necessary depending on transit station spacing requirements and first-last mile connection amenities such as parking, bus and car drop-off areas, bicycle and pedestrian facilities, and associated compatible uses. In anticipation of the high ridership estimated for this transit route, it is imperative that sufficient parking be provided with the station for transit riders to ensure local parking to businesses and nearby residences are not impacted by overflow parking from the transit station.

The City encourages Metro to work with the City early to acquire the site early in the process for construction staging.

FLEXIBILITY IN LOCAL MATCHING FUNDS

As of the writing of this letter, it is understood that the City of Bellflower will be expected to show/provide a 3% local agency match and that the guidelines for what qualifies as part of the 3% match have not yet been detailed. The City believes that Metro should be flexible in its interpretation of what expenditures qualify for the local 3% matching funds and when those expenditures occurred. The City recognizes that the goals are to reduce vehicle traffic and encourage use of the rail system. With that being said, there are many means and paths to achieve that end. The City believes that local expenditures for parking near the station (whether or not specifically designed for station use), costs for construction and maintenance of specific first/last mile systems (bus, bicycle, pedestrian) designed to encourage use of the rail system should be considered eligible as part of the required match.

Traffic signalization and pedestrian safety improvements near the station (whether or not specifically designed for station use), costs for construction and maintenance of specific first/last mile systems (bus, bicycle, pedestrian) designed to encourage use of the rail system should be considered eligible as part of the required match. Traffic signalization pedestrian safety improvements, as well as first/last mile improvements are all certainly part of what encourages and orients a community to use regional transportation systems. The City intends to spend money now on projects that will benefit, contribute to, and integrate with the WSAB line. Any City funds expended, either through public improvements or in

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support of private improvements related to supporting/encouraging regional transportation should be considered eligible even if they were expended prior to when the final scope of the project was determined and construction begun.

Additionally, the City of Bellflower believes that the required 3% local match required by Measure M should be shared by all of the cities in Los Angeles County since the WSAB is funded countywide by Measure M and will have long lasting, positive countywide impacts during its development and construction as well as once it is operational.

We appreciate the opportunity to share our views and expectations concerning the construction of the West Santa Ana Branch Transit Project.

Respectfully submitted,



Jeffrey L. Stewart
City Manager

Attachments: City Council Resolution 17-33
Eco-Rapid Letter

Copies: Bellflower City Council
Eco-Rapid Board of Directors

CITY OF BELLFLOWER

RESOLUTION NO. 17-33

A RESOLUTION OPPOSING THE EFFORTS OF ECO-RAPID TRANSIT (ECO-RAPID) AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA) TO STUDY, RECOMMEND, AND POTENTIALLY SITE A RAIL TRANSIT MAINTENANCE YARD ON A 21-ACRE PARCEL (LAKEWOOD/SOMERSET SITE) LOCATED EAST OF LAKEWOOD BOULEVARD AND SOUTH OF SOMERSET BOULEVARD

THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1. The City Council finds as follows:

- A. The 21-acre Open Space/Paintball location, near the intersection of Lakewood Boulevard and Somerset Boulevard, is the largest, open space parcel in the City and represents a significant component of the City's strategy in providing much needed recreation opportunities to our population of more than 77,000 residents.
- B. The City of Bellflower supports the preservation of the 21 acres of open space at Lakewood/Somerset.
- C. Eco Rapid commissioned AECOM to prepare a report which ultimately recommended the Lakewood/Somerset site as one of four available options for a Transit Yard supporting the proposed West Santa Ana Branch Transit Corridor Project.
- D. The City of Bellflower requests that the Board of Directors, and its officers, at Eco-Rapid Transit and, potentially, MTA, reconsider this item, take formal action to remove the Lakewood/Somerset site from the list of recommended alternatives to be analyzed and considered in the scoping process that follows.
- E. The City Manager and his designees are authorized to take whatever actions are deemed necessary to oppose the establishment of the Lakewood/Somerset site as a future Transit Yard in support of the West Santa Ana Branch Transit Corridor Project.

SECTION 2. This Resolution does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Resolution's effective date. Any such amended part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Resolution.

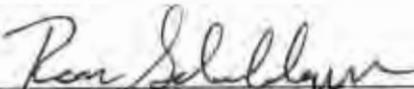
SECTION 3. If any part of this Resolution or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Resolution are severable.

SECTION 4. To the extent that any other resolution pertaining to the opposition of the efforts of Eco-Rapid and the MTA to study, recommend, and potentially site a rail transit maintenance yard on a 21-acre parcel (Lakewood/Somerset site) located east of Lakewood Boulevard and South of Somerset Boulevard is incorporated into this Resolution, it is superseded in its entirety.

SECTION 5. The Mayor, or presiding officer, is hereby authorized to affix his signature to this Resolution signifying its adoption by the City Council of the City of Bellflower, and the City Clerk, or her duly appointed deputy, is directed to attest thereto.

SECTION 6. This Resolution will become effective immediately upon adoption.

PASSED, APPROVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF BELLFLOWER THIS 26th DAY OF JUNE 2017.



Ron Schnablegger, Mayor

ATTEST:



Mayra Ochiqui, City Clerk

APPROVED AS TO FORM:



Karl H. Berger, City Attorney

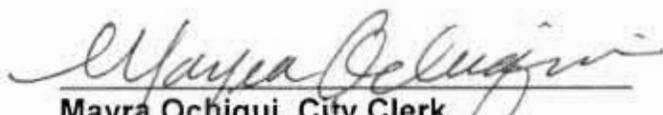
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)SS
CITY OF BELLFLOWER)

I, **Mayra Ochiqi**, City Clerk of the City of Bellflower, California, do hereby certify under penalty of perjury that the foregoing Resolution No. 17-33 was duly passed, approved, and adopted by the City Council of the City of Bellflower at its Special Meeting of June 26, 2017. by the following vote to wit:

AYES: Council Members – Dunton, Garza, Koops,
and Santa Ines

NOT PARTICIPATING: Council Member – Mayor Schnablegger

Dated: June 27, 2017



Mayra Ochiqi, City Clerk
City of Bellflower, California

(SEAL)



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

July 31, 2017

Ms. Fanny Pan
 Project Manager, Metro
 One Gateway Plaza, M/S 99-22-4
 Los Angeles, CA 90012

Re: Potential Bellflower Rail Maintenance Facility

Dear Ms. Pan: *Fanny*

Earlier this month, the Eco-Rapid Transit Board of Directors unanimously voted to support a Resolution adopted by the Bellflower City Council that seeks to have the Bellflower location for the proposed Rail Maintenance Facility eliminated from further consideration. The site is the last undeveloped large open-space parcel remaining in the City and is under long-term lease to an outdoor sports business.

Before taking action, the Eco-Rapid Transit Board had a robust discussion on what alternatives might be available for the Bellflower location. When it was disclosed that current Federal law would require any open space taken for transit be replaced within the city limits, it was clear that there was no viable option but to determine that the Bellflower location is not feasible.

In addition, the Board Member from Cudahy expressed his concerns regarding their potential Rail Maintenance Facility location. It was determined that a Metro guided tour of current Rail Maintenance Facilities should be scheduled for local elected officials and key staff as soon as possible to familiarize themselves with the operations, impacts and benefits of a Rail Maintenance Facility as a precursor to further discussions by the Eco-Rapid Transit Board. We will coordinate with your staff to schedule this tour as soon as is possible.

The recent action by the Eco-Rapid Transit Board of Directors with regard to the Bellflower location does not in any way indicate a change in the Board's steadfast support for the design, construction and operation of the West Santa Ana Branch line as soon as practicable.

We look forward to your response.

Sincerely,

Michael R. Kodama
 Executive Director, Eco-Rapid Transit

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Bellflower
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- City of Vernon
- Burbank-Glendale-Pasadena Airport Authority
- Chair
- Zareh Siranyan
Council Member
City of Glendale
- Vice-Chair
- Padre Acatuno
Council Member
City of Bell Gardens
- Secretary
- Karna Macias
Council Member
City of Huntington Park
- Treasurer
- Ali Sejad Taj
Mayor
City of Artesia
- Interim Auditor
- Cristian Markovich
Council Member
City of Cudahy
- Executive Director
Michael R. Kodama
- General Counsel
Teresa L. Highsmith
- Ex-Officio
Rene Bobadilla
City Manager Representative



CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1301 • FAX: (562) 468-1095
WWW.CERRITOS.US



OFFICE OF THE CITY MANAGER
ART GALLUCCI

July 17, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **UPDATED PUBLIC SCOPING COMMENT PERIOD (JULY 11, 2018 – AUGUST 24, 2018) – CITY OF CERRITOS COMMENTS REGARDING THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY'S (METRO) PROPOSED WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT – SOUTHERN ALIGNMENT**

Dear Ms. Wong:

On behalf of the City of Cerritos, I would like to thank Metro for hosting a public outreach workshop at the Cerritos Center for the Performing Arts on Tuesday, July 10, 2018. The City of Cerritos appreciates Metro extending its public outreach efforts to the Cerritos City Council and the Cerritos community related to Metro's proposed West Santa Ana Branch (WSAB) transit light rail corridor project over the past month. The City of Cerritos is hopeful that Metro staff will incorporate comments and recommendations provided to Metro by the Cerritos City Council and the Cerritos community into Metro's environmental assessment and TOD strategic plan studies, with participation by affected communities. At the July 10, 2018 public outreach workshop, the City was made aware of an updated public scoping comment period beginning on July 11, 2018 and ending on August 24, 2018. In light of the updated public comment period, and in response to comments received from Cerritos residents and constituents at the public outreach workshop, the City of Cerritos acting as a community stakeholder and in the best interest of Cerritos residents, would like to hereby provide Metro with its recommendations and direction related to the proposed WSAB transit corridor project, and would like to request that such comments be including in Metro's preparation of an environmental analysis in conformance with California Environmental Quality Act (CEQA) requirements, and the preparation of a transit-oriented development strategic implementation plan for cities along the proposed corridor.

Metro-Proposed Station Locations

As identified in initial documents supporting the environmental analysis and the TOD strategic implementation plan, as well as in presentation and meeting materials, Metro originally proposed two (2) station locations in the City of Cerritos. The first, located within the right-of way and on adjacent commercial properties at the northwest corner of Gridley Road and 183rd Street ("Proposed Cerritos Station 1"). The second, proposed by Metro as an optional southernmost terminus, located within the right of way and on adjacent commercial property at the northeast corner of Bloomfield Avenue and Del Amo Boulevard

("Proposed Optional Cerritos Station 2"). In addition, in response to City Council direction provided to Metro at the June 14, 2018 City Council meeting, Metro has now begun its assessment of an alternative station location, generally located along the right-of-way at Studebaker Road, south of Artesia Boulevard ("Proposed Alternative Cerritos Station 3").

Please note that the City of Cerritos does not currently support a station location in Cerritos due to the close proximity of a Metro-proposed station location in the City of Artesia, and in light of the fact that the Proposed Cerritos Station 1 and Proposed Optional Cerritos Station 2 currently consist of regional commercial properties that contribute to the City's economic development efforts in the City of Cerritos, including sales tax generation, decreasing the City's unemployment rate, and providing various consumer shopping opportunities. While the City does not currently support a station location anywhere in Cerritos, the Proposed Alternative Cerritos Station 3 possesses the greatest potential for re-use and economic development opportunities and as a result should be assessed in Metro's environmental, station location, and TOD implementation plan studies, due to its proximity to the 605 Freeway, and in light of the fact that the area is primarily comprised of industrial or commercial uses, and is buffered from residential land uses.

Lastly, if the proposed WSAB transit corridor project proposes to locate a station location in the City of Cerritos, the City of Cerritos hereby requests that such stations be identified as secondary station types, with less frequent stops and intervals than others along the entire corridor.

Metro-Proposed At-Grade Light Rail Technology

Utilization of at-grade light rail technology along the WSAB transit corridor, as identified as the method in Metro's environmental and TOD implementation plan documents, as well as in presentation and meeting materials, may generate significant impacts to residential land uses directly adjacent to the right-of-way, by way of increased noise and vibration associated with the operation of this technology. Further, the technology would not be grade separated, thereby creating approximately eight (8) grade crossings along the route within Cerritos. These grade crossings would create traffic impacts resulting in potential safety hazards for pedestrians and motorists in the area and the potential for a decline in consumer spending due to accessibility constraints to the City's major commercial shopping centers adjacent to the proposed light rail line.

It is for these reasons that the City of Cerritos currently does not support an at-grade light rail line along the corridor, due to the potential noise, traffic, and environmental impacts to residential uses and the Cerritos community. Accordingly, the City would only entertain the potential use of the right-of-way for a below-grade transit line, given that a below-grade transit line would significantly reduce any of the aforementioned impacts in the City of Cerritos and its residents.

Metro-Proposed Locations for Parking Facilities/Structures

Parking structures or parking facilities to support Metro-proposed stations, as identified in initial documents supporting the environmental analysis and the TOD strategic implementation plan, proposed on privately-owned land in the City of Cerritos, thereby displacing existing Cerritos sales tax generating commercial properties, is not supported by the City of Cerritos. Specifically, parking structures or parking facilities to support the rail line at the Los Cerritos Center, Plaza 183 shopping center, or other commercial properties to support the proposed stations in Cerritos, should not be proposed without the prior

consent of, or outreach to, the respective Cerritos property owners. It should also be noted that the environmental analysis should address potential economic impacts associated with displacing existing commercial or office uses. **In addition, any proposal for a station in the City of Artesia, shall include the supporting parking structures or parking facilities located wholly within the jurisdictional boundaries of the City of Artesia, rather than locating said parking facilities to support the Artesia station within the City of Cerritos as currently proposed.**

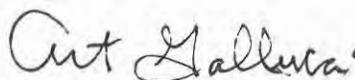
Metro's Environmental Analysis – Del Amo Boulevard Realignment Project

As Metro is aware, on June 14, 2018 the City Council recommended that Metro expand its environmental analysis to include the re-alignment of Del Amo Boulevard at the County line, inclusive of the Del Amo Bridge. In anticipation of the WSAB connection into the County of Orange, linking the cities of Cerritos, Lakewood, La Palma and Cypress, it is imperative that the Del Amo Boulevard Bridge over Coyote Creek be replaced due to pedestrian and vehicular access concerns, and safety concerns with the curvilinear alignment of this area that transects the Metro-owned right-of-way. In order to re-align this area of the City, an environmental assessment of this realignment project will be required to be completed, and given that the right-of-way directly intersects this project area, the City of Cerritos hereby requests that Metro include the assessment in its environmental analysis for the proposed line. Information related to the Del Amo Boulevard realignment project has already been provided to Metro, by way of separate correspondence, for incorporation in the WSAB transit corridor project's environmental assessment study.

Again, thank you for hosting a public outreach workshop in the City of Cerritos and for providing information to the community related to the proposed WSAB transit corridor project, with emphasis on the southern alignment. City staff is hopeful that the position of the City relative to the proposed at-grade light rail line will be accurately reflected and incorporated in the environmental assessment and in the TOD strategic implementation plan relative to the overall design and use of the right-of-way corridor.

Should you have any questions regarding the City's comments and/or information contained herein please feel free to contact Advance Planning Manager Kristin Aguila at (562) 916-1201 or by email at kaguila@cerritos.us.

Sincerely,



Art Gallucci
City Manager

cc Cerritos City Council
Los Angeles County Supervisor Janice Hahn
Lynda Johnson, Field Deputy, Supervisor Hahn Bellflower Field Office
Torrey N. Contreras, Director of Community Development
Kanna Vancheswaren, Director of Public Works
Kristin Aguila, Advance Planning Manager
Manjeet Ranu, Metro Senior Executive Officer
Monica Born, Metro Deputy Executive Officer
Laura Cornejo, Metro Deputy Executive Officer

WSAB Transit Corridor Project – City of Cerritos Comments
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cc: Julia Brown, Metro Community Relations Manager
Terri Slimmer, Metro Senior Manager
Michael Kodama, Eco-Rapid Transit
Edgar Gutierrez, Arellano Associates

Appendix N.2

DTLA Meeting Comments

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Alex Kanegawa, Little Tokyo Community Council
Address: 720 N. Lincoln Ave., Mantebello, CA 90640
Phone/Cell: (323) 895-4255
Email: akanegawa@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Metro has systematically exploited the Little Tokyo neighborhood for over a decade while evading accountability to residents, businesses, and other stakeholders. There have been efforts to mitigate impacts throughout construction, however, those efforts have been usefully insufficient and yielded lasting irreparable harm to the fabric of this community.

The Business Interruption Fund only applies to businesses directly on the corridor, excluding many small businesses with and burdening them with reduced visibility and pedestrian access through extensive utility work. The Regional Connector specifically erased a critically significant tract of land for the new station, and the Gold Line extension has structurally and aesthetically dismembered all properties east of Alameda from the neighborhood. Alignment E would replicate many of the detrimental effects we've experienced through two different phases of development, and we have been given no evidence to believe otherwise.

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: COLLEEN CADY
Address: 463 HARTFORD AVE. #207
Phone/Cell: 323-337-3603
Email: cfcady144@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

① AS FAR AS THE NORTHERN ALIGNMENT, I WOULD LIKE TO SEE THE TRAIN GO UP ALAMEDA SINCE THERE IS NO TRANSIT IN THAT AREA (THAT I AM AWARE OF) AND UNION STATION IS A MAJOR HUB TO MANY OTHER OPTIONS AND LOCATIONS. ALSO, THERE IS A DASH BUS WHICH GOES INTO THE GARMENT DISTRICT.

② IN TERMS OF THE AREA SOUTH THAT YOU ARE PLANNING TO SERVICE, I AM VERY EXCITED TO SEE SOME EXPANSION IN THAT AREA. MY MAIN CONCERN IN THAT AREA, IS THE PEOPLE WHO MAY BE HAVING TROUBLE NOW MAKING ENDS MEET. I HOPE THAT THIS PROJECT DOESN'T CREATE THE SAME GENTRIFICATION THAT HAS BEEN OCCURRING AROUND DOWNTOWN, SILVER LAKE, ECHO PARK, HOLLYWOOD, ETC. PLEASE, PLEASE - IF YOU MIGHT HAVE SOME DEVELOPMENT PLANS/IDEAS FOR THAT AREA - MAKE SURE THAT ALL INCOME LEVELS ARE INCLUDED, NOT JUST MARKET RATE HOUSING. (AND I DO HOPE THAT ORANGE COUNTY TAKES A LEAP AT A VERY GOOD OPPORTUNITY).

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:

 Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

 wsab@metro.net

 metro.net/wsab



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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: JOSE DENNIS ALABASO; HARBOR REGIONAL CENTER
Address: 21231 HAWTHORNE BLVD. TORRANCE CA 90503-5501
Phone/Cell: WORK: (310) 543-7924 / CELL: (562) 253-1661
Email: dennis.alabasocharborrc.org; interdennis2000@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I LIKE YOUR SUGGESTIONS, BUT (FOR EXAMPLE) IF LONG BEACH TRANSIT ROUTE 192 CURRENTLY ENDS AT: LOS CERRITOS CENTER NORTH, MAYBE IT'S A GOOD IDEA TO EXTEND INTO BOTH GRIDLEY/183rd AND PIONEER STATIONS. AND IF LONG BEACH TRANSIT CURRENTLY ENDS AT: BLOOMFIELD AVE. C DEL AMO BLVD, MAYBE IT'S ANOTHER GOOD IDEA TO ADD INTO THE PROPOSED BLOOMFIELD STATION (AS AN OPTION) TO INCLUDE WITH THE PERFECT CONNECTION WITH O.C. BUS LINE 38. HOWEVER, IF THERE'S A PROPOSED EXTENSION ON THE METRO GREEN LINE THAT COULD ADD THE NEWLY PROPOSED GARFIELD STATION, MAYBE IT COULD GO ALL THE WAY TO NORWALK/T-105 GREEN LINE STATION HEADING EASTBOUND OR GO ALL THE WAY (AS A PROPOSED EXTENSION) TO THE NEWLY PROPOSED TORRANCE TRANSIT GREEN LINE STATION LOCATED AT THE CORNER OF: CRENSHAW BLVD. AND TORRANCE BLVD. HEADING WESTBOUND (HOW ABOUT THAT?)

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Mike Okamoto / Little Tokyo Business Association
Address: 250 E 1st St
Phone/Cell: 626 201 6647
Email: okalax@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Thanks for considering underground along Alameda to Union Station. The new line will be deep under the Alameda when it approaches Little Tokyo area, but there may be two locations where detail engineering study have to be done;

(1) where the new station will be built before approaching Regional Connector station, the tunnel boring may not be feasible for this near station building. However along side the Alameda on East side, there are residential multi floor projects and old brick structure commercial & retail buildings where cut-and-cover solution may start encroaching into these areas, which we will not be able to accept.

(2) when North bound regional connector ~~and~~ from downtown merge with West to North bound goldline to go over the freeway bridge, it may create a huge engineering confusion to have this new North bound underground line comes up at ~~the~~ in the deep tunnel. Design Challenge!

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: George Campos
Address: _____
Phone/Cell: _____
Email: bragaDr@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

① Please inform the community institutions if there are going to be street closures, for example if alternative E is chosen, inform Meryleah & LT market.

② if alternative G is chosen, the Alameda station is south of 7th street which is not in the Arts District. It is only in the industrial district. The name of the station should not include "Arts District" but should be truthful and just name it industrial District station.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: BLAIR JOCKERS
Address: 630 W 6TH ST UNIT 517
Phone/Cell: 323-687-7536
Email: bj90017@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I feel strongly the transit core alignment option is best. Not only does it create easy access to the red and purple lines, it also helps to integrate the south arts district and industrial district with the rest of downtown. It is essential we provide ways to move around within DTLA that don't involve surface vehicles and all the congestion that goes with them.

We moved downtown from Pacific Palisades eight years ago and have been thrilled with the level and quality of development. We are on the way to having a world class urban center, and facilitating movement within the core will become more and more important as the area matures.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization:

Kristin Fukushima / Little Tokyo Community Council

Address:

§

Phone/Cell:

Email:

Kristin@littletokyo.org

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

- Little Tokyo has been heavily impacted by Metro for last 15 years - directly displacing many businesses, adding to the gentrification & erasure of the 134yr-old neighborhood.
- ~~if alignment B is selected~~ there are no issues for LT if Alignment B is selected
- if alignment E: robust (taking Regional Connector Mitigation program & amputating it) mitigation including a better Business Interruption Fund.
- No taking of private land
- no above ground impacts, including during utility relocation
- No easements or taking ripery on Mangrove
- Replace paving
- Station location must not take land
- no full street closures ever
- maintain pedestrian access

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1 could be implemented in a way that maximizes the
2 benefits to Metro system and to the riders specifically.
3 If the West Santa Ana Branch is interlined with the Blue
4 Line, Blue Line riders coming down from Long Beach and
5 along the existing Blue Line right-of-way would then be
6 able to ride a grade separated alignment through Option
7 G into the downtown core thus being able to reach
8 downtown more quickly.

9 I will provide the rest of my remarks by
10 written comment.

11 Thank you.

12 EDGAR GUTIERREZ: Thank you.

13 I do not have any other speaker cards. Does
14 anyone else wish to speak?

15 They'll come by and get your card.

16 Alan Kumamoto.

17 ALAN KUMAMOTO: Yeah, my name is Alan Kumamoto.
18 I'm a member of St. Francis Xavier Japanese Catholic
19 Center in the Arts District right adjacent to Alameda.
20 We support Option E and in looking at the end of the
21 line in Union Station we support the portal being in the
22 station as opposed to on Alameda because there's that
23 port there, because it's closer to connecting to other
24 trains. Some of our members who live to the south or
25 southeast, when they come up and they want to go to the

1 hospital or some of those, they can just go back where
2 the buses are and USC and some of those provide buses,
3 so a lot of those workers and so forth can all go to the
4 medical centers up in that area and USC has got a
5 facility up there as well; so we support that that way.

6 As far as underground and portal, we also
7 support the idea of linking with the new Regional
8 Connector that's current.

9 Thank you.

10 EDGAR GUTIERREZ: Thank you.

11 I'm going to call back up Faramarz Nabori. I
12 was just informed that the timer was not working
13 properly during your time so we're going to reset the
14 clock and let you start at two minutes again.

15 FARAMARZ NABORI: Thank you very much.

16 So in addition to the benefit to Blue Line
17 riders, this would also double the capacity on the Expo
18 Line because by removing the Blue Line from the current
19 Washington, Flower alignment that would solve some of
20 the problems that Expo Line has with capacity at peak.
21 It also solves the challenge of the Washington/Flower
22 Line so then it simplifies Metro's ability to deal with
23 that problem. It encourages traffic flow along
24 Washington Boulevard and gives a one-seat ride to the
25 Expo Line from both branches of the Gold Line and it

1 EDGAR GUTIERREZ: Thanks, Julia.

2 To help facilitate this process we're going to
3 be using speaker cards that should look like this in
4 your information packet. They're half sheets with green
5 background. I haven't received any speaker cards at
6 this point --

7 Okay. Here we go.

8 My colleague Josh...

9 Okay. While we're collecting the cards just
10 want to go over a few ground rules. We're going to be
11 allotting up to two minutes per speaker. Speakers are
12 going to be called in the order that the speaker cards
13 are being received. When you go up to the microphone
14 which is located here in the front to your right.
15 Please make sure to state your name and your message
16 clearly as we have the court reporter documenting
17 everything that you're speaking into the microphone.

18 Now to get started, the first speaker that I
19 have here is Ariana Nussdorf -- or Nussdorf, I'm sorry.
20 Followed by B. Timberlake.

21 ARIANA NUSSDORF: Hi. My name is Arianna Nussdorf.
22 I serve on several community boards. I'm here on my own
23 accord but I have served on D-Link, I've been on
24 committees for the fashion industry (inaudible), I'm on
25 the board of condo -- for my condo at Santee Village,

1 I'm all over the place with city stuff and I really pay
2 attention and care. I'm really excited about the
3 opportunity so thank you so much for doing that. And
4 I'm really, really hoping that you go with the route
5 that has that east/west corridor in it, the one that has
6 the stop with South Park in the Fashion district.
7 There's really -- I feel like there's a hole right now
8 where we don't have enough transportation. That Santee
9 alley it's a huge shopping area and I think that we have
10 an amazing opportunity to really help public
11 transportation through downtown if we go through that
12 route and I'm just really hoping that we make the right
13 choice and use that as the route.

14 Thank you guys.

15 EDGAR GUTIERREZ: Thank you.

16 Up next is B. Timberlake and he's our last
17 speaker so if anyone else is interested in speaking
18 please submit a speaker card.

19 B. TIMBERLAKE: Thank you.

20 Unlike perhaps some people that you hear from
21 at these meetings, I ride Metro everyday including
22 holidays and weekends. So I'm the person who needs this
23 and I ride it from the southeast cities. There are a
24 number of changes from the last meeting that I went to
25 on this project. One of which is -- and I'd like

1 I'm all over the place with city stuff and I really pay
2 attention and care. I'm really excited about the
3 opportunity so thank you so much for doing that. And
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21 at these meetings, I ride Metro everyday including
22 holidays and weekends. So I'm the person who needs this
23 and I ride it from the southeast cities. There are a
24 number of changes from the last meeting that I went to
25 on this project. One of which is -- and I'd like

1 explanations for these. Previously the area, the
2 transit path between the Slauson and Washington Stations
3 was going to be elevated. Now if I heard correctly it
4 is planned to be underground. I actually think that's a
5 better idea but I'd like to have an explanation.

6 Secondly, apparently it was slaught to be
7 underground north of the Washington station if you take
8 the Option E that goes to Union Station. I'd like more
9 information on that.

10 Secondly -- or thirdly, the two options for
11 connection at Union Station which are the ones that I
12 personally prefer -- because I can get to 7th Street,
13 you know, via the Blue Line now but I can't get to Union
14 Station without transferring. It's not a one-seat ride
15 from the southeast cities of L.A. County to Union
16 Station. So I'd like to know exactly where those two
17 options, connecting options, at Union Station are and
18 whether they're both intended -- or at this point to be
19 underground or whether there is some other arrangement.
20 I'd like specifically to know how long it would take as
21 projected to get from the terminus of this West Santa
22 Ana Branch corridor to say the Gold Line.

23 Thank you.

24 EDGAR GUTIERREZ: Thank you.

25 Up next we have Matthew Rasenick and he's our

1 on, but my thinking right now is it is pretty
2 disrespectful to not have this in the Little Tokyo
3 neighborhood.

4 EDGAR GUTIERREZ: Thank you.

5 Up next is Chris Komai.

6 CHRIS KOMAI: I have six seconds.

7 Hi. I'm Chris Komai. I'm not only a member
8 of the board of Little Tokyo Community Council but my
9 family has been running a business in Little Tokyo that
10 will be 115 years old this year. What concerns me most
11 of all is these impacts of the construction projects
12 that effect the legacy businesses of communities like
13 ours. Little Tokyo is an environmental justice community
14 and when these businesses disappear, our community
15 disappears. What I want to focus on is that the
16 mitigations that have been negotiated for the regional
17 connector, I think were good starts. They were a good
18 start to figure out what's going on but we really have
19 to look at them, especially in the business improvement
20 fund. There are businesses that were a stone's throw,
21 literally a stone's throw from where the regional
22 connector of Little Tokyo archbishop station is being
23 built and they were told they were not eligible for any
24 help and they went out of business. So there's
25 something wrong from a very common sense point of view

1 when something like that happens, because you draw these
2 lines and say the guy on this side of the street is
3 eligible, the guy on this side of the street is not.
4 That makes no sense to me whatsoever. What I'm hoping
5 is that Metro will learn from this. I understand that
6 these original mitigations, the marketing which I think
7 is working out very well with the Go Little Tokyo
8 program, all of these things can be improved but the
9 most important thing is Metro needs to come to the table
10 before the project gets set in stone and talk to us
11 early. Don't talk to us after the fact. Don't come and
12 say, "Here's the station, what color do you want it."
13 You have to really get down into what is really going to
14 benefit the communities that you say you serve. So from
15 my standpoint you really need to sit down and talk to us
16 beforehand and not say, Here's what we have in mind,
17 what do you think of it. It's too late to do that. You
18 need to do that -- you need to involve us early, not
19 afterwards.

20 EDGAR GUTIERREZ: All right. Thank you.

21 Up next is David Ikegumi.

22 And I have one more speaker card so if you
23 want to get ready, the name is Faramarz Nabori.

24 DAVID IKEGUMI: David Ikegumi. I'm a property
25 owner and a stakeholder in the Little Tokyo area. I and

1 when something like that happens, because you draw these
2 lines and say the guy on this side of the street is
3 eligible, the guy on this side of the street is not.
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23 want to get ready, the name is Faramarz Nabori.

24 DAVID IKEGUMI: David Ikegumi. I'm a property
25 owner and a stakeholder in the Little Tokyo area. I and

1 my family have been in the real estate and development
2 business for three generations and so we are very
3 familiar with this area of town. I'm in -- strongly in
4 favor of the Route E option which goes under Alameda
5 Street to Union Station. I think it's -- would be
6 really good for our area and I would like to make a
7 proposal to the MTA and that is to locate the portal to
8 that station in the same location on the same block as
9 the original connector. If that were the case then
10 there's no eminent domain issues with taking the
11 property, I think it would lessen the impact to business
12 and to residents in the area and I think it would just
13 make perfect sense. So yes on Route E for what it
14 brings to Little Tokyo but hopefully on that northern
15 end of the block down by Alameda, Central and First
16 Street.

17 Thanks very much.

18 EDGAR GUTIERREZ: Thank you.

19 Faramarz Nabori.

20 FARAMARZ NABORI: Hello. My name is Faramarz
21 Nabori and I will spell that for the court reporter
22 after my remarks. I'm here to provide my support for
23 the concerns of the Little Tokyo community, to express
24 my preference for Option G over Option E and
25 specifically to offer some suggestions for how Option G

1 finally get their station as they've been looking for.

2 The other thing I want to mention no matter
3 what alternative is chosen is Metro to please notify the
4 entities and businesses around the construction. For
5 example, at (inaudible) they have a lot of parishioners
6 who may have difficulty getting to it because of the
7 construction going on at Alameda. The same for the
8 Little Tokyo Marketplace, a lot of the entrances is on
9 Alameda and you will be taking up 50 percent of their
10 way for patrons to go into the market; so I again say
11 please notify the entities and community.

12 Thank you.

13 EDGAR GUTIERREZ: Thank you.

14 We have one more speaker card. Josh would you
15 get that.

16 Estela Lopez.

17 ESTELA LOPEZ: Hi. Thank you.

18 Good afternoon. I'm the executive director of
19 the Industrial District, BID, and I support to -- lend
20 my voice in support for Alignment E. Alignment E would
21 begin to fill the enormous historic transit void on the
22 east side of downtown. The Industrial District, many of
23 our workers would be well served by this line who live
24 in the southwest cities and have right now absolutely no
25 transit options to get to work. They have to drive

1 every single day. A station -- stations that would be
2 along this route would serve our Industrial District, it
3 would serve Little Tokyo, it would serve the Arts
4 District. And again I want to underscore, as I did at
5 the Metro board meeting, that it would also help a
6 disadvantaged community that doesn't always get to talk
7 at these meetings, the thousands of people who live in
8 skid row -- and many of them disabled, many of them
9 elderly who need transit assistance -- and they don't
10 have any at the moment, zero options. This would begin
11 to remedy that tremendous injustice.

12 Thank you.

13 EDGAR GUTIERREZ: Thank you.

14 I don't see any other speaker cards.

15 Okay. With that we're going to end the public
16 hearing session of this and I'm going to turn it back
17 over to Julia Brown.

18 JULIA BROWN: Thank you, Edgar.

19 So again just to reiterate that we are here
20 today to gather your official feedback and comments on
21 any concern that you may have, any issues that you would
22 like to be analyzed and addressed through the
23 environmental analysis and ultimately the environmental
24 document that will be produced for this project. So
25 again you all received this written comment sheet in

1 my family have been in the real estate and development
2 business for three generations and so we are very
3 familiar with this area of town. I'm in -- strongly in
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6 able to ride a grade separated alignment through Option
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8 downtown more quickly.

9 I will provide the rest of my remarks by
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14 anyone else wish to speak?

15 They'll come by and get your card.

16 Alan Kumamoto.

17 ALAN KUMAMOTO: Yeah, my name is Alan Kumamoto.
18 I'm a member of St. Francis Xavier Japanese Catholic
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20 We support Option E and in looking at the end of the
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22 station as opposed to on Alameda because there's that
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24 trains. Some of our members who live to the south or
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2 the buses are and USC and some of those provide buses,
3 so a lot of those workers and so forth can all go to the
4 medical centers up in that area and USC has got a
5 facility up there as well; so we support that that way.

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9 Thank you.

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15 FARAMARZ NABORI: Thank you very much.

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17 riders, this would also double the capacity on the Expo
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19 Washington, Flower alignment that would solve some of
20 the problems that Expo Line has with capacity at peak.
21 It also solves the challenge of the Washington/Flower
22 Line so then it simplifies Metro's ability to deal with
23 that problem. It encourages traffic flow along
24 Washington Boulevard and gives a one-seat ride to the
25 Expo Line from both branches of the Gold Line and it

1 eliminates most impacts to Little Tokyo and potentially
2 it might even save some money because of the
3 interlining. So these are all reasons why I would like
4 to request that the Metro consider an interlining of the
5 Blue Line with the West Santa Ana Branch via Option G.
6 In addition there are two other unrelated comments
7 regarding bus connectivity to the West Santa Ana Branch.
8 No. 1 Metro should consider a station at Lakewood
9 Boulevard. Lakewood Boulevard is an important connector
10 in southeast Los Angeles County and gateway cities; and
11 second the alignment of the First and Boulevard Station
12 ideally should be placed so that our riders who are
13 accessing Atlantic Boulevard, another major arterial in
14 southeast L.A. County, would have easy access to that
15 station; and if Option G for some reason cannot be
16 implemented, I think it's important that Metro also look
17 at a transportation systems management alternative for
18 the northern section passed Little Tokyo.

19 Thank you very much.

20 EDGAR GUTIERREZ: All right. Thank you.

21 Do we have any other speaker cards?

22 We have one more.

23 If anyone else wishes to speak, please start
24 filling them out and we'll start collecting them. This
25 is our last speaker card so far.

1 Calling George Campos.

2 GEORGE CAMPOS: My name is George Campos. I'm from
3 Little Tokyo and I would like to say that I'm for
4 Alternative E because that will take the patrons who go
5 all the way to the hub which is Union Station, from
6 there they can catch any train or other transportation
7 to wherever they want to go even if they want to go to
8 Dodgers Stadium with the gondola idea that's going on
9 right now. But in addition I understand that perhaps
10 this route would also be extended all the way to Burbank
11 and that would give them an opportunity to go all the
12 way to Burbank Airport is my understanding.

13 And also I want to mention that Arts District
14 has been trying to get on station for the longest and
15 according to the map that you have here Alternative G,
16 the station is south of 7th Street which makes that
17 station not in the Arts District. That would be in the
18 Industrial District only. So I think you need to change
19 that name so people will understand that they are not
20 going to be in the Arts District, it's only going to be
21 industrial, so they won't get confused.

22 But with Alternative E not only will the
23 patrons be able to go to the Union Station, the patrons
24 will have the station north of 7th Street which puts it
25 in the Arts District, then the Arts District would

1 finally get their station as they've been looking for.

2 The other thing I want to mention no matter
3 what alternative is chosen is Metro to please notify the
4 entities and businesses around the construction. For
5 example, at (inaudible) they have a lot of parishioners
6 who may have difficulty getting to it because of the
7 construction going on at Alameda. The same for the
8 Little Tokyo Marketplace, a lot of the entrances is on
9 Alameda and you will be taking up 50 percent of their
10 way for patrons to go into the market; so I again say
11 please notify the entities and community.

12 Thank you.

13 EDGAR GUTIERREZ: Thank you.

14 We have one more speaker card. Josh would you
15 get that.

16 Estela Lopez.

17 ESTELA LOPEZ: Hi. Thank you.

18 Good afternoon. I'm the executive director of
19 the Industrial District, BID, and I support to -- lend
20 my voice in support for Alignment E. Alignment E would
21 begin to fill the enormous historic transit void on the
22 east side of downtown. The Industrial District, many of
23 our workers would be well served by this line who live
24 in the southwest cities and have right now absolutely no
25 transit options to get to work. They have to drive

1 part of the official scoping comments. If you feel that
2 you did not have enough time to read your entire comment
3 into the record, we do have comment sheets and you have
4 until August 24th to submit your comments.

5 So to get started I'm going to name the first
6 three people that submitted speaker cards. First up is
7 Kristin Fukushima followed by Chris Komai and then David
8 Ikegumi.

9 KRISTIN FUKUSHIMA: Hello. My name is Kristin
10 Fukushima. I'm with the Litte Tokyo Community Council.

11 I first just want to say I am not happy that
12 this location is so far from Little Tokyo. I know that
13 there is a planned briefing meeting for Little Tokyo but
14 it's not a full scoping meeting where you have a court
15 reporter.

16 We are one of the areas that's being directly
17 impacted. We have been impacted by constructions for
18 the last 15 years. Metro has directly led to the
19 displacement of businesses, the gentrification of Little
20 Tokyo, property for Little Tokyo and to not have this
21 meeting here and then to say that you don't have a
22 budget for one when we are here is kind of insulting.
23 So I just want to say that upfront. I'm not happy about
24 that.

25 But moving forward I think for the project

1 moving forward if it is Alignment G that doesn't impact
2 Little Tokyo at all so I don't have any impact on the
3 way you do that or any comments on how you should study
4 that.

5 For Alignment E, that would directly go
6 through Little Tokyo in a tunnel on Alameda and so we
7 are worried about construction impacts, the method. We
8 don't want to see any ground impact; we don't want to
9 see any property taken; we are worried about the station
10 location; we are also worried about how this will just
11 further impact businesses. The current business impact
12 fund for the regional connector was not -- did not go
13 forward enough. A lot of businesses still were
14 displaced, cannot afford their rent, were pushed out or
15 were not covered in the business impact fund so we want
16 to see that expanded.

17 We'd also want to see a number of mitigations
18 if E is selected for the regional connector continued
19 and even furthered.

20 Again construction has been really hard.
21 Metro has been a presence in our neighborhood for a very
22 long time and so we want to really be careful about how
23 construction is moving forward.

24 So, yeah, so I would say there is probably a
25 number of things that maybe the rest of them can speak

1 on, but my thinking right now is it is pretty
2 disrespectful to not have this in the Little Tokyo
3 neighborhood.

4 EDGAR GUTIERREZ: Thank you.

5 Up next is Chris Komai.

6 CHRIS KOMAI: I have six seconds.

7 Hi. I'm Chris Komai. I'm not only a member
8 of the board of Little Tokyo Community Council but my
9 family has been running a business in Little Tokyo that
10 will be 115 years old this year. What concerns me most
11 of all is these impacts of the construction projects
12 that effect the legacy businesses of communities like
13 ours. Little Tokyo is an environmental justice community
14 and when these businesses disappear, our community
15 disappears. What I want to focus on is that the
16 mitigations that have been negotiated for the regional
17 connector, I think were good starts. They were a good
18 start to figure out what's going on but we really have
19 to look at them, especially in the business improvement
20 fund. There are businesses that were a stone's throw,
21 literally a stone's throw from where the regional
22 connector of Little Tokyo archbishop station is being
23 built and they were told they were not eligible for any
24 help and they went out of business. So there's
25 something wrong from a very common sense point of view

Appendix N.3

Cudahy Meeting Comments

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Galendy Sanchez Resident
Address: Cudahy, CA
Phone/Cell: (323) 201-7192
Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I support the Silt Lake 3 ~~Firestone~~ Florence stop location
I would like to see the stop be located on Firestone & Platana

I would like to support ~~the~~ ^{the} project to start from
the south & work the project to DTLA

we would like to have above grade ~~between~~ in South
east Los Angeles

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Barry Sanchez / Resident / councilmember
Address: Cudahy CA
Phone/Cell: (323) 201-7192
Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I support metro stops on Florence Ave & Salt Lake Ave
Firestone to Atlantic metro stop

I would support the construction starting from the South
East Los Angeles working towards downtown Los Angeles.
The transit stops are necessary for residents who use
public transportation as their main transportation.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: VERONICA CAMPOS OREGEL
Address: 4645 Live Oak St. #3 Costa Mesa 92626
Phone/Cell: 323 7688996
Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I consider is a good idea.
My nearest stop Salt Lake Ave &
Florence will be perfect. It is a
faster way of transportation avoiding
traffic. I suggest and hope
will come true. Thank you

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 Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

 wsab@metro.net
 metro.net/wsab



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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization:

Yolanda de Leon

Address:

4800 Florence Avenue, Bell CA

Phone/Cell:

562 616 2185

Email:

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Yo apoyo las paradas en Florence Avenue y Salt Lake Avenue. Así como, Firestone y Atlantic metro stop.

Me gustaría que la construcción se haga desde South East Los Angeles hasta Downtown Los Angeles. Es muy importante y necesarias las paradas para los residentes que usan transporte público como su principal transportación. Queremos reducir el tráfico. Gracias.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Christian Hernandez, Vice Mayor / City of Cudahy

Address: _____

Phone/Cell: _____

Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

- Option E is best and only choice!
- We Need the Florence Station to be above grade.
- Also, need grade separated above Firestone Blvd.
- Look into maintenance yard property in South Gate coordinates (33.9557072, -118.1738782) as an option.
- Make sure bike lanes projects are included as part of the project along salt lake Ave in Cudahy.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: CITY OF CUDAHY
Address: 5220 SANTA ANA ST.
Phone/Cell: 323-773-5143
Email: ahernandez@cityofcudahy.ca.gov

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

- INTERSECTION AT FLORENCE AVE & SALT LAKE AVE (FLORENCE STATION)! PLEASE CONSIDER HAVE THIS AREA OF THE PROJECT/TRAN ABOVE GRADE DUE TO THE EXISTING TRAFFIC AT THE AREA.

- HAVE YOU/METRO/CONSULTANTS PREPARED A TRAFFIC IMPACT STUDY FOR THE PROJECT? IF SO, CAN YOU SHARE THIS STUDY WITH THE CITY OF CUDAHY? THANK YOU

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: David J Figueroa
Address: 4846 clara Street
Phone/Cell: (323) 485-8729
Email: jfigueroa6051@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

On the square highlighted in cudahy the city of
Cudahy. Are they gonna relocate the ~~the~~ businesses
that are establish.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Edin Encamorado, City of Cudahy
Address: 4069 Olive St Cudahy, CA
Phone/Cell: (323) 736-6498
Email: Encamorado@CityofCudahyCA.gov

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Alternative E

Firestone Above ground

Cont. Bike lanes through Cudahy

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1 BARU SANCHEZ: I wanted to first say thank you for
2 having this workshop here in Cudahy and I would like to
3 show my interest and support for the Metro stops on
4 Florence Avenue and Salt Lake Avenue.

5 And also I had a comment on the Firestone and
6 Atlantic Metro stop. As a Cudahy resident myself I
7 would actually support the stop to be on the north side
8 of Firestone, like Atlantic and Patata which is closer
9 to Cudahy and more -- it makes more sense because it's a
10 more residential area for Cudahy and South Gate.

11 And then also I would support the construction
12 starting from the southeast L.A. working towards
13 downtown. I think it's more cost beneficial. I think
14 it will be a cheaper start. If you start further south
15 there's a lot of construction -- going from the south,
16 north, so work ourselves backwards I guess going into
17 downtown. I just think it would save more money that
18 way, especially since not the fully funding is available
19 just yet and there's a lot of construction in downtown
20 already.

21 Also the stops that are being considered are
22 excellent for the southeast L.A. I think there's a lot
23 of residents that use prioritized public transportation
24 as their main transportation and I think a straight ride
25 from downtown -- from southeast L.A. to Union Station it

1 would be ideal. If you want to go to 7th and Grand you
2 can just get off where the Blue Line meets and just hop
3 on straight to 7th Street. I think Union Station would
4 be great because then people that work afar from Irvine,
5 they could go to Union Station and get the Metrolink and
6 then go to wherever they need to go. I think it would
7 be more accessible going down to Union Station.

8 Another comment I wanted to make was the above
9 grade Metro. So my understanding is through the
10 southeast it's going to be graded or on floor, which I
11 think would create more congestion and more traffic.
12 And the solution is just to be less people on the road I
13 think for public transportation. If it could be above
14 grade that would be perfect -- faster line, faster
15 transit.

16 And I think that's it. Thank you.

17
18 * * * * *

19
20 VERONICA CAMPOS OREGEL: I agree with this because
21 it will be good for people to avoid traffic. Once they
22 have that service, you know, when you go somewhere right
23 now at this time when you go somewhere after 4:00
24 o'clock it will take you maybe an hour instead of ten
25 minutes to get where you're going and once they do it --

1 hopefully they do it -- it will be faster for
2 everything, transportation. And it's a long way. It
3 starts all the way from Pioneer to L.A. That's why I
4 consider this will be a good way for transportation for
5 people to avoid traffic. So hopefully they'll do it and
6 I'll still be able to ride it.

7

8

* * * * *

9

10 GLENDY SANCHEZ: I'm here because I want to make a
11 comment. I would like to support the stops here in
12 Cudahy for Florence Avenue and Salt Lake Avenue as well
13 as Firestone and Atlantic Metro stop. I would like to
14 support the construction starting from the southeast
15 Los Angeles working towards downtown Los Angeles. The
16 transit stops are necessary for residents who use public
17 transportation as their main transportation. So as well
18 to reduce the traffic so they can park at the station
19 and they can take the train. So it's going to be
20 easier.

21

Thank you.

22

23

(Whereupon, the proceeding was concluded at

24

8:00 p.m.)

25

1 and as you can see in the back we have our full project
2 team here and they will be more than happy to answer any
3 questions that you have and we hope that you will stick
4 around and we would be happy to get your feedback on the
5 project.

6 So thank you all again for joining us today
7 and we are now going to move back to the open house.

8 Thank you.

9

10 COMMENTS DIRECTLY WITH THE COURT REPORTER:

11

12 ROBERT QUILLIN: I guess I have two comments. The
13 first one consists of six words. I'll say it twice and
14 I'd like it to look like I say it but Union Station
15 period. Union Station period. Union Station
16 exclamation point. Does that make sense?

17 Okay. Second comment. Make the connection
18 between the end of the line -- assuming Union Station --
19 to the Gold Line and the Red/Purple Lines as close as
20 possible. Everybody's getting older, we're all going to
21 get more tired every step we take so keep it short, keep
22 it simple.

23 Thank you.

24

25

* * * * *

1 would be ideal. If you want to go to 7th and Grand you
2 can just get off where the Blue Line meets and just hop
3 on straight to 7th Street. I think Union Station would
4 be great because then people that work afar from Irvine,
5 they could go to Union Station and get the Metrolink and
6 then go to wherever they need to go. I think it would
7 be more accessible going down to Union Station.

8 Another comment I wanted to make was the above
9 grade Metro. So my understanding is through the
10 southeast it's going to be graded or on floor, which I
11 think would create more congestion and more traffic.
12 And the solution is just to be less people on the road I
13 think for public transportation. If it could be above
14 grade that would be perfect -- faster line, faster
15 transit.

16 And I think that's it. Thank you.

17
18
19

* * * * *

20 VERONICA CAMPOS OREGEL: I agree with this because
21 it will be good for people to avoid traffic. Once they
22 have that service, you know, when you go somewhere right
23 now at this time when you go somewhere after 4:00
24 o'clock it will take you maybe an hour instead of ten
25 minutes to get where you're going and once they do it --

1 hopefully they do it -- it will be faster for
2 everything, transportation. And it's a long way. It
3 starts all the way from Pioneer to L.A. That's why I
4 consider this will be a good way for transportation for
5 people to avoid traffic. So hopefully they'll do it and
6 I'll still be able to ride it.

7

8

* * * * *

9

10 GLENDY SANCHEZ: I'm here because I want to make a
11 comment. I would like to support the stops here in
12 Cudahy for Florence Avenue and Salt Lake Avenue as well
13 as Firestone and Atlantic Metro stop. I would like to
14 support the construction starting from the southeast
15 Los Angeles working towards downtown Los Angeles. The
16 transit stops are necessary for residents who use public
17 transportation as their main transportation. So as well
18 to reduce the traffic so they can park at the station
19 and they can take the train. So it's going to be
20 easier.

21

Thank you.

22

23

(Whereupon, the proceeding was concluded at

24

8:00 p.m.)

25

Appendix N.4

Bellflower Meeting Comments

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Anni Aguilera
Address: 9061 Aguirre Bellflower CA 90706
Phone/Cell: 502 219-6859
Email: aguilera-smile@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

continued... some other concerns is the bus routes. Will we have more access to buses w/ more times a routes that will connect us to the tram? This would be crucial & very important for people to have access to the tram. I am in favor of the elevated railroad b/c it would eliminate the traffic jams, suicides, homeless campouts, and possibly just be safer for the community. Please consider taking a look at buses, routes, and times to align w/ the tram.
Thank you

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Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Annie Aquilera
Address: 9061 Arjeroma Bellflower, CA 90706
Phone/Cell: 562) 219-6859
Email: aquilera_smile@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

As a resident for 21 years, employee of the city, volunteer for 5 years, I do not see the need or positive of this transit. Bellflower is a small city, this will destroy us. The small businesses, the residents, and the moral. We ^{already} have problems w/ keeping businesses, homelessness, & security. This will not help us. Why choose Bellflower, b/c its lower in the economic class? or the existing ~~train~~ tracks. I was still very young when the train would pass, & me & my dad would hear the horn from a way, ride our bikes to the corner to see it, there was always noise and homeless. occasionally there would be a suicide or an accident on the tracks. When the Metro comes back, all of these problems will arise again. let Bellflower be small and grow. Give us a chance to finally get back on our feet. Please do not displace anyone, take businesses out of our ~~at~~ city, or create problems that this city & community doesn't need.

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West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Meetings – July 2018
Comment Sheet

Name/Affiliation/Organization: Liza Laurent
Address: 14403 Castana Ave Paramount, CA 90723
Phone/Cell: 310-628-3646
Email: L-mcmichael@hotmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

1. I have a 26 mile commute from home to work for the next 20 yrs. Can you tell me how badly my 2hr commute home will get further impacted.
2. Will the WSAB increase or decrease my property value?
3. How will my neighborhood get assurance that our neighborhood parking not get affected by those using our residential parking.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: JIM JIANG
Address: 16307 SPRING PARK Lane, Cerritos, CA
Phone/Cell: 562-464-1003
Email: JJIANG@PRODIGY.NET

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I am retired, live in Cerritos, and 2-3 times per week I travel to Union Station via Green-Blue-Red/Metro trains. The proposed line will be great for me - shorter commute to Metro and shorter commute on the train!
I prefer Alameda E - gets me to Union Station quicker & concerns (1) Parking at stations: will it be adequate? will it be free? (or demand pricing like free on weekends or low demand times)
(2) Modification of bus lines to service parking lots.
(3) Some higher level security: It is not unusual to see homeless and non-paying customers on Metro trains

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Art Olivier / Cogburn Realty
Address: 10001 Artesia Bl
Phone/Cell: (562) 925-5005
Email: Art@CogburnRealty.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Bellflower has to have grade separation or
we will have gridlock on our streets.

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Cindy Hernandez
Address: 9530 Alondra Blvd #34
Phone/Cell: Bellflower CA 90706
Email: cin7997@outlook.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Are there any plans to tear down Aztec Mobile Home Estates (9530 Alondra)? ~~It~~
There are some homes that are really close to the track, what is the process time for displacement and how soon can we have a yes or no that the property is safe?

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One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

 wsab@metro.net
 metro.net/wsab



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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: MARK R. JOHNSTON
Address: 4185 Van Buren Street, Culmo, CA - 91710
Phone/Cell: 909-591-6691
Email: Canammj(at)Yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

- ① BLOWFIELD station needs to be included from the beginning
- ② If you are going to elevate (WSAB) at Slava, Vernon and Washington - YOU NEED TO DO THE BLUE AT SAME STATIONS!
- ③ (E) IS the best route
 - ✓ make sure 4 way connectors at Little Toyota to gold/BLU
 - ✓ make sure goes through LAUS in a way to continue your route north to Culmination, MIT Washington and maybe Eagle Rock
 - ✓ USE the existing midway YARD as your north yard
- ④ If you use (G) to 7th/Flower, make sure the line can go under the Harbor Freeway and out to Silver Lake Area.
"Unless" you go to Pershing Square station and continue the line to Silver Lake with a new station at 4/5 7th/Flower on the regional connector (like you should have) Pershing Square can accommodate more people than 7th/Flower

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:

 Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

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West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Meetings – July 2018
Comment Sheet

Name/Affiliation/Organization: Jane Dewitt
Address: 8036 ROSECRAANS AVE
Phone/Cell: 562 633-7254
Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Are you going to put a sound wall
in Paramount between Paramount blud.
and Downey ave. Thats what we need

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West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: ALBERT WILMOVSKY
Address: 8036 ROSELANS AVE. PARAMOUNT CA, 90723
Phone/Cell: (310) 704-6711
Email: ESLTUTORATCENYTOS@YAHOO.COM

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

WANTED TO REMIND METRO OF OUR CONCERNS OF RESIDENTS WHO LIVE CLOSE TO THE RAILROAD TRACKS TO HAVE MEASURES IN PLACE FOR SOUND WALLS, OPTIONS FOR NOISE REDUCING WINDOWS, ETC. SO WE ARE ABLE TO SLEEP AT NIGHT AND HAVE PEACE DURING THE DAY.

ANOTHER CONCERN IS THE NEED TO OFFER ALTERNATIVES TO HOMELESS WHO MAKE THE TRACKS THEIR PLACE OF RESIDENCE AS ~~AS~~ DURING THE WINTER MONTHS THEY MAY TRY TO SET FIRES TO KEEP WARM AT NIGHT PLACING THE RESIDENTS IN HARMS WAY ^{OF FIRES.} THE TRACK SHOULD BE KEPT FREE AND CLEAR OF PEOPLE AND DEBRIS.

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West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Meetings – July 2018
Comment Sheet

Name/Affiliation/Organization: _____

Address: _____

Phone/Cell: _____

Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Elevate the station to
eliminate the massive traffic
headaches caused by 18-24
gate/arm closures per
hour.

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018.
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Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



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Metro

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1 money again preventing us from expanding in other areas
2 and also preventing us from restoring the service and
3 adding bus service, which we need to do.

4 The other problems are duplicating service in
5 aerial on current portion that goes along with the Blue
6 Line instead of merging with the Blue Line.

7 The third problem is there seems to be no plan
8 to run the service through Orange County. It's
9 relatively low rider portion from the Green Line south
10 to Bellflower and Artesia. If we don't go through to
11 Orange County -- and are a clad of agreement with OCTA
12 to run through service. In fact, make actually certain
13 that the Orange County -- constructed in Santa Ana now
14 will -- is interoperable with the line into Los
15 Angeles.

16 I'd like to say I'd like to find out what is
17 the reason the subway is being built in downtown L.A.
18 Why if we picked the Alameda corridor and once we're
19 there we -- from everybody else that's demanding a
20 subway. Finally I'd like to say I think the people are
21 going to start insisting on the buses. The buses have
22 been cut dramatically since the 90s.

23 EDGAR GUTIERREZ: Up next is Albert Wilmovsky
24 followed by Jane Dewitt, then Irene Calugo.

25 ALBERT WILMOVSKY: Hi. My name is Al

1 Wilmovsky. I know I spoke to some of the managers here
2 individually, but I would like to make some public
3 comments in regards to this project. I'm just going to
4 read what I wrote on the card. I wanted to remind you
5 that our concerns of residents who live close to the
6 railroad tracks do have measures in place for sound
7 walls, options for noise reducing windows, et cetera,
8 so we are able to sleep at night and have peace during
9 the day.

10 Another concern is the need to offer
11 alternatives for homeless who make the tracks their
12 place of residence. As during the winter months, they
13 may try to set fires to keep warm at night placing
14 residents in harm's way of fires. The track should be
15 kept free and clear of people and debris. Thank you
16 very much.

17 EDGAR GUTIERREZ: Thank you. Jane Dewitt
18 followed by Susan Bouchy Herrera, then Hugh Brockton.

19 JANE DEWITT: Yes. My concern is the same as
20 my son -- my name is Jane Dewitt. My concern is the
21 same as my son that just walked up here. I think we
22 need a sound wall between Paramount Boulevard and
23 Downey Avenue.

24 And also someone else made a comment that
25 there's also school Harry Wirtz that's near -- on

1 Angeles where trains have been implemented and the real
2 estate values around the transit have gone up.

3 I want to make sure at ten years from now as
4 this happens we work towards something in place to
5 think about the renters in our community and how
6 they'll be impacted with rising rental rates. I also
7 want to advocate that the line connecting at Union
8 Station -- as a business person who works a lot in
9 downtown Los Angeles -- I have an office in downtown
10 Los Angeles, although I'm only there once or twice a
11 month oftentimes.

12 I believe that having those access to meetings
13 there is really important as well as access to the high
14 speed rail, which is actually happening. It's under
15 construction. The ability to connect to not only the
16 rest of the Los Angeles region is a powerful
17 opportunity for our small city, and I appreciate your
18 thoughts and consideration towards that.

19 EDGAR GUTIERREZ: Thank you. Up next, Dixie
20 Primosch followed by Kevin Sanata. Kevin Sanata is my
21 last speaker card. If anyone else wishes to speak,
22 fill out your card and let us know.

23 DIXIE PRIMOSCH: Hi. My name is Dixie
24 Primosch, and I'm a 45-year resident. I'm here tonight
25 because the scoping meeting in our area, I wasn't

1 there. I want to share with you concerns about the
2 two -- the station that's being recommended by Metro,
3 which is on Ridley and 183rd. It's a very high
4 congested area that leads right to the Cerritos Mall.

5 I know the city of Cerritos. A lot of
6 residents complained a lot of this as I know living
7 north of that area. I think that needs to be taken
8 into consideration because of tremendous traffic jam
9 cost. I used to remember the old train station that
10 went by there a long time ago. Many of us were
11 relieved to see that moved, or I should say stopped.

12 The tracks are still there. I know you're
13 trying to make the alignment consistent with all the
14 train tracks. I know the City has recommended you move
15 it possible to Studebaker south of Artesia. Keep in
16 mind there's two high schools that bought that
17 property, and one is Valley Christian High School. And
18 with rails going up and down with the train, I'm very
19 concerned of the safety of the students, especially
20 when I read every five to six minutes you're going to
21 have a train go by there. That's a safety concern that
22 I have.

23 Also the noise. Metal on metal makes a lot of
24 noise. That's why I was very supportive to be
25 considered for the -- I was very supportive of that. I

1 don't think you need this on raise level. Anything
2 underground. Also security -- many of us who ride the
3 Blue Line, we're concerned about the amount of vendors
4 on the train as well as the comments that were made to
5 us traveling along.

6 Safety is a big issue for us in ridership. I
7 realize my time is up, but I want to encourage you to
8 look at these concerns with Metro and the concerns of
9 the Metro 91/605 project.

10 EDGAR GUTIERREZ: Thank you. Up next is Kevin
11 Sanata followed by John Clark and Yukio Kawartani.

12 KEVIN SANATA: My name is Kevin Sanata.
13 Speaking as a -- someone who works -- has family in the
14 Cerritos area, I probably will be using this line when
15 it's up. I want to raise a few concerns.

16 First of all, thanks to Metro for this
17 opportunity to speak. I think it's important to listen
18 to all us folks. I think it was mentioned from our
19 previous speaker that the community itself has been in
20 construction for 15 years itself in Metro projects. I
21 want to raise the concern that it's something that
22 will -- something that really is a concern of many to
23 the community.

24 I hope Metro is very responsive to those folks
25 over there and understands we need the right to have as

1 technologies rather than going a billion over budget
2 and taking away from bus services and other things.

3 Www.highroad.org. Thanks.

4 EDGAR GUTIERREZ: Thank you. Up next is Eric
5 Denial followed by Scott Larsen.

6 ERIC DENIAL: Thank you. Good evening. My
7 name Eric Denial. I've been riding the trains for
8 almost two decades. It saved me a lot. I'm very
9 thankful this is finally on his way to moving ahead.
10 Two concerns -- questions: Parking. We are aware some
11 lots don't have parking.

12 For example, if you were like me, you probably
13 had trouble finding parking at this facility, and we're
14 only a block from the other -- we love Bellflower, but
15 there's no parking. That's a key, making sure there's
16 enough parking spots. The second, pick up the brochure
17 that talks about Metro security. That's so important.

18 I was working in Los Angeles airport for
19 13 years. I can't overemphasize the importance of
20 security. Many times things are, let's say, less than
21 safe at any time of day depending on the clientele. I
22 hope that will continue to be very useful and a
23 significant part.

24 Finally, in terms of the grade up and down, we
25 all remember what the Blue Line was new. There were

1 many, many accidents at the Blue Line head station at
2 Imperial Highway. They finally put Imperial Highway
3 over the train. That could be another option to
4 certainly help with some difficulty. Thank you.

5 EDGAR GUTIERREZ: Thank you. Scott Larsen
6 followed by Eukhorn Peter.

7 SCOTT LARSEN: Thank you very much. My name
8 is Scott Larsen -- a couple of quick points. First of
9 all, I appreciate the effort Metro has put in. Noise
10 mitigation is of course a concern in our community here
11 in Bellflower, and I also believe that alternative E
12 would be better service to the community.

13 It would give a higher ridership, and also I
14 believe there would be a single seat from wherever all
15 the way down into the Union Station. My main point is
16 for speaking in favor of subrogation. One, I believe
17 it's safer. Let's face it: Metro doesn't really have
18 a stellar track record as far as safety is concerned,
19 especially at grade level.

20 Here at Bellflower, because it goes through
21 all of our streets, I believe that if subrogation is
22 good enough for Santa Monica and Los Angeles, it should
23 be good enough for the southeast corridor and cities
24 like Bellflower and Paramount and the rest of us. You
25 know, if you're going to have five-minute headways, I

1 understand five-minute headways is what they were
2 planning in peak periods.

3 That means you can have a closing down the
4 roads every two and a half minutes because you got one
5 going north and one south. During the peek periods
6 when families are trying to get their kids to schools
7 and everything else, I think it can be a real problem.
8 The safest way is for subrogation. Thank you very
9 much.

10 EDGAR GUTIERREZ: Thank you. Next is Eukhorn
11 Peter followed by Marcus Tony Laurent.

12 EUKHORN PETER: Thank you. My name is Eukhorn
13 Peter. I've been a Bellflower resident and business
14 person here, lived in the city all my life. There's
15 reason these telephone poles are up instead of down,
16 and we had flooding in this area, and we'll probably
17 have more. Take that into consideration.

18 I'm leaning towards a raised rail that won't
19 disturb what we have now. With the raised rail, you
20 can create park areas and walk areas. The fellow
21 before me said you go to the City at a diagonal, so
22 it's going to interfere with a lot of intersection
23 streets and just congestion all the way around. I
24 don't know if you can run heavy rail or heavy freight
25 on that rail.

1 I was looking at the brochure, but as far as
2 the light rail system, as far as I'm concerned, a
3 raised rail is the only way to go as much as you can in
4 this area. I have a book. If everybody in this room
5 had that book and see what they originally designed,
6 it's like a triangle. I just thank God for the access
7 rails and the roadbeds are still there so we can
8 utilize some of them.

9 Not direct access from Bellflower to L.A.
10 It's not necessary. I'd like to see as much separation
11 unless we can run them next to each other. My main
12 point is do your homework on which rail you're going
13 over, raise, safety. Someone talked about the
14 homeless. Those are all issues I think would be solved
15 I think by having a raised rail. Thank you so much.

16 EDGAR GUTIERREZ: Thank you. Up next to
17 Marcus Laurent followed by Gerald Behoteguy.

18 MARCUS LAURENT: My name is Marcus Laurent.
19 My wife and I just bought a house in Paramount last
20 August. We haven't been here long. When we did move
21 here. We were excited about Metro. I work in Culver
22 City. My wife worked in Santa Monica. It takes me two
23 hours to get to work. We thought let's look at the
24 Metro and save some time.

25 There was no saving of times. We still drive.

1 to answer your questions with the information that's
2 available. You can join our E-blast list and that's
3 another way we're going to continue to keep you updated
4 on where we are in the process as well as any upcoming
5 meetings and opportunities to participate and provide
6 us with your feedback.

7 Thank you again for joining us today. We're
8 now going to move back into the open house. Thank you.

9 * * *

10 FRAN BAKERS: My name is Fran Bakers. I am a
11 Cerritos resident. I have been a Cerritos resident for
12 over 30 years and have seen the city develop
13 exponentially. The rapid expansion included the
14 vibrant Cerritos Mall, the prosperous Cerritos Auto
15 Square, excellent Cerritos Library and renowned
16 Cerritos Performing Art Center.

17 Cerritos has always been a forerunner in its
18 outreach and development to the local city, neighboring
19 communities and beyond. All these enhancements and
20 expansions have made Cerritos the outstanding first
21 rated city it is today; however, I am totally opposed
22 to and have major concerns about the introduction of
23 the new light rail transit that would connect downtown
24 L.A. to the southeast L.A. County, specifically the
25 West Santa Ana Branch Transit Corridor Project.

1 This is not the type of expansion project
2 Cerritos needs. There are major disturbing concerns,
3 not only my home, other Cerritos residents, but further
4 outlying residents as well. My home is located exactly
5 next to the existing tracks and the backyard directly
6 against them. Below is a listing of all the negative
7 impacts, the light rail will impose: Number one, home
8 real estate values will plummet adjacent to the tracks.

9 Number two, crime and burglary increases. It
10 is documented that crime out bases other areas where
11 tracks and trains are involved.

12 Next, vandalism and trespassing. Also,
13 transient and homeless population. It is already at an
14 all time high. Noise and privacy disturbance -- every
15 five to ten minutes disturbance, as well as traffic and
16 congestion and road access issues posing long wait
17 times for passing Metro.

18 And lastly railroad safety concerns -- all
19 these reasons are valid and serious concerns why a new
20 light rail transit would be a major -- and I mean
21 major -- detriment to the entire city of Cerritos and
22 its loyal residents. I have seen Cerritos thrive for
23 over 30 years, and I hope this light rail project will
24 be strongly opposed and rejected.

25 This is not the type of expansion Cerritos

1 needs to keep its residents safe and driving. I
2 realize the rail will be stopping in Artesia, but this
3 will have an impact on Cerritos if extended beyond.
4 Thank you for the opportunity to give you this
5 feedback.

6 * * *

7 TONY LIMA: My name is Tony Lima. I am from
8 the city of Artesia. I want to say that I'm very glad
9 that the this project is eventually coming to life and
10 it will benefit the people between Artesia and L.A.
11 and benefit the economic businesses that are on the way
12 and will facilitate traffic, alleviate the traffic on
13 the freeway and provide better -- let's say less
14 expensive ride to benefit everyone.

15 * * *

16 LUIS LAUPATAS: Luis Laupatas,
17 L-A-U-P-A-T-A-S. I live in Artesia. I like the
18 project. It's a good for the public. It's a hot topic
19 and we need project like this one to help our
20 communities and everybody. This is -- we need more
21 projects like this. We look like third world country.
22 If you don't use projects, like, faster, we're, like, a
23 third world country.

24 Third world countries are better than here.
25 We are behind 100 years in Japan and now China too.

1 Primosch.

2 GERALD BEHOTEGUY: My name is Gerald
3 Behoteguy, and I'm here to talk about the -- it's been
4 brought up. For some of us, I'm a senior. The bus
5 transportation is really bad in the evening. I came
6 from Whittier. I came from the senior center where
7 we've had meetings in the past for the eastside
8 corridor. I came here about an hour before the meeting
9 started.

10 I can't get home. The buses have stopped.
11 This happens all the time. It goes somewhere. I can't
12 go to Burbank. I can't go to Pasadena. And instead of
13 right here in this article -- this is L.A. Times
14 Article, January 27th, 2016 -- says right in here by
15 you spending money on Metro, you're depleting the bus
16 service.

17 It says right here too RTD as well as Metro
18 Transit and Metro raised fares and cut bus service to
19 fund an aggressive construction program for the subway
20 through downtown L.A., the Red Line, and light rail
21 line to Long Beach. It says right here you guys reduce
22 bus service to fund Metro Rail. I can't get home at
23 night. I'm going to be stranded tonight. There's no
24 bus transportation. It stops at 8 o'clock, 9 o'clock.
25 Tonight it stops at 8 o'clock.

1 It says also on here that by far the
2 majority -- although buses account for 75 percent of
3 the Metro ridership -- this whole article is about
4 this. Real operations and infrastructure --

5 EDGAR GUTIERREZ: Your time is up. Thank you.
6 Up next is James Cody Birkey followed by Dixie
7 Primosch.

8 JAMES BIRKEY: My name is James Birkey. First
9 of all, I wanted to thank you guys for all the work
10 that's gone into this. Your schedule showed works in
11 2013, but I know it started before that because we were
12 around here in Bellflower asking to see if you can
13 bring back the train ten years ago.

14 I think there's been a lot of great comments
15 so far. I don't want to echo a lot of the concerns
16 that's been raised. I do think this is important for
17 our city. It's part of our heritage. Our city started
18 in 1906 around this rail stop right outside this
19 window. Our city is built around the train, and it's
20 really important this gets brought back to our city.

21 I know it was removed decades ago to get
22 people to buy more automobiles. Now with the traffic
23 we don't have those transportation options. I
24 appreciate you bringing it back. I want to raise a
25 couple thoughts. I know real estate values in Los

1 to line up at a time.

2 Also, we will not be answering questions.
3 We're here to solely receive your comments. As Julia
4 has stated, we have the court reporter that will be
5 documenting your comments. To get started, I'm going
6 to call off the first three names.

7 First up is Guy Bremer followed by Phillip
8 Capo and Rob Gullez.

9 GUY BREMER: Hello. Good afternoon. My name
10 is Guy Bremer of Bellflower here. My concerns are the
11 train needs to be elevated crossing Bellflower
12 Boulevard and especially where it crosses over from
13 Flower Street. I feel there's going to be huge traffic
14 concerns because it'll be stopping traffic both ways.
15 Both Bellflower Boulevard and Woodruff and Flower are
16 the two lanes each way. There's not a lot of turn
17 lanes on those streets.

18 I really think it would be adverse, so I have
19 huge traffic concerns with those areas. I also want to
20 say the noise concerns. On Bellflower Boulevard
21 there's a lot of condominiums, homes, apartments.
22 Senior housing is very close. Out on Woodruff there's
23 apartments and townhomes that are very close. We're
24 concerned about the vibration of noise.

25 I think this train needs to come through

1 Bellflower and not affect the quality of life for its
2 residents.

3 EDGAR GUTIERREZ: Up next is Phillip Capo
4 followed by Albert Wilmovsky and Jane Dewitt.

5 PHILLIP CAPO: Hello. My concern is the high
6 cost of the project.

7 EDGAR GUTIERREZ: Can you state your name?

8 PHILLIP CAPO: My name is Phillip Capo. My
9 concern is high cost for the project. Since the 1990s
10 L.A. has three sale busters. We have had a reduction
11 of busters, and we've never been able to build the
12 extent of railroad systems we wanted. Other cities,
13 such as Seattle, San Francisco, Portland, and Denver
14 all have much more connective rail systems and have
15 expanded their buses.

16 The reason for this is we are building
17 relatively too much, too expensive. We need a light
18 rail. The problem with this is three things: First of
19 all, we're building the very expensive subway portion
20 in downtown L.A. We need to accommodate the buses in
21 Little Tokyo. Building a subway running from
22 Washington to downtown L.A. doesn't make sense.

23 The other problem is this project is almost as
24 expensive as a Red Line costs to begin with. Thirdly,
25 this project is going to use up a large portion of

1 Downey Avenue -- that maybe crossing -- children
2 crossing there, and somebody mentioned they wanted to
3 have a raised -- the line raised over that street.
4 Now, I don't know how many children cross that area,
5 and it may be minimal, but they should look into it.
6 That's it. Thank you.

7 EDGAR GUTIERREZ: Thank you. Up next is Susan
8 Bouchy Herrera followed by Hugh Brockton -- or
9 Brockington. Okay. I'm going to skip that name. Up
10 next is Hugh Brockington.

11 HUGH BROCKINGTON: Hello. So line -- sorry,
12 I'm Hugh Brockington. This line is currently being
13 proposed being underground well over its \$4 billion
14 budget. I think the problem is actually the light
15 rail. When you elevate that train that's meant to be
16 on the ground, it becomes very costly. Also, when you
17 want to reroute, it also costs -- we know that Little
18 Tokyo, they are not about having any more construction
19 at their surface level because they have been under
20 construction since 2006.

21 What we found is that if we use a train that's
22 actually meant to be elevated, we can actually save a
23 billion dollars. We've come up with a plan to save
24 Metro \$1 million on this line rather than going over,
25 and so I would ask that Metro look at other

1 technologies rather than going a billion over budget
2 and taking away from bus services and other things.

3 Www.highroad.org. Thanks.

4 EDGAR GUTIERREZ: Thank you. Up next is Eric
5 Denial followed by Scott Larsen.

6 ERIC DENIAL: Thank you. Good evening. My
7 name Eric Denial. I've been riding the trains for
8 almost two decades. It saved me a lot. I'm very
9 thankful this is finally on his way to moving ahead.
10 Two concerns -- questions: Parking. We are aware some
11 lots don't have parking.

12 For example, if you were like me, you probably
13 had trouble finding parking at this facility, and we're
14 only a block from the other -- we love Bellflower, but
15 there's no parking. That's a key, making sure there's
16 enough parking spots. The second, pick up the brochure
17 that talks about Metro security. That's so important.

18 I was working in Los Angeles airport for
19 13 years. I can't overemphasize the importance of
20 security. Many times things are, let's say, less than
21 safe at any time of day depending on the clientele. I
22 hope that will continue to be very useful and a
23 significant part.

24 Finally, in terms of the grade up and down, we
25 all remember what the Blue Line was new. There were

1 when you go to the southern route to downtown, you pass
2 a lot of bus stops. There are bus routes north,
3 southeast and west because with the transit, the
4 stations are far apart and they only take you to your
5 final destination.

6 So you have to transfer. There's possibly
7 route to 7th and Flower that gives you a lot more
8 alternatives. You got buses in every direction and
9 takes you as close as possible to where you want to go.
10 If you go to Little Tokyo Union Station, you got to
11 transfer and transfer again.

12 There's very few bus lines in Little Tokyo.
13 The Union Station there's few buses there. And so it
14 seems if you want to get to your final destination, you
15 should go to downtown. That's where you should have
16 your morning every day commute to downtown -- should be
17 directly to downtown where most of you will want to go.
18 Thank you.

19 EDGAR GUTIERREZ: Up next is Ignacio Pena
20 followed by Jesus De La Cerda and Patima Komolamit.
21 Those are my last speaker cards. Ignacio Pena?

22 IGNACIO PENA: What is your name?

23 EDGAR GUTIERREZ: My name is Edgar.

24 IGNACIO PENA: I want to thank you for
25 allowing me to speak. I want you to look at me because

1 you're staring at someone who lives at their childhood
2 home. My community is continuing to live in a land
3 that was perfect for me. In order for me to get a home
4 in L.A. County, I need to make \$100,000. That's our
5 median salary.

6 I'm a public worker that makes 45,000. My
7 parents worked hard to buy a home. This project throws
8 this out. It throws out my future. I'm not going to
9 let that go. Many of us want to continue our lives
10 where we're at, want to expand our property, want to
11 make it better, and we don't feel that a convenience
12 project warrants you to take 25 or 20 feet or all of
13 it.

14 So I want to express that to you and to anyone
15 who might be in favor of this project, because you're
16 not just improving road conditions, traffic conditions
17 or anything like that. You also might be affecting
18 some of our lives. Thank you.

19 EDGAR GUTIERREZ: Thank you. Jesus De La
20 Cerda followed by Patima Komolamit.

21 JESUS DE LA CERDA: Hello. My name is Jesus
22 De La Cerda. I've been a resident of Paramount for
23 24 years now, pretty much my whole life. My friends
24 there before me I grew up there. Now I started my own
25 family, and this project seems like I'm not going to be

1 It says also on here that by far the
2 majority -- although buses account for 75 percent of
3 the Metro ridership -- this whole article is about
4 this. Real operations and infrastructure --

5 EDGAR GUTIERREZ: Your time is up. Thank you.
6 Up next is James Cody Birkey followed by Dixie
7 Primosch.

8 JAMES BIRKEY: My name is James Birkey. First
9 of all, I wanted to thank you guys for all the work
10 that's gone into this. Your schedule showed works in
11 2013, but I know it started before that because we were
12 around here in Bellflower asking to see if you can
13 bring back the train ten years ago.

14 I think there's been a lot of great comments
15 so far. I don't want to echo a lot of the concerns
16 that's been raised. I do think this is important for
17 our city. It's part of our heritage. Our city started
18 in 1906 around this rail stop right outside this
19 window. Our city is built around the train, and it's
20 really important this gets brought back to our city.

21 I know it was removed decades ago to get
22 people to buy more automobiles. Now with the traffic
23 we don't have those transportation options. I
24 appreciate you bringing it back. I want to raise a
25 couple thoughts. I know real estate values in Los

1 Angeles where trains have been implemented and the real
2 estate values around the transit have gone up.

3 I want to make sure at ten years from now as
4 this happens we work towards something in place to
5 think about the renters in our community and how
6 they'll be impacted with rising rental rates. I also
7 want to advocate that the line connecting at Union
8 Station -- as a business person who works a lot in
9 downtown Los Angeles -- I have an office in downtown
10 Los Angeles, although I'm only there once or twice a
11 month oftentimes.

12 I believe that having those access to meetings
13 there is really important as well as access to the high
14 speed rail, which is actually happening. It's under
15 construction. The ability to connect to not only the
16 rest of the Los Angeles region is a powerful
17 opportunity for our small city, and I appreciate your
18 thoughts and consideration towards that.

19 EDGAR GUTIERREZ: Thank you. Up next, Dixie
20 Primosch followed by Kevin Sanata. Kevin Sanata is my
21 last speaker card. If anyone else wishes to speak,
22 fill out your card and let us know.

23 DIXIE PRIMOSCH: Hi. My name is Dixie
24 Primosch, and I'm a 45-year resident. I'm here tonight
25 because the scoping meeting in our area, I wasn't

1 Wilmovsky. I know I spoke to some of the managers here
2 individually, but I would like to make some public
3 comments in regards to this project. I'm just going to
4 read what I wrote on the card. I wanted to remind you
5 that our concerns of residents who live close to the
6 railroad tracks do have measures in place for sound
7 walls, options for noise reducing windows, et cetera,
8 so we are able to sleep at night and have peace during
9 the day.

10 Another concern is the need to offer
11 alternatives for homeless who make the tracks their
12 place of residence. As during the winter months, they
13 may try to set fires to keep warm at night placing
14 residents in harm's way of fires. The track should be
15 kept free and clear of people and debris. Thank you
16 very much.

17 EDGAR GUTIERREZ: Thank you. Jane Dewitt
18 followed by Susan Bouchy Herrera, then Hugh Brockton.

19 JANE DEWITT: Yes. My concern is the same as
20 my son -- my name is Jane Dewitt. My concern is the
21 same as my son that just walked up here. I think we
22 need a sound wall between Paramount Boulevard and
23 Downey Avenue.

24 And also someone else made a comment that
25 there's also school Harry Wirtz that's near -- on

1 Downey Avenue -- that maybe crossing -- children
2 crossing there, and somebody mentioned they wanted to
3 have a raised -- the line raised over that street.
4 Now, I don't know how many children cross that area,
5 and it may be minimal, but they should look into it.
6 That's it. Thank you.

7 EDGAR GUTIERREZ: Thank you. Up next is Susan
8 Bouchy Herrera followed by Hugh Brockton -- or
9 Brockington. Okay. I'm going to skip that name. Up
10 next is Hugh Brockington.

11 HUGH BROCKINGTON: Hello. So line -- sorry,
12 I'm Hugh Brockington. This line is currently being
13 proposed being underground well over its \$4 billion
14 budget. I think the problem is actually the light
15 rail. When you elevate that train that's meant to be
16 on the ground, it becomes very costly. Also, when you
17 want to reroute, it also costs -- we know that Little
18 Tokyo, they are not about having any more construction
19 at their surface level because they have been under
20 construction since 2006.

21 What we found is that if we use a train that's
22 actually meant to be elevated, we can actually save a
23 billion dollars. We've come up with a plan to save
24 Metro \$1 million on this line rather than going over,
25 and so I would ask that Metro look at other

1 you're staring at someone who lives at their childhood
2 home. My community is continuing to live in a land
3 that was perfect for me. In order for me to get a home
4 in L.A. County, I need to make \$100,000. That's our
5 median salary.

6 I'm a public worker that makes 45,000. My
7 parents worked hard to buy a home. This project throws
8 this out. It throws out my future. I'm not going to
9 let that go. Many of us want to continue our lives
10 where we're at, want to expand our property, want to
11 make it better, and we don't feel that a convenience
12 project warrants you to take 25 or 20 feet or all of
13 it.

14 So I want to express that to you and to anyone
15 who might be in favor of this project, because you're
16 not just improving road conditions, traffic conditions
17 or anything like that. You also might be affecting
18 some of our lives. Thank you.

19 EDGAR GUTIERREZ: Thank you. Jesus De La
20 Cerda followed by Patima Komolamit.

21 JESUS DE LA CERDA: Hello. My name is Jesus
22 De La Cerda. I've been a resident of Paramount for
23 24 years now, pretty much my whole life. My friends
24 there before me I grew up there. Now I started my own
25 family, and this project seems like I'm not going to be

1 able to continue living in this city because this is
2 going to affect my livelihood.

3 Not only is it going to affect it once it's
4 done, but during the construction of this, I feel the
5 cities that are in this project for the residents --
6 because they're looking out for themselves and not for
7 us. The people in favor of this project probably don't
8 even live by there. I live directly right by the
9 railroad track where I'm going to hear it all day and
10 all night. How does that help me or how does that
11 benefit me as a resident in Paramount?

12 I don't see a benefit of this. It's great you
13 guys are going to improve our lives, but in reality we
14 are being directly affected by this. Like my fellow
15 resident in Paramount said, I drive to work. My
16 neighbors drive to work. We all have cars. The
17 beaches, Hollywood, Disneyland, that's for tourists. I
18 don't even remember the last time I went to the beach,
19 so I obviously don't see a benefit.

20 I do thank you guys for having these meetings.
21 This is probably the third meeting I've been to, and I
22 appreciate you guys giving us the floor to make our
23 comments. Thank you.

24 EDGAR GUTIERREZ: Thank you. Last speaker is
25 Patima Komolamit.

1 don't think you need this on raise level. Anything
2 underground. Also security -- many of us who ride the
3 Blue Line, we're concerned about the amount of vendors
4 on the train as well as the comments that were made to
5 us traveling along.

6 Safety is a big issue for us in ridership. I
7 realize my time is up, but I want to encourage you to
8 look at these concerns with Metro and the concerns of
9 the Metro 91/605 project.

10 EDGAR GUTIERREZ: Thank you. Up next is Kevin
11 Sanata followed by John Clark and Yukio Kawartani.

12 KEVIN SANATA: My name is Kevin Sanata.
13 Speaking as a -- someone who works -- has family in the
14 Cerritos area, I probably will be using this line when
15 it's up. I want to raise a few concerns.

16 First of all, thanks to Metro for this
17 opportunity to speak. I think it's important to listen
18 to all us folks. I think it was mentioned from our
19 previous speaker that the community itself has been in
20 construction for 15 years itself in Metro projects. I
21 want to raise the concern that it's something that
22 will -- something that really is a concern of many to
23 the community.

24 I hope Metro is very responsive to those folks
25 over there and understands we need the right to have as

1 little impact as possible because of the impacts over
2 the last decade and a half. Again, I think it's great
3 to be connecting all the cities out here. I hope there
4 could be more of that, but not at the expense of
5 residents on this end as well as residents on the other
6 end. Thank you.

7 EDGAR GUTIERREZ: Thank you. John Butts
8 followed by Yukio Kawartani.

9 JOHN BUTTS: Hello, this is John Butts. I
10 live downtown. Personally I would like to see this
11 thing go overhead and not on the ground because of
12 what's been mentioned before, safety factor amongst
13 other things. Now, the one thing that I've noticed
14 here is a slow moving thing, this whole synopsis. I
15 saw this entire plan 25 years ago downtown at the Metro
16 station.

17 Basically it's about time it got done. It's
18 like I mentioned downtown. As long as it's up and
19 running by the Olympics, it's a good thing. It's going
20 to open up other avenues for a lot of cities. The main
21 thing also you want to keep in mind is you need to put
22 the push down, good old dummy David Jered Brown, and
23 take that money nowhere because that part of the money
24 could be used to open up the other one that was there
25 25 years ago, and that was connecting all three

1 needs to keep its residents safe and driving. I
2 realize the rail will be stopping in Artesia, but this
3 will have an impact on Cerritos if extended beyond.
4 Thank you for the opportunity to give you this
5 feedback.

6 * * *

7 TONY LIMA: My name is Tony Lima. I am from
8 the city of Artesia. I want to say that I'm very glad
9 that the this project is eventually coming to life and
10 it will benefit the people between Artesia and L.A.
11 and benefit the economic businesses that are on the way
12 and will facilitate traffic, alleviate the traffic on
13 the freeway and provide better -- let's say less
14 expensive ride to benefit everyone.

15 * * *

16 LUIS LAUPATAS: Luis Laupatas,
17 L-A-U-P-A-T-A-S. I live in Artesia. I like the
18 project. It's a good for the public. It's a hot topic
19 and we need project like this one to help our
20 communities and everybody. This is -- we need more
21 projects like this. We look like third world country.
22 If you don't use projects, like, faster, we're, like, a
23 third world country.

24 Third world countries are better than here.
25 We are behind 100 years in Japan and now China too.

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REPORTER'S CERTIFICATE

I, Jaclyn Kinsbursky, a Certified Shorthand Reporter, holding a valid and current license issued by the State of California, CSR No. 13858, do hereby certify:

That said proceedings were taken down by me in shorthand at the time and place therein set forth and thereafter transcribed into typewriting under my direction and supervision.

I further certify that I am neither counsel for nor related to any party to said action nor in anywise interested in the outcome thereof.

The dismantling, unsealing, or unbinding of the original transcript will render the Reporter's certificate null and void.

IN WITNESS WHEREOF, I have hereunto subscribed my name on this 12th day of August, 2018.

Jaclyn D. Kinsbursky
JACLYN KINSBURSKY
CSR NO. 13858

1 I was looking at the brochure, but as far as
2 the light rail system, as far as I'm concerned, a
3 raised rail is the only way to go as much as you can in
4 this area. I have a book. If everybody in this room
5 had that book and see what they originally designed,
6 it's like a triangle. I just thank God for the access
7 rails and the roadbeds are still there so we can
8 utilize some of them.

9 Not direct access from Bellflower to L.A.
10 It's not necessary. I'd like to see as much separation
11 unless we can run them next to each other. My main
12 point is do your homework on which rail you're going
13 over, raise, safety. Someone talked about the
14 homeless. Those are all issues I think would be solved
15 I think by having a raised rail. Thank you so much.

16 EDGAR GUTIERREZ: Thank you. Up next to
17 Marcus Laurent followed by Gerald Behoteguy.

18 MARCUS LAURENT: My name is Marcus Laurent.
19 My wife and I just bought a house in Paramount last
20 August. We haven't been here long. When we did move
21 here. We were excited about Metro. I work in Culver
22 City. My wife worked in Santa Monica. It takes me two
23 hours to get to work. We thought let's look at the
24 Metro and save some time.

25 There was no saving of times. We still drive.

1 We still drive all that distance. Metro doesn't seem
2 to help. My concern is really just congestion. I
3 don't really think -- I can't speak in terms of
4 Bellflower or other surrounding communities, but for
5 Paramount, people don't mind driving because all my
6 neighbors have about seven cars per house. So how do
7 you -- well, I know this is not a question to answer
8 but my favorite is you're not going to get any of my
9 neighbors to say let's get the Metro because they drive
10 a lot and we drive a lot.

11 So we just have a lot more congestion, a few
12 more cars, people looking for parking. I can't park in
13 front of my own house, so where are we going to park?
14 I'm just concerned and now I'm looking at the route
15 you're doing construction. I work in construction,
16 City Works programs likes to shut down roads, drop
17 barricades everywhere. You can't park on weekends.

18 It's just going to be mad chaos, frustration
19 for commuters like myself that already have to commute
20 a God awful amount of time to go 26, 27 miles. That's
21 my major concern, you guys coming up with a plan to
22 help alleviate some of the frustration for us
23 commuters.

24 EDGAR GUTIERREZ: Thank you. Up next Gerald
25 Behoteguy followed by James Cody Birkey and Dixie

1 PATIMA KOMOLAMIT: Good evening. My name is
2 Patima Komolamit. I do appreciate the time you're
3 giving to us. I will say along the lines of the same
4 other two speakers, I have been a resident of Paramount
5 for 40 years, and it's a place where I've grown up and
6 also a place where, you know, we have family and
7 friends.

8 This is the third meeting I've been to where
9 we still are left with the same questions, and I would
10 really ask Metro to really look and put yourselves in
11 our shoes when we're looking at a map that says
12 preliminary and then I'm asking people when are we
13 going to know if we're going to be displaced, if a
14 portion of our land is going to be taken.

15 By "taken," I do mean taken because obviously
16 this is not a choice for us to be displaced, especially
17 at this time -- this critical time of housing, which is
18 inaccessible for people who make 60- to \$100,000.
19 Also, I live right on the railroad tracks as well.
20 Those are about 20 homes just on Arthur Street alone.
21 If we're all going to be bought out, that means all of
22 us are going to be competing for the same kind of house
23 for the same kind of price.

24 So if there is a way that Metro can really
25 give us some sustainable answers or even bring us into

1 a more inclusive space where we can actually plan out,
2 okay. What's going to happen, rather than just say oh,
3 this is preliminary. It's not going to happen like
4 this, but you lay out blueprints for a reason. I want
5 you to empathize with us and create real movement for
6 us to know what's going to happen next. Thank you.

7 EDGAR GUTIERREZ: That brings the end of the
8 public comment portion. Now I'll turn it back to
9 Julia.

10 JULIA BROWN: Thank you, Edgar, and thank you
11 to everyone who decided to participate in the public
12 comment of the meeting. As I mentioned to you earlier,
13 everyone should have received a comment sheet. For
14 those who may not have felt comfortable speaking today,
15 you have the option to write your comments down and
16 submit that hear tonight.

17 You can take this with you and write your
18 comments and mail that into us. You can e-mail us your
19 comments as well as on our project website and submit
20 those comments online. For those of you here today, we
21 also have our court reporter who is also here. If
22 you'd like to sit down with her, she can take your
23 public comment as well.

24 We're now going to move to the open house.
25 You see people with the name badges on. They're here

1 Bellflower and not affect the quality of life for its
2 residents.

3 EDGAR GUTIERREZ: Up next is Phillip Capo
4 followed by Albert Wilmovsky and Jane Dewitt.

5 PHILLIP CAPO: Hello. My concern is the high
6 cost of the project.

7 EDGAR GUTIERREZ: Can you state your name?

8 PHILLIP CAPO: My name is Phillip Capo. My
9 concern is high cost for the project. Since the 1990s
10 L.A. has three sale busters. We have had a reduction
11 of busters, and we've never been able to build the
12 extent of railroad systems we wanted. Other cities,
13 such as Seattle, San Francisco, Portland, and Denver
14 all have much more connective rail systems and have
15 expanded their buses.

16 The reason for this is we are building
17 relatively too much, too expensive. We need a light
18 rail. The problem with this is three things: First of
19 all, we're building the very expensive subway portion
20 in downtown L.A. We need to accommodate the buses in
21 Little Tokyo. Building a subway running from
22 Washington to downtown L.A. doesn't make sense.

23 The other problem is this project is almost as
24 expensive as a Red Line costs to begin with. Thirdly,
25 this project is going to use up a large portion of

1 money again preventing us from expanding in other areas
2 and also preventing us from restoring the service and
3 adding bus service, which we need to do.

4 The other problems are duplicating service in
5 aerial on current portion that goes along with the Blue
6 Line instead of merging with the Blue Line.

7 The third problem is there seems to be no plan
8 to run the service through Orange County. It's
9 relatively low rider portion from the Green Line south
10 to Bellflower and Artesia. If we don't go through to
11 Orange County -- and are a clad of agreement with OCTA
12 to run through service. In fact, make actually certain
13 that the Orange County -- constructed in Santa Ana now
14 will -- is interoperable with the line into Los
15 Angeles.

16 I'd like to say I'd like to find out what is
17 the reason the subway is being built in downtown L.A.
18 Why if we picked the Alameda corridor and once we're
19 there we -- from everybody else that's demanding a
20 subway. Finally I'd like to say I think the people are
21 going to start insisting on the buses. The buses have
22 been cut dramatically since the 90s.

23 EDGAR GUTIERREZ: Up next is Albert Wilmovsky
24 followed by Jane Dewitt, then Irene Calugo.

25 ALBERT WILMOVSKY: Hi. My name is Al

1 many, many accidents at the Blue Line head station at
2 Imperial Highway. They finally put Imperial Highway
3 over the train. That could be another option to
4 certainly help with some difficulty. Thank you.

5 EDGAR GUTIERREZ: Thank you. Scott Larsen
6 followed by Eukhorn Peter.

7 SCOTT LARSEN: Thank you very much. My name
8 is Scott Larsen -- a couple of quick points. First of
9 all, I appreciate the effort Metro has put in. Noise
10 mitigation is of course a concern in our community here
11 in Bellflower, and I also believe that alternative E
12 would be better service to the community.

13 It would give a higher ridership, and also I
14 believe there would be a single seat from wherever all
15 the way down into the Union Station. My main point is
16 for speaking in favor of subrogation. One, I believe
17 it's safer. Let's face it: Metro doesn't really have
18 a stellar track record as far as safety is concerned,
19 especially at grade level.

20 Here at Bellflower, because it goes through
21 all of our streets, I believe that if subrogation is
22 good enough for Santa Monica and Los Angeles, it should
23 be good enough for the southeast corridor and cities
24 like Bellflower and Paramount and the rest of us. You
25 know, if you're going to have five-minute headways, I

1 understand five-minute headways is what they were
2 planning in peak periods.

3 That means you can have a closing down the
4 roads every two and a half minutes because you got one
5 going north and one south. During the peek periods
6 when families are trying to get their kids to schools
7 and everything else, I think it can be a real problem.
8 The safest way is for subrogation. Thank you very
9 much.

10 EDGAR GUTIERREZ: Thank you. Next is Eukhorn
11 Peter followed by Marcus Tony Laurent.

12 EUKHORN PETER: Thank you. My name is Eukhorn
13 Peter. I've been a Bellflower resident and business
14 person here, lived in the city all my life. There's
15 reason these telephone poles are up instead of down,
16 and we had flooding in this area, and we'll probably
17 have more. Take that into consideration.

18 I'm leaning towards a raised rail that won't
19 disturb what we have now. With the raised rail, you
20 can create park areas and walk areas. The fellow
21 before me said you go to the City at a diagonal, so
22 it's going to interfere with a lot of intersection
23 streets and just congestion all the way around. I
24 don't know if you can run heavy rail or heavy freight
25 on that rail.

1 needs to keep its residents safe and driving. I
2 realize the rail will be stopping in Artesia, but this
3 will have an impact on Cerritos if extended beyond.
4 Thank you for the opportunity to give you this
5 feedback.

6 * * *

7 TONY LIMA: My name is Tony Lima. I am from
8 the city of Artesia. I want to say that I'm very glad
9 that the this project is eventually coming to life and
10 it will benefit the people between Artesia and L.A.
11 and benefit the economic businesses that are on the way
12 and will facilitate traffic, alleviate the traffic on
13 the freeway and provide better -- let's say less
14 expensive ride to benefit everyone.

15 * * *

16 LUIS LAUPATAS: Luis Laupatas,
17 L-A-U-P-A-T-A-S. I live in Artesia. I like the
18 project. It's a good for the public. It's a hot topic
19 and we need project like this one to help our
20 communities and everybody. This is -- we need more
21 projects like this. We look like third world country.
22 If you don't use projects, like, faster, we're, like, a
23 third world country.

24 Third world countries are better than here.
25 We are behind 100 years in Japan and now China too.

1 airports, which a lot of people aren't aware of.

2 That plan was in effect before this was, but I
3 talked to people at the place down there. That's why I
4 know a little more about it than what the normal people
5 here do, but for the life of me I would insist on being
6 overhead because of the accidents like everybody was
7 talking about and the safety part of it. That's all I
8 want to say.

9 I commend you guys for what you're doing and
10 finding -- after 25 years doing something.

11 EDGAR GUTIERREZ: Thank you. Yukio Kawartani
12 followed by Ignacio Pena.

13 YUKIO KAWARTANI: I'm Yukio Kawartani. I want
14 to point out that Little Tokyo doesn't want another ten
15 years of construction. We've been hurting so much
16 already from Metro construction. Also, I don't
17 understand it was seen from where we are on the
18 southeast here coming to downtown, you're not even
19 going to the downtown, where the office is, recreation,
20 where the shopping. None of those things are right at
21 7th and Flower.

22 That's where the real action is. Not only
23 that -- because none of you -- there's few of you
24 that's going to want to go to Little Tokyo for a
25 destination or Union Station. Anyhow, it seems also

1 when you go to the southern route to downtown, you pass
2 a lot of bus stops. There are bus routes north,
3 southeast and west because with the transit, the
4 stations are far apart and they only take you to your
5 final destination.

6 So you have to transfer. There's possibly
7 route to 7th and Flower that gives you a lot more
8 alternatives. You got buses in every direction and
9 takes you as close as possible to where you want to go.
10 If you go to Little Tokyo Union Station, you got to
11 transfer and transfer again.

12 There's very few bus lines in Little Tokyo.
13 The Union Station there's few buses there. And so it
14 seems if you want to get to your final destination, you
15 should go to downtown. That's where you should have
16 your morning every day commute to downtown -- should be
17 directly to downtown where most of you will want to go.
18 Thank you.

19 EDGAR GUTIERREZ: Up next is Ignacio Pena
20 followed by Jesus De La Cerda and Patima Komolamit.
21 Those are my last speaker cards. Ignacio Pena?

22 IGNACIO PENA: What is your name?

23 EDGAR GUTIERREZ: My name is Edgar.

24 IGNACIO PENA: I want to thank you for
25 allowing me to speak. I want you to look at me because

Appendix N.5

Stakeholder Organization Comments



August 23, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: West Santa Ana Branch EIR Scoping (Northern Alignment Options)

Dear Ms. Wong,

Established in 1924, Central City Association (CCA) is committed to advancing policies that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and our members depend on a robust and reliable transportation network to effectively serve Downtown residents, workers, and visitors.

CCA, in partnership with our members and other Downtown stakeholders, has been very engaged in the advancement of the West Santa Ana Branch (WSAB) line and is strongly supportive of the project. We recognize its potential to serve numerous transportation priorities for our region, including connecting the residents and businesses of the Gateway Cities, improving mobility between Downtown neighborhoods, anticipating future job and population growth, and encouraging new development that is less parking dependent and therefore more affordable and less impactful on our roadways and our environment.

With these goals in mind, we suggest four considerations to include in Metro's environmental analysis: 1) planning the WSAB northern alignment based on Downtown's future, not its present; 2) evaluating the potential for Alignment G to terminate at 5th/Flower rather than 8th/Figueroa or Pershing Square Station; 3) minimizing or eliminating potential sources of delay along the length of the rail line; and 4) designing the terminating station (regardless of which alignment is selected) so that future northward extensions remain viable.

At this time CCA has no established preference between Alignment E and Alignment G, and we believe that either alignment will have a very positive impact on regional and local mobility. We hope these comments can strengthen the analysis and design leading up to the route selection and provide the best information to stakeholders when making their final decision.

Planning for Downtown's Future

According to projections by the Los Angeles Department of City Planning, Downtown LA is expected to grow by 125,000 residents and 55,000 jobs between now and 2040, representing approximately 20% of the city's growth on just 1% of its land. CCA has advocated for even more robust growth in Downtown, and City Planning's proposals have evolved to allow more residential development as the community planning process has progressed, so we believe this estimate is conservative. For the first time in many decades, residential development is expected to be permitted "by right" in neighborhoods including the Fashion District, Skid Row, the Arts District, and the Industrial District. Much of the anticipated growth in Downtown will occur in these areas.

This growth will have a significant impact on the performance of both WSAB northern alignments. Downtown has a current population of approximately 70,000 residents and by 2040 this is expected to triple to 200,000 or more. Because of constraints on road space and declining demand for parking and personal automobiles in urban centers, many of these residents will rely on transit for their daily trips. Moreover, many riders originating in the Gateway Cities will be traveling to jobs located in Downtown, and a large number of those jobs will be located in high-growth neighborhoods such as the Fashion District.

Metro must plan for this growth and incorporate it into its models for environmental analysis. We must ensure that the West Santa Ana Branch is designed for the Downtown of 2030 and beyond, not only the Downtown of today. Downtown LA is changing too quickly to do otherwise.

Terminus at 5th and Flower Street (Regional Connector)

Currently, Alignment G is planned to terminate at 8th/Figueroa, with a pedestrian connection to Metro Center, or near Pershing Square Station on the Red/Purple Line.

7th Street / Metro Center Station already has the largest number of daily boardings on the Metro rail network by a wide margin, with approximately 53,000 daily boardings in 2017. Pershing Square Station is much less busy, with 10,400 boardings per day. Choosing an alignment that requires a transfer at Metro Center Station will place an additional burden on a station that's already highly utilized, nearly to overflowing during peak hours.

By terminating at Pershing Square Station, Metro's proposed alternative for Alignment G avoids this problem but creates a new one by failing to connect directly to the Regional Connector lines. Under this alternative, riders traveling from the Gateway Cities to Soto Station on the Gold Line, for example, would require two transfers to reach their destination.

We believe the most effective route for Alignment G would include a transfer at Pershing Square as well as a new station along the Regional Connector at 5th and Flower Streets. This would reduce station overcrowding by facilitating transfers at less busy stations, while also allowing riders to connect to any station on the rail lines that traverse Downtown — Red, Purple, Blue, Expo, or Gold — with no more than one transfer.

We recognize that this option may be more costly than the alternatives as they're currently described. However, we are already suffering the consequences of cutting corners at other locations, particularly along Flower Street where at-grade intersections contribute to significant delay for tens of thousands of riders each day (a problem that will be compounded by the opening of the Regional Connector), and at Pico Station which is frequently far beyond its safe passenger capacity. CCA believes it's important for Metro to study this option thoroughly and give a fair assessment of its costs, benefits, and anticipated environmental impacts. As with the projected growth in Downtown over the next 20 years, we must consider the impacts of these decisions beyond present-day conditions.

Eliminate Sources of Delay

At 20 miles in length, delays at any point along the West Santa Ana Branch rail line can compound and lead to very unreliable service across the entire route. Such delays will affect ridership and potential land uses around WSAB stations, both of which play a significant role in calculating the environmental costs and benefits of the project.

The most salient example of delay is the Flower Street section of the Expo and Blue Line, noted above. Ongoing maintenance and at-grade delay along much of the Blue Line south of Downtown LA has also led to a dramatic fall in ridership in recent years. Unreliable service affects every rider, no matter where along the line they live, work, or visit, so it's essential that Metro design this line to minimize contributors to unpredictable delay.

Specifically, at-grade rail crossings that intersect with vehicular traffic should be eliminated at every possible opportunity. At-grade crossings have severely impacted travel times and reliability for the Expo and Blue Lines, and they've left Metro with few options for improving service in the short or medium term. The West Santa Ana Branch must not repeat the same mistake.

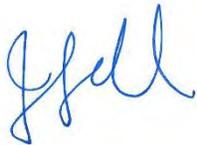
Design for Future Expansion

Finally, CCA believes it's important that Metro study and design the WSAB in a way that facilitates future expansion, potentially through Silver Lake or Glendale all the way to Burbank Airport. This should be a goal regardless of whether Alignment E or G is selected. As with the priorities outlined above, this is a matter of Metro planning for the transit network of the future, and the Los Angeles of the future — not just meeting the needs of today.

By including these priorities in the design and environmental study of the West Santa Ana Branch, we are confident that Metro can deliver a project that maximizes ridership, reliability, convenience, and flexibility. Reaching these goals will minimize significant environmental impacts in the EIR and in fact dramatically improve environmental outcomes for residents all along the line and throughout the county.

We appreciate the opportunity to share our comments, and we look forward to continued partnership with Metro to ensure a successful West Santa Ana Branch light rail line.

Sincerely,



Jessica Lall
President & CEO, Central City Association of Los Angeles

August 23, 2018

Teresa Wong
 Project Manager, Metro
 One Gateway Plaza, M/S 99-22-4
 Los Angeles CA 90012

Subject: Comments on Revised and Recirculated Notice of Preparation of a Draft Environmental Impact Statement/Environmental Impact Report for the West Santa Ana Branch Transit Corridor Project

Dear Ms. Wong,

The purpose of this letter is to provide comments from First 5 LA on the Revised and Recirculated Notice of Preparation ("NOP") of a Draft Environmental Impact Statement/Environmental Impact Report ("EIS/EIR") for the West Santa Ana Branch Transit Corridor Project proposed West Santa Ana Branch ("WSAB") Transit Corridor Project (the "Project"). Please include First 5 LA's comments on the NOP into the record of this Project, and provide future notices and circulated documents to us.

First 5 LA is a public entity that owns and occupies a building and property on the Union Station campus, in which the entirety of our 148 staff members and operations are housed to carry out public functions. First 5 LA's building and property located at 750 North Alameda Street, at the southwest corner of the Union Station campus, includes a parking lot with approximately 30 spaces for our employees and guests. The parking lot also houses a transformer and other support facilities for our building. First 5 LA hosts numerous public meetings and business conferences in our building throughout the year. In addition, consistent with our statutory public purpose of improving the lives of young children and their families, we lease a portion of our ground floor to a child care facility, where an operator cares for approximately 80 very young children five days a week. As Metro considers downtown locations for the Project, any decision to locate a station or terminal in or around Union Station will have a significant impact on our facility, our operations, our employees, and the children and families served by the child care center.

As a leading public child advocacy entity, we are supportive of efforts to enhance family-friendly transportation options for populations across Los Angeles County, in a way that has a positive impact on the environment. The WSAB Transit Corridor project has the potential to do that for many under-served communities across the southeast section of the County, so we want to be clear that First 5 LA does not oppose the goals of the Project.

However, we have a number of general concerns about the Project at this early stage that we have an obligation to raise so that Metro can address them in the planning and environmental review process. First, as the owner of this building, on behalf of the taxpayers and the public we serve we have a fiduciary responsibility to protect the asset. Any activity that encroaches upon or creates a detrimental impact on the value of our building and property would be problematic. Although we understand the initial proposal is for the Project to create a below-ground facility at Union Station, and not directly under our building, that information is not clearly stated in the NOP, and we have

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no information regarding the potential footprint of either the construction zone or the permanent operational facility. We are concerned about any aspect of the Project that has even the potential to compromise the structural integrity of our building, operations, or to adversely impact the children and adults who occupy our building every day, whether in the short term during construction, or as a part of permanent operations. Further, we have heard that a portion of the Project may contemplate the acquisition of part of First 5 LA's property, which is already fully used for public purposes. First 5 LA would not be in favor of any attempt by Metro to acquire any portion of our building or grounds.

The following are First 5 LA's specific comments in response to the NOP:

Project Description

At present, the available description of the Project is too vague and conditional to permit meaningful evaluation of either the merits of the possible alternatives or the potential environmental impacts of those alternatives, as well as the Project as a whole. We understand that the Project is in the planning stages and that Metro must make difficult decisions about the Project configuration. However, for the EIS/EIR to be legally adequate under NEPA/CEQA and useful as an informational document to the public, stakeholders and decision-makers, a detailed and finite project description must be provided.

Because the Project as proposed specifically affects First 5 LA's property, employees and guests, we request that the Project description include at a minimum a complete description of the above-ground and below-ground facilities during the testing and design phases, the construction phase and permanent operations. Please include detailed maps and diagrams which will allow us to determine the potential impacts on our property, including the location of the staging area for tunneling operations (if any), staging and storage areas for construction operations, and any temporary parking and pedestrian facilities. We further request that the project description contain useful and accessible descriptions of the Project and its elements that the public and commenters who are not Metro staff members can understand. With specific reference to the "Project Description" in the NOP, Metro staff members and consultants may understand what and where "the San Pedro Branch Right-of-Way" is, and what and where "the Metro-Owned Right-of-Way in the southern section of the Study Area" is, but those are not terms that are readily understood by us or, we assume, by the public. The NOP's use of vague and undefined terms cannot be carried over into a legally adequate EIS/EIR document. We do not believe that the NOP's project description complies with CEQA Guidelines Section 15082(a)'s requirement that the NOP contain a project description that enable commenters to provide a meaningful response. We request that the project description in the EIS/EIR document meet **and exceed** the legal requirements so that the public can meaningfully participate in the process.

If the Project contemplates any acquisition of First 5 LA property, the details of that proposed acquisition must be described in the environmental documents. We would expect Metro to explain, in detail, how the proposed use of First 5 LA's publicly owned property would be a higher and better use than First 5 LA's public use of the Property for nearly 15 years.

In describing the environmental setting of the Project, please include in the analysis the fact that there is a child care facility with an outdoor playground that is directly adjacent to what we understand is the proposed terminus of the Project. The child care facility and the children served there are considered sensitive receptors subject to additional analysis and mitigation in the EIS/EIR.

Air Quality

As noted above, short term construction and long term air quality impacts of the Project have the potential to impact not just First 5 LA's adult employees and guests, but also the children that are served at the child care center. The air quality analysis must take into account the presence of sensitive children on the site. Further, we believe the cumulative impacts of projects in the vicinity of Union Station, both private and public, combined with the pollution from growing traffic on Alameda and in the downtown Highway 101 "slot" vicinity, must be evaluated and mitigated as a part of the Project.

Noise and Vibration

Property owners adjacent to other Metro underground and above-ground construction projects have experienced significant impacts from the noise and vibration of construction and ongoing operations. The EIS/EIR must address and completely mitigate the impacts of both ground borne noise and ground borne vibration. These impacts will occur during design and testing, construction, and operations and should be identified and mitigated in all those phases. Again, we note the presence of a child care facility and outdoor playground in close proximity to what is apparently planned to be the terminus of an underground rail facility and an area where significant excavation and tunneling may occur.

Public Safety and Emergency Response

The EIS/EIR should address and mitigate the increased impacts to public safety and emergency response on the Union Station campus as a result of the Project. At First 5 LA, we already deal with an increasing number of security and safety concerns given our proximity to Union Station, including providing our own uniformed security officers due to law enforcement's competing priorities on the campus. Adding more passengers from the Project in the long-term will certainly increase the security and public safety impacts. Further, construction activities will present a different set of public safety challenges that should be addressed in the EIS/EIR.

With regard to emergency response, there are occasions where police and fire responses are delayed due to traffic and activities around Union Station. The Project should be designed, in conjunction with the Union Station Master Planning process, to improve emergency response access and circulation.

Hazards and Hazardous Materials

The risk of impacts from hazards and hazardous materials associated with the construction and operation of a below-ground facility is significant. Noting again the presence of an operating child care facility in the Project area, the EIS/EIR should provide a complete analysis of risks from hazards and hazardous materials in the area due both to construction and to the long term operation of an underground rail facility beneath fully-occupied public buildings. These impacts may include, without limitation, the risk of soil gas escape as a result of tunneling and construction, the possibility that underground soil in the Project area is contaminated, and the possible presence of earthquake faults in the area.

Traffic, Circulation, and Parking

As transportation options have increasingly been consolidated in and around the Union Station campus, traffic, circulation and parking problems have become more significant. The EIS/EIR

should identify and mitigate the short term, ongoing and, perhaps most important, cumulative impacts of the Project in this regard. Metro should note the existing congestion and poor traffic flow around our building which has one parking lot entrance and only one public entrance from the street. In fact, there is only one public street on which our visitors and employees can access our building. The circulation of the Union Station campus was not designed decades ago to accommodate the dramatically increased use it receives now from many new transit uses. Construction and operation of the Project should make the situation better, and certainly not worse.

Metro also should note the existence of the drop-off area for the childcare center at the northern end of our building. Parents and caregivers must retain the ability to use short term parking to deliver children for care and immediately return to their vehicles. That on-street drop-off area must be retained, and perhaps enhanced, in any future configuration of the campus. Ensuring clear and easy access to our building, as well as our adjacent parking lot is a significant concern to First 5 LA, and we are not willing to lose any surface parking spaces to the Project.

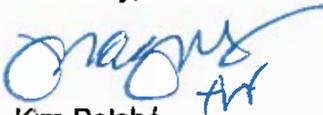
We want to thank Metro's WSAB project team for reaching out to us. We request that Metro generally, as well as the WSAB project team specifically, continue to work with us on these and other issues that will arise due to a project of this scope and scale. Along those lines, First 5 LA would like to be included in the Union Station Stakeholder's Roundtable group, as well as any other groups that are assembled to keep us informed, and provide input, on Metro projects impacting the Union Station campus. Please add the undersigned to any distribution and public notice list for future documents and notices of all future meetings relating to the Project.

Please also include on those notices and lists our legal counsel:

Craig Steele
Richards, Watson & Gershon
355 South Grand Avenue 40th Floor
Los Angeles, California 90071
csteele@rwglaw.com

Thank you for the opportunity to provide these comments, for including them in the record of the Project, and for responding to them in the EIS/EIR documents. We look forward to ongoing communication with Metro and the WSAB Transit Corridor project team.

Sincerely,



Kim Belshé
Executive Director

cc: Craig Steele, Richards, Watson & Gershon



Chinese Historical Society
of Southern California

南加州華人歷史學會

August 24, 2018

VIA EMAIL AND POSTAL MAIL

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles CA 90012

Re: Scoping comments for Draft EIR, West Santa Ana Branch Transit Corridor Project

Dear Ms. Wong:

It is our understanding that Metro will be commencing studies for the environmental impacts that may be caused by the implementation of any of several project alternatives for the proposed West Santa Ana Branch Transit Corridor Project. We are aware that a number of project routes and configurations are being considered, and that the goal is to expand the regional public transportation network. Downtown districts such as El Pueblo and Chinatown could benefit greatly from such expansion.

However, we note that the proposed Alternative E, whether underground or aboveground, will involve construction on Union Station and perimeter lands, a known historic site and a known archaeological site. Past development in the area has revealed considerable archaeological evidence of past native, Spanish, Mexican, and Chinese American populations. Therefore, in light of the substantial historic resources that could be impacted, we request that:

1. full and thorough investigations, including defining the boundaries of such historic resources, in compliance with local, state, and federal requirements, be conducted, in order to disclose all potential adverse impacts, and that
2. appropriate mitigation measures be presented for public review prior to any final decisions made on the project alternatives.

In order to provide adequate public input on the potential impacts, it is requested that the California State Historic Preservation Officer (SHPO), the national Advisory Council on Historic Preservation, and the Chinese Historical Society of Southern California, be consulted early in the environmental review process.

We look forward to hearing further plans for the improvement of Metro's transportation network

Sincerely,

Susan G. Dickson
President



250 EAST FIRST STREET, SUITE 201, LOS ANGELES, CA 90012 ~ www.vistlittletokyo.com ~ PHONE (213) 880-6875

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August 24, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

Re: LTBA Scoping Comment - West Santa Ana Branch

Dear Ms. Wong:

As a community, Little Tokyo has a unique perspective when it comes to transportation issues, having experienced the challenges that can accompany transit-related pre-construction and construction with respect to the Regional Connector.

We in the Little Tokyo Business Association (LTBA) look forward to the day when the Regional Connector becomes operational. Along the way, we have learned the importance of mitigations and why it is critical for impacted communities like ours to continue to engage in meaningful dialogue with the Los Angeles County Metropolitan Transportation Authority (Metro) in a collaborative atmosphere.

Since 2004, the Little Tokyo Business Association (LTBA) has managed the merchant-based Little Tokyo Business Improvement District, which is comprised of more than 400 stakeholder businesses as well as cultural, arts, and religious institutions.

Little Tokyo, like many of the cities and communities along the West Santa Ana Branch corridor, is an environmental justice community. LTBA has been working for several years with Eco-Rapid Transit and its Board of Directors to share insights and advance toward achieving our mutual transportation and community development goals.

As supporters of Option E (Alameda underground ending at Union Station), we thank the Metro Board of Directors for approving Option E at its May 25, 2018 board meeting as one of two options to be carried into the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for further study. Further, LTBA representatives participated in updated scoping meetings.

We are pleased to be able to recommend that the following be included for study in conjunction with the EIS/EIR process:

LTBA Scoping Comment – WSAB (continued)

- 1) Consider a Little Tokyo WSAB station at the Regional Connector site along Alameda that would connect to the Regional Connector station platform (underground) with portals on either side of Alameda Street, one portal on the existing Regional Connector site and another portal on the eastside of Alameda.
- 2) Consider a station and portal on the existing Little Tokyo/Arts District Gold Line station on Alameda Street north of First Street between First & Temple Streets on the east side of Alameda Street and a second portal on the westside of Alameda Street. There could be minimal utility relocation since the Regional Connector tracks will be above the WSAB tracks.
- 3) Include escalators and/or elevators in the planning for both stations to facilitate access.
- 4) Review potentially negative impacts during station construction to small businesses on the east side of Central Avenue and neighboring Honda Plaza as well as the loss of convenient, affordable public parking that would be eliminated if the Little Tokyo station is sited where Office Depot currently exists on Alameda Street between First and Second Streets.
- 5) Achieve cost savings by building a station on existing Metro-owned property.

In making these recommendations, LTBA confirms its desire to continue supporting Metro's WSAB project goals to provide mobility improvements, support local and regional land use plans and policies, minimize environmental impacts on businesses and residents during construction, ensure cost effectiveness and financial feasibility, and promote equity.

We look forward to working with Metro.

Sincerely,



Masao Mike Okamoto
President



LITTLE TOKYO SERVICE CENTER

Positive Change for People and Places

231 E. Third Street, Suite G106, Los Angeles, CA 90013

Tel: 213.473.3030 | Fax: 213.473.3031 | www.LTSC.org

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

August 24, 2018

Re: West Santa Ana Branch EIR Scoping Public Comment Period

I am writing on behalf of Little Tokyo Service Center CDC as part of the public comment period in the scoping phase for the West Santa Ana Branch (WSAB) Transit Corridor. As a 38-year-old community based development corporation and social service provider in Little Tokyo, we want to express our analysis of what the EIR should pay special attention to. First and foremost, we strongly recommend that the EIR include an analysis on gentrification and displacement and to demonstrate how future stations will serve low income residents in the project areas to fully meet the project goal to “promote equity”.

At LTSC, we work daily with low-income residents, seniors and small businesses in Little Tokyo and the greater Los Angeles area. We have seen the cumulative negative impacts of multi-year construction of the Regional Connector and market rate developments in the area. We support the expansion of public transit, but are concerned about the negative impacts that occur during and after construction. Little Tokyo is a shrinking neighborhood which has faced many pressures from excessive real estate speculation and high land costs throughout a booming Downtown region. Our residents have expressed concern about the potential for increased noise pollution, air pollution, and street and sidewalk closures with options within Little Tokyo, such as Option E. The long time businesses have shared their concern of how to weather even more construction and real estate speculation impacts without suffering from displacement.

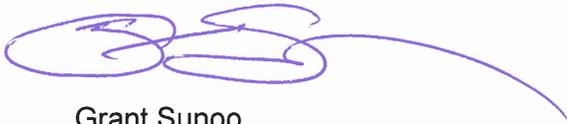
We are interested in seeing how both lines can be an added value to the already planned and in construction new Regional Connector and other rail lines. With Option G, we see the value of connection to the heavily used Blue Lines as well as serving the transit poor¹ South Park area of downtown while also anticipating large increase in residential units in the next few years. With Option E, we are very glad to see the line alternative going underground on Alameda. However, we do not support any potential “cut and cover” method of construction that would still significantly impact the neighborhood particularly with arterial streets or streets with large concentrations of small businesses that are not categorized as “industrial” by zoning standards. We also do not support any additional Metro land acquisition such as parcels including the Mangrove site (currently being used for Regional Connector construction). That parcel was formerly Little Tokyo and the community expects a community oriented mixed use project there.

¹ DTLA 2040 <http://www.dtl2040.org/>

As far as other mitigations, we especially support Metro hiring a community oriented consultant to aid in analyzing and breaking down information in the DEIR and FEIR and other technical documents to improve public participation. Furthermore, we expect similar mitigations for Little Tokyo and other small business and low income resident concentrated neighborhoods such as the Business Interruption Fund, shuttles and validated parking during major construction periods and community events. We also recommend that Metro look into studying smart parking or shared parking uses during construction as well as for future joint development.

We'd like to thank Metro for the extended public comment period for LTCC and appreciate this comment being taken into consideration for future EIR analysis and look forward to future community participation opportunities. I may be reached at gsunoo@ltsc.org or 213-473-1664 for any questions or follow ups on the project.

Sincerely,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Grant Sunoo
Director of Planning



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

August 24, 2018

RE: WSAB EIR Scoping Public Comment

On behalf of the Little Tokyo Community Council (LTCC) - the 501(c)(3) community coalition of businesses, residents, cultural, community, and religious institutions, and other vested stakeholders in the Little Tokyo community, I submit this letter as our public comment for the scoping period prior to the WSAB team undergoing the environmental studies process. LTCC represents the unified voice and fights for the best interests of historic Little Tokyo – a community that at 134 years old is the second oldest neighborhood in Los Angeles, and one of three remaining historic Japantowns in the nation.

First, before detailing our comments as it relates to the environmental process, we wish to thank the Metro staff team for being responsive to Little Tokyo concerns during the previous scoping period, and creating new Northern Alignment alternatives that mitigate many of the issues identified by the Little Tokyo community. We were gratified to see this quick reaction, and felt it was a positive step for the relationship and community engagement between Metro and Little Tokyo. However, during this current scoping process, we must emphasize how disappointed, frustrated, and upset we are with how outreach and engagement with Little Tokyo was handled. We still strongly believe that a second scoping meeting should have been held in Little Tokyo, given that one of the two remaining Northern Alignments to be studied is would be constructed directly within our historic neighborhood. We are also frustrated with the breakdown of communication and process as this was worked out – many Little Tokyo stakeholders did not go to the only downtown scoping meeting with the expectation that there would be a second meeting in Little Tokyo, and once the briefing meeting was canceled without anything rescheduled, these folks therefore had their voices disenfranchised by Metro's decisions. We therefore feel Little Tokyo has not had adequate access and opportunity to comment on a project that could possibly add further years of construction in our community, which is currently at nearly 15 years of nonstop Metro construction. We urge the Metro team to work closer with our community in the future, and make every effort to empower and encourage community voices in your process.

Throughout April, LTCC conducted a series of community meetings and discussions with stakeholders on and east of Alameda, with businesses, and with the Little Tokyo community through a community forum, as well as within our own committees, general membership, and LTCC Board. These meetings hosted a wide array of the many different Little Tokyo stakeholders – church and temple members and leaders, residents, business owners, representatives from the different community and cultural organizations, and various community leaders. In these meetings, we found the by and large, our community is worried about utility construction (and pre-construction work such as utility relocation) in Little Tokyo – even if the rail line is underground, opposed to further traffic impacts, and worried about the gentrifying impacts of yet another rail line through Little Tokyo – namely, rising land value leading to higher rents, speculative development, property flipping, further

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.



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displacement of small and legacy businesses, and new developments out of scale and character motivated by or connected to the transit-oriented development at each station. Many community members also opined that through the Metro Regional Connector, Little Tokyo's transit access needs would be met, and the costs to our community and stakeholders outweigh any benefits that another station and rail line would bring.

For the two remaining alignments of WSAB to be studied during the environmental process, LTCC currently does not have a position stating a preference for one of the two remaining routes. However, we have the following comments with thoughts, concerns, priorities, and requests as it relates to each route.

Route G:

In our conversations and outreach leading up the May MTA Board decision in which the MTA board voted to narrow down the 8 Northern Alignment alternatives down to two routes, LTCC found many of our stakeholders – particularly businesses and cultural and religious institutions that have been deeply impacted by the past 15 years of construction to prefer this route, as it does not come through or impact the Little Tokyo community.

The primary reasoning for this support is that Route Alternative G keeps further construction, traffic, and gentrification impacts away from Little Tokyo, still provides access to the line via a connection from the Regional Connector, and would be a better project for Downtown by connecting to the Transit Core and a major hub for jobs, entertainment, and local tourism. Given that it does not come through our neighborhood, we do not have any comments to offer about the construction of this route or any possible mitigations. We support the analysis Metro has offered as it relates to Route G.

Route E:

While there are many folks in our community who have expressed that we have enough access to transit, enough rail stations, and have had enough Metro construction, there are also a few in our community that support a WSAB station in our neighborhood (and/or the larger vision of the WSAB line as it relates to the plans of Eco-Rapid Transit), and therefore support Route E.

For the studies and considerations of Route E, we offer the following concerns, issues, and requested mitigations:

- **Construction:**

- Absolutely no taking of private land for the project
- Absolutely no above ground impacts in Little Tokyo, including utility relocation and other pre-construction work
- Mangrove site is off limits – no easements or property takes allowed
- Metro must fix the Commercial St / Alameda intersection which already gets backed up due to the Express Lane
- Pedestrian access must remain open on both sides of a street at all times
- We are opposed to cut and cover construction through Little Tokyo
- We would only accept stations that are subterranean

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- Should any work be deemed a public safety (not economic or cost or schedule) to do above ground work, absolutely no full street closures including nights and weekends
- **Development**
 - We are concerned about any major Transit Oriented Development that would be out of character and scale with Little Tokyo, but would be happy to discuss a situation that involves equitable development that is open and accessible to a range of residents and users. We only want development that enhances and integrates into the character of LT.
 - We understand this project is utilizing a P3 method – we do not want to see land rights in Little Tokyo given to financiers or developers as part of these negotiations.

In addition to Metro’s standard **mitigation** measures, Little Tokyo has a number of mitigations that we are seeking, should this project move forward with a route that goes through and/or affects Little Tokyo:

- Hire a community oriented consultant for Little Tokyo to support in analyzing and sharing information in EIR and other technical documents for better public participation
- **A Business Interruption Fund with the following improvements:**
 - As we learned through construction of the Metro Regional Connector, even with mitigations and a Business Interruption Fund (BIF), business will regardless be impacted on this project, and many will be displaced. **Therefore, the current pilot of the Regional Connector BIF should be concretized into formal policy, and expanded so that it provides assistance to the entire Little Tokyo neighborhood.**
 - This means the BIF would consider Little Tokyo as a contiguous, whole neighborhood, rather than a piecemeal approach made up of disconnected blocks. The “directly adjacent” approach of the Regional Connector BIF has rendered many of the small businesses in Little Tokyo ineligible to receive funding, despite being similarly impacted by street closures and construction.
 - This would also mean businesses in the neighborhood’s contiguous boundaries are able to apply during the entire duration of construction and “pre-construction” work, starting from utility relocation until all street closures have finished.
- Money to continue the marketing of the Little Tokyo neighborhood – continuing the Go Little Tokyo program, which is currently subcontracted to CARS
- Money into a community fund to support Little Tokyo and help offset the visual, noise, and air impacts that cannot be mitigated through any other measures. We request \$50 million for this fund.
- A Legacy Business Fund – as a separate fund from the BIF - which supports the historic, legacy small businesses in Little Tokyo



Little Tokyo Community Council
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Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

- A small business incubator – given that the BIF is only for businesses that have been around for at least two years, and that the first few years for a business are the hardest, a Metro-funded small business incubator would increase retention for new small businesses.
- Continue and increase the budget for a LT small business counselor to support businesses before, during, and after construction with both Metro programs like the BIF and other forms of support
- As with the Metro Regional Connector – a parking validation program sponsored by Metro that supports the businesses and institutions during the parking shortage and construction impacts
 - Metro must substantially invest in smart parking for the neighborhood or an alternative that allows for better parking use including a local return to the community
- Wayfaring signs, notices, and maps for pedestrians and cars to help navigate street closures, construction, and detours.
- Affordable housing and equitable development as a requirement to all joint-development TOD projects.
- Mitigations for air quality impacts
- Proper translation and interpretation for all meetings with the Little Tokyo community
- Ongoing frequent communication, coordination, and meetings with the Little Tokyo community
- Strong coordination and communication between overlapping MTA, city, regional, and development projects that all impact this area

Per our negotiations and agreements with Metro and the Downtown Regional Connector project, LTCC reminds Metro that in addition to being the second oldest neighborhood in Los Angeles, one of three remaining historic Japantowns in the United States, and one of fourteen recently state-designated California Cultural Districts, Little Tokyo was also deemed during the Findings of Facts that we are an environmental justice community, and “certain mitigations must be implemented to offset impacts”

(https://media.metro.net/board/Items/2014/07_july/20140717conitem61.pdf). This Metro document goes on to direct Metro that Little Tokyo, as an Environmental Justice community, requires “specific strategies and programs to mitigate the impacts of construction of the Regional Connector Transit Project on Little Tokyo's culturally-specific and independent businesses, cultural facilities and institutions which are central to maintaining and fostering the community's continued vitality, identity and cultural preservation.”

Our community knows all too well both the opportunities, as well as the threats, that new rail lines pose. The plan to build another new line – just a decade after the Gold Line opened, and only halfway through the construction of the Regional connector – is an inordinate amount of pressure upon our historic community that is already fatigued from transit construction. Little Tokyo is not against public transportation – but after at least

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.



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fifteen years of construction from the Gold Line and the Regional Connector in the heart of our historic neighborhood, we have witnessed firsthand the impacts that rail brings even with a decently strong mitigation program, such as the displacement of historic, legacy small businesses, speculation, hyper-development, and other changes that threaten the cultural character and integrity of our historic neighborhood.

Again, we are grateful that Metro addressed our previous concerns with the four original Northern alignments. We remain more than happy to work with Metro to find a solution that benefits both the goals of the West Santa Ana Branch line, and supports rather than disrupts Little Tokyo's future. To that end, we also are requesting any information about what other existing and future projects Metro is planning in and/or around the Little Tokyo community.

Thank you, and we look forward to working with Metro staff further on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Fukushima'.

Kristin Fukushima
Managing Director, Little Tokyo Community Council

CC: County Supervisor Hilda Solis, 1st District
Waqas Rehman
Councilmember Jose Huizar, Council District 14
Nate Hayward
Edna Degallado
Joella Hopkins
Katie Kiefer
Representative Jimmy Gomez, 34th Congressional District
Assemblymember Miguel Santiago, 53rd Assembly District
Laura Cornejo, Metro
Julia Brown, Metro
Teresa Wong, Metro



Chinese Historical Society
of Southern California

南加州華人歷史學會

411 Bernard Street, Los Angeles, CA 90012

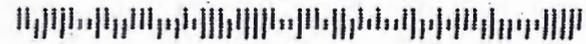
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TERESA WONG
PROJECT MANAGER, METRO
ONE GATEWAY PLAZA M/S 99-22-4
LOS ANGELES CA 90012

90012-374599





Chinese Historical Society
of Southern California

南加州華人歷史學會

August 24, 2018

VIA EMAIL AND POSTAL MAIL

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles CA 90012

Re: Scoping comments for Draft EIR, West Santa Ana Branch Transit Corridor Project

Dear Ms. Wong:

It is our understanding that Metro will be commencing studies for the environmental impacts that may be caused by the implementation of any of several project alternatives for the proposed West Santa Ana Branch Transit Corridor Project. We are aware that a number of project routes and configurations are being considered, and that the goal is to expand the regional public transportation network. Downtown districts such as El Pueblo and Chinatown could benefit greatly from such expansion.

However, we note that the proposed Alternative E, whether underground or aboveground, will involve construction on Union Station and perimeter lands, a known historic site and a known archaeological site. Past development in the area has revealed considerable archaeological evidence of past native, Spanish, Mexican, and Chinese American populations. Therefore, in light of the substantial historic resources that could be impacted, we request that:

1. full and thorough investigations, including defining the boundaries of such historic resources, in compliance with local, state, and federal requirements, be conducted, in order to disclose all potential adverse impacts, and that
2. appropriate mitigation measures be presented for public review prior to any final decisions made on the project alternatives.

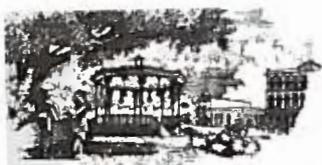
In order to provide adequate public input on the potential impacts, it is requested that the California State Historic Preservation Officer (SHPO), the national Advisory Council on Historic Preservation, and the Chinese Historical Society of Southern California, be consulted early in the environmental review process.

We look forward to hearing further plans for the improvement of Metro's transportation network

Sincerely,

Susan G. Dickson
President

411 Bernard Street, Los Angeles, CA 90012 (323) 222-0856 email: chssc@hotmail.com website: www.chssc.org



El Pueblo de Los Angeles

Historical Monument

125 Paseo de la Plaza, Suite 400
Los Angeles, California 90012

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Teresa Wong
Project Mgr. Metro
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Los Angeles, CA. 90012

SCOPING COMMENTS 9001233745 0057



CITY OF LOS ANGELES

CALIFORNIA



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MAYOR

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JESSICA P. ESTRELLA
JACQUELINE LE KENNEDY
DAVID W. LOUIE
JESSE MAREZ

EL PUEBLO DE LOS ANGELES HISTORICAL MONUMENT

CHRISTOPHER P. ESPINOSA
General Manager

125 PASEO DE LA PLAZA, SUITE 300
LOS ANGELES, CA 90012

TEL: (213) 485-6855
TDD: (213) 473-5535
FAX: (213) 485-8238

August 23, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles California 90012

Subject: Scoping Comments – West Santa Ana Branch Transit Corridor

On August 9, 2018, the Board of Commissioners for El Pueblo Historical Monument received a briefing regarding the West Santa Ana Branch Transit Corridor project. The proposed 20-mile light rail transit line will connect the communities of southeast Los Angeles County with downtown Los Angeles. During the presentation, the Commission was informed that the Metro Board selected two Northern Alignment options -- Option E (Alameda Underground) and Option G (Downtown Transit Core) -- to be carried into the Draft Environmental Impact Study/Environmental Impact Report for further study.

The Board of Commissioners would like to express support for Option E (Alameda Underground) as the northern alignment for the project. The development of a light rail terminus in front of Union Station and across the street from El Pueblo Historical Monument would likely increase visitation to the City's birthplace, where guests may shop, dine, and visit our free museums and cultural activities.

The Board of Commissioners would also like to highlight the likelihood of encountering archaeological deposits adjacent to Union Station from native populations, the Spanish and Mexican historical periods, as well as from the Old Chinatown community. We encourage Metro to take special care in dealing with any archaeological records encountered during the project.

The Board of Commissioners are excited about this public investment in our transportation network. Our collaboration with Metro on the Union Station Forecourt and Alameda Esplanade project is continuing as we both prepare for future rail expansion throughout Los Angeles County.

Sincerely,



Robert Vinson, President

Board of Commissioners - El Pueblo de Los Angeles Historical Monument

Appendix N.6

Pre/Post Meeting Comments

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization:

DIANE NAKAGAWA

Address:

222 S Central Ave #339 L.A. 90012

Phone/Cell:

310-572-1975

Email:

dinakagawa@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I attended the July 24 meeting at the Los Angeles Athletic Club at 4:00. The presentation was well done, and the maps and information gave me an overall picture of the project. I also would prefer Alternative E and hope that within my lifetime (I am 72 now) I will be able to travel from Union Station to the Bay Area using High Speed Rail

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Meetings – July 2018
Comment Sheet

Name/Affiliation/Organization: SURESH OGATA
Address: 222 S. CENTRAL AVE
Phone/Cell: 213 626 7347
Email: rsharant@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

My favorite is best for all of our community
E

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Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



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Metro

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GLORIA E. REID
19635 SEQUOIA AVE
CERRITOS, CA 90703

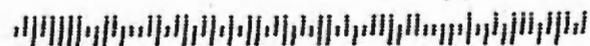
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

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- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: GLORIA E. REED

Signature: Gloria E. Reed Date: _____

Fields
9645 Sequoia Ave
Lerritos, CA 90703

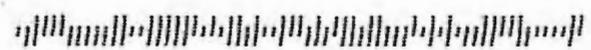
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Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: Robert Fields

Signature: Robert Fields Date: 7-30-2018

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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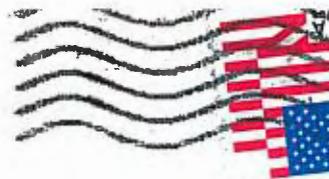
Name: MARGARET C. FIELDS

Signature: Margaret C. Fields Date: July 30, 2018

KENNETH REID JR
19635 SEQUOIA AVE
CERRITOS, CA 90703

LOS ANGELES CA 900

31 JUL 2015 PM 14 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-2952 C057



July 30, 2018

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Thank you,

Cerritos resident

Name: KENNETH REID JR

Signature: Kenneth Reid Jr Date: _____



Cw Van Der Linden
19629 Sequoia Ave.
Cerritos, CA 90703



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ARTESIA, CA
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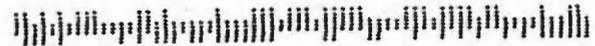
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001283745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

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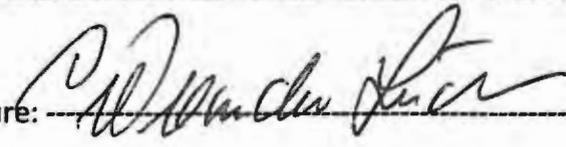
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Thank you,

Cerritos resident

Name: CORNELIS VAN DER LINDEN

Signature:  Date: 7/30/18

Len Goldsmith
11432 South St. #612
Cerritos, CA 90703

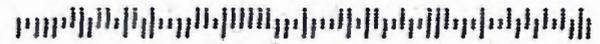
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 C057



Len Goldsmith
19303 Wiersma Avenue
Cerritos, CA 90703

August 1, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject:

Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project

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Len Goldsmith

 Kenneth Skube
12358 Paseo Dr
Cerritos, CA 90703

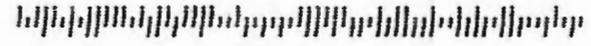
LOS ANGELES CA 9001

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: Kenneth Skube

Signature: Kenneth Skube Date: 08/01/2018

Barbara Filippone
12434 Viarna Street
Cerritos, CA 90703-7731

HONOLULU HI 968

01 AUG 2018 PM 5 L



LA County Metropolitan Transportation Authority
Attn: Ms. Teresa Wong, Project manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles CA 90001-2204

12434 Viarna St.
Cerritos CA 90703
July 31, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Dear Ms. Wong:

For the past several years, I have been concerned about Metro's plans for a Santa Ana transit corridor. I have attended numerous meetings, the last being the one at the Cerritos Performing Arts Center. We did ask some questions and voice some concerns that evening, but they were never really addressed, Hence this letter to you.

We were initially informed that there would be limited ridership in the section from the Orange County border to Bellflower, only 25,000 riders each year. This seems hardly worth the expense, construction and all the associated problems. Having a station in the middle of a residential neighborhood is not practical.

In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant. We have lived in our home since 1973 and know first-hand the problems caused by trains. Some of these are:

We would definitely experience an invasion of privacy with passengers having a clear view into our backyard. Giving strangers a clear view into our yard will lead to an increase in crime. We have already experienced several burglaries and are very fearful of being vulnerable to more.

The noise level would be unacceptable. And trains, even a single engine that we experienced in the past, cause a great deal of vibration, very akin to an earthquake with possible damage due to repeated shaking.

Dust pollution would be a significant problem. Again, even with a single engine in the past, our upstairs rooms that face the tracks were covered in dust. Keeping all our windows closed all day, every day, is not a viable solution.

Street traffic would increase due to the frequency of trains across busy thoroughfares.

Our home value would drop dramatically. This is our retirement investment and this decrease would impact us greatly. This situation is supported by value decline experienced by homeowners in Santa Monica and Pasadena whose properties are next to the tracks.

We currently have other rail options and busses that serve our area, busses that are never full. This new rail line is a duplication of services and a waste of money.

I am opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you for your consideration.

Yours truly,

A handwritten signature in blue ink that reads "Barbara Filippone". The signature is written in a cursive style with a large initial 'B'.

Barbara Filippone

Thomas L. & Darlene M.
Chestnut
19527 Rainbow Court
Cerritos, CA 90703

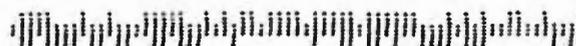
LOS ANGELES, CA 900

02 AUG 2018 PM 8 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 C057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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Thank you,

Cerritos resident

Name: Tom & Darlene Chestnut

Signature: Tom & Darlene Chestnut

Date: 8/2/2018

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 6:55 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#8]

Name/Nombre/??/?* Andrew Fox

Email Address/Correo andrew.ellis.fox@gmail.com

Electronico/E??*

Street



Address/Domicilio/?: 12820 Sunset Blvd.

Los Angeles, CA 90049

United States

COMMENTS and/or QUESTIONS:

Option G ending at 7th/Metro is the best. It ends in central downtown with connections to all other rail and you can reach Union Station easily by transferring there. It will add a station in the fashion district, where a lot of growth downtown is happening, and it adds an additional station to the map, which other alternatives do not. It adds a route across the center of downtown that currently doesn't exist, so increases utility of those moving within downtown itself--this benefits the central cities region, which is ultimately funding this leg (the South Bay regions shouldn't get to make decisions for both segments) and so enhances regional equity. There's not a lot of utility going to Union Station--that is a transfer point, not an end destination.

Option G can also be extended west along Santa Monica Blvd. to serve dense communities--Metro should plan for the future extension of the line, and an extension of Option G has more utility than an extension through Union Station.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 8:43 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#9]

Name/ *Nombre*/??/?? *

Ken Suang

Email Address/ *Correo Electronico*/E??? anon343@yahoo.com

*

COMMENTS and/or QUESTIONS:

I dislike the routes being considered for the West Santa Ana Branch. It seems like a waste for the train to run parallel to the Blue Line. If I wanted to go to the Blue Line, I would have gone on the Green Line and transferred to the Blue Line. Instead, passengers should go north directly to the Gold Line. This will give more passengers access to Metro. Many cities are bypassed with the proposed route like Vernon and Commerce. It's better to reach untapped routes than join into already served routes.

----- Original Message -----

From: Scott Yamabe [scott@socalflowermarket.com]

Sent: 7/19/2018 9:13 AM

To: wsab@metro.net

Subject: New Line

Dear Ms. Wong,

I am writing to lend our support to have the new rail-line run through 7th Street. As you may have heard, the Southern California Flower Market is in the entitlement process to redevelop our 4 acre property into a state of the art mixed-use project. The project would maintain the iconic flower market but also include 325 loft-style apartments, creative office, a large food & beverage hall (similar to Grand Central Market), a special event center, retail and a lot of open-air green space.

In addition to our project, the parking lot across the street from us on Maple and 7th has been approved for the construction of a new 550 unit apartment/33 story building. Virtually overnight, our neighborhood will be transformed into a vibrant and economic center. Once our projects take root, several other property owners in our district as well as our neighbors to the East will certainly follow our lead once the Community Update Plan takes effect. When you look at a map, the only underdeveloped areas (and ripe for new development) in DTLA is the area East of San Pedro Street.

With the above in mind, it would make the most sense to have the line run through 7th Street to connect the City and rejuvenate a lot of the blighted and dilapidated areas of DTLA.

Thank you for your time and please feel free to contact me should you have any questions.

Best Regards,

Scott Yamabe

SoCal Flower Market

Executive Vice President

755 Wall St.

Los Angeles, CA 90014

213-627-2482 x222

www.socalflowermarket.com

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/20/2018 4:16 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#13]

Name/ *Nombre*/??/?? *

Alexandrea Macias

Email Address/ *Correo Electronico*/E??? a_macias1990@yahoo.com

*

GLORIA E. REID
19635 SEQUOIA AVE
CERRITOS, CA 90703

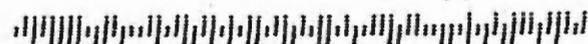
LOS ANGELES CA 900

31 JUL 2018 PM 11 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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Los Angeles, CA 90012-2952

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Dear Ms. Wong:

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To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: GLORIA E. REED

Signature: Gloria E. Reed Date: _____

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization:

DIANE NAKAGAWA

Address:

222 S Central Ave #339 L.A. 90012

Phone/Cell:

310-572-1975

Email:

dinakagawa@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I attended the July 24 meeting at the Los Angeles Athletic Club at 4:00. The presentation was well done, and the maps and information gave me an overall picture of the project. I also would prefer Alternative E and hope that within my lifetime (I am 72 now) I will be able to travel from Union Station to the Bay Area using High Speed Rail

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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Maureen Bakkers
 19623 Sequoia Ave.
 Cerritos, CA 90703-7738



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Mailstop:
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Sender:
 MAUREEN BAKKERS

08/06/18 13:19

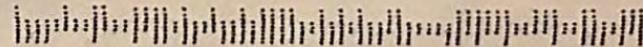
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080630131914

LA County Metropolitan Transportation Authority
 Attention: Ms. Teresa Wong
 Project Manager
 One Gateway Plaza
 Mail Stop: 99-22-4
 Los Angeles, CA 90012-2952

9001283745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

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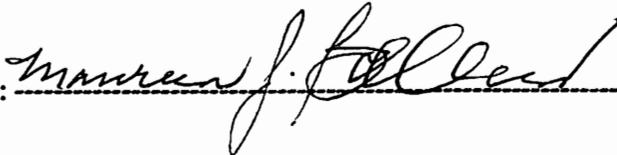
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It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: MAUREEN V. BAKKERS

Signature:  Date: 8/1/18

West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Meetings – July 2018
Comment Sheet

Name/Affiliation/Organization: SURESH OGATA
Address: 222 S. CENTRAL AVE
Phone/Cell: 213 626 7347
Email: rsharant@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

My favorite is best for all of our community
E

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

From: Wufoo [no-reply@wufoo.com]
Sent: 7/4/2018 11:10 AM
To: wsab@metro.net
Subject: West Santa Ana Branch Transit Corridor [#202]

1. Where would you prefer to end/begin in downtown
(Downtown Transit Core, Union Station, Arts District)?

Union Station or somewhere near
another transit hub.

*¿Dónde preferiría terminar/comenzar en el centro (centro de
transportación, Union Station, Distrito de las Artes)?*

????????????????/??

2. Are there destinations beyond you ultimately want to reach?

Cerritos.

*¿Hay destinos más allá de los que en última instancia desea
alcanzar?*

????????????????????????????????

3. What are your comments on the new Northern Alignments?

Honestly, I don't care. There will be
some people inconvenienced at the
expense of helping much more people

*¿Cuáles son sus comentarios sobre las nuevas Alineaciones
del Norte?*

????????????????????????????????

Name/ Nombre/??/?? *

Patrick Sawyer

Email Address/ Correo Electronico/E??? *

patrickssawyer@gmail.com

Street Address/ Domicilio/??:



1428 Grandview Avenue
Glendale, CA 91201
United States

From: Matthew Hartzell [matthew.hartzell@gmail.com]

Sent: 7/10/2018 10:35 AM

To: wsab@metro.net

Subject: WSAB planned headways

Hello,

My name is Matthew Hartzell and I am a researcher at the UCLA Lewis Center working on a project on behalf of the Urban Land Institute and Metro.

I am trying to determine what the planned peak headway time will be on the future West Santa Ana Branch. Is this information that you are able to share with me?

I need the same thing for the Crenshaw Line as well.

Thank you

Matthew Hartzell
UCLA Lewis Center

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 2:55 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#5]

Name/Nombre/???* Dixie Primosch

Email Address/Correo dixiedlp@msn.com

Electronico/E??*

Street



Address/Domicilio/??: 11247 Park St.

Cerritos , California 90703

United States

COMMENTS and/or QUESTIONS:

I oppose surface light rail project thru Cerritos. I support underground or Mag Lev type rail. I oppose a station here in Cerritos—especially oppose station on Studebaker nears Artesia as this is very close to both Gahr High & Valley Christian High School. Crossing gates at this location & also Gridley @ 183rd would be unsafe to student walking to school. Also the noise from rail on rail & announcement of stations announcements are loud enough to disrupt classes. As both of these routes are active arteries (i.e. Studebaker & Gridley) are major street to the Cerritos Mall, it would cause major back ups which would deter people coming to shop at the mall, as well as the Cerritos Auto Mall—resulting in loss of major income to the City of Cerritos. As a 45year resident of Cerritos who has been here when the train came thru on this route, I was glad to see it end. Many long time residents remember the noise & inconvenience of railroad crossings. We don't want to go back in time!

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 9:53 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#2]

Name/*Nombre*/??/?/?? Eliot Phillips

*

Email eliot@robotskirts.com

Address/*Correo*

*Electronico/E???**

COMMENTS and/or QUESTIONS:

West Santa Anna Branch public comment

I'm excited to see these plans develop. I plan on traveling from Highland Park to the Arts District. Routes that terminate at Union Station are best for that since now often the shortest path is a bus through skidrow. Ending the WSAB at Union Station also reduces the number of connections someone has to make before arriving at our region's transit hub. Other routes would put more pressure on the red, purple, and regional connector while taking the alignment all the way to Union Station brings people directly to more bus and train options.

Thank you for your time and good luck with the project!

Eliot

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 2:33 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#4]

Name/Nombre/??/?* Esteban McKenzie

Email Address/Correo estebanmck@gmail.com

Electronico/E??*

Street



Address/Domicilio/?: 3117 E 65th St

Long Beach, CA 90805

United States

COMMENTS and/or QUESTIONS:

BOTH: expensive tunneling through DTLA. Priority to assure direct connections to EVERY line going through DTLA to get the most utility possible.

Option E:

Good. Provides connections to Blue & Expo at 1st/Central and Red & Purple at Union Station. This will spread out transfers without funneling through one connecting point

Bad: Transferring in Union Station is lengthy and cumbersome, it is such a big station. Also fewer jobs in the direct vicinity of Union Station than the "transit core"

Option G: Depends on the design of the stations. THIS IS KEY!

At Flower MUST be connecting tunnels to BOTH Blue & Expo, and Red & Purple

Negative – All transfers to Expo, Red & Purple, as well as some to Blue go through one station = crowding

Pershing Square – Has connection to the Blue line further south, and the Red & Purple at Pershing, but

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 12:55 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#3]

Name/Nombre/??/?* Yong Shin

Email Address/Correo yongxshin@gmail.com

Electronico/E??*

Street



Address/Domicilio/?: 12229 Creekwood Ave.

Cerritos, CA 90703

United States

COMMENTS and/or QUESTIONS:

My entire family and most of my neighbors are vehemently opposed to this project.

I have lived at this address for over 25 years, and can remember vividly what it used to be like when the same railroad you are planning to use again was operational.

Multiple times a day, our entire house would shake violently every time the trains went by. Electrical appliances would constantly break, objects not locked down would fall, and we used to worry that the homes in our neighborhood (almost a century old at this point) would suffer structurally as a result of the daily train movement.

I understand that as an area of rather diverse minorities that are least likely to take measurable action towards stopping this route from happening, it may seem like an ideal route. However, we will not stand for daily property damage (not to mention 6 years of construction noise RIGHT behind our back yards, before we have to deal with rail related noise every day) without properly litigating all damages.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 8:43 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#9]

Name/ *Nombre*/??/?? *

Ken Suang

Email Address/ *Correo Electronico*/E??? anon343@yahoo.com

*

COMMENTS and/or QUESTIONS:

I dislike the routes being considered for the West Santa Ana Branch. It seems like a waste for the train to run parallel to the Blue Line. If I wanted to go to the Blue Line, I would have gone on the Green Line and transferred to the Blue Line. Instead, passengers should go north directly to the Gold Line. This will give more passengers access to Metro. Many cities are bypassed with the proposed route like Vernon and Commerce. It's better to reach untapped routes than join into already served routes.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 1:19 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#10]

Name/ Nombre/??/?? *

Kit Chan

Email Address/ Correo Electronico/E???

kitlchan@yahoo.com

*

Street Address/ Domicilio/??:



12537 Bayberry Circle

Cerritos, California 90703

United States

COMMENTS and/or QUESTIONS:

I strongly object to put a Light rail station at Bloomfield even it is considered as optional right now.

1. the surrounding area is mainly residential with one business entity, not much foot traffic.
2. the light rail will generate too much noise for the residents.
3. crime rate will go up with so many new faces in and out of the area.

Thank you for your considerations!

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 12:04 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#7]

Name/*Nombre/??/??** Matt Mason

Email Address/*Correo* mattwmason@yahoo.com

*Electronico/E???**

Street



Address/*Domicilio/??*: 916 Georgia St Apt 105

Los Angeles, California 90015-1336

United States

COMMENTS and/or QUESTIONS:

As a longtime downtown resident, I strongly support the "G" option to 8th/ Flower. This would provide a new one-seat ride from South Park to the Arts District, strengthening downtown as a transit-friendly place where a car is not necessary. It would also add a new station in the rapidly-growing and already dense transit desert of the Fashion District.

It would lead the line directly into the heart of downtown, with transfers to all metro lines. The station at 8th street would also open additional pedestrian access to an expanded 7th St/Metro Center station south of 7th Street. The western expansion option toward the dense, transit-underserved neighborhoods of City West/ Westlake is another advantage of this option.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/18/2018 4:07 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#12]

Name/ Nombre/??/?? *

JOE ANCEWICZ

Email Address/ Correo Electronico/E???

joancewicz@hotmail.com

*

Street Address/ Domicilio/??:



10357 RUFFNER AVE

GRANADA HILLS, CA 91344

United States

COMMENTS and/or QUESTIONS:

Route G into downtown would be optimal...hopefully hooking up the the blue line and expo line to make a seamless line.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/22/2018 3:47 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#14]

Name/ Nombre/??/?* Angela Artman

Email Address/ Correo rubi_leigh@yahoo.com

Electronico/E??*

Street



Address/ Domicilio/??: 9707 Cedar Street 24
Bellflower, Ca 90706

COMMENTS and/or QUESTIONS:

From what I see, it's coming across Lakewood, Clark, Bellflower and Woodruff... there is no way that can be good. And I truly feel terrible for the homes along the route... the new homes between Lakewood and Clark near the bike path, the mobile home park between Clark and Bellflower, the newer homes by the bike path between Bellflower and Woodruff.... and the homes on the east side of Woodruff along the bike path... the noise, trash, etc. I feel really bad for the home owners. I drive through a lot of cities with the metro running through for work. It's not pretty and the traffic is terrible. (My post on Facebook during a discussion on this subject)

I do not want to see the metro come through Bellflower. I believe it will only bring traffic, noise, yeah and graffiti and be a horrible nuisance to the home owners whose homes are extremely close to the proposed route. It also runs right along our bike path & will cause people to stop using it. I'm not that only one that feels this way

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/22/2018 8:32 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#15]

Name/Nombre/???* bobby guevara

Email Address/Correo bguevara2648@gmail.com

Electronico/E??*

Street



Address/Domicilio/?: 3069 Hope St

Huntington Park, California 90255

United States

COMMENTS and/or QUESTIONS:

hello,

i would like to express my interest in connecting the wsab to the downtown transit core. the gateway community, continuing to the oc, already has access to union station via metrolink. this is why i believe that terminating at the transit core would allow for more connection to the city as a whole. much of the city has been developing westward (expo line, purple line, crenshaw line) and connecting closer to these locations would allow for more efficient travel times. commutes from downtown are unbearable due to the existing infrastructure (east la interchange, la river, 710 freight corridor) which makes the wsab location even more influential. furthermore, i believe that an eventual extension to glendale & burbank could serve the city as a whole, and would be made possible with a route towards the downtown transit core. the lack of connection to the east side would be an issue but could be addressed down the line via an eventual eastern la north/south branch.

thank you.

Ms Teresa Wong,

I have attended the July meeting concerning the WSAB project in Cerritos. I was surprised to learn that you are considering the "Optional Bloomfield alignment & station"

As I understand, the project is trying to utilize the existing abandoned railroads passing through the city. Please note that the City of Cerritos has grown without the track for years. Stopping the traffic for the train passing through a major artery like Bloomfield Ave to serve a single department store may not be the best idea. Just because it is there, does not mean that you have to use it. They are ABANDON for a reason. There are other routes that can serve the community better.

Yes, the Bloomfield station is in optional proposed state. My suggestion, DON'T EVEN THINK ABOUT IT - EVER.

Sid (resident of the City of Cerritos)

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/25/2018 11:17 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#16]

Name/ Nombre/??/?? *

Mario Anderson

Email Address/ Correo Electronico/E???

marioander2@gmail.com

*

Street Address/ Domicilio/??:



14905 South White Ave.

East Rancho Dominguez, CA 90221

United States

COMMENTS and/or QUESTIONS:

Please leave little Tokyo alone. Theyve had enough. 7th is too dense. I worry about connecting at Pershing square. I would love to have it at 4th And flower the spot the regional connector was supposed to have one. If it's not feasible just connect to pershing square and leave little Tokyo and 7th and metro alone.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/26/2018 3:26 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#17]

Name/ Nombre/??/?? * Antonio Edward

Email Address/ Correo antonio@shiz.tv

Electronico/E??? *

Street



Address/ Domicilio/??: 1710 Ute Trl #B

Harker Heights, TX 76548

United States

COMMENTS and/or QUESTIONS:

Hello.

Looking at the latest project map, I am seeing that the north terminus will be all underground. Maybe it is the map that was drawn but I would love for the Alameda option to hop on the current track system for current Gold Line, future Blue Line to make a stop at Gold Line (future Blue Line) Union Station. The last stop will be Chinatown Station. Now I know this will block some of the traffic for Gold Line (future Blue Line) going to the foothills, so the storage yard located north of Chinatown will be the turnaround point.

I am thinking of a light construction of where the West Santa Ana Line will continue north on current Gold Line tracks, change track near the current storage yard and go onto a layover track. The driver can then move to the opposite side and drive the train back to Chinatown Station, Union Station, and then south along the proposed West Santa Ana Line. I believe this will be a more valued situation than the current proposal.

----- Original Message -----

From: Paul Buckley [pbmusic@mac.com]

Sent: 7/26/2018 1:16 PM

To: wsab@metro.net

Subject: Scoping Comment

My name is Paul Buckley. I own and operate a recording studio located at 1424 Newton Street, 90021, which I think is about 300-400 feet from the proposed train line. I'm a vocal proponent of transit investments and I strongly support the continued expansion of Metro's train system via the WSAB Transit Corridor Project. However, my business is extremely sensitive to acoustic disturbances and ground-borne vibrations. We've constructed the studio in such a way that ordinary traffic in the vicinity, including freight trucks, is seldom an issue, but we've noticed that vibrations and mechanical impacts of the kind generally associated with heavy construction can still be a significant disruption.

We'd like to be kept informed about what remedies will be available in the event that construction noise impacts our business, including eligibility for the Business Interruption Fund, any specific mitigations we can request with respect to the techniques used at the construction site, duration and work hours, and possible temporary relocation. Please feel free to share our contact information with Metro's engineering staff or contractors who can provide technical information about projected impacts, or with similar businesses who have been impacted by other projects and who can share their experiences and solutions.

Thank you!

Paul Buckley
Tangent Recording
1424 Newton St.
Los Angeles, CA 90021
213-747-0338

McAdams
19619 Sequoia Ave.
Cerritos, California
90702

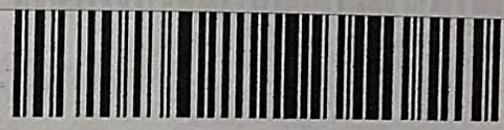
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DELIVERY**

TERESA WONG

Mailstop:
99-22-9

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Sender:
MCADAMS

08/03/18 12:52

1 of 1



080330125201

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

**RESTRICTED
DELIVERY**

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: CLIFFORD McADAMS

Barbara McAdams

Signature: Clifford McAdams Date: 7/31/18

Barbara McAdams July 31, 2018

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

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Thank you,

Cerritos resident

Name: CORNELIS VAN DER LINDEN

Signature:  Date: 7/30/18

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: Martha A. vander Linden-Davila

Signature: Martha A. vander Linden-Davila Date: 7-30-2018

----- Original Message -----

From: Matt Ruscigno [mattruscigno@gmail.com]

Sent: 7/31/2018 10:26 AM

To: wsab@metro.net

Subject: comment on WSAB transit corridor project

Hi Teresa,

I'd like to submit my comment for WSAB:

Please give the heavy rail / redline extension serious thought, as discussed in the posts below. There would be no tunneling, which saves money. Plus the obvious benefit of integration into an existing line. Would love for this to be given serious thought!

thank you,

Matt Ruscigno

<https://la.streetsblog.org/2018/05/03/possible-west-santa-ana-branch-win-win-heavy-rail-connection-to-union-station/>

<https://la.streetsblog.org/2018/05/14/metro-estimates-west-santa-ana-branch-surface-heavy-rail-could-cost-more-per-mile-than-purple-line-subway/>

----- Original Message -----

From: piedad donoso [piadono7@hotmail.com]

Sent: 7/31/2018 4:59 PM

To: wsab@metro.net

Subject: Metro Link passing Cerritos, California

Ms. Teresa Wong
Project Manager, Metro

I am writing to express my opposition to the Metro Link crossing and building a station in the City of Cerritos and/or Artesia. Cerritos is a beautiful city that will be harmed if this project becomes a reality.

There are many reasons why this should not happen: this peaceful city will be disrupted by the noise of the train during the day and night. This 60 year old city with the majority of residents in their senior years will be greatly harmed making our remaining years less enjoyable. Our property values will decline. I am afraid that this will attract outsiders loitering and littering in our shining and manicured city.

I live in a city of proud owners that have invested their time, money and energy in maintaining their properties. The Cerritos Mall has been more than a successful shopping center full of residents and non residents that visit daily and on weekends and it is impossible to find a parking space. I cannot imagine how crowded it will become with more people flooding into the malls.

Planes flying over our city in route to the Long Beach Airport create more than enough noise nowadays and running a train through our city would create more of a disturbance.

Please hear our voices, our plea. Do not bring the Metro Train to our city. Please vote NO.

Thank you for your attention.

A concerned resident of Cerritos

ウエストサンタアナ支店 (WSAB) トランジットコリドーブ
アップデートされたスコーピングミーティング - 2018年7月
コメントシート

名前/所属/組織:

B.E.S.T. Chiropractic Clinic

住所:

430 E. 2nd. St. LA CA 90012

電話番号:

213-617-2228

Eメール:

Info@bestclinicla.com

WSAB プロジェクトへのご関心をお寄せいただきありがとうございます。下記のスペースを使用して、他の質問やコメントを書き留めてください。

G - preferred

E might worsen traffic during construction.

We already have heavy traffic on 4th. ...

Thank you.

Gの方がよいと思われまふ。

Eはトラフィックがすでに問題となつてゐるため、工事が加はれると悪化する可能性が高いです。

Little TokyoのMetro工事も5年近くかかると同時に同時に工事となればこのあたりの交通状況がさらに心配される。もしLittle Tokyoの工事が終わつたあつた後ならEも大丈夫かと思われまふ。

アップデートされたスコーピングコメントのピリオド: WSABの公式のスコーピングコメントピリオドは2018年8月24日金曜日に終了します。書式によるコメントはアップデートされたスコーピングミーティングにて提出できます。または以下の:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4 Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab

プロジェクトのソーシャルメディアページやヘルプラインに提供されたコメントは公式の公共のスコーピングの記録には含まれません。全てのコメントは郵便、email、または上記のプロジェクトのウェブサイトへ提出してください。



Metro



ここを折る

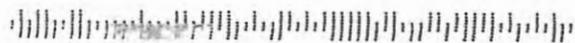
LOS ANGELES CA 90012

21 AUG 2008 PM 9 L



Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

90012-374590



----- Original Message -----

From: [vwbabyluvdoe@aol.com]

Sent: 8/1/2018 3:11 PM

To: wsab@metro.net

Subject: Metro Link -Cerritos, CA

7/31/2018

To Whom It May Concern,

I am in opposition to the Metro Link building a station in the city of Cerritos, California. I live in La Palma barely a mile away from the potential site being considered for the station. Both cities will be greatly compromised. The air quality will be further polluted. Our city's tranquility, day and night, will be disrupted by the noise of the train. Our property values will decline.

The beauty of our cities will be tarnished. I fear attracting outsiders loitering and littering in our cities. I live in a city of proud owners that have invested their time, money, and energy in the upkeep of their properties. Planes flying over our cities in route to Long Beach Airport is more than enough noise nowadays and running a train through our cities would create more of a disturbance.

Our voices must be heard. Do not bring the Metro Train to our city. Please vote no. Let the citizens determine their fate, their own destiny. I fear a decline in our safety is headed our way.

A concerned citizen,
Vickie E. Williams

----- Original Message -----

From: Antonio TwizShiz Edward [antonio@shiz.tv]

Sent: 8/2/2018 6:28 PM

To: wsab@metro.net

Subject: North Terminus should be Union Station, in my opinion

Hello.

I watched the video. How a Metro train traveling on 8th St. is a cool idea, I really believe that the future will not like that option due to the fact that the west side of 8th St. will not see an opportunity for expansion. I believe the north terminus should be Union Station, the same platform as the current Gold Line. Then why not Chinatown Station as well. The reason I mention that is because the conductor can continue north on an empty train and veer off the alignment into the train yards and layover there on a new layover track. From there, it will head south to Chinatown Station and into West Santa Ana.

The reason I would like to see this because in the future, I see a Burbank/San Fernando line that will parallel the current Metrolink. So as one line, imagine a train from Santa Clarita, San Fernando, Burbank, Glendale, Union Station, then onto Santa Ana. Then the Metro Light Rail Map will look like a spider.

Blue Line > Ontario Airport - Montclair - Azusa - Pasadena - Union Station - Compton - Long Beach

Gold Line > Whittier - Montebello - East LA - Union Station - USC - Culver City - Santa Monica

Green Line > Norwalk - Aviation Blvd - LAX - UCLA - Sepulveda Pass - Van Nuys - San Fernando

Teal Line > Norwalk - Aviation Blvd - Redondo Beach - Torrance

Aqua Line > Santa Ana - Cerritos - Paramount - Union Station - (my proposed line) -> Glendale - Burbank - San Fernando - Santa Clarita

Orange Line (light rail) > Chatsworth - North Hollywood - replacing current line 501 and portion of line 780 - Pasadena - Azusa - Montclair

Yellow Line > Hollywood/Highland - West Hollywood - Crewshaw/Expo - Crenshaw Line - LAX - Aviation Station - Norwalk

Thank you,

Antonio TwizShiz Edward

CEO & Chairman

Shiz, LLC

Mobile Phone: **+12107538506**

Office Phone: +15124890003

FAX: +18444972676

Email: antonio@shiz.tv

Portfolio: <https://www.shiz.tv>

Services: <https://www.shizmediastudios.com>

Subsidiary: <https://www.evolveforward.media>

April or May 2019

At EVO Entertainment in Kyle TX.

Shiz third Annual Red Carpet Event (SARCE)

Get more information at <https://www.sarce.us>

From: Wufoo [no-reply@wufoo.com]

Sent: 8/2/2018 6:48 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#21]

Name/ Nombre/??/?? *

Brian Proffitt

Email Address/ Correo Electronico/E???

briproffitt@gmail.com

*

Street Address/ Domicilio/??:



315 E. 8th Street #504

Los Angeles, CA 90014

United States

COMMENTS and/or QUESTIONS:

In regards to the West Santa Ana Branch Transit Corridor:

I am a home owner in the Fashion District. I would like to give my support to Option G. This connector will provide much need coverage for the downtown area.

ref:_00Df42UDS._500f46V

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/2/2018 5:35 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#20]

Name/*Nombre*/???* Gilbert Contreras

Email Address/*Correo* gcontr8435@aol.com

*Electronico/E???**

Street



Address/*Domicilio*/?: 14155 Paramount Blvd
Paramount, CA 90723
United States

COMMENTS and/or QUESTIONS:

Hello,

I am the property owner at the north/west corner of the intersection at Paramount & Rosecrans. The property is a mixed use occupancy built pre-1933. currently used as retail furniture store on first story with twelve residential units on the second floor. I was in attendance at one of your community meeting held at Paramount City Hall and was told that my property will not be needed to build the project.

I have a great deal of concern with the amount of vibration and damage to my structure that this new commuter railcar will produce. I understand the plan is to build above grade at this intersection, placing the railcars extremely close at the same level as my residential units and causing a great deal of noise to my tenants.

What measures are being taken to deal with these problems?

Please contact

Gilbert Contreras

(310)721-4252

----- Original Message -----

From: Gregory Kay [gregoryskay@gmail.com]

Sent: 8/2/2018 8:52 PM

To: wsab@metro.net

Subject: West Santa Ana Branch

Alternative G with the terminus in the Downtown core should be selected.

ref:_00Df42UDS._500f46V2il:ref

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/2/2018 8:43 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#18]

Name/*Nombre*/??/? Matt Diaz

*

Email mattdiaz81@gmail.com

Address/*Correo*

*Electronico/E???**

COMMENTS and/or QUESTIONS:

I'm writing to express my support for WSAB route G ending in the Downtown core. It adds a station near the one section of downtown (Fashion District) that will be left without rail if not chosen. This section has many mixed use and residential projects remaking the area as well as a lot of businesses and foot traffic. A station connecting to 7th/ metro can allow for easy transfers to all other lines serving downtown. Three options that will quickly get you to Union Station. (Btw DC Union station is served by only one metro stop, and Chicago's union station has no El connections. It isn't always beneficial for a line to terminate at the cities main rail hub, especially if there are easy and frequent transfers already available to that hub.)The G route finally allows for future extensions to be made to underseved, transit dependent communities east of downtown. Please seriously consider this option. Thank you.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/2/2018 5:02 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#19]

Name/Nombre/??/?* renee acero

Email Address/Correo r_acero@msn.com

Electronico/E??*

Street



Address/Domicilio/?: 5775 Roosevelt Ave

South Gate, CA 90280

United States

COMMENTS and/or QUESTIONS:

Hello, I wasn't able to attend this meeting but just wanted to provide a comment regarding the WSAB TRANSIT CORRIDOR PROJECT... I live in Hollydale (South Gate) near the proposed Gardendale stop. I don't see any reason to have a stop here. I am familiar with the areas of Rosecrans/Paramount and the Firestone proposed stop and feel those areas are much more capable of handling on/off pedestrian traffic as well as parking traffic from these trains. We already have enough issues with parking and a SEVERE lack of police presence as well as an increasing homeless population. Please take these things into consideration as you decide where to place these stops. Also, with a stop in Paramount I don't see any reason to have one so close (gardendale). I hope you will consider us residents/tax payers in your planning process.

----- Original Message -----

From: David Blumenthal [dblumenthal@downeyca.org]

Sent: 8/3/2018 5:29 PM

To: wsab@metro.net

Cc: mesparza@downeyca.org

Subject: Response to NOP

Attached is the City of Downey's response to the recirculated NOP. Please let me know if you have any questions.

David Blumenthal

City Planner



11111 Brookshire Avenue

Downey, CA 90241

Phone Number (562) 904-7154

Email: dblumenthal@downeyca.org

 Please consider the environment before printing this email.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/3/2018 4:55 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#22]

Name/ Nombre/??/?? *

Polycarpio Gomez

Email Address/ Correo Electronico/E???

polygomez@verizon.net

*

Street Address/ Domicilio/??:



18108 harvest ave
Cerritos , CA 90703
United States

COMMENTS and/or QUESTIONS:

I live one house from the wall that borders the neighborhood and the proposed railway, my backyard boarders Gridley street.

The existing wall is approximately five feet high. How will you buffer the noise and sight

Of the electrical lines over the tracks ?

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/4/2018 11:23 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#24]

Name/ Nombre/??/?? *

Rommel Barrantes

Email Address/ Correo Electronico/E??? barrantes0120@gmail.com

*

Street Address/ Domicilio/??:



5738 1/2 Harding Ave

South Gate , Ca 90280

United States

----- Original Message -----

From: Brian Riseley [riseleybw@gmail.com]

Sent: 8/4/2018 12:11 PM

To: wsab@metro.net

Subject: Support for Plan

Greetings:

I live in Bellflower and am enthusiastic for the proposed WSAB line. I am legally-blind and rely on public transportation to get around. Moreover, I work for the County of Los Angeles and am required from time to time to travel for my work. This project would provide me with a super convenient starting and ending location for my trip. Previously, if I needed to go downtown, I would walk over a mile to get to Lakewood Blvd. I would then: take the 266 North to the Green Line, take the Green Line to the Blue Line, and take the Blue Line to downtown. This new rail line running right by my house will be infinitely more convenient.

Thanks,

Brian Riseley

(562)213-8221

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/4/2018 9:15 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#23]

Name/*Nombre*/???/* jerome weymouth

Email Address/*Correo* jeromeandjosey@msn.com

*Electronico/E???**

Street



Address/*Domicilio*/?: 171 e. Platt st.

Long beach, ca. 90805

COMMENTS and/or QUESTIONS:

The construction phase should be re-thought with this in mind: Convenience!

The first phase should be built to the 105 freeway and then the second phase should be built from the 105 freeway and up the Slauson junction. and finally to the down town terminal.

It will of little use to go to Imperial Hwy. with only the one bus line that runs from east to west. While the majority will transfer to the Green line. I foresee very little ridership to the Imperial Hwy terminal.

It is better that the second phase go to the Slauson junction. There people can transfer to the Metro blue line to points north or south. and thirdly people will ride from the Slauson Junction to the desired points north. remember the rail lines should be built for the convenience of the transit riders and not for the engineering. Think convenience!

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/4/2018 11:23 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#24]

Name/ Nombre/??/?? *

Rommel Barrantes

Email Address/ Correo Electronico/E??? barrantes0120@gmail.com

*

Street Address/ Domicilio/??:



5738 1/2 Harding Ave

South Gate , Ca 90280

United States

MINETA ASSOCIATES, LLC

Norman Y. Mineta
President & CEO

August 7, 2018

Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Environmental Scoping Comments for Little Tokyo and the West Santa Ana Branch Rail Transit Project

Dear Phil,

I am writing to commend you and the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors for supporting the selection of Option E (underground Alameda ending at Union Station) as one of two options being considered for the West Santa Ana Branch (WSAB) alignment and to add my voice to those calling for a new station in Little Tokyo.

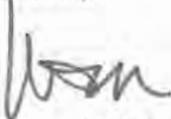
Further, I suggest that this new station and Regional Connector station can be combined and planned together in a seamless coordinated approach that truly embraces the concepts of transit-oriented development, thus avoiding unnecessary costs and reducing community impacts.

When completed, the entire WSAB line from Artesia to Downtown Los Angeles will serve a series of environmental justice communities. This can be attributed in large part to the collaborative efforts of Eco-Rapid Transit and its member cities, who are working together in a collaborative manner with you as envisioned many years ago under ISTEA (Intermodal Surface Transportation Efficiency Act).

As Metro proceeds with the WSAB alignment environmental scoping process for Little Tokyo, please include a station and, if possible, a direct entrance to the Japanese American National Museum (JANM), which has served as an educational resource since 1992 and will continue its important mission for years to come. Perhaps this can be the "Little Tokyo/JANM" Station.

I thank you and your staff for your efforts to ensure that the positive benefits and negative impacts faced by Little Tokyo community are taken into consideration as you look at the WSAB alternatives.

Sincerely



Norman Y. Mineta

C: Teresa Wong, Metro Project Manager
Michael R. Kodama, Eco-Rapid Transit



----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/7/2018 7:56 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#25]

Name/ Nombre/??/?? * Sara Navarro

Email Address/ Correo snavarro@warasic.com

Electronico/E??? *

Street



Address/ Domicilio/??: 9315 Alondra Blvd. #3

Bellflower, CA 90706

United States

COMMENTS and/or QUESTIONS:

I am extremely concerned now that I learned one of the proposed segments (Santa Ana Branch) is actually an option. This proposed segment will literally be a few feet from our back door. We are a newer community and this would propose an extremely stressful and unhealthy environment for all of the families in our community. The noise, waste, increased probability of crime along the trail would be unbearable & extremely unfair to those of us that purchased a home in this area. Most of us are couples whom are first time home owners & settled down to start our families. Families use the trail behind us to go for walks with our children, get out after a long day to get exercise or use it to visit local businesses without having to travel the busy main road. There is a lack of park maintenance & upgrades in our city. I sincerely feel that putting in this segment would reverse the hard work our community has put in to achieve beautification in our city.

Thank you for your time.

Sara Navarro

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

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At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: TERESA CRUZ

Signature: Teresa Cruz Date: 8/9/18

----- Original Message -----

From: Austin, Jim [jsaustin@railworks.com]

Sent: 8/9/2018 8:50 AM

To: wsab@metro.net

Subject: Updates

Please add my email to the updates list.

Thanks

Jim Austin

General Manager

Southern California Region

RailWorks Corporation

12740 Lakeland Road, Unit B

Santa Fe Springs, CA 90670

Phone: 1-562-698-1155

Mobile: 1-562-320-3679

jsaustin@railworks.com

Hello,

CCA received an email notice about WSAB TOD plan outreach happening in Huntington Park next weekend, and we were hoping to learn more about the TOD SIP.

We've been very involved in the conversation about northern alignments for WSAB, but haven't heard much about the TOD plan and we're curious how it's being coordinated with ongoing local planning efforts – particularly DTLA 2040 – and how (and which) stakeholders are being engaged.

Any info you can provide would be helpful; feel free to give me a call at my office number below if that's easier for you.

Best,



Shane Phillips
Director of Public Policy

626 Wilshire Blvd., Suite 850 | Los Angeles, CA 90017
office: (213) 416-7535 | fax: (213) 624-0858

sphillips@ccala.org
ccala.org



West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Charles A Adelman
Address: 6146 Eleanor Ave #107 Los Angeles CA 90038
Phone/Cell: _____
Email: adelmancharles2@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

Lightrail has proven to be very ineffective as a public transit model, with ridership levels of around 2000 average daily boardings, 3/4 of whom are transit dependant and therefore already using the system. Because these lines tend to follow abandoned freight train R.O.W., stations tend to be located in industrial zones with limited ridership potential, rather than directly serving high density commercial/residential areas that attract high ridership. Folks with cars will not use transit that doesn't take them to within a few blocks of their final destination. Therefore, if we must build this project, then we need to maximize its usefulness to people with other choices

First off, we must entirely grade separate this line, either on a raised viaduct, or an open trench, or in some areas, subway or elevated. This allows us to run ~~the~~ longer trains closer together at higher speeds and lets us detour off of the R.O.W. to better serve activity centers and place stations straddling commercial streets with entrances on both sides.

Next, we need to add a station at Studebaker Road, adjacent to Cerritos College. This is a major activity center with a large number of students on tight budgets who could benefit from this station. Also, the nearby 183rd/Gridly station needs to move from the R.O.W. to the Cerritos Mall parking lot to allow more direct access to the mall and to T.O.D. built on top of the station. Mall patrons do not want to walk long distances while shopping their purchases.

The Firestone station should be shifted to the west side of Atlantic Blvd, adjacent to the (Cover)

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net

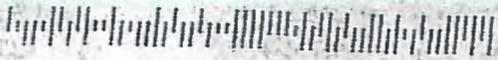


metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).



Ms. Teresa Wong
 Project Manager, Metro
 One Gateway Plaza, M/S 99-22-4
 Los Angeles, CA 90012



r. Charles A. Adelman
 146 Eleanor Ave., Apt. 107
 Los Angeles, CA 90038-2722

Fold Here

(Page 2)

Walmart anchored Shopping Center. This is where the ridership is, not the industrial buildings on the east side of the street.

There are at least 3 major development projects going through the entitlement process in the area except to the Arts District South station, (including one just approved by the planning commission). These projects include residential high rises and mid-rises on top of retail as well as creative office space. This will add thousands of new, mostly upscale housing units and hundreds of jobs to this area.

Finally, while alternative E provides better access to Union station, the main transit hub for L.A., Alternative G, with a 7th/metro terminus, creates a direct link to the financial district, the densest employment center in DTLA, with over 100,000 jobs within walking distance. This option also provides the fastest connection to the Red, Purple and Gold (Type) lines for people continuing to the West side of the valley, would allow an eventual extension to the West side, and connect these lines to the fashion district, which is not now served by the rail system. This terminus would have the highest ridership potential of any of the alternatives.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/16/2018 11:16 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#28]

Name/ *Nombre*/??/?? *

Jean Dare

Email Address/ *Correo Electronico*/E??? jdare@ca.rr.com

*

COMMENTS and/or QUESTIONS:

I am concerned because the actual ridership has decreased and there is not sufficient actual justification for this new line. I am concerned about the fact that it will present traffic problems on Woodruff and Bellflower Blvd. I am concerned about the time it will take for construction. I'm concerned that there will not be sufficient security onboard.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/16/2018 8:09 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#27]

Name/Nombre/??/?* marcy garcia

Email Address/Correo garciamarcelina@rocketmail.com

Electronico/E??*

Street



Address/Domicilio/??: 5775 roosevelt ave

south gate, CA 90280

United States

COMMENTS and/or QUESTIONS:

I am opposed to the proposed stop for this rail in my neighborhood. With all the proposed projects and projects already in development this area CANNOT take more traffic! In addition, we feel that this stop would bring more homeless to our area that's already being overrun. Please know that the cities of South Gate and Downey RARELY patrol this area and it's difficult to to get police assistance or any other kind of assistance here. These cities will do little to nothing to improve or upkeep this stop should it be put here. PLEASE do NOT put a stop in our area. It's bad enough we'll have the train cutting right through our backyards!

thank you!

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/16/2018 8:08 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#26]

Name/Nombre/??/?* mario acero

Email Address/Correo maacero13@gmail.com

Electronico/E??*

Street



Address/Domicilio/?: 5775 Roosevelt Ave

South Gate, CA 90280

United States

COMMENTS and/or QUESTIONS:

I am opposed to the proposed stop for this rail in my neighborhood (Hollydale, Gardendale stop). With all the proposed projects and projects already in development this area CANNOT take more traffic! In addition, we feel that this stop would bring more homeless to our area that's already being overrun. Please know that the cities of South Gate and Downey RARELY patrol this area and it's difficult to get police assistance or any other kind of assistance here. These cities will do little to nothing to improve or upkeep this stop should it be put here. PLEASE do NOT put a stop in our area. It's bad enough we'll have the train cutting right through our backyards!

thank you!

----- Original Message -----

From: Zenas Tham [ztham@assessor.lacounty.gov]

Sent: 8/17/2018 2:42 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Project Public Comment

Dear Ms. Wong and fellow LA Metro Transit Authority Associates,

From what I was able to gather from the Final Alternatives Analysis Report (Final Recommendations Section 7.12.3), it appears the report is recommending the LRT Alternative with the removal of the Bloomfield Station in the City of Cerritos. Being a resident of Cerritos, my comments, questions and concerns are directed primarily in response to the project's impacts on the city below:

- 1) The current recommendation for LRT with two station stops at 183rd/Gridley and Pioneer Blvd in my local area appear in line with the purpose of providing a cost effective alternative mode of transit in order to alleviate increasing congestion. However, although the two stations attached to this recommendation identify a strong concentration/need for transit stops, their proximity to one another creates redundancy. The major commercial interests that would benefit from the alternative transit access points are located near the intersections of 183rd/Studebaker Rd (Auto square), South St/Gridley (Cerritos Mall), Pioneer/186th St (Little India). Ideally, I believe in order to reduce the redundancy between the two stops, a single location that benefits all commercial interests in this local area should be identified.
- 2) As seen in the analysis report, the removal of a station at Bloomfield Ave is correct as there is not enough commercial interests in the area for the location to be viable. The surrounding land uses are primarily low density residential with a high ownership rate of private vehicles and ample parking, which would not be receptive to public transit, as would an area with high density residential land uses and limited parking spaces. It is also in my personal opinion that the regional park by Bloomfield Ave is not large enough, as compared to the Great Park in Orange County, to warrant an interest for a LRT transit station.
- 3) I have concerns for increase opportunities for criminal activity and hazardous occurrences in the area due to the LRT line and would like the future studies to provide an in-depth look into the corridors ability to protect the ridership and the surrounding neighborhoods (i.e. local police involvement/response procedure, contracted police force agreements, security surveillance, safety guard rails for pedestrians and vehicles, structural concrete barriers due to derailment, etc).
- 4) Is there a study for below grade/subway type LRT (similar to the purple line that passes underneath Beverly Hills High School)? I believe that if the LRT is installed within a tunnel, this option would reduce many security, air quality, noise, visual and privacy issues concerning the local residents.
- 5) Will there be a landscape plan for the corridor?

- 6) When vibrations and increased traffic from construction and operation of the LRT occur, it will deteriorate the surrounding infrastructure and property. How does Metro intend to remedy the damages?

Thank you for your efforts as responsible civic employees in helping the community to alleviate the increasing traffic burdens on the region. Any responses/answers/corrections to my comments above are welcomed.

Kind Regards,

Zenas Tham

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: Joe Lalatorre

Signature: Joe Lalatorre Date: 8/8/18

July 30, 2018

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Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: Jose Geda

Signature: Jose Geda

Date: 8/8/18

July 30, 2018

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Thank you,

Cerritos resident

Name: _____

Lorena Oseda

Signature: _____

Lorena Oseda

Date: _____

8/8/18

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: Terry Robbins

Signature: [Handwritten Signature]

Date: 8/8/18

----- Original Message -----

From: Anita [buddysmycat@yahoo.com]

Sent: 8/19/2018 6:13 AM

To: wsab@metro.net

Subject: Community Concern regarding ridership

Good Morning Teresa,

My name is Anita McInnis. I live in Bellflower and am a community advocate who has been keeping people informed about meetings and other issues with this project. As you well know, there are many who are still skeptical and/or opposing this project, however futile it may be. Some of them came to me yesterday and stated they were concerned about what would happen if the ridership diminished in the future and didn't sustain this project. Could you please respond, so I can share your response with them? I would really appreciate it.

I think you all are doing a fabulous job on keeping us informed and working on this project. I have attended meetings in Paramount, Bell, Bellflower, and several other cities in the past year, or so and am very impressed with how well organized you are and how you are handling all of this.

I have attended the last two Eco Rapid meetings and am very interested in seeing the process and progress as we move along.

Thanks to you, your team and all who are involved in making this project a success. I look forward to your response. I'll share it in Facebook in the three community pages that are set up for our city.

Anita McInnis

----- Original Message -----

From: Antonio TwizShiz Edward [antonio@shiz.tv]

Sent: 8/20/2018 6:46 PM

To: wsab@metro.net

Cc: metroplan@metro.net; regionalconnector@metro.net; hancej@metro.net

Subject: WSAB and my dream line Burbank Line

My dream line to connect with the Santa Ana line -

https://www.google.com/maps/d/viewer?mid=1ADfI5acYMs56b_Dvd2ROkrsmW8KGOi-i&hl=en&usp=sharing

Hello.

I really hope that the final layout is going to connect with the current Gold/Blue Line on the north terminus. I believe that the current layover can be at the current Gold Line yards north of Chinatown Station. The reason why I really want this is because I believe in the future, a Burbank Line will be created to follow the current Metrolink line.

Phase 1 is of course from Washington Station to Union Station which is the current plan for the Santa Ana alignment, which is what I hope you finalize on.

At the junction near Little Tokyo, it would be nice if the West Santa Ana Line would stop at this station but is not necessary. The train can just meet up and join the current Gold Line, future Blue Line, going north to Union Station, then to Chinatown Station and then continue north (no passengers) to the current train yards layover point so it can be out of the way of the Gold Line current alignment. The driver will then set up a southbound route back to Chinatown, Union Station, then continue south on Alameda underground.

It might be a good idea for all three lines (Gold Line, Blue Line, and WSAB Line) to meet at Tokyo Station together. So when it is traveling north on Alameda, it veers off west and then connect to the tunnels to meet at Tokyo Station. At Tokyo Station, the passengers will then have a choice to continue to Montclair, East LA and beyond, Santa Monica, Long Beach, West Santa Ana, and my dream line to Santa Clarita.

For the current construction of the Regional Connector, a break away wall somewhere on the South East of the Little Tokyo Station would be a good idea in case you guys decide to implement the connector for all three lines at Tokyo Station.

Please check out my map I made in Google. Of course, I do not have the expertise of alignment and best station locations. That is what an EIR is for. Thanks.

https://www.google.com/maps/d/viewer?mid=1ADfI5acYMs56b_Dvd2ROkrsmW8KGOi-i&hl=en&usp=sharing

Thank you.

Thank you, from Antonio TwizShiz Edward of Shiz and Evolve.Forward.Media. Please keep it green, keep it all electronic. Please try to refrain from printing. If you want to report anything suspicious, please Email info@shiz.tv . For information about Shiz security and privacy, please visit <https://shiz.tv/privacy> .

----- Original Message -----

From: FERZAY Jimenez [fercinj@live.com]

Sent: 8/20/2018 3:04 PM

To: wsab@metro.net

Subject: Suggestions for consideration and support for Alternate G Alignment

The WSAB Project has the potential to reduce motorist traffic and our carbon emissions while saving commute time. I support the project with preference to the alternate G (Downtown Transit Core) alignment. I commute 250 days out of the year to/from the Arts District and have some important comments for the project.

One challenge that arises with public transit is the need for a last-mile form of transportation such as bicycles and scooters that would encourage motorists to leave the highways for Metro transportation (such as myself). Ride sharing companies like BIRD and LimeBike have found ways to address the problem, but unfortunately created others along the way.

I suggest that we build metro stations with scooter/bike sharing solutions to better compete with motor vehicles in our roads. One solution to continuously fund costs would be to license the use of Metro facilities with a "right-of-way" annual fee to each ride sharing company that wishes to be part of the program. In this way, Metro would have more leverage to implement usage rules against users and ride-sharing companies alike. A ride sharing solution plan would ensure that we address the problems that the City of Santa Monica is currently dealing with, such as: scooter nuisance, pedestrian accidents and lack of space.

A way to entice ride sharing companies to be part of the solution could be to build WSAB stations with dockless charging stations that would benefit all parties alike. Ride sharing technologies are beneficial to the commuters like me that need a "last-mile" form of transportation to make the leap from cars to bus/train. As Uber, Lyft, Lime, and Bird companies grow, their services will be used by more and more commuters and we have an opportunity to bring all stakeholders together and solve these complex issues now, rather than later.

I do have one question in regard to the life expectancy of a railway car. How long does a rail car last until it becomes obsolete?

Thank you,

Arizay Jimenez

Ph (323) 423-0102

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: BARRY D. CARLSON
Address: 9153 ALGEROMA ST.
Phone/Cell: BELLFLOWER, CA 90706-4203
Email: _____

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

REGARDING THE WSAB PROPOSED METRO LINE: I HAVE ONE CONCERN THAT I NEED TO ADDRESS. I FORESEE MAJOR TRAFFIC CONGESTION, ESPECIALLY DURING PEAK COMMUTING TIMES, AT THE RAIL CROSS-ROADS OF LAKEWOOD BLVD, CLARK, BELLFLOWER, AND WOODRUFF IN THE CITY OF BELLFLOWER. THE CONGESTION AS THE LIGHTS AND CROSSING BARS STOP TRAFFIC AT CLARK AV WILL BE ESPECIALLY TIED UP AS THERE ~~IS~~ IS VERY LITTLE BUFFER SPACE FOR CARS TO WAIT. ALL THIS IS MOSTLY AFFECTING NORTH BOUND STREET TRAFFIC.

SINCERELY,

Barry D. Carlson

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



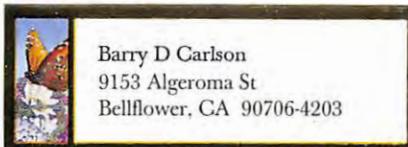
Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

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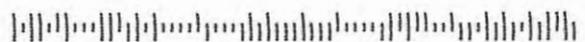
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Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

90012-374599



----- Original Message -----

From: Chris Carrera [carrera01@verizon.net]

Sent: 8/20/2018 4:52 PM

To: wsab@metro.net

Subject: WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR PROJECT

I would like to comment that Alternative G, with the project ending in the Downtown LA core is the best route for this project. I like the project ending at Pershing Square because it would be a shorter walk and it is not as crowded as the 7th Street station/Metro center, that station is VERY crowded.

Thank you

Chris Carrera

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Maureen Bakkers (Homeowner), Fran Bakkers (daughter/Resident)
Address: 19623 Sequoia Ave. Cerritos, CA 90703
Phone/Cell: Home: 562-402-1949 Cell: 310-418-7052
Email: fran4usc@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

*** PLEASE STOP THIS METRO ***

We are totally opposed to this (WSAB) Transit Corridor Project and its possible extension to Bloomfield.

It has major **NEGATIVE IMPACTS:**

- Home Real Estate values drop for those Homeowner's near the Tracks
- Crime & Burglary Increase
- Trespassing & Vandalism Issues
- Attracts Homeless and Transients
- Noise, Vibration and Privacy Disturbances
- Traffic Congestion and Ambulance Delays
- Railroad Safety Concerns

For the above reasons and more we **STRONGLY OPPOSE** and **REJECT** this new Metro Project to keep its Loyal Cerritos Homeowner's Happy and thriving.

Please share with ALL The Metro Board

Thank you

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

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Place
Stamp
Here

Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

----- Original Message -----

From: [oceananteater@aol.com]

Sent: 8/20/2018 3:33 PM

To: wsab@metro.net

Subject: Public Comments

While I agree with the concept of option G, I disagree with the proposed route. After the Arts District South station, the route should travel west beneath 5th Street to intersect the Red & Purple lines at Pershing Square and intersect the Regional Connector at the in-fill station. This would also position the line for future possible extensions. The way the lines are oriented now in option G leaves very few possibilities for meaningful extensions.

Also, are the Washington, Vernon, and Slauson stations going to be shared stations with the Blue Line or completely separated? The presentations are vague about that. The Slauson station is shown over Slauson Ave, while the current Blue Line station is south of the street. If the stations are separate, will pedestrian walkways be provided to access both stations and provide for easy connections? Or will riders be forced to exit one station and then re-enter the other station?

Sincerely,
Philip Provencio

----- Original Message -----

From: James M Okazaki [jokazaki@sbcglobal.net]

Sent: 8/21/2018 3:40 PM

To: wsab@metro.net; wongte@metro.net

Cc: nate.hayward@lacity.org; hancej@metro.net; kristin@littletokyola.org; aihara.chris@gmail.com

Subject: Comments on the new SCOPE of WORK for the WSAB Project

Teresa,

Here are additional comments about about the northern segment of the WSAB work looking at the alignment along Alameda St. to Union Station (Option E):

1. Construction work during the Utility Relocation was not adequately covered with the Business Interruption Fund, So, please make sure that impacts of the Utility Relocation Work is included and covered by the new revised BIF.
2. The Outreach during construction of the Regional Connector was not totally adequate, so please increase the Outreach efforts during the WSAB work, both for Utility Relocation Work and Station Construction,
3. Traffic impact is expected to be significant during Utility Relocation and Station Construction Work, so schedule any closure of Alameda St. to ONLY nights and weekends. And be through developing a satisfactory DETOUR Route with adequate mitigation measures to minimize the traffic impact to the community and motorists.
4. Station Location is important in serving the community, yet it's also important to situate it such that the traffic impact for vehicles (such as DASH, Metro bus, UBER/LYFT, Taxi, and bicycles) accessing it and circulating around it does not create unnecessarily traffic and safety impact afterwards when the Station is OPEN.
5. Although mentioned earlier, the existing BIF was not adequate in addressing the business impact in Little Tokyo during the Regional Connector. Therefore, Metro needs to MODIFY the rules of the BIF to allow more broad interpretation of the Board's intent for the BIF, not to impact and destroy businesses during the construction of the Metro Rail Project. Please talk to the LTBA and others in Little Tokyo on how to improve its effectiveness to reduce impacts to mom and pop stores in Little Tokyo and the Arts District.
6. Metro needs to continue to work closely with the Little Tokyo Community Council in addressing the issues of the community in developing viable MITIGATION Measures during the Utility Relocation and Construction work. Metro must continue its regular meeting with the LTCC and the community during the Study and during the Construction period.
7. Little Tokyo is working with the City of Los Angeles in developing the Mangrove Site, so Metro should not continue to use it as a CONSTRUCTION Staging Area.
8. Study should adequately address the impacts of the TUNNELING work along Alameda St., particularly the JET GROUTING operation, and its potential impact to traffic.

Thank you!

James Okazaki, member, Transit Committee
Little Tokyo Community Council

----- Original Message -----

From: lee eveline [lee_eveline@yahoo.com]

Sent: 8/21/2018 5:16 PM

To: wsab@metro.net

Subject: Fwd: West Santa Ana Branch Transit Corridor - Metro Expansion Project Route G

Attention Teresa Wong, Project Manager

As a resident and owner at 100 South Alameda Street between 1st and 2nd Street. I understand the need for better public transportation, but we have had deal with the gold line construction in the past and now the new orange line that is still under construction. The impact on our building and quality of life is tremendous.

I highly recommend Route G – Closest to South Park/Fashion District. As most of the transit riders will benefit more from this route to more DTLA attractions – shopping at Fashion District and 7th Street Market Place, LA Convention Center, LA Live, Staple Center, and Restaurant Row on 7th.



However, if the consensus is for Route E and our building continues to be impacted, here are some concerns I would like addressed and answers.

- BIF (Business Interruption Fund)

- Community consultant to analyze EIR and other technical documents
- No taking of private land
- No above ground impacts including utility relocation and preconstruction work
- Mangrove is off limits
- Commercial St. and Alameda intersection must be fixed
- Smart parking for neighborhood
- No full street closures for any work that must be done above ground
- Thorough and transparent outreach and updates to all businesses and residents during construction process.

I want to take this opportunity to thank you in advance for your consideration.

Eveline Lee

Savoy Resident/Owner

----- Original Message -----

From: Marc Dedeaux [mdx71@yahoo.com]

Sent: 8/21/2018 4:17 PM

To: wsab@metro.net; rsmith@savoyhoa.com

Subject: Re: Savoy | METRO West Santa Ana Branch Corridor Expansion - Comments

Option E.

----- Original Message -----

From: Fran Bakkers [fran4usc@yahoo.com]

Sent: 8/21/2018 6:07 PM

To: wsab@metro.net

Subject: Teresa Wong Stop (WSAB) Metro

To Teresa Wong and Metro Committee,

We have been Cerritos residents for 47 years. We moved to Cerritos known as, "Dairy Valley" in 1971 and have seen the city develop exponentially. This rapid expansion included the vibrant Cerritos Mall, prosperous Cerritos Auto Square, excellent Cerritos Public Library and renowned Cerritos Performing Arts Center.

Cerritos has always been a forerunner in its outreach and development to the local city, neighboring communities and beyond. All these enhancements and expansions have made Cerritos the outstanding First-Rate city it is today.

However, we are TOTALLY OPPOSED to and have major concerns about the introduction of the new Light Rail Transit line that would connect downtown Los Angeles to southeast LA County. Specifically, the West Santa Ana Branch(WSAB)Transit Corridor Project which could be extended to Bloomfield right behind our home. This is NOT the type of expansion Project Cerritos needs.

There are major DISTURBING CONCERNS not only to our home and other Cerritos residents, but further outlying residents as well. Our home is located exactly next to the existing tracks with our backyard directly facing the tracks.

Below is a listing of all the NEGATIVE IMPACTS this Metro Light Rail Project will pose:

- 1) Home Real Estate values Plummet directly next to tracks (Cerritos becomes less desirable)
- 2) Crime and Burglary Increases (It is documented that crime outpaces other areas where Tracks and Trains are involved)
- 3) Vandalism & Trespassing
- 4) Transient & Homeless population Boom (It is already at an All-Time High)
- 5) Noise & Privacy Disturbances (Every 5-10 minutes directly behind our home)
- 6) Traffic Congestion and Road Access Issues (Long wait times for passing Metro and delays for Emergency Ambulances)

7) Railroad Safety Concerns

All the above reasons are valid and serious concerns why a new Metro Light Rail Transit would be a MAJOR DETRIMENT to the entire city of Cerritos and its loyal residents.

We have seen Cerritos thrive over its 47 years and we hope this Metro Light Rail Project will be STRONGLY OPPOSED and REJECTED!! This is NOT the type of expansion Cerritos needs to keep its residents safe and thriving.

Thank you for the opportunity to share our feedback and do make every effort to please pass this along to ALL the necessary Committee Members and Planners involved in this Project.

Maureen Bakkers(Owner)
Fran Bakkers(Daughter/Resident)
19623 Sequoia Ave
Cerritos, CA 90703
562-402-1949

From: Bobby Anand [<mailto:bobby.s.anand@gmail.com>]
Sent: Tuesday, August 21, 2018 5:41 PM
To: Robert Smith
Subject: Re: Savoy | METRO West Santa Ana Branch Corridor Expansion - Comments

Hi Rob,

I would prefer Option E.

Thanks,

West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: CAROL WALL
Address: 9722 PACIFIC AVE, BELLFLOWER 90706
Phone/Cell: 562-461-0522
Email: CWALLC49@GMAIL.COM

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

I HAVE A QUESTION ABOUT THE TRAIN THAT IS GOING TO GO THROUGH DOWNTOWN BELLFLOWER. WHERE THE STREETS PACIFIC, BELLFLOWER BLVD AND MAYNE STREET MEET THERE IS A LARGE AREA SHAPED LIKE A TRIANGLE. AT THE FAR WEST OR THE BACK OF THE TRIANGLE THERE IS A BLOCK WALL. THERE ARE TWO LITTLE HOUSES ON THE OTHER SIDE OF THE WALL. 9730 AND 9722 PACIFIC AVE. MY QUESTION IS - ARE THESE HOUSES GOING TO BE LEFT ALONE AND NOT KNOCKED DOWN FOR THE TRAIN PROJECT? I AM A DISABLED SENIOR AND HAVE LIVED AT 9722 FOR 20 YEARS. I AM IN NO SHAPE TO HAVE TO MOVE SO CAN YOU PLEASE TELL ME THAT MY HOUSE WILL BE SAVED AND NOTHING IS GOING TO HAPPEN TO IT. PLEASE ANSWER ME BECAUSE I AM REALLY WORRIED ABOUT THIS. THANK YOU

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018.

Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).



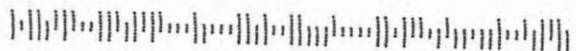
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Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

90012-3745



----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 11:39 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#36]

Name/ Nombre/??/?? *

Farhad Natan

Email Address/ Correo Electronico/E???

farhadnatan@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda St. Unit 436

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

Line G is much preferable.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 11:35 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#35]

Name/ Nombre/??/?? *

Farhad Natan

Email Address/ Correo Electronico/E???

farhadnatan@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda St. Apt. 135

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I much prefer route G

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 11:06 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#33]

Name/ Nombre/??/?? *

Farhad Natan

Email Address/ Correo Electronico/E???

farhadnatan@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda Street Unit 135

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I definitely choose rout G, Alameda Street is already too busy without the metro.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 10:57 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#31]

Name/ Nombre/??/?? *

Farhad Natan

Email Address/ Correo Electronico/E???

sharonmax1@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda Street Apt. 917

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I vote to route G.

----- Original Message -----

From: lee eveline [lee_eveline@yahoo.com]

Sent: 8/21/2018 5:16 PM

To: wsab@metro.net

Subject: Fwd: West Santa Ana Branch Transit Corridor - Metro Expansion Project Route G

Attention Teresa Wong, Project Manager

As a resident and owner at 100 South Alameda Street between 1st and 2nd Street. I understand the need for better public transportation, but we have had deal with the gold line construction in the past and now the new orange line that is still under construction. The impact on our building and quality of life is tremendous.

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I want to take this opportunity to thank you in advance for your consideration.

Eveline Lee

Savoy Resident/Owner

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

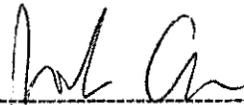
Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: Nick Arun

Signature:  Date: 8/21/18

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 4:41 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#29]

Name/ Nombre/??/?? *

Pei-Shin Wu

Email Address/ Correo Electronico/E???

pswu1886@gmail.com

*

Street Address/ Domicilio/??:



100 S Alameda St

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

Regarding the WSAB train line, from the current proposed two Northern Alignment options, my preferred route is Route G. This will cause less disruption of the Little Tokyo area and the needed connection from south of downtown to the downtown transit core.

----- Original Message -----

From: Randy [dgoodson@gmail.com]

Sent: 8/21/2018 11:59 PM

To: wsab@metro.net

Subject: METRO West Santa Ana Branch Corridor Expansion Comments

Hi, I'd like to express my support for ROUTE E, underground along Alameda. Additionally, I strongly request the following:

- BIF (Business Interruption Fund)
- Community consultant to analyze EIR and other technical documents
- No taking of private land
- No above ground impacts including utility relocation and preconstruction work
- Mangrove is off limits
- Commercial St. and Alameda intersection must be fixed
- Smart parking for neighborhood
- No full street closures for any work that must be done above ground
- Thorough and transparent outreach and updates to all businesses and residents during construction process

Thank you for listening to my feedback.

Randy Hui
100 S. Alameda St. #462
Los Angeles, CA 90012
310-709-8898

----- Original Message -----

From: Robert Navarro [npi@pacbell.net]

Sent: 8/21/2018 6:41 PM

To: wsab@metro.net

Subject: Route choice

I choose G route. Little Tokyo and Arts District has suffered enough.

Robert Navarro

100 S Alameda St #341

LOS Angeles, CA 90012

ref:_00Df42UDS._500f47zxCT:ref

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 11:11 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#34]

Name/ Nombre/??/?? *

Shahla Shafii

Email Address/ Correo Electronico/E???

shahlashafii@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda Street Unit 436

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I much prefer Line G vs Line E.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/21/2018 11:03 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#32]

Name/ Nombre/??/?? *

Shahla Shafii

Email Address/ Correo Electronico/E???

shahlashafii@yahoo.com

*

Street Address/ Domicilio/??:



100 S. Alameda Sreet Apt. 135

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I choose Route G since Alameda St. is very busy Street from
6th to 1st Street.

From: theresa cong [mailto:theresacong_2001@yahoo.com]

Sent: Tuesday, August 21, 2018 5:58 PM

To: Jesse Brown; Robert Smith

Subject: Re: Savoy | METRO West Santa Ana Branch Corridor Expansion - Comments

Hi Robert/Jesse,

We prefer Route G, it does not effect Little Tokyo.

Thanks

Theresa Cong

Unit 271

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/22/2018 8:31 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#37]

Name/ Nombre/??/?? *

Richard Brutchey

Email Address/ Correo Electronico/E???

brutchey@hotmail.com

*

Street Address/ Domicilio/??:



100 S Alameda St

Los Angeles, CA 90012

United States

COMMENTS and/or QUESTIONS:

I am writing to express my strong opposition as a property owner to the proposed Route E for the WSAB. There will be negative economic impact to residents and small business owners in Little Tokyo for years. Therefore Route G passing through commercial and industrial sections of east part of downtown is preferred.

----- Original Message -----

From: BUNTHOON VIVATPATTANAKUL [bvivatp@yahoo.com]

Sent: 8/22/2018 5:33 PM

To: wsab@metro.net

Subject: Opposing WSAB Cerritos station

Dear Ms. T. Wong:

We are Cerritos residents for over 30 years and would like to keep the city away from too high traffic/crowd and pollution from the project

So, we are opposing this WSAB to build a station in Cerritos

----- Original Message -----

From: Geoffrey Boynton [geoffrey.boynton@gmail.com]

Sent: 8/22/2018 10:57 AM

To: wsab@metro.net

Subject: METRO West Santa Ana Branch Corridor Expansion - Comments

Hi Teresa,

As a resident and property owner living directly on Alameda Street inside of this project zone I felt it imperative to submit my opinions on these proposed routes.

At this time Metro has narrowed their choices to two options. Of these two I would select option E but with the following stipulations.

BIF (Business Interruption Fund)

Community consultant to analyze EIR and other technical documents

No taking of private land

No above ground impacts including utility relocation and pre-construction work

Mangrove is off limits

Commercial St. and Alameda intersection must be fixed

Smart parking for neighborhood

No full street closures for any work that must be done above ground

Thorough and transparent outreach and updates to all businesses and residents during construction process.

However, there is another critical and important alignment option which Metro has not yet offered us. Run the same heavy rail equipment used on the L.A. Red/Purple Line subway on the WSAB and connect the two lines in the Arts District. This is similar to Option H, but with no forced transfer and no tunnel. WSAB, from the rider perspective, becomes part of the subway. Not only do passengers get a one-seat ride to Union Station, but they can ride directly all the way to North Hollywood, Koreatown, and West L.A. The problem of getting through downtown is solved, since the WSAB simply connects to the end of the subway storage yards at 6th Street.

Joining the subway with the WSAB has the potential to be a win-win-win for Metro riders, and for the communities the WSAB would serve.

Where would WSAB heavy rail go?

This WSAB heavy rail proposal would run along the L.A. River, east of Little Tokyo, sharing some features of Metro's easternmost alignment (option H).

The heavy rail WSAB would extend the Red/Purple Line east out the back of Union Station into Metro's Division 20 Metro rail yard located between the downtown L.A. Arts District and the river, south of First Street. Metro is already working to retool this yard as part of its Division 20 Portal Widening and Turnback Facility project, which lays the groundwork for an Arts District Station for the Red/Purple Line.

WSAB heavy rail could extend these tracks south – all the way to Artesia.

The subway tail tracks already extend south of 6th Street. Below that, the WSAB would continue south along the L.A. River along a right-of-way currently used by Amtrak to reach its shops and car-wash facility. There's actually a pretty open ROW along this route, some portions currently used for parking lots.

Where Amtrak turns east across the river near Washington Boulevard, the WSAB would continue on a flyover over the Alameda Corridor freight line at Redondo Junction, and then take an abandoned freight ROW into the city of Vernon. From there it could include a possible station in Vernon as the line continues south on an existing rail right of way between Santa Fe Avenue and Soto Street.

Continuing south-southeast, the WSAB heavy rail would follow Metro's proposed alignment. It would reach the planned Huntington Park Station at Pacific Avenue and Randolph Street and would continue along the planned WSAB alignments all the way out to the city of Artesia.

Benefits of Heavy Rail vs. Light Rail

There are several advantages to running heavy rail on the WSAB:

Cheaper to build: No, really. By eliminating the need for boring a new ROW tunnel through downtown to reach Union Station, this should cost less than LRT. Yes, there will probably need to be a few more flyovers and a few more streets closed on the WSAB branch south of Redondo Junction, but these additional costs will be more than offset by the elimination of an all new ROW through downtown. Metro's tunneling under 100+ year old streets downtown has meant encountering "unforeseen discoveries" leading to serious cost overruns.

Higher capacity: Red/Purple Line heavy rail trains have quite a bit more passenger capacity than Metro LRT can carry maximum loads around 14,000-19,000 passengers per hour, while Metro heavy rail maximum capacity is around 100,000+ passengers per hour.

Faster: Red/Purple Line trains accelerate faster and run faster than LRT trains. The proposed eastern heavy rail alignment would be shorter and straighter than Metro's other alternatives. These would combine to provide riders faster trip times.

Potential Phasing: Initial service could potentially be brought online faster, since segments of the line could be built from the Arts District going south, and opened in increments. An early phase could consist of adding station platforms along the existing tracks in the Arts District. The trains, maintenance facilities, operators, etc. are already in place.

Benefits to Communities

There are big benefits for the communities along the 20-mile West Santa Ana Branch transit corridor route.

The South East L.A. County cities – the Gateway Cities from Huntington Park to Artesia – would get a faster and more direct one-seat ride into Union Station, and through downtown into Red/Purple Line destinations in the Valley and on the Westside. Heavy rail would mean more capacity for ridership, especially needed to serve population-dense southeast cities.

The downtown L.A. Arts District would get its (long sought-after but never quite funded) Red/Purple Line station. Instead of a limited utility dead-end spur, a WSAB Arts District station would offer community connections both north and south.

Little Tokyo would avoid additional Metro construction.

Other Costs and Questions

Heavy Rail would need longer platforms.

Just because there is existing rail ROW, doesn't mean there are no costs. But surface costs should be significantly less than underground ones.

The ROW will need to be fenced in and grade crossings should probably be eliminated, as was done on Bay Area Rapid Transit (BART) in areas where it runs on the surface. This is because L.A.'s heavy-rail subway equipment is powered by third rail, which could be a potential hazard to anyone trespassing on the tracks. However, there's nothing unusual about running third-rail powered, heavy rail subway trains above ground.

Thanks for your consideration from the homeowners, businesses and Metro fans who this project will directly affect over the next decade and beyond.

Cheers,

Geoffrey Boynton

----- Original Message -----

From: gshy101684 [gshy101684@aol.com]

Sent: 8/22/2018 8:09 PM

To: wsab@metro.net

Subject: NO on Proposed WSAB

To: Ms Teresa Wong

I'm strongly opposed to the proposed West Santa Ana Branch Transit Corridor Project. The WSAB is not needed in the Cerritos Area. Cerritos area citizens can use existing MTA Shuttle buses from current rail routes. I'm against the WSAB for the following reasons: 1. Traffic congestion on Pioneer Blvd, Norwalk Blvd, and 183rd St. 2. Safety concerns at the Rail crossings, 3. Privacy for nearby homes, 4. Increase noise levels, 5. Potential for increased crimes in our communities, and 6. Depreciated home values.

It is for these reasons that I strongly oppose the WSAB Project and I request that my comments are included in Metro's public scoping process. My phone number is 562-210-8248. My cell phone is 310-619-8241. Thank you.

George Shy

----- Original Message -----

From: Nancy [xie892003@gmail.com]

Sent: 8/22/2018 12:07 PM

To: wsab@metro.net

Subject: METRO West Santa Ana Branch Corridor Expansion - Comments

Hi Teresa,

Hope all is well!

As a resident of Little Tokyo community in DTLA, I vote for Route G-Will turn towards DTLA at 7th/Alameda.

Regards,

Nancy

----- Original Message -----

From: Peter [duongpeter@hotmail.com]

Sent: 8/22/2018 11:20 PM

To: wsab@metro.net

Subject: Metro WSAB Corridor Expansion Project

I would like to submit my vote for ROUTE G for the Metro WSAB Corridor Expansion Project.

-Peter Duong owner

100 S. Alameda St. Unit 312

Los Angeles, CA 90012

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/23/2018 11:26 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#38]

Name/ Nombre/??/?? *

Benjamin Steele

Email Address/ Correo Electronico/E???

bcsteele1@gmail.com

*

Street Address/ Domicilio/??:



Los Angeles, California

COMMENTS and/or QUESTIONS:

I encourage Metro to explore a western alignment (Alternative G) that connects directly with the jobs- and destinations-centric DTLA core rather than a peripheral alignment to Union Station. Union Station is not a final destination for Metro riders (myself included), unlike DTLA, and connecting to Union Station is no faster than connecting to 7th/Metro and much slower and more inconvenient when the forced, lengthy, needless transfer at Union Station is included. Please choose Alternative G for further study and drop consideration of Alternative E.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/23/2018 11:26 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#38]

Name/ Nombre/??/?? *

Benjamin Steele

Email Address/ Correo Electronico/E???

bcsteele1@gmail.com

*

Street Address/ Domicilio/??:



Los Angeles, California

COMMENTS and/or QUESTIONS:

I encourage Metro to explore a western alignment (Alternative G) that connects directly with the jobs- and destinations-centric DTLA core rather than a peripheral alignment to Union Station. Union Station is not a final destination for Metro riders (myself included), unlike DTLA, and connecting to Union Station is no faster than connecting to 7th/Metro and much slower and more inconvenient when the forced, lengthy, needless transfer at Union Station is included. Please choose Alternative G for further study and drop consideration of Alternative E.

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

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HISTORICAL MONUMENT**

CHRISTOPHER P. ESPINOSA
General Manager

125 PASEO DE LA PLAZA, SUITE 300
LOS ANGELES, CA 90012

TEL: (213) 485-6855
TDD: (213) 473-5535
FAX: (213) 485-8238

August 23, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles California 90012

Subject: Scoping Comments – West Santa Ana Branch Transit Corridor

On August 9, 2018, the Board of Commissioners for El Pueblo Historical Monument received a briefing regarding the West Santa Ana Branch Transit Corridor project. The proposed 20-mile light rail transit line will connect the communities of southeast Los Angeles County with downtown Los Angeles. During the presentation, the Commission was informed that the Metro Board selected two Northern Alignment options -- Option E (Alameda Underground) and Option G (Downtown Transit Core) -- to be carried into the Draft Environmental Impact Study/Environmental Impact Report for further study.

The Board of Commissioners would like to express support for Option E (Alameda Underground) as the northern alignment for the project. The development of a light rail terminus in front of Union Station and across the street from El Pueblo Historical Monument would likely increase visitation to the City's birthplace, where guests may shop, dine, and visit our free museums and cultural activities.

The Board of Commissioners would also like to highlight the likelihood of encountering archaeological deposits adjacent to Union Station from native populations, the Spanish and Mexican historical periods, as well as from the Old Chinatown community. We encourage Metro to take special care in dealing with any archaeological records encountered during the project.



The Board of Commissioners are excited about this public investment in our transportation network. Our collaboration with Metro on the Union Station Forecourt and Alameda Esplanade project is continuing as we both prepare for future rail expansion throughout Los Angeles County.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Robert Vinson', with a long horizontal line extending to the right.

Robert Vinson, President

Board of Commissioners - El Pueblo de Los Angeles Historical Monument

----- Original Message -----

From: Joel Ilao [joey90703@gmail.com]

Sent: 8/23/2018 9:16 PM

To: wsab@metro.net

Subject: Cerritos - Metro Rail -

Hiya,

My name is Joel Ilao, and I live near the Cerritos Mall. I'm hoping that the Metro Rail project pushes through, and hoping that it's above ground... For safety reasons, it would be much easier to escape and get out. Than if it were underground, that would be so much harder..

Hope that this letter helps in some way... Thank you for reading my email.. If you need to get in contact with me, my information is listed below...

Sincerely,

Joel Ilao

(562)-650-1776 (cel)

joey90703@gmail.com

--

----- Original Message -----

From: Vanessa Ying [vanessaying@gmail.com]

Sent: 8/23/2018 5:54 PM

To: wsab@metro.net

Subject: WSAB Vote

Hello - I am a resident of Little Tokyo and have lived here for over 5 years.

I would like to cast my vote for Route G.

Thank you,
Vanessa Ying

----- Original Message -----

From: Cornelis van der Linden [vanderlindencw@msn.com]

Sent: 8/23/2018 9:55 PM

To: wsab@metro.net; ca38ls.outreach@mail.house.gov

Cc: tcontreras@cerritos.us; markpulido@yahoo.com; council@cerritos.us; jbnunez@lasd.org; kaguila@cerritos.us

Subject: West Santa Ana Branch

This segment should be underground or none. Consult the Dutch to accomplish that.

Hello,

I am an owner and resident at the Savoy Building located at 100 S Alameda Street.

My preference for the West Santa Ana Branch Transit Corridor is the Route G, branching out at Alameda and 7th Street.

Thank you,

Florent Lebert

----- Original Message -----

From: Gabriela Contreras [gabriela0617@icloud.com]

Sent: 8/24/2018 12:01 PM

To: wsab@metro.net

Subject: Option G

Hello Metro,

I live on 100 S Alameda Street and I am concerned about the West Santa Ana Branch Transit Corridor-Northern Alignment Alternatives.

Option G is the best choice as it would cause less disruption in an area that is already being greatly disrupted by the Regional Connector.

Please choose Option G.

Thank you,

Gabriela Contreras

Email to Brian Martinez,

I am e-mailing my comments to the Metro Board on the West Santa Ana Branch Metro Line.

Attached :

Cover letter to Project Manager Fanny Pan West Santa Ana Branch –Metro

Notes on meeting with City Manager, Paramount – May 21, 2018

Comments given on 8-7-18 to City Council – Paramount.

Copies from Internet on “ACCIDENTS ON THE BLUE LINE”

Brian please forward my comments to the correct person or dept.

Irene Reynolds

ireynolds39@gmail.com

COMMENTS TO PROJECT MANAGER
WEST SANTA ANA BRANCH METRO RAIL LINE

I have attended many of your meetings. I live in Paramount, and I am very concerned for our city to have a Rail Line going through School areas, residential areas and impacting our SMALL STABLE CITY. And maybe buying homes. We have lived in Paramount for almost 60 years with our business here. I have read articles on the internet a bout "ACCIDENTS ON THE BLUE LINE" Putting a Metro Rail line in our city is not worth losing one of our friends, neighbors, or family members.

I have attached my comments to this COVER LETTER.

I HOPE YOU WILL CONSIDER MY CONCERNS AS I DO NOT WANT TO IMPACT. CHANGE OR HURT ANY OF OUR RESIDENTS OR INVESTORS

Notes on meeting with city manager, Paramount May 21, 2018

Comments given on 8-7-18 to City Council ---Paramount

Copies from Internet on 'ACCIDENTS ON THE BLUE LINE'

I also think the project is very costly and would like to be able to connect to some of the existing lines that would reach the same goal of Downtown L A

I HOPE YOU HAVE READ MY COMMENTS AND UNDERSTAND I DO NOT WANT A METRO LINE IN PARAMOUNT.

IRENE REYNOLDS
ireynolds39@gmail.com

Mayor Martinez, Council members and staff:

Irene Reynolds. Metro Light Rail is proposing a Metro train from Artesia to Downtown L.A. Going through Paramount (Lakewood Blvd to the 105 freeway) maybe 2 miles.

I have attended many meetings and talked to many people.

At peak times Metro train operates every 5 to 6 minutes (two trains would be every 2 ½ to 3 minutes passing top speed 65 mph average speed 35 mph

Hugh concern is the train crossing at Downey Ave. as this is Paramount High School The train is proposed at ground level and as stated every 2 ½ to 3 minutes the gate arms would be down. Traffic could be backed up to Alondra and defantely Rosecrans

Walking students would be impacted and very very unsafe as they would be crossing three tracks (the petroleum co would still have their transient line)

Very very unsafe for our students, neighbors, friends and parents.

Rosecrans and Paramount crossing have two schools, and Paramount Park which already impact this crossing without outside people coming to use the train.

The train now continues to the Union Pacific right away between Arthur ave on the East a multiple unit street with maybe 160 units and Facade Street on the West. With aprox 40 single family homes.

Metro has stated the right away is not wide enough for three tracks, two for Metro and the existing freight line. The freight line is proposed to be moved closer to Arthur street

and if the train is elevated these families will feel like they are living in a "fish bowl"

Facade street owners are being told Metro needs more land and they could take some

of their backyard and maybe purchase their homes

I do not feel Metro has been out to assess this area for the impact, noise vibrations, congestion and just plain disruptions for these families. Would you like to put your children to bed each night knowing a train will be by every 7 to 10 minutes.

Please Mayor Martinez, Council members and staff look at this area as if it was your home and not take their homes or impact a multi family area.

I do not feel safe with a train in our city going 55-65 miles per hour

You can google the blue line for accidents and they have had many. They may be shut down in 2019 for safety repairs.

The comment period to Metro Light Rail Line ends August 24, 2018 and I urge everyone here to e-mail or write your concerns.

IT IS OUR CITY AND WE WANT THE BEST FOR EVERYONE.

Thank you for listening to me.

Given August 7, 2018 Paramount City Council

Memo: I was limited to 3 minutes therefore my comments do not contain any adjectives to really express my concerns.

This may be slightly different than was given due to the time limit, but I stand by my comments..

WEST SANTA ANA BRANCH
METRO LINE

May 21, 2018

Regarding: Proposed Metro Line in City Of Paramount

Lakewood Blvd. To North Paramount Station
Over 105 Freeway

1. Lakewood Blvd. is a main thorough fare through Paramount and Bellflower. We are being told two metro tracks will cross this Street, one train going North and one going South to Artesia every 7 (maybe 5) minutes. Common sense would tell us the train crossing could be every 3 ½ minutes (or maybe every 2 ½ minutes) Would the Blvd be cleared of traffic in this amount of time? Would sidewalks be blocked so people could not go around barrier? This does not sound like a good place for a train crossing.
2. Continuing north the track to Somerset Blvd is removed / now a walking path with residential homes to the south. Spoke with resident and he said the children use this area all the time. The train will cross Somerset then continue North through the refinery (Alt Air) with a very large apt building directly to the South, once again impacting our residents. The train will exit the refinery at Downey Ave. The Metro line -plus now a transient line (Alt Air) will continue to Paramount and Rosecrans Avenues.
3. Downey to Paramount/Rosecrans----the train will now pass 3 schools, residential and businesses. Downey ave and the train crossing will be very impacted due to the school being Paramount High with many children walking and driving. Again with the train schedule will the crossing ever be clear? Two schools are connected with an over pass over the train lines.. the safety of our students is every parents concern. The metro line will be elevated somewhere in this section with the freight line at grade level. Concern----noise level of equipment used to elevate train----COMPRESSERS ??? The Metro Line will be elevated over Paramount and Rosecrans and also the train station. At some point North the train will return to grade level. They will now be at grade level with the freight train on a different track. The trains, now traveling North, are passing through a residential neighborhood on the East and West.
4. Paramount/Rosecrans to the Paramount Station North at 105 Freeway. The Metro train is now traveling North in between residential properties (single houses on the West and Multiple (rental units on the East.) Both trains are now at grade level impacting both neighbor hoods. This is not in the best interest of the residents of Paramount. Someone, maybe Metro is proposing taking property on the West, and maybe removing the homes. Arthur Street to the East is a very impacted

neighbor hood now and cannot have Metro customers parking or using their streets. The Paramount North Station/105 is above the freeway accessing the Green Line. Parking for this station may be in South Gate on Center Street and Century Blvd. Per Metro.

The Metro Line as proposed will continue to Union Station, Downtown L. A.

S U M M A R Y

1. Congestion at all street crossings:
 - Lakewood Blvd
 - Somerset
 - Downey Avenue (School students)
 - Paramount/Rosecrans (School students-Seniors- Residents)
 - Metro train (one train No and one train South) aprox every 5 or 7 minutes per Metro 24 hrs day (More if needed)
 - Will crossings ever clear? What is rate of speed?
2. Removing of walking trail and usage by residents
3. Impacting residential
4. Impacting our streets
5. Many students will be crossing these rail lines Safety concerns
6. Bringing more cars to Paramount Streets
7. Noise Noise Noise
8. Making people move from their homes!!!!!!
9. Any financial benefit for Paramount.?
10. Too much noise, impacting, and danger for our City



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

AUGUST 28, 2012

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: PAUL C. TAYLOR *PT*
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: INTERIM REPORT ON METRO BLUE LINE ACCIDENTS

ISSUE

This report serves as a preliminary progress update on Metro staff efforts to evaluate accidents on the Metro Blue Line and actions taken to date to identify additional safety measures to mitigate the accidents.

BACKGROUND

In accordance with a motion passed by the Metro Board of Directors at the August 6, 2012 meeting, staff invited and convened affected stakeholders, including Los Angeles Department of Transportation, Los Angeles County Public Works, The City of Long Beach – Traffic Engineering, Union Pacific Railroad (UP), Los Angeles Sheriff's Department (LASD), City of Compton, and California Public Utilities Commission (CPUC), to establish a task force to assess the Metro Blue Line (MBL), and to recommend additional safety enhancements. The extent of safety enhancements identified by the task force will be based on data contained in the MBL quarterly accident report which is distributed the agency stakeholders list above. The latest quarterly report is included in Attachment A.

The Metro Blue line is comprised of essentially two alignment types – mid-corridor and street running. These two alignment types are prevalent across North American light rail transit systems. Mid-corridor alignment, describes areas where the train crosses intersections that have gates, railroad flashing lights, and bells installed. Trains operate at speeds up to 55 mph in the mid-corridor segment of the line. Street running alignment describes areas where trains operate at a maximum speed of 35 mph. Instead of railroad gates, flashing lights, and bells, street running alignments have traffic signals and special train signals (known as "bar signals") installed to ensure a safe interface between vehicles, pedestrians and trains. The mid-corridor section is between the

Washington Station and the Willow Street Station. The street running sections are between the 7th/Metro Center Station and the Washington Station in Los Angeles, and as well as south of the Willow Street Station in Long Beach. See Attachment B for a map of the MBL and the locations of the alignment types.

Summary of Metro Blue Line Alignment Types

	Mid-Corridor	Street Running
Signals	Flashing lights, gates, bells	Traffic signals and special train signals ("bar")
Speed	Maximum speed of 55 mph	Maximum speed of 35 mph
From/To	Washington Station/Willow Street Station	7 th /Metro Center Station/Washington Station (Los Angeles)
		South of Willow Street Station (Long Beach)

The decision to classify an intersection as street running or mid-corridor is made during the preliminary engineering design phase in close coordination and agreement between the local traffic agency, CPUC, and Metro. The decision takes into account factors such as traffic volumes, train speeds, available right-of-way, congestion at adjacent intersections, etc. Ultimately, approval of all intersection classifications rests with the CPUC and in the case of the MBL every intersection was approved by the CPUC.

Over the last 10 years, numerous safety enhancements have been implemented to mitigate accidents on the MBL; the specific improvements are described below. The implementation of these measures resulted in a 62% reduction of train/vehicle accidents in the mid-corridor portion of the line and a 49% reduction of train/vehicle accidents in the street-running portion when comparing the last eleven years to the first eleven years of MBL operation. Metro's demonstration project to install four-quadrant gates in 1998 at the 124th Street grade crossing was effective in reducing vehicle accidents on the MBL, and acted as the catalyst for the CPUC's adoption of this technology in their regulations. The safety devices installed at the MBL grade crossings exceed the minimum requirements of the CPUC.

Metro has been challenged with reducing the train and pedestrian accidents in both alignment types. The rate of suicides has increased from 8 incidents in the first eleven years of operation, 1990-2001, to 22 incidents in the last eleven years of operation, 2002-2012. This represents a 175% increase in the number of suicide related incidents.

The quarterly accident report presents the train versus vehicle and train versus pedestrian trend over the latest rolling 10-year period. The data in the quarterly report ending June 30, 2012, indicates an increasing trend of accidents with pedestrians, with most ending in fatalities. A statistical analysis of the fatalities and suicides is shown below.

**TABLE OF METRO BLUE LINE FATALITY AND SUICIDE STATISTICS
7/1/2002 THROUGH 6/30/2012**

		<u>SUICIDES</u>		<u>OTHER FATALITIES</u>	
		MALE	FEMALE	MALE	FEMALE
Ethnicity	Caucasian	5	1	2	2
	African American	4	1	9	4
	Hispanic	7	1	14	5
Age	10 to 20	0	0	3	2
	21 to 35	3	1	10	1
	36 to 50	6	2	7	3
	50 +	7	0	5	5
Time of day	4am to 12pm	2	0	6	3
	12pm to 4pm	3	1	8	5
	4pm to 8pm	5	0	9	3
	8pm to 4am	6	2	2	0

ACTIONS TAKEN

Since the opening of the MBL, numerous enhancements have been implemented to mitigate accidents. Photographs of many of these enhancements are included in Attachment C.

Between 1990 and 1995, the following measures were implemented:

- **Installed a "Cyclops" light on all trains to enhance the visibility of approaching trains for pedestrians and motorists**
- **Reduced the height of the right-of-way fencing at highway rail grade crossings to improve visibility for train operators of the grade crossings**
- **Changed the mechanical horn on the trains to an electronic horn to provide a more focused warning**
- **Installed additional flashing lights and bells at grade crossings to provide added active visual warnings on all approaches to the crossing**

Attachment A



Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

**SUMMARY OF METRO BLUE LINE
TRAIN / VEHICLE AND
TRAIN / PEDESTRIAN ACCIDENTS
(July 2002 – June 2012)**

Compiled Quarterly By

Abdul Zohbi, Systems Safety Manager, (213) 922-2114

CORPORATE SAFETY

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Metro

Interoffice Memo

Date August 06, 2012

To DISTRIBUTION

From Abdul Zohbi, Systems Safety Manager

Subject Metro Blue Line Accident Report ending 4th Quarter of FY2012

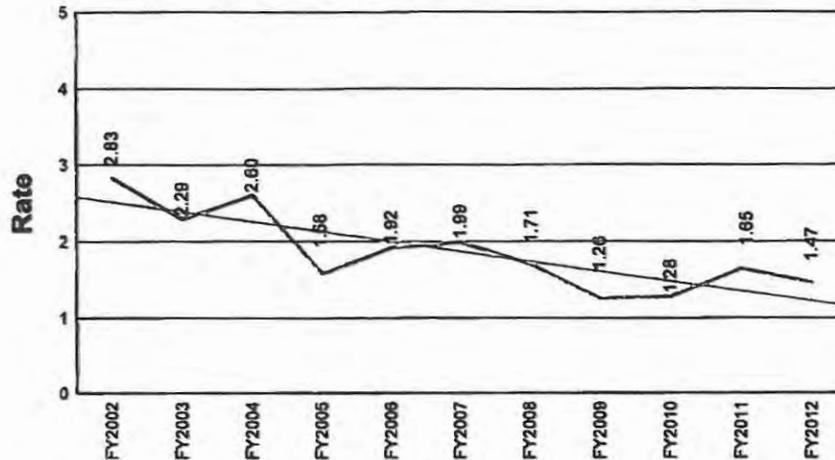
In Fiscal Year 2010, this report was revised to include Metro Blue Line accident data for the latest 10-year period during which Metro has implemented several safety enhancements. This revision will enable more meaningful analysis by analyzing current trends, and not be influenced by old data. This report will be prepared quarterly and will include data for a rolling 10-year fiscal period. Data for the oldest FY will continue to be reported until the latest FY is complete.

Since the beginning of July 2002 there have been 298 accidents reported at crossings or at other locations inside the right-of-way.

Since July 2002	Total # of incidents	Non-Suicide related fatalities	Suicides
Train vs Vehicle	199	5	1
Train vs Pedestrian	99	31	17
	298	36	18

2 fatalities occurred during the most recent quarter. 54 of the 298 accidents have resulted in a total of 36 fatalities and 18 suicides.

Blue Line Accidents Per 100,000 Miles



The accident rate for FY12 is 1.47 per 100,000 miles; 28 accidents; 1,903,652 train miles

ACCIDENTS OCCURRING April 1 to June 30, 2012

Date	Time	Loc	TYPE	FACTOR	Dir	FATALS
04/14/2012	5:47 am	0318	TP	TR	N	0
04/19/2012	12:55 am	0951	TP	SU	S	1
05/04/2012	12:24 pm	2167	TP		N	0
06/05/2012	9:06 pm	1230	TP	TR	S	0
06/12/2012	6:08 pm	1080	TP	TR	S	1
06/29/2012	6:20 pm	0084	TA	LT	S	0
06/30/2012	10:55 pm	0112	TA	LT	S	0

Number of Accidents					Total from July 2002 to			
July to Sept 2011	Oct to Dec 2011	Jan to Mar 2012	Apr to June 2012		Quarter ending Sept 2011	Quarter ending Dec 2011	Quarter ending Mar 2012	Quarter ending June 2012
2	4	6	2	Accidents involving Train vs. Vehicle	187	191	197	199
1	3	5	5	Accidents involving Train vs. Pedestrian	86	89	94	99
3	7	11	7	Total Accidents	273	280	291	298
0	0	0	0	Incidents coded as "Possible Pedestrian"	4	4	4	4
0	0	0	0	Incidents coded as "Mirror"	17	17	17	17
3	7	11	7	Total Accidents/Incidents	294	301	312	319
1	2	4	2	Number of Fatalities	47	49	53	55

METRO BLUE LINE ACCIDENTS BY SEGMENT & LOCATION
July 1, 2002 through June 30, 2012

LOS ANGELES STREET RUNNING				CAB SIGNAL ROUTE SEGMENT				LONG BEACH STREET RUNNING			
Loc No.	Location Description	Vehicle	Ped	Loc No.	Location Description	Vehicle	Ped	Loc No.	Location Description	Vehicle	Ped
0062	12TH ST	3	0	0318	20TH STREET GC	0	1	1847	WILLOW PED	0	2
0072	PICO STATION PED	0	2	0318	20TH ST	0	1	1850	27TH ST	2	0
0072_0075	dwy bet S.Pico ped entrance & Pico Blvd	1	0	0390	41ST ST	3	2	1860	WILLOW ST	1	0
0075	PICO BLVD	7	0	0390_0420	between 41st St & Vernon Ave	0	1	1860_1890	between Willow St & Burnett St	1	0
0079	CAMERON LANE	8	0	0420	VERNON AVE	0	2	1890	BURNETT ST	2	0
0084	DRIVEWAY AT 1348 FLOWER	1	0	0426	VERNON STA	0	2	1910	HILL ST	2	0
0086	DRIVEWAY AT 1360 FLOWER (GLOBE)	3	0	0450	48TH PL	0	3	1940	20TH ST	3	0
0091	DRIVEWAY AT 1370/1374 FLOWER	1	0	0500	55TH ST	1	1	1950	19TH ST	4	0
0091_0092	bet dwy@1370 Flwr & dwy @ CalPress	0	1	0570	GAGE AVE	0	3	1960	PCH & LB BLVD	4	0
0092	DRIVEWAY AT CAL PRESS	1	0	0620	FLORENCE AVE	0	2	1965	PCH STATION	0	1
0099	VENICE BLVD	13	0	0623	FLORENCE STA	0	2	1980	16TH ST	5	0
0104	DRIVEWAY NORTH OF I-10 ON RAMP	1	1	0670	NADEAU ST	1	1	2000	14TH ST	8	0
0110	I-10 ON RAMP	4	0	0724	FIRESTONE STA	0	1	2010	ANAHEIM ST	1	0
0112	18TH ST	11	1	0770	92ND ST	0	2	2040	10TH ST	2	1
0120	UNK FLOWER ST	1	0	0820	CENTURY BLVD	0	3	2050	8TH ST & LB BLVD	2	0
0123	WASH BLVD/FLOWER	4	0	0840	103RD ST	1	2	2060	7TH ST & LB BLVD	8	0
0134	GRAND STA	1	1	0930	WILMINGTON AVE	3	4	2070	6TH ST & LB BLVD	2	0
0140	GRAND AVE	2	0	0946	IMPERIAL PED XING (WEST)	0	3	2096	3RD ST & LB BLVD	1	0
0144	OLIVE ST	4	0	0947	IMPERIAL PED XING (EAST)	0	1	2100	BROADWAY/LB BLVD	1	0
0144_0149	between Olive St and Hill St	1	0	0951	IMPERIAL STATION	0	1	2105	1ST STREET STA	0	1
0149	HILL ST	1	1	0980	119TH ST	1	3	2110	1ST ST & LB BLVD	1	0
0156	BROADWAY	2	0	1010	124TH ST	1	1	2130	PINE & 1ST ST	2	0
0163	MAIN ST	5	1	1020	BETWEEN 124TH AND EL SEGUNDO	0	1	2155	3RD ST & PACIFIC	2	0
0170	LOS ANGELES ST	5	0	1040	EL SEGUNDO BLVD	0	2	2160	4TH ST & PACIFIC	1	0
0183	MAPLE ST	10	0	1050	130TH ST	0	1	2167	PACIFIC STA	0	1
0190	MAPLE X-OVER	1	0	1080	STOCKWELL ST	1	4	2167	PACIFIC STATION	0	1
0198	TRINITY ST	1	0	1150	ELM ST	0	1	2170	5TH ST & PACIFIC	0	0
0208	SAN PEDRO ST	3	0	1174	COMPTON PED	0	1	2180	6TH ST & PACIFIC	2	0
0215	SAN PEDRO PED	0	2	1178	COMPTON STA	0	4	2190	7TH ST & PACIFIC	8	0
0219	SAN PEDRO STA	0	2	1230	N. OF ALONDRA	0	1	2197	8TH ST & PACIFIC	4	0
0234	GRIFFITH AVE	1	0	1240	ALONDRA BLVD	0	5				
0254	CENTRAL AVE	10	0	1290	GREENLEAF BLVD	0	1				
0271	NAOMI ST	4	0	1319	ARTESIA PED	0	7				
0285	HOOPER ST	2	0	1322	ARTESIA STA	0	0				
0285_0301	between Hooper St & Switch to Washington	1	0	1350	ARTESIA FWY OVER	0	1				
0304	LONG BEACH AVE	3	0	1529	DEL AMO STA	0	2				
				1529_1744	between Del Amo and Wardlow Stations	0	0				
				1744	WARDLOW STA	0	2				
				1750	WARDLOW RD	1	1				
				1750_1810	between Wardlow Rd and Spring St	0	1				
				1810	SPRING ST	1	3				
				1821	WILLOW N POCKET	0	1				
				1843	WILLOW N	0	1				
Los Angeles Street Running Total		116	12	Cab Signal Route Segment Total		14	82	Long Beach Street Running Total		69	7

http://www.gazettes.com/news/metro-blue-line-accident-kills-man-at-pacific-avenue-stop/article_98121a04-37ab-11e4-915a-001a4bcf887a.html

Metro Blue Line Accident Kills Man At Pacific Avenue Stop

By Jonathan Van Dyke
Staff Writer

Sep 8, 2014



Photo by Jesse Lopez

An accident involving the Metro Blue Line has killed a pedestrian this afternoon (Monday).

----- Fold Here -----

James George
1516 Monterey Blv.
Hermosa Beach, CA 90254

Place
Stamp
Here

main line at grade...



4. US Railcar's DMU/MetroLink cab car

...OR... light rail at grade



...could be electrified

Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

West Santa Ana Branch Transit Corridor Project Overview



Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

1516 Monterey Blvd, Hermosa Beach, CA 90254

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660 Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade; expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

2. The South End must be the Santa Ana Transportation Center, not "Bloomfield" (nowhere). It should interline with the OC Streetcar to guarantee the West Santa Ana Branch is a ridership success; failing to go there will guarantee ridership disaster! You provided no information about interagency coordination with OCTA; get busy to ensure both agency's trains & systems are inter-operable! OC Streetcar recently selected Siemens to build their Streetcars; Siemens also built Light Rail trainsets for MTA, so they already worked with MetroRail's LRV specs... At least ~~1~~ station platforms (Santa Ana Amtrak Station) must be built to accommodate LA's West Santa Ana Light Rail trainsets too; & if the OC Streetcar wishes, at least 1 station in LA County should accommodate the OC Streetcar. West Santa Ana Branch designers should also offer interoperability to the LA Streetcar- both LA & OC Streetcars could run as expresses... (Muni bus agencies outside LA do this in downtown LA every day.) You must begin talks with them ASAP!

3. "Once they pick up the car keys, drivers just keep going!" Eliminate giant parking lots at all stations- driving & parking defeats the purpose of mass transit: A. Place bus bays along the opposite side of the train platform for cross-platform transfers, with bike parking at the outer edges of the platform. B. build a Green Park around the rail/ bus/ bike station, designate curbside standing-lanes for a few taxis & limos on one edge, Kiss-&-Ride lanes for a few cars (no parking!) on another edge, and limit car-parking with limited hours to favor local merchants (not dumping cars there all day!) at the furthest edge of the park. C. Got an historic station (like Bellflower)? Reopen it for ticket sales/ coffee shop/ bike rental/ travel agency... No historic station? Build one from old plans! If modern, Build restrooms at larger stations. Canopies built over platform must both shade & shelter (unlike punched metal canopies at Expo's USC that do neither).

4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on its original Right-of-way east of Watts is far cheaper & better than subway tunneling)...

James [Signature]

(e-c.)

August 23, 2018

VIA E-MAIL (WSAB@METRO.NET)
AND U.S. MAIL

Ms. Teresa Wong
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Re: West Santa Ana Branch Transit Corridor Project (“Project”)

Dear Ms. Wong:

This law firm has been retained by the Los Angeles Wholesale Produce Market (“Market”) to comment on the scope of the draft Environmental Impact Statement/ Environmental Impact Report (“EIS/EIR”) for the Project. We appreciate the opportunity to convey our questions and concerns that should be addressed in the draft EIS/EIR.

By way of background, the Market and other large produce warehouses operate in an industrial area of downtown Los Angeles bordered by Central Avenue to the west, 7th Street to the north, Alameda Street to the east, and Olympic Boulevard to the south. The Market is a roughly 30-acre site with 529,000 square feet of operations in five buildings. Millions of pounds of produce from all over the world are shipped from the Market to grocery chains, storefronts, and local restaurants in Southern California and neighboring states. Millions of dollars of equipment, pallet jacks, forklifts, and trucks are used at the Market on a daily basis, 24 hours a day, seven days a week, with peak operations from 10 p.m. to 9 a.m. Tenants at the Market each sell millions, and in some cases, tens of millions of dollars of produce per year, with the Market as a whole selling billions of dollars of produce each year.

Each day, thousands of commercial vehicles, semi-trailer and other large trucks and vehicles pass through the Market to deliver and purchase produce. These vehicles travel constantly between the Market and countless off-site warehouses located up and down Alameda Street between 1st street to the north, and Vernon Avenue to the south (the “Alameda Corridor”). The Alameda Corridor street system infrastructure was built specifically with the produce industry in mind. We cannot stress enough how critical this infrastructure is to the current and future success of the produce industry in Southern California.

While the Market is not opposed to the development of the Project, it is concerned about the impacts that the construction and subsequent operation of the Project will have on the Market and other businesses operating in the Alameda Corridor. Given the Alameda Corridor's significant contribution to the Southern California economy, we ask that Metro do everything in its power to fully identify the Project's impacts upon businesses in the Alameda Corridor and study how those impacts can be minimized or eliminated.

We understand that Metro is considering a number of options for the Northern Alignment. From the Market's perspective, the Northern Alignment options are similar in that they would run underground as twin tunnels approximately 60 feet wide and 60 feet below the existing ground surface beneath South Alameda Street and McGarry Street along the eastern border of the Market. The Market would support these options, subject to the following: (1) Metro agrees to provide us as soon as possible, but in no event later than the commencement of the required draft EIS/EIR comment period, detailed maps describing and depicting the exact alignment and depth of the tunnel options closest to the Market, as well as a detailed description of the contemplated construction activity, including, without limitation, tunneling and cut and cover construction areas and methods, duration, equipment, staging areas, street closures, haul trips, temporary encroachments to Market property and hours of construction; (2) the tunnel options shall not encroach on any Market property; (3) the tunnels shall be constructed underground adjacent to the Market property as currently envisioned (rather than aerial or at-grade); and (4) there shall be no material impact or disruption to Market operations during construction or operation.

It is important that the draft EIS/EIR provide a comprehensive and comparative analysis of all anticipated impacts of each option, taking into account empirical data regarding baseline existing conditions in the Market vicinity. We continue to have the following concerns that should be addressed in the draft EIS/EIR:

- **Project Impacts During Construction.** Construction of the Project will cause impacts on the Market and other Alameda Corridor businesses such as increased and/or altered traffic, noise, vibration, subsidence and other geotechnical impacts, air quality and dust emissions, health risk, glare, construction worker parking, and perhaps most significantly, road and ramp alterations, detours and closures. The EIS/EIR should monitor and document existing micro-conditions in the Market vicinity relative to all CEQA and NEPA issue areas to ensure that all incremental impacts of the Project are appropriately analyzed. The EIS/EIR should specifically identify and discuss the nature, extent and duration of such impacts, as well as study and recommend measures that would be employed throughout the construction period to reduce them (such as preserving left turn lanes and center lanes, ensuring existing circulation along the Alameda Corridor and surrounding streets, and maintaining freeway access).
- **Lasting Project Impacts.** The EIS/EIR also should specifically discuss the nature and extent of impacts that each option would have on the Market and other Alameda Corridor businesses, such as vehicular and pedestrian traffic and access to freeways

and arterial streets. The study also should identify and discuss all measures that could be taken to minimize or eliminate adverse impacts.

- **Impacts on Property Owners.** The draft EIS/EIR should identify the specific locations and extent of all anticipated temporary construction easements and/or property acquisitions necessitated by the Project along the Alameda Corridor.

We appreciate your consideration of the foregoing, and request that all of the issues identified above be addressed in a thorough and comprehensive manner in the draft EIS/EIR. We also hereby request that we be provided with copies of all public notices relating to the Project. We look forward to our continued participation in the preparation of the EIS/EIR.

Very truly yours,



Francis Park
of PARK & VELAYOS LLP

cc: Mr. Richard Flamminio (by e-mail)
Mr. Richard Gardner (by e-mail)
Ms. Estela Lopez (by e-mail)
Steven D. Atlee, Esq.

To: Teresa Wong, Project Manager
LA County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch Transit Corridor (WSAB), Official Comments
August 22, 2018

Project Manager Wong,

□ Subway on Alameda: While it is important to provide mitigation to Little Tokyo area, it is not good to build an expensive surface or above-ground light rail line. Why? because if subway is built in a low-density NIMBYs and opponents of light rail will be demanding a subway in every neighborhood in Los Angeles, and we will never be able to afford rail expansion to other areas. If the reason for constructing the subway is for future development, that future development should pay for the subway. It is expensive & unethical to gift an underground subway to developers; let them pay the additional cost. Besides, new development should only go into place when they are willing to accept streetcars & light rail on the surface or aerial. We don't want any new development that doesn't accept the necessity of surface or aerial rail next to new development. The other problem is truck travel on Alameda? It should be able to accommodate surface and light rail. Besides, this light rail system is supposed to result in densifying of the area, which will probably eliminate most of the truck traffic, so it makes no sense to accommodate something that might not be there in the future. Besides, areas south of 9th Street, is proposed to have an aerial structure which will accommodate where most remaining truck traffic is likely to be near the I-10 freeway.

□ One of the other major problems with extensive major routing next to the MTA Blue Line, there is no reason to think headways for this line and the Blue Line cannot be accommodated on the same tracks. In fact the headways, if the Expo Line, Blue Line, & West Santa Ana Branch ran together, would result in headways of one and a half minutes- which can be accommodated without automation.

□ Another unnecessary expense is unnecessary grade separations at major streets. There's no reason most of this system can't be run at the surface. By doing the above, the cost of the WSAB is driven up dramatically. Money would be better-spent restoring & expanding bus service. Expanding rail service to other areas in this corridor such as: light rail or Diesel Multiple Unit service along the Slauson Corridor to Whittier & Brea, the Firestone Rail Corridor to Downey & Norwalk, and the UP Rail corridor to Lakewood & Long Beach Airport, and possibly further south.

□ The area of the WSAB between Artesia & Stanton in OC is low density & low ridership. It has to go all the way between Santa Ana and Los Angeles.

□ At the same time the only way to make other ridership on this route successful is from other areas to go all the way to Los Angeles & Santa Ana. Keep in mind, forcing a transfer at the county line is a waste of taxpayer money and absolutely critical to the success of this route to run through. OCTA & MTA must run thru-service and make sure joint services now being planned use compatible & interoperable equipment. If this cannot be done, this route is a waste of money and should not be built. Again, if a thru route from Santa Ana & Los Angeles express (& possibly local service) cannot be run, this route should not be built. If the MTA & OCTA are so incompetent and provincial as to be unable to do this, no Federal or State funds should be spent to do this project. By making sure this agreement is made, future thru-service along Brea, Katella Willow, and possibly east to Cal State LB across county lines will be possible. In fact, if this cannot be implemented, we will insist the Environmental Impact Report should not be given a Mitigated Negative Declaration.

□ Unlike in the past, when MTA has done nothing but reduced bus service, or service frequency. And did nothing but reroutes without adding new service to rail stations, there must be a comprehensive plan to expand frequency, span of service, and add new routes (where warranted) to feed into this new service. The locations of bus stops at stations must be planned now, not as an afterthought at the end. In fact, station locations must be decided based upon the need so riders and pedestrians, not where the best location for a parking lot is. The project should encourage transit-friendly development, not just building at new sites for redevelopment.

Western Land Use & Transit Information Center
wtluic@aol.com

----- Original Message -----

From: Cheryl Davis [the.cheryl.davis@gmail.com]

Sent: 8/24/2018 1:43 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor

The following are comments on the Cerritos/Artesia portion of the West Santa Ana Branch Transit Corridor.

I SUPPORT THE ARTESIA PIONEER STATION (as long as the parking is not in Cerritos as presently shown). The location is central to both Cerritos and Artesia commercial and residential centers.

I am NOT in favor of the Gridley/183rd station. The location appreciably overlaps the area served by the Pioneer Station and poses significant congestion and loss of retail revenue for Cerritos.

I FULLY SUPPORT THE CERRITOS CITY COUNCIL'S PROPOSAL OF A STUDEBAKER/ARTESIA STATION. The property is owned by Cerritos. It is not a big revenue producer. It is a short walk to Gahr High School, Valley Christian School, PCI College, Fremont College and Rio Hondo Mental Health Clinic. Cerritos on Wheels (COW) public transit connects this location with Cerritos Community College, Cerritos Auto Square, Los Cerritos Center and residential, commercial, medical, civic, school and recreation sites throughout Cerritos for just 50 cents.

I AM OPPOSED TO ANY STATION AT BLOOMFIELD/DEL AMO - EVER. This area is single family homes, not a commercial or industrial center. As the terminus of the line for the foreseeable future, congestion, safety, parking, noise and light pollution would be magnified over en-route stations.

Safety is an issue. An elementary and a middle school are within ½ mile of this location on Del Amo. The traffic on Del Amo is already heavy. Mixing more commuters, children and parents in their cars at rush hour is dangerous even if Del Amo is widened at Coyote Creek. Both schools have crossing guards but the City of La Palma felt the necessity of placing electronic warning signs as drivers frequently exceed 40 miles/hour in a school zone!

Additionally, the location is unique in that it is the nexus of two counties (Orange and Los Angeles) and four cities (Cerritos, Lakewood, La Palma and Cypress) which all come together at Del Amo Blvd., Coyote Creek and the rail line . LA County fire and police serve Lakewood and Cerritos while La Palma and Cypress each have their own dedicated police and fire departments. Reporting an emergency can, and has, resulted in being shuttled between different agencies when calling 911. It has happened to me twice when reporting an auto accident and a fire. This could result in serious delays in the event of an emergency at or near the station.

Creating parking for the station causes two problems. First, removing Target would deprive Cerritos of a significant source of retail revenue. Secondly, as the terminus of the line for the foreseeable future the number of cars parking at the Bloomfield/Del Amo location would be higher than en-route stations. Transit riders parking in residential neighborhoods is an issue and parking enforcement creates an additional burden for residents and law enforcement. But how do you control those who would park in the heavily used adjacent Don Knabe Regional Park?

Noise would be a problem. As a residential neighborhood, quiet hours are generally 7 am to 10 pm weekdays and midnight on weekends. And yet, the hours of operations for all other LA Metro light rail terminus trains begin at 4 am and continue to midnight weekdays and 3 am on weekends at 15 minute intervals. Even if the trains are reasonably quiet, embarking and debarking passengers (and their cars) at these hours would significantly disrupt the surrounding neighborhoods.

There would be significant light pollution. Stations, by definition, require more light. Although there is some parking lighting at Target and security lighting in the park, the amount of lighting necessary to make the station and parking safe would be a significant increase over the existing lighting spilling into adjacent residential neighborhoods.

Lastly, there is no need for a second station in Cerritos. In reality, there would be three stations since the Pioneer Station in Artesia is embedded within Cerritos and will serve both cities. All other cities along the West Santa Ana Transit Corridor have only one station or are sharing a station (Bell/Huntington Park). More than one station in Cerritos negatively impacts the revenue from commercial property and costs for safety, fire and other maintenance, wear and tear issues.

I accept that at some future date this line may connect to Santa Ana. *But let OCTA build the next station.* LA Metro would save construction costs and the ongoing expenses required in the maintenance and security of a station. Cerritos and LA County residents would still be adequately served and it would preserve our residential neighborhood.

----- Original Message -----

From: Cornelis van der Linden [vanderlindencw@msn.com]

Sent: 8/24/2018 8:48 PM

To: wsab@metro.net

Cc: anjanmuhury@hotmail.com; tcontreras@cerritos.us; kaguila@cerritos.us

Subject: Opposition to Metro's proposed West Santa Ana Branch (WSAB) Transit Corridor Project

August 24, 2018

LA County Metropolitan Transportation Authority

Attention: Ms. Teresa Wong

Project Manager

One Gateway Plaza

Mail Stop: 99-22-4

Los Angeles, CA 90012-2952

Subject: Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project

Dear Ms. Wong:

Concerns by Mr Anjan Muhury a Cerritos resident anjanmuhury@hotmail.com

- ? Long term vibratory impacts to residential structures;
- ? Socioeconomic effects of light rail on existing community;
- ? Impacts to residential property values;
- ? Funding sources for the proposed light rail system;
- ? Pollution generated by light rail; and,
- ? Sound impacts associated with light rail.

In accordance with California Environmental Quality Act law, an environmental analysis must be prepared in advance of approving and/or commencing construction on a project that might result in environmental impacts to: aesthetics; air quality; biological resources; cultural resources; geology and soils; hazardous materials; water quality; land use and planning; mineral resources; noise; population and housing; public services; recreation; and, transportation and traffic and utilities. Accordingly, Metro is legally required to address the referenced concerns and provide reasoning by way of scientific analysis about why a perceived impact is insignificant, or if found to be significant, what measures shall be taken to ensure that said impacts are rendered insignificant after mitigation.

Sincerely

CW van der Linden Cerritos resident since 1971

Enclosed: reply from City of Cerritos

As this project is being wholly initiated by Metro, independent of the City of Cerritos, City staff does not possess blue prints, or any other information beyond that which has been made available by Metro to the general public. The public scoping process that Metro is currently conducting is in preparation of completing the required EIR that will contain all the information requested as well as the answers to your questions.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/24/2018 4:51 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#41]

Name/ Nombre/??/?? * Daniel Berger

Email Address/ Correo dberger@treepeople.org

Electronico/E??? *

Street



Address/ Domicilio/??: TreePeople 12601 Mulholland Drive
Beverly Hills, CA 90210
United States

COMMENTS and/or QUESTIONS:

On behalf of TreePeople, I advocate that the West Santa Ana Branch (WSAB) Transit Corridor Project prioritize incorporation of active transportation and green infrastructure. TreePeople is a nonprofit organization and regional urban forestry leader for over 40 years.

The WSAB Project represents an exceptional opportunity to positively impact the day-to-day life of countless community members. It is critical that the Project's vision not be singularly focused on public transportation, but expanded to ensure that the corridor provides a full range of community benefits, including beautification, active transportation, stormwater capture and expanded tree canopy.

At the very least, the Project must not limit inclusion of active transportation options and expanded tree canopy in adjacent projects, such as the Rail to River segment planned for Randolph St.

We look forward to continued dialogue on this vital project.

Sincerely,

Daniel Berger
Director of Community Greening
TreePeople

----- Original Message -----

From: Evelyn Contreras [dejavu1119@hotmail.com]

Sent: 8/24/2018 2:23 PM

To: wsab@metro.net

Subject: Metro

Hello Metro,

Please choose route G as the best choice for the West Santa Branch project.

It is the best choice for the community.

Thank you,

Little Tokyo Resident

GreenLight Transit
Post Office Box 7232
Van Nuys, CA 91409

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
1 Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
wsab@metro.net

RE: WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR, OFFICIAL COMMENTS

Dear Project Manager Wong,

This should've been an easy project to support... but after driving along most the proposed routing with others, & attending 2 meetings... I cannot support the current proposal without changes (noted: * * * * * below). Disturbing features were snuck into what should've been a fairly simple plan, such as: Not using the Blue Line is bad for connections... rollercoasting (undulating between at-grade levels then above- or below- grade separations) severs neighborhoods & costs too much... not going to Santa Ana is unacceptable... but worst of all is a lengthy gold-plated subway >2 miles long = a show-stopper which must be deleted!) I'm trying to understand if their source is internal or external so that source can be called out & exterminated. Will you name them (see last paragraph)?

Almost as troubling, LACMTA overlooks how this route integrates with its own network (ignores it), along with other muni's bus lines', and freight track where MetroLink's special status can get passenger service started faster than any other means, freeing up funding to add passenger trains to other track. And though millions of drivers in private cars seamlessly cross LA County lines daily to Santa Ana (~3 miles away in Orange County Transportation Authority-land), LACMTA won't talk to them regarding getting its train there or thru-running? - Santa Ana might as well be the moon!

Rather than the usual "MTA Staff", according to different people (staffing) WSAB's Scoping Meetings, the main source of mistakes seems to be "Engineers"... though (other?) "engineers" at the meeting seemed unwilling to own these mistakes. Accepting staffs' narrative, "Engineers" abused your mission statement (quoting): "The main Goals of the WSAB project are to:

- #1. Provide Mobility Improvements
- #2. Support Local and Regional Land Use Plans and Policies
- #3. Minimize Environmental Impacts
- #4. Ensure Cost Effectiveness and Financial Feasibility
- #5. Promote Equity" (...your words, not mine! Following comments will refer back to these goals by their numbers)

A. "Engineers" are not providing deductive, common-sense Alternatives (= best solutions). Thankfully, since the last public meeting, you exterminated Alternative F on the rail-crowded LA River's west bank, which would have forced a transfer (transfers repel up to half of potential ridership) + mode change at the end of the Red Line railyard! (Note: neither would be required had Red & Purple lines originally been built for light rail (LRV) mode). But you may not have understood why, because you forgot to also eliminate both "Alternative G's," whose forced transfers + Dash-bus-like meanderings (which rail lines do VERY badly!) around downtown violate Goals #3, #4. LACMTA's system over-serves Downtown Los Angeles (DTLÁ) now at the expense of everyone everywhere else in the County (Goal #5). * * * * * **ONLY LOCATING ALTERNATIVE E's WEST BRANCH AT-GRADE ALONG ALAMEDA MAKES ANY SENSE AT ALL! (& CONVERTING LAUS' SURFACE PARKING TO A STATION-AT-GRADE IN FRONT OF LAUS IS THE ONLY SENSIBLE PLACE FOR WSAB TRAINS TO GO.)** 3 other LAUS rail lines/ projects will benefit from demolishing Catellus' "Museum Building" (occupied by First Five), + "snipers apartments" (Mozaic), + surface parking lot between them... for outdoor platforms to improve rail access & capacity east of Alameda (not in Alameda).

You also failed to exterminate sub-Alternative E's eastern branch at LAUS, that would add infinite complications to LAUS' troubled Run-Thru-Tracks project, whose proponents have yet to design fixes for its self-inflicted wounds: its wrenching streetcar-sharp curves would derail California High Speed Rail trainsets... that grade drop to keep the turnback over the top of the Red Line tunnel's headframe (arbitrary & unnecessary) cuts off all but a few of LAUS' westernmost, low-numbered tracks (making that project near-useless!)... the cable-car-like steepness of those grades will not work for Amtrak's diesel-hauled trains, AND unless LAUS platforms are extended south across the freeway, will not accommodate the length of Amtrak's Long-Distance Trains, or the extra station capacity needed for MetroLink, Amtrak, & CAHSR expansion. Making Run-Through-Tracks work requires expansion over the freeway with substantial foundation work to the south (in alluvial material that hasn't been delineated or designed yet!) The bottom line for WSAB entering Union Station is: Keep WSAB completely out of there (at least between LAUS tracks & 1st Street)!

WSAB's alignment as proposed is convoluted, overlaying parts of 3 different historic rail rights-of-way (Pacific Electric (PE) to Santa Ana, formerly PE/ Southern Pacific to Brea & historically beyond Yorba Linda CA, and Union Pacific affiliate Los Angeles & Salt Lake to Long Beach- shortened in more recent times to Boeing's Long Beach Airport Plant). Today, Union Pacific operates parts of those last 2 main-line tracks in the WSAB project area for freight customers (thankfully keeping heavy commodity freight off local roads); both lines eminently eligible for the addition of MetroLink commuter rail service. In your plan, WSAB rollercoasters over them at great expense.

(i.) **Taken together, where is that Alternative which simplifies WSAB back to resemble its original rail right-of-way from LA-to-Santa Ana, on its namesake former Pacific Electric "West Santa Ana Branch"?:**

Alameda Street at-grade from the front of LAUS to the Blue Line at Washington Sta. (the most affordable scheme would interline WSAB trains with Blue Line LRV)

...branching southeast at Watts Sta. (demolishing parking lots & housing squatting on top of the historic rail corridor would be FAR CHEAPER, HAVING FAR LESS ENVIRONMENTAL IMPACT than high-priced, long construction timelines for subway & aerial shenanigans of the present scheme)

...turning southeast over/ under/ near the I-105 + affiliated Green Line (which stole WSAB's alignment); the present proposal's disruptive WSAB-to-Green Line Sta. in the center of the I-105 could be eliminated.

(ii.) **Taken together, for the most savings & elimination of flyovers, where's the Alternative simplifying WSAB (all or parts) to main-line mode? Paying MetroLink to add passenger service immediately, improving it incrementally, using either:**

DMU's resembling LRV's, except using freight tracks, MetroLink/ Amtrak-size railcars & stations, which pass FRA locomotive crash standards without waiver (US Railcar's shown at right above)- **(see B. below)**

or EMU's... ((Denver RTD's at right below), which, like LRV, use overhead electrification)... whose costs & scalable capacity are more appropriate to this line's initial ridership than MetroLink's standard 5 railcar + diesel train.

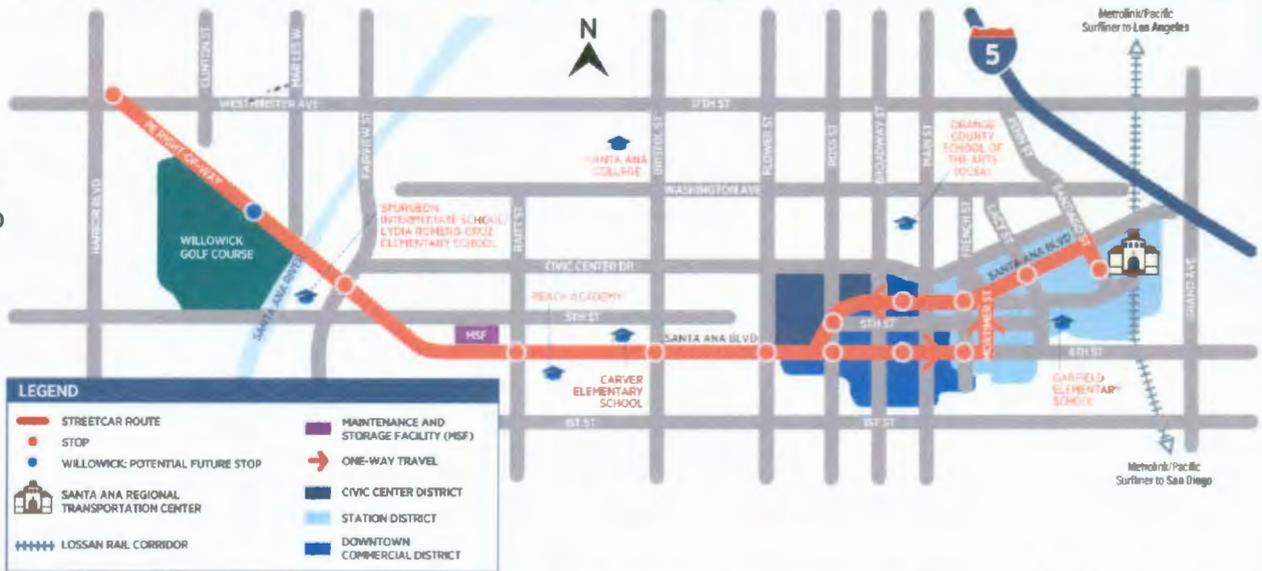


(iii.) ******* EITHER WAY, THE SOUTHEAST "TERMINAL" MUST GO ALL THE WAY TO DOWNTOWN SANTA ANA REGIONAL TRANSPORTATION CENTER (SARTC) FOR ANY OF THIS TO WORK! FAILING TO GO THERE WILL MAKE WSAB A RIDERSHIP FAILURE!**

One of your young staffers stated (wrongly, perhaps reciting a script you gave her?): "MTA can't build or run outside the County; others would have to build the last station."

No, LACMTA runs Line 161 with stops in Thousand Oaks -in Ventura County- I've been there, I said; There **MUST BE AN INTER-OPERABILITY AGREEMENT** with OCTA's "OC Street Car Project," and that southeast destination **MUST** be Santa Ana! As you can see from their plan (OC Streetcar map below) they plan to cross the Santa Ana River... now instead of using the F-word (= the "Future" that will never come)... both agency Plans must close that bi-County gap **IN THIS PHASE**, pounding the Golden Spike through the heart of Unnecessary Forced Transfers holdin g back the potential for inter-agency thru-rides! Riders don't care where county lines are, or which agency sticker is on their transit. But they're going to be furious if they're forced to get off before their destination for trifling agency reasons!

Don't feel picked-on, LACMTA; at the start of the OC Street-car project, I & others also warned OCTA officials to adapt their specs. to MetroRail LRV specs. in order to **MAXIMIZE INTEROPERABILITY** with future LACMTA trains on WSAB!... & co-operatively build joint stations having dual platforms (with 2 different platform heights), so at least a



few of each agency's trains, say one every half hour, could run with doors shut (not poaching the other's riders) as a Limited or Express(!) to the other's terminus (as non-LA muni buses (Foothill, Big Blue) do now to downtown LA).

May I suggest: Now that OC's choices are being made fast, you (or appropriate MetroRail executive, or LACMTA CEO Phil Washington) mail OCTA's counterpart a summary of MetroRail's LRV electrical specs./ car floor heights/ station dimensions, along with your business card & hand-written cover letter saying let's talk (or play golf or whatever you do) ASAP. I have no "inside track" there, except to start with your peer "Project Contact Tresa Oliveri (714) 560-5374 ocstreetcar@octa.net " Hurry! they're ready to lay track (& chose Siemens to build streetcars; good news since they're familiar, having sold LACMTA LRV's in 1996), but don't dawdle! I'll try to arrange a meeting & remind them too.

May I suggest: how to minimize or eliminate planning partial property-takes slicing off back yards of what appear to be family homes south & west of the proposed WSAB-to-new Green Line Transfer Station crossing over the I-105 freeway... at this point it is sunken below grade so level bridges for the LA & Salt Lake freight trains and several neighborhood roads cross at surrounding grade levels. Though it did not look like much slicing from your maps, 3 people (of less than 10 residential properties it appears would be affected) gave emotional testimony at the Bellflower hearing, saying their property & equity will be ruined. They're obviously not considering how much their properties' value will be increased from having a station close-by: a rush-hour-proof train ride to downtown Los Angeles or Santa Ana a few steps away... but I believe the following design alternatives can save them, because the property slicing is at an angle, which seems to be generated by LRV tracks' "station throat", spreading around the wide corners of the "center platform"; there is no spreading with "side platforms" which would not continue beyond the platform ends:

(i.) Relocate the LA & Salt Lake freight line to a new bridge to the west side (like your plan, except scooted over east just far enough to prevent any property-take slicing of properties to the west). Immediately east of this freight track, build one new bridge structure carrying 2 "side platforms" (handicap-ramping down to grade at the ends of both I-105 trench embankments); with the 2 "throat-less" LRV tracks, tight & parallel in the middle. OR,

(ii.) Keep the LA & Salt Lake freight track bridge where it is (saving new bridge construction). Add one new concrete bridge span to carry southbound LRV track just west of the freight track (tightly as clearances allow) with a side-platform west of it spanning the I-105 freeway, handicap-ramping down to both north & south embankments. Add a second new bridge to carry northbound LRV track just east of the freight track (tightly as clearances allow), and its side-platform to the east of that spanning the I-105 freeway, handicap-ramping down to both north & south embankments. Probably LACMTA would not want Green Line passengers to go up an elevator that only reached 1 direction tracks at the WSAB level, requiring riders then walk around the end of the station & cross 3 tracks to reach the platform for trains in the opposite direction... so LACMTA might want 2 elevators in this case (which could be narrower in the north-south dimension to benefit clearances around them on the platforms of the new Green Line station). Caution: If there is an active spur for a freight customer nearby that must cross WSAB, this won't work. BUT IF, SOMEHOW, NEITHER OF THESE PREVENT THE SLICING,

(iii.) Spare the single family homes' back yards west of the tracks; slice the property east side of the tracks instead. Whether the long thin buildings running east-west are public storage, apartments, or commercial, they are likely to impact only 1 owner, & likely impact fewer occupants than single family dwelling's; buy only one "unit" on the west ends of each building (nearest the slices) for demolition, so equity "damage" would be minimized (#5).

B. "Engineers" are deciding things the public should decide instead. Apparently, LACMTA HATES paying MetroLink (despite the fact that no matter who the final operator is, a MetroLink CPUC filing is the quickest, lowest cost way to add passenger service to existing track; after 1994's Northridge Earthquake, MetroLink stations stuck on the drawing boards were suddenly built within days, not decades... and track improvements can be made incrementally rather than catastrophically (catastrophically: like LACMTA's proposal to totally sever the Blue Line for rebuilding in 2019)!). Also, LACMTA never asks the public if they'd rather have MetroLink (despite LACMTA's pre-JPA failures to build light rail there, in South Pasadena a neighborhood group opposing the Foothill Gold Line light rail claimed their demands with LACMTA for MetroLink on that already-main-line corridor were kicked to the curb (then a bridge over the LA River was built intentionally incapable of carrying MetroLink trains, ending their argument)... The same happened to advice from myself & others who suggested immediate MetroLink reuse of the entire Harbor Subdivision after LACMTA took ownership (former Santa Fe track along Slauson next to WSAB's Randolph Corridor) for the most common-sense FlyAway Train + future California High Speed Rail (CAHSR) "Missing Link" routing via a tunnel centered under the airport: Retrofit with pantographs, MetroLink cab-cars or Locomotives could haul both kind of trainsets rush-hour-proof from LAUS to LAX tunnels at commuter speeds. Passing close by SouthBay Galleria and Banning Museum (with connections to the Port of Los Angeles), hosting Consultants said they'd "been hearing a lot about using the Harbor Sub for main line (DMU/EMU!". But (in a clear violation of #1 & #5,) after those meetings went silent, LACMTA's began its "DEATH OF 1000 CUTS" TO THE HARBOR SUB, PUSHING OFF A REVIEW DATE FOR

OF 2028!... Dropping Crenshaw LRV's Study Alternative (to stay elevated above the Harbor Sub), LACMTA voted for severing the Harbor Sub with Crenshaw Line LRV rollercoasting on & over it.. "Because it was slightly cheaper," said the Project Manager sympathetic to our plight after Crenshaw meetings. (Rollercoasting over the Harbor Sub also prevented rebuilding it as elevated main-line (which could have provided free supports for Crenshaw LRV's overhead power), ...wasted the easiest, most direct LAUS-LAX main-line rail route possible. (...also wasting the potential for rush-hour-proof express Goods Movement to airfreighters UPS, DHL, etc. on the airport's south edge) without informing the public... warnings from myself & others were presented at LACMTA Crenshaw Line meetings, and in writing to LACMTA Board afterwards... to no avail.

Since engineers at the meetings said "all freight lines have to be relocated," ***** **SHOULDN'T THE PUBLIC NOW GET TO DECIDE IF LACMTA SHOULD PAY METROLINK TO REBUILD TRACK FOR EXISTING FREIGHT + NEW METROLINK THAT COULD SERVING THE WHOLE CORRIDOR**, linking many more communities from LAUS than WSAB, (include WSAB's one Huntington Park Sta. at Pacific on the Randolph corridor), but adding Stations for Maywood, Bell, Bell Gardens, Commerce, Pico Rivera, etc.... to Brea (& historically to beyond Yorba Linda) while we're at it?... and maybe connecting westward, rebuilding derelict track in Los Angeles along Slauson, starting now-complicated post-Crenshaw Line work of restoring main-line rail access to LAX (for MetroLink FlyAway + CAHSR)?



C. "Engineers" are leaving it up to the public to decide things where they have no expertise to decide. I and others also wrote multiple times to warn about misappropriating the Rudolph Corridor to bike thieves, (former Southern Pacific part now in the middle of the WSAB project Area), on its historic rail alignment to Brea/ Yorba Linda) were never answered. Instead, Insultants hired by LACMTA were busily organizing support to carve up the corridor for a low-productivity bikeway (settling on a route alternative along the tracks using the furthest, least-direct route for a bikeway to reach the river's west bank; and doubtlessly because it lining up to steal the rail bridge over the river too). At those meetings, the local audience inquired if LACMTA would be getting rid of Union Pacific's tracks, & about allowing street vendors (food, trinkets etc.) to take part of the Randolph right-of-way (they've already started in on the margins!) Does WSAB supersede that "Active" mode/ bicycle project? Does LACMTA pre-empt the bikeway-first nonsense, or going to facilitate bicyclists stealing the railroad bridge next? I'm FOR discreet bicycle routes & lanes, but "Trails-to-Rails" serves many more users (bikes can ride MetroRail as long as they're accompanied by their owners).

LA County & adjacent counties are full of rail corridor ruins... but a perfectly clean one is hard to find! From Watts, the original West Santa Ana Branch alignment is clogged with a neighborhood-full of residential buildings! But after driving reconnaissance: only a few buildings, parking lot aisles, bikeways, & limited amount of playground equipment currently squat on the southeast end of proposed WSAB (note: a great scream directed at LACMTA may arise when these are evicted/ bulldozed; Resist it! Now won't LACMTA stop facilitating plans like playgrounds & parking lots, & educate all City & County Planning offices TO STOP ALLOWING LOW-PRIORITY TRANSIT-KILLING USES ON RIGHT-OF-WAYS IN THE 1ST PLACE (Goal #3)? Or start restoring them all to rail (esp. Pacific Electric's), so their future is not in doubt, nor "up for grabs"? Carving a new route through a community is terribly expensive...

D. "Engineers" are not providing enough detail to the public to make informed choices. Not breaking ground 'til 2022 is awful enough (the public needs to be reminded their 8th graders will graduate High School by then!); but what is the Estimated Timeline for Completion? A 30 year difference could flip the preferred mode choice! but you didn't say:

- (i.) if MetroLink starts to Gardendale by 2019 with trackless part of the line to be completed by 202_ vs.
 - (ii.) if the Alameda end is built at-grade by MetroRail in 202_ vs.
 - (iii.) if the Alameda end is built as subway 203_, or unstable alluvial soil/gas pockets/boulders = 204_ or worse?
- Compare cost differences now- \$TAGGERING! You tell us the numbers, but Tunneling was AT LEAST 7 times more expensive than Rail-at-grade! Elevated is AT LEAST 3 ½ times more than at-grade. Another way to say this is: LACMTA could build AT LEAST 7 times more route-miles of rail-at-grade than subway!

At the 2nd presentation, instead of laying them end-to-end around the wall, the long detailed aerial views (bomber's maps) were on tables scattered around the room, making it difficult to figure out which ends connected to which others... this got better but was still somewhat confusing at the Bellflower meeting... (At the Bellflower venue, there was enough floor space to lay out tables to match the shape of the route... why this was not done for clarity?) Especially the Randolph corridor map had several of us (including a geographer) baffled... until we found it was "flipped", (the north arrow pointed "down", upside-down from its customary position "up"- nearly universal on all maps).

Another puzzle was an odd schematic drawing, broken in parts, supposed to show vertical cross-sections- With errors (Green Line shown at the same level as WSAB, which 1 engineer offered to try to fix before the last meeting). When asked, staff announced, "these will not be posted on-line until after the public meetings are over." (Great)

Showing only color patches depicting city boundaries, & naming only a few major roads, WSAB's lone handout map lacks useful context- Such as: current transit ridership/ trip generators/ population density (which would be more useful than city boundaries)... Or, such as: the Operator, Subdivision name, & location shown of all existing trackwork near WSAB/ the Operator, Line number, & location of all existing bus lines intersecting WSAB (like LACMTA schedules do)- Not even a Master LACMTA network map was brought to the meetings in schematic form (which is less than ideal, but still could help the public work out Line numbers for themselves).

There was no information showing LAUS/ Little Tokyo Sta./ Alameda Subway/ other stations that are not at-grade.

(i.) Besides concerns RE: LAUS' Run-Thru-Tracks project, how deep would your eastern Alternative (E) subway go: not just under the pedestrian concourse, but under the Red Line station box also? This would be a deep elevator ride! Would passages connect to the Red Line at LAUS, or go to the surface (for whatever reason there no Red-to-Gold Line elevator now)? to East Side Gold Line station boxes? Or surface? Is it a secret because it's so bad? The rail tunnel alone is ridiculously unaffordable, but this hidden station information is crucial to public comment!

(ii.) At Little Tokyo Sta., since you were not planning for running at-grade; where would a WSAB subway go in relation to the Downtown Connector tunnel; in a diamond (crossover) on the same level (though this does have merit, doubtful you would agree)... Or underneath it all with connecting stairs/ elevators? Will the Gold Line East Side/ Downtown Connector have a switch to allow trains to reach Union Station (or will we be repeating the same Red- to-Blue Line forced-transfer mistakes & limitations the Downtown Connector was supposed to eliminate, in yet another location? I admit I didn't understand how Little Tokyo Sta. would work before, much less how a WSAB subway might cross it. No drawing depicts this, and It was unclear if the Staff I asked understood it, or they just didn't believe in drawing pictures in the air with their hands either.

When asked about seeing the locations of columns at ramps vs. "Chinese Walls" (as in the neighborhood-dividing Great Wall of China) at ramps, one "engineer" said, "It's too early to provide this information". (Well, if you lived next to rollercoastering, wouldn't column vs. ramp make a difference to your neighborhood?) (Goals #2, #5)

There was no sketch, so did participants understand all that's involved with CalTrans spreading both sides of the I-105 & Green Line tracks 12' apart to squeeze in a Transfer Station there? It's intensive disruption, CalTrans would have to do most of the work, and it might seriously be better to consider refusing & rerouting the Line (Goal #5).

(iii.) Also, the public may have come to the meetings & left not even knowing YOU ARE NOT SHARING BLUE LINE TRACK! Why not?-Outbound from LAUS, Expo Line trains have already peeled off southwest to USC & Santa Monica?... if the Expo trains' operating time window was retained intact ("as-if" the southwest-bound Blue Line train took the switch continuing travel toward Long Beach), WSAB trains would fit back into that "as-if" time window at Washington Sta...) Instead, WSAB would apparently be building an entirely separate elevated structure instead- & really confuse passengers if it's built like that- would be better to stay on WSAB's previous Alameda Corridor Alternative; why was that ditched? Because there was no drawing or information (such as cross-sections) showing how passengers are supposed to get from the aerial WSAB to the Blue Line at Washington Sta. (at-grade)/ Vernon Sta./ Slauson Sta. (elevated), ...it was impossible to make informed comments or support such potential waste.

Ironically you included a **strange color insert, depicting passenger modes whose "facts" are a mashup of**

(i.) real information (pictures are good to show the public what kind of trains are proposed)... (ii.) mischaracterization (LRV & HRV speeds listed are speed-governed, not potential- (hopefully its LRV's governors will be reset for this line, allowing WSAB trains to run faster over the wider station spacings south of the I-105)... (iii.) lies (Train size is ONLY limited by station length; the declared limits are artificial)... (iv.) omissions (where are main-line DMU's & EMU's (per (A) i.), so long-overdue here?)... (v.) exotic technology that can't use existing infrastructure (denying single-seat rides by forcing needless mode transfers- like monorail (bus on a stick), or peplemovers)... and (vi.) unicorns (Maglev, which in the US only hurls baggage, not passengers. Like other exotic technology, its characteristics (stations are so close its high speed has no advantage, and full grade-separation costs far too much) make it ridiculously inappropriate for WSAB's alignment... or apparently anywhere else (note: the 2 places that have maglev haven't built any more of it!)

...You didn't provide a Corridor map & type large enough to see & read without a magnifying glass, or ...a map that (at least) names existing bus carriers & line numbers that could feed proposed WSAB stations!

If this insert was meant as a decision-making tool, get rid of it!; so much more is required!: What is the cost-per-mile of double track Rail-at-Grade? vs. Elevated (concrete structure)? vs. Tunneling? No politics, No screwing around now: Having worked for General Contractors, I know how construction bidding works (not taught in Architecture school, by the way): 1st, Estimate the bare cost of materials + labor (no markups for profit). 2nd, Ask yourself "Do I want this job?" 3rd, If the answer is "I'm desperate- won't make any money here but don't have any other jobs and need to keep my crew busy", bid it for close to bare cost then pray the owner will like your pitch for marble floors or other expensive change-orders... If the answer is just "Yes" add a 20% markup; this is a great job!... If the answer is "I don't want this job/ don't like these materials specified/ it's too complicated or too little & I won't make any money", spread a 40% increase around all material & labor ("if I get this job at least I'll be raking in big profits")... or if it's "I hate this client/ relative/ let some other sucker get this job," charge a 200% markup certain to lose any competitive bid, while telling the owner "get lost." It seems like LACMTA's outrageous estimate of "670Million-\$1Billion-per-mile" for Heavy Rail Vehicle (HRV)-at-grade (alternate requested by Joe Linton) is this last type of bid on LACMTA's part! What is the cost to add overhead electrification for LRT/HRT/mainline EMU? (Used to be ~\$2Million-per-mile?) What are the rail mileages for each of the pieces? (show on the map) What's the average farebox recovery for MetroLink (~75%) vs. MetroRail (~22%. & DO TELL US HOW THAT 78% SHORTFALL WILL GET PAID?)

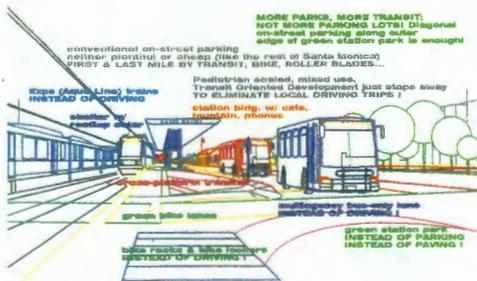
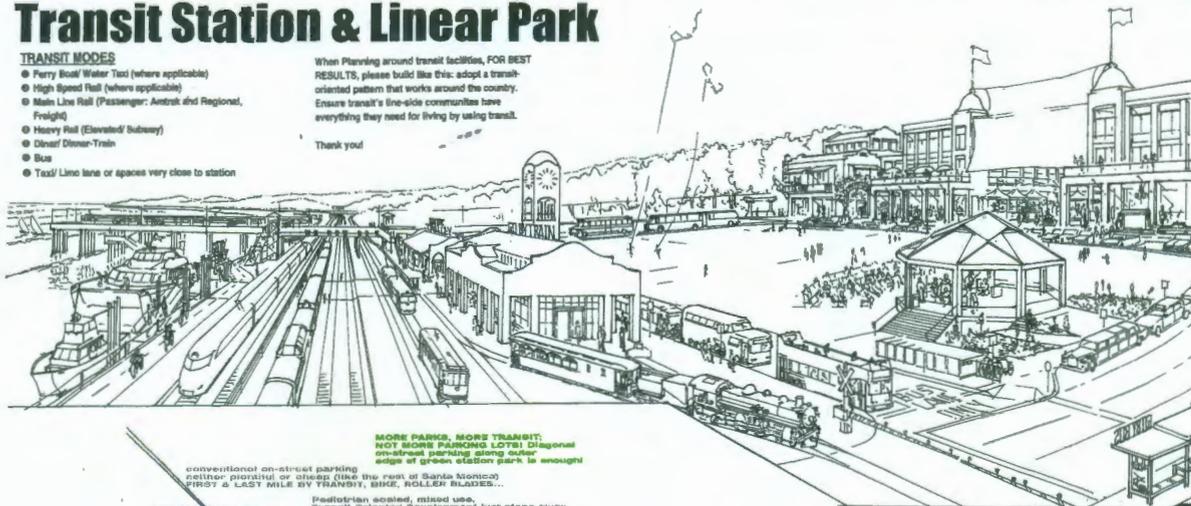
E. LACMTA & GreenLight Transit are "at swords points" over station design! It was a relief not to see parking structures dropped on top of stations! Still, there are huge parking lots planned; you fail to understand how anti-transit this is; once behind the wheel, drivers will pass the train station & keep on driving! In order of priority & proximity next to the tracks: prioritize cross-platform transfers between transit modes & providers (we want riders to catch connecting transit for their last-miles to/from WSAB train stations... extra bus bays (1-2) could designate space for other carriers/ charter/ long-distance buses. If there's an historic station (Bellflower), reopen it! If it's only a site, locate the plans & put it back! If a modern station, install public restrooms, coffeeshop/ restaurant/ travel agent, etc. If there's a freight room or shed, reopen that for covered bicycle storage. Install open bike racks toward the platform edges. Further out, locate the biggest green park the community can afford (where the parking lot would be... or which may be only the right-of-way). If there's room, run a bike route alongside tracks. Around the park, reserve a few stalls for taxis & limos only, best on a street at the edge of the park, perpendicular to the rail line or crossing the tracks. Out from that, curbside Kiss & Ride lanes (active loading & unloading; no standing, never parking! This is the place for van pool dropoffs.) At the park's furthest edges, "limited car parking" (surface only, no parking structures); signage may limit parking hours to favor parking turnover for local business; not all-day car-dumping at stations! If low density, upzone the station area for passenger-serving mixed-use commercial buildings (2-3 story w/ residential or office above to guarantee built-in ridership), & prioritize near-station areas as pleasant places for transit users, bicyclists, & pedestrians. Prototype below shows a transit center (to be scaled as appropriate); the inset is a schematic for (smaller) Santa Monica rail Stations:

Transit Station & Linear Park

- TRANSIT MODES**
- Ferry Boat/ Water Taxi (where applicable)
 - High Speed Rail (where applicable)
 - Main Line Rail (Passenger: Amtrak and Regional, Freight)
 - Heavy Rail (Elevated/ Subway)
 - Diesel Diesel-Train
 - Bus
 - Taxi/ Limo lane or spaces very close to station

When Planning around transit facilities, FOR BEST RESULTS, please build like this: adopt a transit-oriented pattern that works around the country. Ensure transit's line-side communities have everything they need for living by using transit.

Thank you!



But it may be not all things wrong with this proposal are the "Engineers'" fault!:

F. *** Is Staff "playing politics" (caving in to lobbyists); deleting the most cost-effective, feasible designs... (rail-at-grade on Alameda to get a light rail line done with lowest cost & shortest time) ...before LACMTA's Board ever even sees them, pushing only "gold-plated" schemes forward to LACMTA's Board? This has already sucked funding out of all other LACMTA projects outside of DTLA in the past, delaying & draining funding for future projects needed to keep Southern California moving by expanding rush-hour-proof rail transit? (At WSAB, you are senselessly maximizing expensive tunneling on Alameda = the widest Street in the area, that once had much rail on it (formerly Santa Fe's downtown Arcade Station & yards, LA Times' printing facility, etc....) maximizing costly grade separations, arguing for the trucking on south Alameda (though that will be driven out by developers & upscale urban colonists who will inevitably seize their warehouses)... duplicating Blue Line tracks, while refusing to share existing ones (snubbing the free grade separation over Slauson beyond the west end of the Randolph Corridor)... blowing all funding here, so no meaningful MetroRail system expansion can be built in our lifetimes... Note: LACMTA IS SO FAR BEHIND Henry Huntington's 1,128-mile Pacific Electric Railway- largest Interurban in the world (built in about 30 years mostly at-grade)... today LACMTA has built only ~10% of that rail mileage, though the City & County have massively larger populations than 100 years ago; we haven't got the time/ funds to waste grade-separating all rail lines! Instead, re-training historic rail corridors At-Grade is the most efficient way to reach all the County (#5)! Even the Los Angeles Railway (trolley lines in the City of Los Angeles) was a 600-mile network (below)!**

NOW, IF BUSINESSPEOPLE OR DEVELOPERS TOLD YOU TO JUMP OFF A CLIFF, WOULD YOU? WELL, THIS IS A BANK-BREAKING FINANCIAL CLIFF YOU'RE HEADED FOR, & DRAGGING ALL OUR TAX MONEY & TRANSIT FUTURE WITH YOU; STOP THAT HERE! As staff identified, there is serious concern about the ratio of high-cost-to-ridership that could kill this project, due to other projects competing for the same FTA dollars! **Unacceptable!** (President Trump's Transportation Budget & Tweets clearly shows he's fine with starving transit & rail to death, & expecting the private sector (without profits, what would be their motive) to rush in to save it?) Delusional; so why didn't WSAB Staff automatically tell Little Tokyoans, "sorry, but WE MUST ELIMINATE ALAMEDA'S UNAFFORDABLE SUBWAY TUNNEL because it violates Goal #4"? Caving in to unnecessary tunneling looks like SHEEPISH FOLLOWERSHIP; where is LACMTA's COURAGEOUS LEADERSHIP? "DOING THE RIGHT THING"?

If is it because wicked BUSINESSMEN or DEVELOPERS are abusing or threatening you, or this project... (ala Harvey Weinstien)? If it's true, you know keeping quiet is wrong!- Go public, Say "Me Too"! CALL THEM OUT! EXPOSE THEM NOW! As this feels very likely in this case, you owe it to us (whose tax dollars are being blown) to **NAME THOSE PARTIES NOW, & GO AFTER THEM** with LACMTA Counsel- so this ends here. For good.

"For Better Transit & More of it-"

(John Ulloth)
(E-C, + by postal mail)



West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Comment Period – July/August 2018
Comment Sheet

Name/Affiliation/Organization: JOSE DENNIS ALABASO - HARBOR REGIONAL CENTER
WORK
Address: 21231 HAWTHORNE BLVD, TORRANCE, CA 90503-5501
Phone/Cell: (310) 543-7924 / (562) 253-1661
Email: dennis.alabaso@harborrc.org; interdennis2000@yahoo.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

WELL ON WEEKDAYS, I WORK AT HARBOR REGIONAL CENTER AT THE CORNER OF TORRANCE BLVD. AND HAWTHORNE BLVD. IN THE CITY OF TORRANCE, AND I TAKE THE MTA LINE 344 NORTHBOUND TO THE HARBOR GATEWAY TRANSIT CENTER CONNECTING WITH THE MTA LINE 246 SOUTHBOUND TO THE CORNER OF AVALON BLVD. AND DEL AMO BLVD. IN THE CITY OF CARSON, AND THEN I CONNECT WITH LONG BEACH TRANSIT ROUTE 1 SOUTHBOUND TO MY HOME VIA DEL AMO METRO BLUE LINE STATION. SO, DO YOU THINK IT'S POSSIBLE IF MTA LINE 344 SHOULD EXTEND ITS SERVICE INTO THE LATE EVENING HOURS EVERY NIGHT 7 DAYS A WEEK BEFORE 12 MIDNIGHT FOR BETTER CONNECTING SERVICES WITH THE METRO SILVER LINE (910/950) IN ORDER TO GET CONNECTED WITH THE NEWLY PROPOSED LIGHT RAIL SYSTEM WITH BOTH THE WEST SANTA ANA BRANCH (WSAB) TRANSIT CORRIDOR, AND THE UPCOMING CRENSHAW/LAX LIGHT RAIL CORRIDOR? PLEASE DO SO AND THANK YOU VERY MUCH.

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on **Friday, August 24, 2018**.
Written comments may be submitted at this community event or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/24/2018 4:19 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#39]

Name/Nombre/??/?* Kim Lomeli

Email Address/Correo kimlomeli@gmail.com

Electronico/E??*

Street



Address/Domicilio/??: Squaw valley way

Cerritos, Ca 90703

COMMENTS and/or QUESTIONS:

I don't want any transit station in cerritos by my house on Del Amo Blvd and Bloomfield. Del Amo already gets backed up into Orange County where it turns in La Palma Blvd during rush hour and now you want to increase traffic in this area. That's just a really really stupid and retarded ide. You guys just want to build without studying the impact of what it does to the value of property around the surrounding area and how it increases crime and traffic around THAT area. You guys spend too much time studying the big picture without seeing what how your thoughtless plans affect the immediate area you plan to build transit stations at. So again no transit station in cerritos!

----- Original Message -----

From: Lilah Larrabure [lilahsusannah@hotmail.com]

Sent: 8/24/2018 2:19 PM

To: wsab@metro.net; lyjohnson@bos.lacounty.gov; mervin@bos.lacounty.gov; ykimharabedian@bos.lacounty.gov

Subject: Metro Artesia

Hello, I wanted to follow up regarding the metro project. As residents of Artesia we remain with concerns about this project. We have many questions to be addressed:

1) Have they done any traffic studies for Gridley and 183rd during key traffic hours including weekends, mall holiday traffic , and rush hour 7 days a week & in the evenings? 2) Have they done any studies or are aware of the impact of Metro on local crime 3) Aware of any studies of Metro and the homeless population ? 4) What is the main purpose of bringing Metro to Artesia? 5) The city of Cerritos voted down the Metro, to get to Artesia you have to go through Cerritos are you considering to have the project underground? 6)Have they done any studies with the population of Artesia as to how many riders they would have ? Can Artesia be the last on the list for project implementation, since we don't want it ? Before you begin any work in Artesia it would be pertinent to have a meeting here where residents are informed in advance.

Thank you. Regards, Lilah

Sent from [Outlook](#)

-----Original Message-----

From: Lisa Veradittakit [mailto:lisapv@gmail.com]

Sent: Thursday, August 23, 2018 11:09 PM

To: Robert Smith

Cc: Jesse Brown

Subject: Re: Savoy | METRO West Santa Ana Branch Corridor Expansion - Comments

Hello

Option G is our choice.

Lisa Veradittakit

Sent from my iPhone

----- Original Message -----

From: Luis contreras [b18c1performance@yahoo.com]

Sent: 8/24/2018 2:30 PM

To: wsab@metro.net

Subject: Please choose route G

Hello Metro,

Please choose route G as the best choice for the West Santa Branch project.

It is the best choice for the community.

Thank you,

Little Tokyo Resident



Michael Delijani

233 S. Beaudry Avenue, 11th Floor
Los Angeles, Ca 90012
Tel (213) 482-8000
Fax (213) 482-4000
michaeldelijani@yahoo.com

August 24, 2018

Teresa Wong
Project Manager, Metro
One Gateway Plaza. M/S 99-22-4
Los Angeles, CA 90012

RE: Comments on Re-Scoped West Santa Ana Branch Light Rail Corridor Project

Dear Ms. Wong:

I am a long-time proponent of the Revitalization of Downtown Los Angeles as well as the former President of the Historic Downtown Business Improvement District and a current Board Member as well as a Board Member of PLUC Committee (Planning and Land Use Committee) of Downtown Los Angeles Neighborhood Council. My family has, for nearly four decades, actively worked to save and restore the historic theaters on Broadway. I am grateful for the concern and helpfulness of the Metro staff in developing some new alternatives that would better serve the heart of Los Angeles and the Downtown historic core. I strongly support the development of a modern, efficient, environmentally friendly transit line from Artesia to the Downtown financial area, with an interim terminal station at Pershing Square (Alternative G – Pershing Square). The construction of a new rail transit service connecting the developing cities in southeast Los Angeles County to the number of future jobs and cultural attractions in Downtown Los Angeles will provide a much-needed transportation connection.

At this time, I have some comments that should be addressed in the upcoming Draft EIR/EIS to provide the decision-makers the necessary information to choose the best alternative project:

1. The future employment and housing projections which are being developed as part of the City of Los Angeles 2050 planning efforts should be included in the analysis to update the travel forecasts for the proposed project. This is essential to document the proximity of jobs to each of the proposed stations and thus document the differences between the alternatives proposed for analysis. In-point-of fact, there is strong reason to believe that the Pershing connector is a more user-friendly connection, as compared to the sprawling Union Station. Importantly, it will do the better job of serving Downtown's employment and cultural hub. The Pershing connector would serve Bunker Hill, the Jewelry Manufacturing and Wholesale District, Financial District office uses, hotel hospitality and much of downtown's retail and live-work uses.

While present review of the Union Station connection would appear to be closer to the downtown's industrial area, it should not be assumed that those uses will remain downtown long-term. The sad fact is that downtown's industrial base has veered profoundly away from job-rich manufacturing uses to job-poor storage and warehousing. Given the changing nature of

“manufacturing” uses, the properties and infrastructure serving downtown’s industrial areas remain inadequate to serve the jobs of the future.

2. For the above reasons, the most convenient direct connection to the existing Metro rail system is the alternative suggestion for a subterranean station adjacent to Pershing Square. Additionally, and importantly, it is adjacent to the existing Red and Purple Line subways. It is important to note that, to help spur revitalization of the historic core, our family previously agreed to pay for a knock-out panel at 5th and Hill station to connect to the future Metro Transit system and station on Broadway. We have plans indicating such for your review. This easement and design should be considered in the alternative plans for construction of this alternative.
3. The City of Los Angeles and Downtown Los Angeles stakeholders have been actively pursuing a street car project that runs through Downtown LA. It is disconcerting that none of the Metro scoping documents show this important transportation connector as a planned facility. The Draft EIR/EIS must consider and plan for connectivity to this important Street Car project. Please note that the original plan of the City of Los Angeles called for a form of street level connectivity to transport passengers from different stations. You should be able to find this important information in your files and add it to the Draft EIR/EIS. The jobs of today and tomorrow will be well served by the streetcar project connected to the Pershing connection. This is based on the ample examples of other city’s downtown cores that operate streetcars; each of which found that streetcar passenger usage exceeded that of buses.
4. We understand that Metro’s long-range plan is to extend the rail transit alternatives to the north connecting to the City of Glendale and to Hollywood Burbank Airport. The Pershing Square Alternative is much closer to the business and cultural core and hotels of Downtown and can provide a more efficient connection to these ultimate destinations. The Draft EIR/EIS should detail how this alternative can be extended out the Glendale Boulevard corridor to provide for this planned connection.

Finally, the station areas need to be designed in a manner that connects them to the unique resources of the historic downtown core and does not create obstacles between the proposed transit and our community resources.

We look forward to these issues being addressed as part of Metro’s transit review process. We reiterate that we are ready to share with Metro staff and the project designers, the existing plans we have already provided the City, which show the details of the knockout panel and easements.

Very truly yours,

Michael Delijani



Enclosures: Knock Out Panel Agreement
Plans of the 5th and Hill Station

----- Original Message -----

From: Roderick Diaz [diaz_roderick@yahoo.com]

Sent: 8/24/2018 4:56 PM

To: wsab@metro.net; wongteresa@metro.net

Subject: West Santa Ana Branch Comment

Attached is a map which highlights alternate ways of approaching a downtown transfer station and downtown service from the West Santa Ana Branch. Comment sent on online comment form. Key features:

- o disperses transfers to Pershing Square, rather than 7th/ Metro Center to prevent overcrowding at 7th/ Metro Center platforms
- o serves the Fashion District and Market Districts in Central City East
- o connects to Arts District
- o provides for western extensions to Echo Park, Silver Lake, and the Santa Monica Boulevard Corridor through Hollywood and West Hollywood
- o serves central downtown and Financial District, further relieving the Red / Purple line and the Blue / Expo Line.
- o potential connects with Blue / Expo Line at an optional future retrofit station at 4th / 5th /Flower (Library Square)

Roderick Diaz
2411 West Silver Lake Drive
Los Angeles, CA 90039

Downtown Potential LA WSAB Alignments

TI ECHOPARK / SILVER LAKE HOUSING
VIA GREEN CO. STREET SPAN

Legend



----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/24/2018 4:47 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#40]

Name/Nombre/???* Roderick Diaz

Email Address/Correo diaz_roderick@yahoo.com

Electronico/E??*

Street



Address/Domicilio/?: 2411 West Silver Lake Drive

Los Angeles, CA 90039

United States

COMMENTS and/or QUESTIONS:

Consider two additional factors in environmental analysis:

- o ability to extend the line in the future
- o pedestrian crowding at transfer stations.

Alignments that approach Pershing Square Station (east-west) along 5th St. from the Alameda St Corridor and through the Fashion District could provide good transfer locations to the Red / Purple Line (at Pershing Square) and the Blue / Expo Lines (at a future Library Square station). A transfer to the Blue Line may not be necessary immediately since there is already a transfer capability at the Blue Line on the approach to downtown.

Transfers at 7th / Metro Center exacerbates platform crowding there.

An east-west alignment along 5th Street could allow for a future extension through Echo Park along Glendale Bl, then west along Sunset Bl through Silver Lake, then west along Santa Monica Bl toward Vermont / Santa Monica Station, Hollywood and West Hollywood, creating another path into downtown.

West Santa Ana Branch Transit Corridor

New Northern Alignment Concepts



(close open edges of this mailing with clear tape or tape dots)

FROM: Name Sabrina Johnson

Affiliation/ Organization: _____

E-mail/ Address 330 S Mariposa Ave
Los Angeles CA 90020

TO: Ms. Teresa Wong

Metro West Santa Ana Branch Transit Corridor Project Comment Sheet

Dear Ms. Wong,

You have asked for community input/ comments on these questions RE: the West Santa Ana Transit Corridor Project:

1). Where would you prefer to end/begin in downtown (Downtown Transit Core, Union Station, Arts District)?

2). Are there destinations beyond you ultimately want to reach?

3). What are your comments on the new Northern Alignments?

"E" = THE ONLY ALTERNATIVE THAT WORKS! *BUT IT MUST BE AT-GRADE IN THE MEDIAN SO WE CAN AFFORD TO BUILD IT!* We must not allow elevated transit to block the view between LAUS & La Placita (LA's downtown of the 1800's next to Olvera Street)! Keep the number of stations low- north of Washington Blue Line station (track/ right-of-way is present north of Washington), with NO TURN LANES crossing in front of trains from any direction on Alameda allowed! North from the present Little Tokyo station, trains can get out of the roadway by using the land on the eastern edge of Alameda (demolish the present elevated Gold Line Track* ramp to grade), cross the freeway on its own level bridge on the east edge of Alameda Street, demolishing the "Museum building" (occupied by First5 on LAUS' southwest corner), and the Mozaic (snipers apartments on LAUS' northwest corner)**, then stop in front of Union Station... *** (the next obvious step is joining the Foothill Gold Line to the West Santa Ana branch on Alameda to (taking all cars except lanes for taxis & limos away from the front LAUS' west parking lot for a big Light Rail station), connecting Union Station at-grade to Chinatown station with a simple rail ramp (demolishing small buildings in the way)... and giving back LAUS Tracks 1 & 2 to Main Line trains that need them!

"F" = THE DISRUPTER: A COMPLETELY UNACCEPTABLE ALTERNATIVE, FOULING THE UNRESOLVED RUN-THRU TRACKS PROJECT (MAINLINE/ CAHSR TRACKS) THAT REQUIRE THIS SAME REAL ESTATE TO ACTUALLY WORK... (and have nowhere else to go). The answer is a Union Station 2: all tracks elevated to cross the 101 freeway to the south, doubling the present station platform size... Union Station 2 will be very well-served by Alternative E with platforms for muni- & long-distance buses transfers underneath... meanwhile Alternative F gets an "F."

"G" = THE TIMEWASTER: ZIG-ZAGGING, EXCESSIVE RAIL DENSITY OVER-SERVING DOWNTOWN L.A.... THE OPTION TO THE RED LINE STINKS OF A MODE TRANSFER- forced transfers one of the biggest reasons that drives potential riders away from transit! (and that's part of what the Downtown Connector is being built to prevent!)... THE OPTION TO THE BLUE & AQUA LINES -even IF they were connected for thru-trains to prevent transfers- would put a capacity burden on the Downtown Connector... meanwhile the long distances sprawling across the rest of the county (including most of the County's 87 OTHER CITIES), ARE STARVING FOR *JUST ONE* RAPID TRANSIT RAIL LINE!

"H" = THE CLUELESS ALTERNATIVE... *AND STINKS OF A FORCED MODE TRANSFER-* designed by transit idiots who do not ride: ALL riverbank real estate is needed for present & future Main Line + High Speed rail! Putting any station underground next to a flood-prone river? Insane! Go to MTA's Transit Library and look up images of the flood of 1938- yes, this WILL happen again, & any tunnel there become a big sewer ala New York's subway in Hurricane Sandy!

* This bottleneck bridge is the worst advertisement against Mass Transit showing drivers on the 101 freeway below the worst speed-restricted bottleneck in the entire LA Basin!... and the worse misuse of Main Line tracks (1 & 2) at LAUS...)

** Real-estate pirates/ profiteers Catellus' wet-dreams, that should never have been built at LAUS in the first place; visitors can't even find LAUS from Alameda x Cesar Chavez! (buildings could be taken apart & rebuilt somewhere else...)

*** It's ok to remove all cars except limos & taxis from the front of Union Station! In the near-future (before the Olympics, or some silly exotic aerial tram goes in there), continue this light-rail line in a tunnel north to Dodger Stadium, then out the other side to Elysian Fields Park... this line should also be shared (infrastructure & funding) for an extension of the Downtown Trolley on Broadway (as long as the Trolley's specs are compatible w/ Light Rail- up to MTA and LA Councilmember Huizar's non-profit to get this right; not to is unpardonable.)

Please use the space provided below to write down any other questions or comments:

TAIRA INVESTMENT COMPANY, LTD.

1635 Redcliff Street
Los Angeles, CA 90026

August 24, 2018

Ms. Theresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
WONGTE@metro.net
Re: West Santa Ana Branch (WSAB)

Dear Ms. Wong,

My name is David Ikegami, and I am writing on behalf of Taira Investment Company, Ltd. We at Taira have been involved in Little Tokyo real estate as owners and developers for over 40 years.

I wish to express my **strong support for Northern Alignment Option E** (the Alameda Street underground ending at Union Station). I propose that the Los Angeles County Metropolitan Transportation Authority (Metro) consider a Little Tokyo WSAB station at the Regional Connector site at Alameda and First Streets. This station can connect to both the WSAB and Regional Connector Stations via underground walkways, stairways and elevators.

The Little Tokyo WSAB station can have two above ground portals that are placed on both the west side and east side of Alameda Street with stairs, escalators and elevators connecting the above ground (sidewalk/street) area to the underground station. This station location would be the most convenient to riders and reduce negative impacts to Little Tokyo residents, businesses, churches and museums.

An alternative Little Tokyo WSAB station location can be at or near the site of the existing Little Tokyo/Arts District Gold Line station on the eastern side of Alameda Street, north of First Street between First and Temple Streets. It would be best to have two above ground portals on both sides of Alameda Street equipped with stairs, escalators and elevators leading to the underground station as well as underground walkways connecting both WSAB and Regional Connector station platforms.

I am appreciative of the Metro Board of Director's decision to approve Option E for further environmental study and hope that a Little Tokyo station be approved as part of this process.

Sincerely,

Taira Investment Company, Ltd.

A handwritten signature in blue ink, appearing to read 'David Ikegami', with a long horizontal flourish extending to the right.

David Ikegami
General Partner

CC: Councilman Jose Huizar, Council District 14
County Supervisor Hilda Solis, First Supervisorial District
County Supervisor Mark Ridley-Thomas, Second Supervisorial District
County Supervisor Sheila Kuehl, Third Supervisorial District
County Supervisor Janice Hahn, Fourth Supervisorial District
County Supervisor Kathryn Barger, Fifth Supervisorial District
Mayor Eric Garcetti, City of Los Angeles
Representative Jimmy Gomez, 34th Congressional District
Assemblymember Miguel Santiago, 53rd Assembly District

----- Original Message -----

From: Todd Lepre [toddlepre@gmail.com]

Sent: 8/24/2018 12:12 PM

To: wsab@metro.net

Subject: Please choose Option G for West Santa Ana Branch Transit Corridor

Hello,

I live on [100 S Alameda Street](#) and I am concerned about the West Santa Ana Branch Transit Corridor-Northern Alignment Alternatives. The area across the street from my home has been greatly disrupted by the Regional Connector construction.

Option G is the best choice as it would cause less disruption in an area.

Please choose Option G.

Thank you,

Todd Lepre

Todd Lepre
Line Producer
310-829-9990 x 324 (o)
917-686-4520 (c)
toddlepre@gmail.com
tlepre@tgroupmail.com

West Santa Ana Branch Transit Corridor New Northern Alignment Concepts



(close open edges of this mailing with clear tape or tape dots)

FROM: Name Tony Pineda

Affiliation/ Organization: _____

E-mail/ Address markpineda88@gmail.com

TO: Ms. Teresa Wong

Metro West Santa Ana Branch Transit Corridor Project Comment Sheet

Dear Ms. Wong,

You have asked for community input/ comments on these questions RE: the West Santa Ana Transit Corridor Project:

1). Where would you prefer to end/begin in downtown (Downtown Transit Core, Union Station, Arts District)?

2). Are there destinations beyond you ultimately want to reach?

Echo Park, Silverlake

3). What are your comments on the new Northern Alignments?

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*** It's ok to remove all cars except limos & taxis from the front of Union Station! In the near-future (before the Olympics, or some silly exotic aerial tram goes in there), continue this light-rail line in a tunnel north to Dodger Stadium, then out the other side to Elysian Fields Park... this line should also be shared (infrastructure & funding) for an extension of the Downtown Trolley on Broadway (as long as the Trolley's specs are compatible w/ Light Rail- up to MTA and LA Councilmember Huizar's non-profit to get this right; not to is unpardonable.)

Please use the space provided below to write down any other questions, or comments:

To: Teresa Wong, Project Manager
LA County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch Transit Corridor (WSAB), Official Comments
August 22, 2018

Project Manager Wong,

- **Subway on Alameda:** While it is important to provide mitigation to the Little Tokyo area, it is not good to build an expensive surface or above-ground light rail line.

Why? because if a subway is built in a low-density area, NIMBYs and opponents of light rail will be demanding a subway in every neighborhood in Los Angeles County. Then we will never be able to afford rail expansion to other areas.

If the reason for constructing the subway is for future development, that future development should pay for the subway. It is expensive & unethical to gift an underground subway to developers; let them pay the additional cost. Besides, new development should only go into place when they are willing to accept streetcars & light rail on the surface or aerial, not just underground. We don't want any new development that doesn't accept the necessity of surface or aerial rail next to new development.

The other problem is truck travel on Alameda; it should be able to accommodate surface and light rail. Besides, this light rail system is supposed to result in densification of the area, which will probably eliminate most of the truck traffic, so it makes no sense to accommodate something that might not be there in the future. The areas south of 9th Street, proposed to have an aerial structure which will accommodate most remaining truck traffic which is likely to be near the I-10 freeway.

- **One of the other major problems is the duplicative routing next to the MTA Blue Line;** there is no reason to think headways for this line and the Blue Line cannot be accommodated on the same tracks. In fact the headways, if the Expo Line, Blue Line, & West Santa Ana Branch ran together, would result in headways of one and a half minutes at most, which can be accommodated without automation.

- **Another unnecessary expense is unnecessary grade separations at major streets.** There's no reason most of this system can't be run at the surface.

- **By doing the above 3 points, the cost of the WSAB is driven up dramatically.** Money would be better spent restoring & expanding bus service, we could also expand rail service to other areas in this corridor such as Light rail or Diesel Multiple Unit service along:
the Slauson Corridor to Whittier & Brea,
the Firestone Rail Corridor to Downey & Norwalk, and
the UP Rail corridor to Lakewood & Long Beach Airport, and possibly further south.

- **The area of the WSAB between Artesia & Stanton in Orange County is low density & low ridership.**

The WSAB has to go all the way from Santa Ana to Los Angeles.

At the same time this is the only way to make ridership on this route successful. Forcing a transfer at the county line is a waste of taxpayer money and absolutely critical to the success of this route to run through. OCTA & MTA must run thru-service and make sure joint services now being planned use compatible & interoperable equipment. If this cannot be done, this route is a waste of money and should not be built. Again, if a thru route from Santa Ana to Los Angeles, with local and possibly express service, cannot be run, this route should not be built. If the MTA & OCTA are so incompetent and provincial as to be unable to do this, no Federal, State, or local funds should be spent to do this project.

By making sure this agreement is made, future thru-service to Brea, along Katella/ Willow, and possibly east from Cal State Long Beach across county lines will be possible. In fact, if this cannot be implemented, we will insist the Environmental Impact Report should not be accepted, and not given a Negative Declaration.

- **In the past, the MTA has done nothing but reduce bus service, or service frequency when new rail lines have been implemented. The MTA did nothing but reroute without adding new service to rail stations.**

There must be a comprehensive plan to expand frequency, span of service, and add new routes (where warranted) to feed into this new service.

- **The locations of bus stops at stations must be planned now, not as an afterthought at the end.**

In fact, station locations must be decided based upon the needs of riders and pedestrians, not where the best location for a parking lot is. The project should encourage transit-friendly development, not just building at new sites for redevelopment.

Philip Capo

Western Land Use & Transit Information Center

wtluic@aol.com

Meanwhile, Metro staff is recommending three light-rail subway alignments through downtown estimated to cost \$5.4-\$5.8 billion, with the caveat that “Cost estimates are expected to increase, resulting from further defining the project during the environmental review and public, stakeholder and partner engagement processes.”

Each of Metro’s three recommended routes include at least two miles of tunneling under downtown Los Angeles. The cost for the two-mile tunnel would likely be a bit more than the cost-overrun-plagued long Regional Connector subway, a 1.9-mile long LRT subway currently, halfway built, with a total project [cost of \\$1.75 billion](#).

West Santa Ana Branch Transit Corridor New Northern Alignment Concepts



(close open edges of this mailing with clear tape or tape dots)

FROM: Name PHILIP CAPD

Affiliation/ Organization: _____

E-mail/ Address POB 7232 VAN NUYS, CALIF 91409

TO: Ms. Teresa Wong

Metro West Santa Ana Branch Transit Corridor Project Comment Sheet

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Please use the space provided below to write down any other questions or comments:

Thank you for the opportunity to provide input on this project-

Philipp J. Cune

----- Original Message -----

From: Richard Garcia [dollarbull17@gmail.com]

Sent: 8/25/2018 1:18 PM

To: wsab@metro.net

Subject: RAIL TRAIN

When will you start building the Rail train?

West Santa Ana Branch Transit Corridor New Northern Alignment Concepts



(close open edges of this mailing with clear tape or tape dots)

FROM: Name ROBERT W. HUFSTADER

Affiliation/ Organization: _____

E-mail/ Address 771 HYPERION AVE. Apt. #402

LOS ANGELES, CA 90029

HUFSTAD@YAHOO.COM

TO: Ms. Teresa Wong

Metro West Santa Ana Branch Transit Corridor Project Comment Sheet

Dear Ms. Wong,

You have asked for community input/ comments on these questions RE: the West Santa Ana Transit Corridor Project:

1). Where would you prefer to end/begin in downtown (Downtown Transit Core, Union Station, Arts District)?

2). Are there destinations beyond you ultimately want to reach?

usually take bus

3). What are your comments on the new Northern Alignments?

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Please use the space provided below to write down any other questions or comments:

PRIORITY BETTER BUS SERVICE, example
more frequency on #28.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 8/25/2018 12:00 AM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#43]

Name/ Nombre/??/?? *

Romeo Salumbides

Email Address/ Correo Electronico/E???

salumassoc@aol.com

*

Street Address/ Domicilio/??:



100 S. Alameda St. Unit 160

Los Angeles, CA. 90012

United States

COMMENTS and/or QUESTIONS:

I prefer the route G.

Thank you.

Romeo SALumbides

----- Original Message -----

From: cheryl barrios [barrioscheryl@hotmail.com]

Sent: 8/26/2018 3:01 PM

To: wsab@metro.net

Subject: WSAB

As a resident of little Tokyo I would prefer you build route g and avoid building the route through little Tokyo. If the route were to go through little Tokyo it would significantly effect the area. It's a pedestrian friendly area and plenty of people riding their bikes and walking their dogs. There is already a metro stop being built there. It would bring more traffic and make the area to crowded. Route g would route the train to an already busy area that's accustomed to a lot of people. Thank you for listening to our concerns and opinions.

----- Original Message -----

From: Guy Bremer [bremer2008@verizon.net]

Sent: 8/26/2018 7:14 PM

To: wsab@metro.net

Cc: stoyamaster@gmail.com

Subject: Teresa Wong Project Manager

Guy Bremer & Gloria Bremer

10359 Beach Street

10066 Flower Street

Bellflower, CA 90706

Very concerned that the train will not be elevated. There were many people at the recent scoping meeting that had the same concerns and opinions. There are homes within feet of the intended route. Traffic noise, vibration, train noise and traffic accidents. Train needs to be elevated with sound protection in the city of Bellflower especially at the following intersections,

Woodruff/Flora Vista, Woodruff & Flower, Bellflower& Flora Vista, Clark and Alondra. At the intersection of Flower and Woodruff the traffic will be blocked on both, Woodruff and Flower at the same time. The residents of the city do not realize the impact to the city with 2 train track rails and the likelihood that the train will be traveling through the city every 2 1/2 minutes during peak hours and peak hours is when everyone in a car will be driving these roads.

In these particular intersections the train traffic will increase the amount of accidents and noise. Since the inception of the train route, the traffic and population of the city has grown and is continually growing annually, especially with the improvements that the city has made recently. The city has several projects on the books and that will increase the traffic as well and needs to be accounted for.

Traffic

Train Noise

Vibration

Traffic Accidents

We are asking that the train be elevated in the city of Bellflower, CA.

----- Original Message -----

From: Toan Duong [tduong@dpw.lacounty.gov]

Sent: 8/27/2018 7:26 AM

To: wsab@metro.net

Cc: ktsujii@dpw.lacounty.gov

Subject: West Santa Ana Branch Transit Corridor Project

Ms. Teresa Wong

Project Manager, Metro:

Thank you for the opportunity to review the Revised NOP for the subject project. The project will carry forward northern alignment concepts E and G into the DEIR.

The project is expected to have a significant traffic impact in the area of the project's proposed Slauson Station in the Unincorporated Area of Los Angeles County (County) Florence-Firestone community. Consequently, the project should include a Traffic Impact Analysis for County's intersections within a 1 mile radius of the Slauson Station in accordance with the Los Angeles County Department of Public Works (LACDPW) Traffic Impact Analysis guidelines. The project must comply also with the following:

1. The Florence Firestone Community Plan for any changes to the Slauson Station.
2. The future Florence Firestone Transit Oriented District (TOD) plan with regards to the Slauson Station.

Please contact Mr. Kent Tsuji of LACDPW's Traffic and Lighting Division at (626) 300-4776 or ktsujii@dpw.lacounty.gov for any traffic related questions. Thank you.

Toan Duong

Civil Engineer

Los Angeles County Public Works

Office: (626) 458-4921

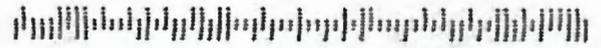
 **Aghyan Alzuabi**
12357 Creekwood Ave.
Cerritos, CA 90703



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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001283745 C057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

At the July 2018 meeting, Metro indicated that Metro would be considering in its studies an alternative station location around Studebaker Road and Artesia Boulevard. If a station needs to be in Cerritos, this location would be best, as it doesn't displace shopping centers and this location doesn't contain single-family homes in this area. Again, I do not support a station in the City of Cerritos, as I do not feel that a station is needed in Cerritos.

Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: Aghyan Al Zuabi

Signature: [Handwritten Signature] Date: Aug 18 2018

HSHJ 11100
19703 meadows circle
Cerritos, CA 90703

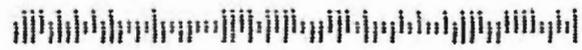
SANTA CLARITA CA 913

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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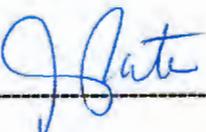
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Thank you,

Cerritos resident

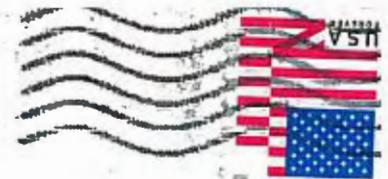
Name: AIJAY PATEL

Signature:  Date: 08/21/18

Anjan Muhury
12307 Creekwood Ave.
Cerritos, CA 90703-7710

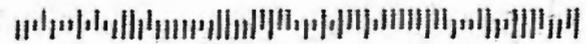
LOS ANGELES CA 900

20 AUG 2019 PM 14 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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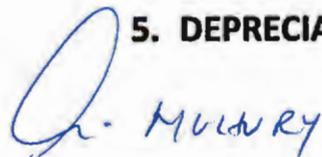
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Thank you,

Cerritos resident

Name: ANTHONY & GITU MUKHURY, BRUNO LA

Signature:  Date: 8-18-18



Mr. Aquino J. Angquico, Jr.
12379 Creekwood Ave
Cerritos, CA 90703-7710



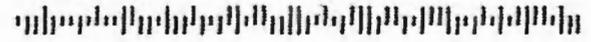
SANTA CLARITA CA 913

18 AUG 2018 PM 6 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
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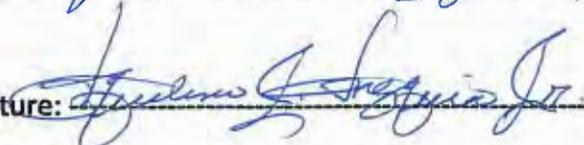
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Thank you,

Cerritos resident

Name: Aquilino J. Angguico, Jr.

Signature:  Date: 8/18/18

ASGHAR MIRZA
12233 CREEKWOOD AVE
CERRITOS, CA 90703

DATE OF LABELING
CA 913
18 AUG 18
PM 31



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
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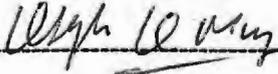
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Cerritos resident

Name: ASGHAR MIRZA

Signature:  Date: 8/16/18

Byeong Ho Seo and Yoon Mee Seo
12313 Creekwood Ave.
Cerritos, CA 90703

LOS ANGELES CA 900

21 AUG 2018 PM 9 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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One Gateway Plaza
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Los Angeles, CA 90012-2952

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Name: Byeong Ho Seo and Yoon Mee Seo

Signature:  Date: 8/20/18

LOS ANGELES CA 900

22 AUG 2018 448 1



Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

90012-374599



West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Rafa Bussan, Inc
Address: 414 East Second Street
Phone/Cell: (213) 614-1181
Email: rafabussan@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

We are a Japanese gift shop located in Little Tokyo. Because of the many disruptions of street diversions & closures while we were on Second Street, we have seen a decline in business, parking has become difficult, and customers do not want to commute to Little Tokyo. We do not want Alameda - Option E. This will further impact the shopping center we are located in.

We are in favor of Downtown Transit Core - Option G. This will keep traffic from being disrupted and is in an area that has less retail.

Sincerely,
Carol Tanita
Rigoberto Martinez

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

West Santa Ana Branch (WSAB) Transit Corridor Project
Updated Scoping Comment Period – July/August 2018
Comment Sheet

Name/Affiliation/Organization: CBE F&F Community Leaders
Address: 7910 Van Nuys Ave. L.A.
Phone/Cell: (323) 891-3161
Email: conradreymark@yaho.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

It is a great idea, we really need to have more options for transportation, hopefully not the fare to be expensive, so every one can ride it.

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 Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

 wsab@metro.net

 metro.net/wsab



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Dan Chargualaf
19708 Meadows Cir
Cerritos, CA 90703

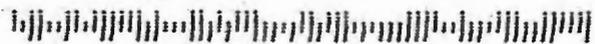
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17 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952

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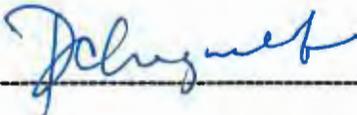
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Cerritos resident

Name: Dan & Debbie Chargualaf

Signature:  Date: 8/18/18

D. Gettand
19716 Teresa Ct
Cerritos, CA 90703

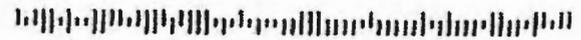
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

Dear Ms. Wong:

Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

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Thank you,

Cerritos resident

Name: Daniel Gelfand

Signature: Dm Gelfand Date: 8/16/18

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Thank you,

Cerritos resident

Name: DANTE + GLORIA GARCIA

Signature: Dante + Gloria Garcia Date: 8-21-18

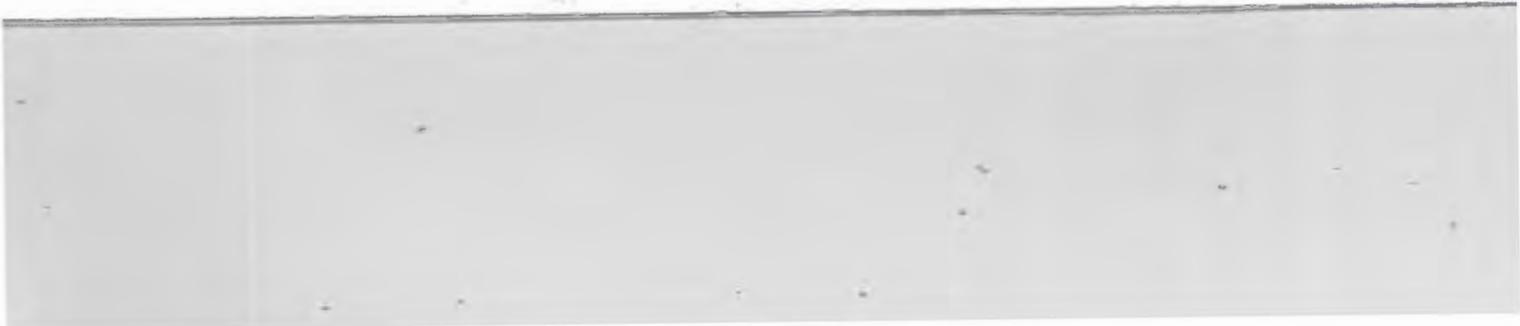
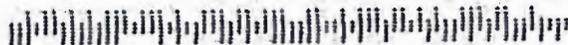
FROM: David Bacino
P.O. Box 192
Wadsworth, IL 60083

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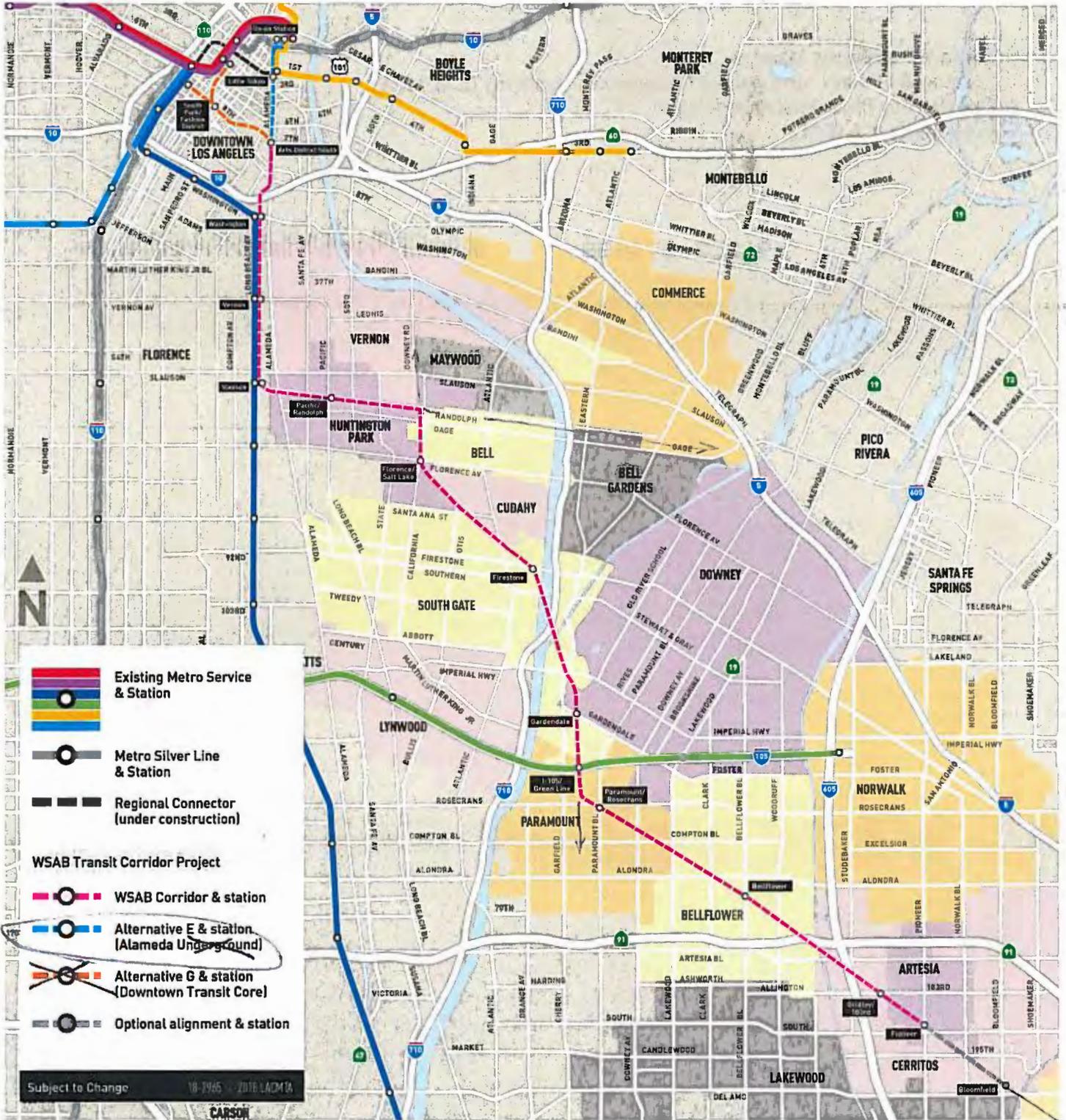


TO: Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

90012-374599



West Santa Ana Branch Transit Corridor Project Overview



AND BACINO
P.O. Box 192
WADSWORTH, IL 60083

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660 Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade; expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

2. The South End must be the Santa Ana Transportation Center, not "Bloomfield" (nowhere). It should interline with the OC Streetcar to guarantee the West Santa Ana Branch is a ridership success; failing to go there will guarantee ridership disaster! You provided no information about interagency coordination with OCTA; get busy to ensure both agency's trains & systems are inter-operable! OC Streetcar recently selected Siemens to build their Streetcars; Siemens also built Light Rail trainsets for MTA, so they already worked with MetroRail's LRV specs... At least 1 station platforms (Santa Ana Amtrak Station) must be built to accommodate LA's West Santa Ana Light Rail trainsets too; & if the OC Streetcar wishes, at least 1 station in LA County should accommodate the OC Streetcar. West Santa Ana Branch designers should also offer interoperability to the LA Streetcar- both LA & OC Streetcars could run as expresses... (Muni bus agencies outside LA do this in downtown LA every day.) You must begin talks with them ASAP!

3. "Once they pick up the car keys, drivers just keep going!" Eliminate giant parking lots at all stations- driving & parking defeats the purpose mass transit: A. Place bus bays along the opposite side of the train platform for cross-platform transfers, with bike parking at the outer edges of the platform. B. build a Green Park around the rail/ bus/ bike station, designate curbside standing-lanes for a few taxis & limos on one edge, Kiss-&-Ride lanes for a few cars (no parking!) on another edge, and limit car-parking with limited hours to favors local merchants (not dumping cars there all day!) at the furthest edge of the park. C. Got an historic station (like Bellflower)? Reopen it for ticket sales/ coffee shop/ bike rental/ travel agency... No historic station? Build one from old plans! If modern, Build restrooms at larger stations. Canopies built over platform must both shade & shelter (unlike punched metal canopies at Expo's USC that do neither).

4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on it original Right-of-way east of Watts is far cheaper & better than subway tunneling)...



Mr David F Sanchez
12311 195th St
Artesia CA 90701-7703

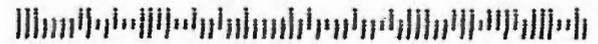
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Thank you, DAVID F. SANCHEZ

Name: David F. Sanchez

Signature: David F. Sanchez Date: 8-20-18

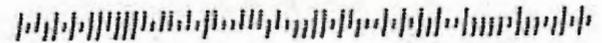


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900122952 0057



August 1, 2018

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Demmia Salarda
Name: _____

Signature: *MSalarda* _____ Date: *05/21/2018*

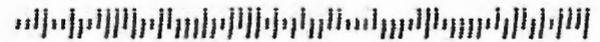
10632 Sequoia Ave.
Cerritos, CA 90703

CA 900
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PM 13 L



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9001233745 0057



August 1, 2018

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Thank you,

Name: _____

Diane Shearer

Signature: _____

Diane Shearer

Date: _____

8-23-18

 Ed & Frances Mc Cormick
12433 Viarna St
Cerritos, CA 90703

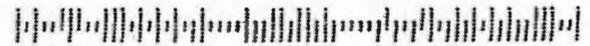
SANTA CLARITA CA 913

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Cerritos resident EDWARD MCCORMICK

Name: FRANCES MCCORMICK

Signature: 

Date: Aug. 18, 2018

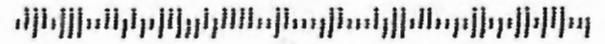
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9001233745 C057



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Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

To begin, Metro is currently proposing a station location within the City of Artesia, just north of the intersection of Pioneer Boulevard and South Street. A station location in the City of Cerritos, as proposed by Metro at 183rd Street/Gridley Road and also at Bloomfield Avenue/Del Amo Boulevard, is not needed as the station locations in the City of Cerritos and the City of Artesia would be too close to each other. A station along the line in Cerritos would not be warranted so close to the proposed Artesia location that could easily be accessed by a shuttle service or alternative transit, and therefore Metro should only consider the station in the City of Artesia. In addition, the two stations Metro proposes in Cerritos are currently adjacent to existing shopping centers that provide Cerritos resident with various shopping opportunities. Displacing these shopping centers to accommodate a station and parking would result in a loss of shopping opportunities and jobs in the City of Cerritos. In addition, both of the proposed station locations in Cerritos are adjacent to single-family homes, and the impacts to these homes would be significant.

- 1. No privacy for these homes with trains in plain view every 15 minutes from 6 am to 10 pm seven days a week.**
- 2. Increase noise levels with earthquake type vibrations.**
- 3. Increase dust pollution for these home.**
- 4. Surveillance from trains by undesirable riders of homes next to this track.**
- 5. DEPRECIATED home values of homes next to these tracks.**

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Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, **I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.**

Lastly, Metro is proposing parking facilities to support Metro's proposed stations at existing shopping centers in Cerritos. As I mentioned, the City of Cerritos provides great opportunities to the Cerritos community for shopping, including at the Los Cerritos Center, Target shopping center, and the Plaza 183 shopping center. Developing parking facilities to support the West Santa Ana Branch rail line in the City of Cerritos, at these shopping centers would displace existing businesses, availability of parking for these shopping centers, and would disrupt the economic potential that these shopping centers have. In addition, the proposal for parking facilities in Cerritos to support the proposed Artesia station is not good planning. If the City of Artesia wants a station in Artesia, the parking for that station should be within Artesia. Parking in and around the downtown Artesia area is currently very difficult and bringing a station to that area will increase the difficulty of finding parking and will divert parking and traffic to adjacent Cerritos properties. It is my recommendation that Metro propose multiple parking structures in the City of Artesia along Pioneer Boulevard for the Artesia station.

It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Name: EDWARD LAZZARI

Signature:  Date: 8/23/18

SANTA CLARITA CA 913

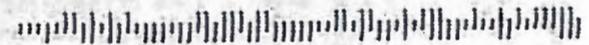
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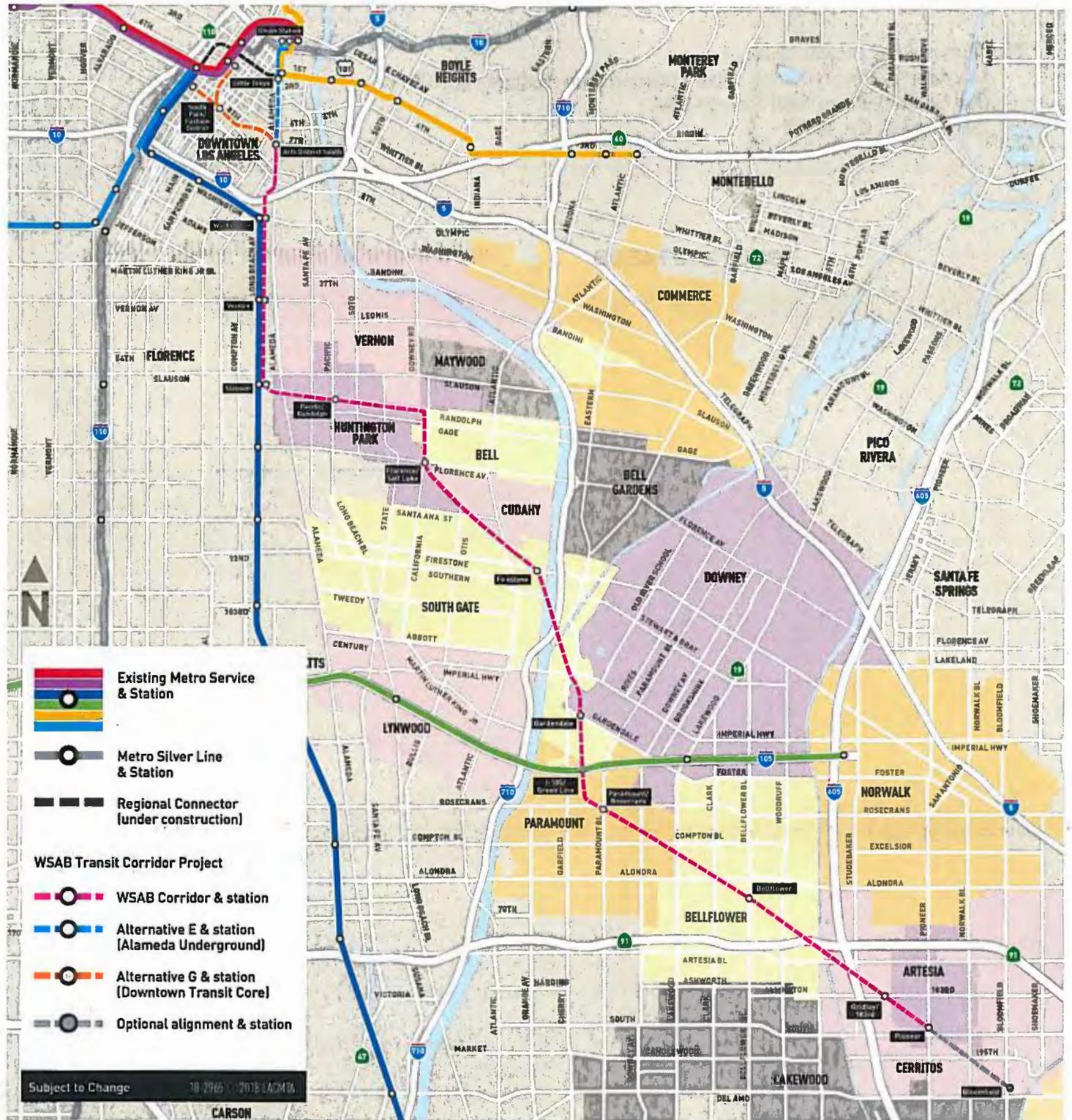
FROM: Fran Ziegler
2615 Daunet Avenue
Simi Valley, CA 93056

TO: Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

90012-374599



West Santa Ana Branch Transit Corridor Project Overview



FRAN Ziegler
2615 Daymet Ave
Simi Valley CA
93065

er
Metropolitan Transportation Authority (LACMTA)
p 99-22-4

h corridor (WSAB), Scoping Comments

y to comment on MTA's West Santa Ana Branch Corridor Proposal

Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to
But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles
per mile!) would take many years longer to build, and make us lose the competitive Federal
l this line... there won't be much funding available under this Administration, so you must
kill this project! Staff hinted at political pressure against running at-grade; expose them!
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a Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific
Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail
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Park & Velayos LLP

801 South Figueroa Street, Suite 450
Los Angeles, California 90017

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CA 900

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F 978082 117063



FOREVER

Ms. Teresa Wong
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 23, 2018

VIA E-MAIL (WSAB@METRO.NET)
AND U.S. MAIL

Ms. Teresa Wong
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Re: West Santa Ana Branch Transit Corridor Project ("Project")

Dear Ms. Wong:

This law firm has been retained by the Los Angeles Wholesale Produce Market ("Market") to comment on the scope of the draft Environmental Impact Statement/ Environmental Impact Report ("EIS/EIR") for the Project. We appreciate the opportunity to convey our questions and concerns that should be addressed in the draft EIS/EIR.

By way of background, the Market and other large produce warehouses operate in an industrial area of downtown Los Angeles bordered by Central Avenue to the west, 7th Street to the north, Alameda Street to the east, and Olympic Boulevard to the south. The Market is a roughly 30-acre site with 529,000 square feet of operations in five buildings. Millions of pounds of produce from all over the world are shipped from the Market to grocery chains, storefronts, and local restaurants in Southern California and neighboring states. Millions of dollars of equipment, pallet jacks, forklifts, and trucks are used at the Market on a daily basis, 24 hours a day, seven days a week, with peak operations from 10 p.m. to 9 a.m. Tenants at the Market each sell millions, and in some cases, tens of millions of dollars of produce per year, with the Market as a whole selling billions of dollars of produce each year.

Each day, thousands of commercial vehicles, semi-trailer and other large trucks and vehicles pass through the Market to deliver and purchase produce. These vehicles travel constantly between the Market and countless off-site warehouses located up and down Alameda Street between 1st street to the north, and Vernon Avenue to the south (the "Alameda Corridor"). The Alameda Corridor street system infrastructure was built specifically with the produce industry in mind. We cannot stress enough how critical this infrastructure is to the current and future success of the produce industry in Southern California.

While the Market is not opposed to the development of the Project, it is concerned about the impacts that the construction and subsequent operation of the Project will have on the Market and other businesses operating in the Alameda Corridor. Given the Alameda Corridor's significant contribution to the Southern California economy, we ask that Metro do everything in its power to fully identify the Project's impacts upon businesses in the Alameda Corridor and study how those impacts can be minimized or eliminated.

We understand that Metro is considering a number of options for the Northern Alignment. From the Market's perspective, the Northern Alignment options are similar in that they would run underground as twin tunnels approximately 60 feet wide and 60 feet below the existing ground surface beneath South Alameda Street and McGarry Street along the eastern border of the Market. The Market would support these options, subject to the following: (1) Metro agrees to provide us as soon as possible, but in no event later than the commencement of the required draft EIS/EIR comment period, detailed maps describing and depicting the exact alignment and depth of the tunnel options closest to the Market, as well as a detailed description of the contemplated construction activity, including, without limitation, tunneling and cut and cover construction areas and methods, duration, equipment, staging areas, street closures, haul trips, temporary encroachments to Market property and hours of construction; (2) the tunnel options shall not encroach on any Market property; (3) the tunnels shall be constructed underground adjacent to the Market property as currently envisioned (rather than aerial or at-grade); and (4) there shall be no material impact or disruption to Market operations during construction or operation.

It is important that the draft EIS/EIR provide a comprehensive and comparative analysis of all anticipated impacts of each option, taking into account empirical data regarding baseline existing conditions in the Market vicinity. We continue to have the following concerns that should be addressed in the draft EIS/EIR:

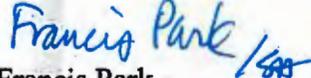
- **Project Impacts During Construction.** Construction of the Project will cause impacts on the Market and other Alameda Corridor businesses such as increased and/or altered traffic, noise, vibration, subsidence and other geotechnical impacts, air quality and dust emissions, health risk, glare, construction worker parking, and perhaps most significantly, road and ramp alterations, detours and closures. The EIS/EIR should monitor and document existing micro-conditions in the Market vicinity relative to all CEQA and NEPA issue areas to ensure that all incremental impacts of the Project are appropriately analyzed. The EIS/EIR should specifically identify and discuss the nature, extent and duration of such impacts, as well as study and recommend measures that would be employed throughout the construction period to reduce them (such as preserving left turn lanes and center lanes, ensuring existing circulation along the Alameda Corridor and surrounding streets, and maintaining freeway access).
- **Lasting Project Impacts.** The EIS/EIR also should specifically discuss the nature and extent of impacts that each option would have on the Market and other Alameda Corridor businesses, such as vehicular and pedestrian traffic and access to freeways

and arterial streets. The study also should identify and discuss all measures that could be taken to minimize or eliminate adverse impacts.

- **Impacts on Property Owners.** The draft EIS/EIR should identify the specific locations and extent of all anticipated temporary construction easements and/or property acquisitions necessitated by the Project along the Alameda Corridor.

We appreciate your consideration of the foregoing, and request that all of the issues identified above be addressed in a thorough and comprehensive manner in the draft EIS/EIR. We also hereby request that we be provided with copies of all public notices relating to the Project. We look forward to our continued participation in the preparation of the EIS/EIR.

Very truly yours,



Francis Park
of PARK & VELAYOS LLP

cc: Mr. Richard Flamminio (by e-mail)
Mr. Richard Gardner (by e-mail)
Ms. Estela Lopez (by e-mail)
Steven D. Atlee, Esq.

 Gary Creason
19705 Teresa Ct.
Cerritos, CA 90703

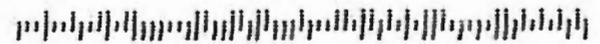
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012\$3745 C057



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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Thank you,

Cerritos resident

Name: GARY D. CREASON

Signature: Gary D. Creason Date: 8-22-18



Westbound SR-91 Improvements Project

Draft IS/EA Public Hearings
August 2018



Comment Sheet

Name:

George Shy

Affiliation (i.e. organization,
resident, business):

Address:

12515 Valencia St., Cerritos, CA 90703

Phone/Cell:

562-462-7754 / 310-619-8241

Email:

GShy101684@AOL.COM

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

My comments are not related to SR 91, but they are ~~are~~ related to the proposed Rapid transit (Rail) project that would use the right-of-way across Norwalk Blvd. + Bloomfield in Cerritos. I am strongly opposed to this project. Mainly because of safety problem, traffic problems and the reduction of property values that it would generate.

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



Jinous Saleh
Senior Environmental Planner, Caltrans District 7
Division of Environmental Planning
100 South Main Street, Suite MS 16A
Los Angeles, CA 90012



jinous.saleh@dot.ca.gov



metro.net/605hotspots

Corredor de Transporte de West Santa Ana Branch (WSAB)

Período de alcance público - Julio/Agosto 2018

Hoja de Comentarios

Nombre/Afiliación/Organización:

Guadalupe Connera

Domicilio:

6113 Montebria ave Apt 1015

Teléfono/Celular:

Correo Electrónico:

Gracias por su interés en el Corredor de Transporte de WSAB. Por favor utilice el espacio a continuación para anotar cualquier pregunta y/o comentario.

que sean mas comprensivos
para cuando poner un stop
y se fijan a la persona
que se va al bus
yo es lo visto que no la
recojen en la parada
que sean mas amables

PERIODO DE COMENTARIOS FORMALES: El periodo formal para comentarios públicos sobre el proyecto concluye el **viernes 24 de agosto de 2018**. Los comentarios por escrito pueden ser remitidos a través de:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-
4 Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



Metro

Comentarios enviados a través de las redes sociales del proyecto o la línea de ayuda no formarán parte del registro oficial del alcance público. Envíe todos los comentarios por correo, correo electrónico y el sitio web del proyecto (como se indicó anteriormente).

Jack Noff

P.O. Box 491212

LOS ANGELES, CA 90049

Teresa Wong, Project Mgr.

MCA

1 Gateway Plaza, MS 99-22-4

Los Angeles, CA 90012

90012-374599



SANTA CLARITA, CA 913

30 MARCH 1991

August 21, 2018

Jack Neff
P.O. BOX 491272
LOS ANGELES, CA 90049

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade; expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

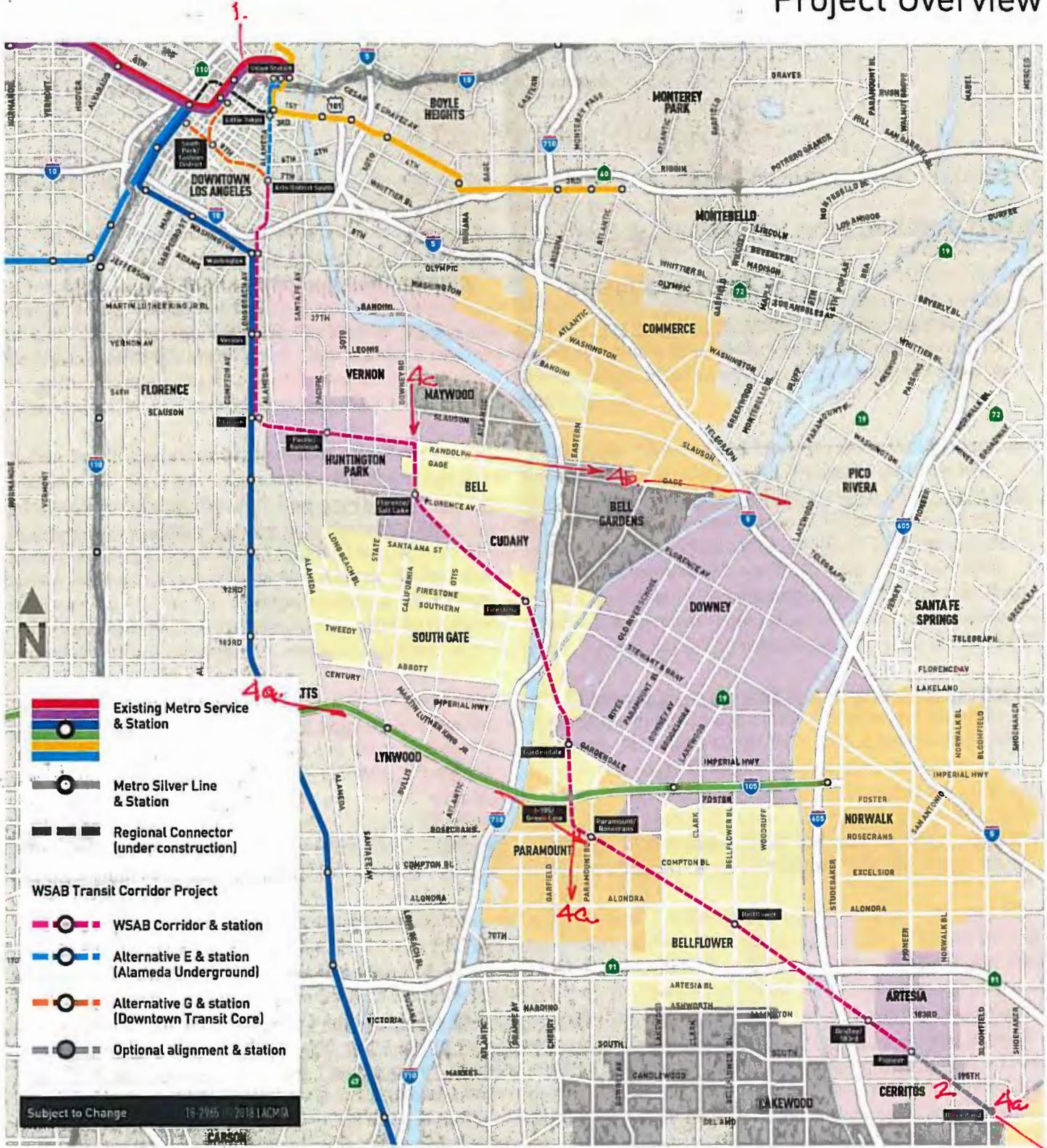
2. The South End must be the Santa Ana Transportation Center, not "Bloomfield" (nowhere). It should interline with the OC Streetcar to guarantee the West Santa Ana Branch is a ridership success; failing to go there will guarantee ridership disaster! You provided no information about interagency coordination with OCTA; get busy to ensure both agency's trains & systems are inter-operable! OC Streetcar recently selected Siemens to build their Streetcars; Seimens also built Light Rail trainsets for MTA, so they already worked with MetroRail's LRV specs... At least 1 station platforms (Santa Ana Amtrak Station) must be built to accommodate LA's West Santa Ana Light Rail trainsets too; & if the OC Streetcar wishes, at least 1 station in LA County should accommodate the OC Streetcar. West Santa Ana Branch designers should also offer interoperability to the LA Streetcar- both LA & OC Streetcars could run as expresses... (Muni bus agencies outside LA do this in downtown LA every day.) You must begin talks with them ASAP!

3. "Once they pick up the car keys, drivers just keep going!" Eliminate giant parking lots at all stations- driving & parking defeats the purpose mass transit: A. Place bus bays along the opposite side of the train platform for cross-platform transfers, with bike parking at the outer edges of the platform. B. build a Green Park around the rail/ bus/ bike station, designate curbside standing-lanes for a few taxis & limos on one edge, Kiss-&-Ride lanes for a few cars (no parking!) on another edge, and limit car-parking with limited hours to favors local merchants (not dumping cars there all day!) at the furthest edge of the park. C. Got an historic station (like Bellflower)? Reopen it for ticket sales/ coffee shop/ bike rental/ travel agency... No historic station? Build one from old plans! If modern, Build restrooms at larger stations. Canopies built over platform must both shade & shelter (unlike punched metal canopies at Expo's USC that do neither).

4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on it original Right-of-way east of Watts is far cheaper & better than subway tunneling)...

Jack Neff

West Santa Ana Branch Transit Corridor Project Overview



From: James M Okazaki [<mailto:jokazaki@sbcglobal.net>]
Sent: Monday, August 13, 2018 3:52 PM
To: Wong, Teresa
Cc: Brown, Julia; Cornejojo@metro.net
Subject: Scoping for the WSAB Line

Teresa,

Given that Metro is now looking only the subway alignment along Alameda St. on the north-end of the WSAB line Option E, I would like for Metro to look at locating the Arts District Subway Station between 3rd and 4th St. That way, the Station construction impact and Utility Relocation work to Little Tokyo could be reduced rather than having a Station north of 2nd St., which was the area impacted during the Regional Connector work. I would like for Metro to not have to impact the same streets and businesses as the Regional Connector Project with the WSAB Project. However, in order for WSAB to serve both Little Tokyo and the Arts District, please look at situating the new Station portals at: 1) southwest corner of 2nd and Alameda Sts. and, 2) northeast corner of 3rd and Alameda Sts. Please carefully analyze the construction traffic impacts of these options, including the work involving any Utility Relocation.

If there is significant impact to Little Tokyo even if the Station is moved southerly, please analyze having an Option that does not have a WSAB Station in this part of the Arts District, and going directly north to Union Station from the 7th and Alameda Station, with all the related analysis of traffic impacts.

Thank You!

James Okazaki
(213) 249-3246

From: James M Okazaki [<mailto:jokazaki@sbcglobal.net>]
Sent: Tuesday, August 21, 2018 3:40 PM
To: WSAB; Wong, Teresa
Cc: Nate Hayward; Kristin Fukushima; Hance, Jeanmarie; Chris Aihara
Subject: Comments on the new SCOPE of WORK for the WSAB Project

Teresa,

Here are additional comments about about the northern segment of the WSAB work looking at the alignment along Alameda St. to Union Station (Option E):

1. Construction work during the Utility Relocation was not adequately covered with the Business Interruption Fund, So, please make sure that impacts of the Utility Relocation Work is included and covered by the new revised BIF.
2. The Outreach during construction of the Regional Connector was not totally adequate, so please increase the Outreach efforts during the WSAB work, both for Utility Relocation Work and Station Construction,
3. Traffic impact is expected to be significant during Utility Relocation and Station Construction Work, so schedule any closure of Alameda St. to ONLY nights and weekends. And be through developing a satisfactory DETOUR Route with adequate mitigation measures to minimize the traffic impact to the community and motorists.
4. Station Location is important in serving the community, yet it's also important to situate it such that the traffic impact for vehicles (such as DASH, Metro bus, UBER/LYFT, Taxi, and bicycles) accessing it and circulating around it does not create unnecessarily traffic and safety impact afterwards when the Station is OPEN.
5. Although mentioned earlier, the existing BIF was not adequate in addressing the business impact in Little Tokyo during the Regional Connector. Therefore, Metro needs to MODIFY the rules of the BIF to allow more broad interpretation of the Board's intent for the BIF, not to impact and destroy businesses during the construction of the Metro Rail Project. Please talk to the LTBA and others in Little Tokyo on how to improve its effectiveness to reduce impacts to mom and pop stores in Little Tokyo and the Arts District.
6. Metro needs to continue to work closely with the Little Tokyo Community Council in addressing the issues of the community in developing viable MITIGATION Measures during the Utility Relocation and Construction work. Metro must continue its regular meeting with the LTCC and the community during the Study and during the Construction period.
7. Little Tokyo is working with the City of Los Angeles in developing the Mangrove Site, so Metro should not continue to use it as a CONSTRUCTION Staging Area.
8. Study should adequately address the impacts of the TUNNELING work along Alameda St., particularly the JET GROUTING operation, and its potential impact to traffic.

Thank you!

James Okazaki, member, Transit Committee
Little Tokyo Community Council

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: Janet E. Owens Janet E. Owens

Signature: Janet E. Owens Date: 8-19-18



Ms. Janet S. Zachman
19527 Sequoia Ave
Cerritos, CA 90703

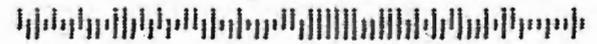
LOS ANGELES CA 900

20 AUG 2016 PM 141



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
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Cerritos resident

Name: Janet Zachman

Signature: Janet Zachman Date: 8-17-18

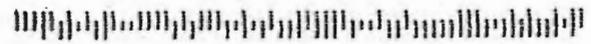
LOS ANGELES, CA 900

21 AUG 2018 PM 11 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: _____

Jim Fassett

Signature: _____

Jim Fassett

Date: _____

8/20/18

J. Napier
9107 Jacob Ave
Cerritos CA 90703

LOS ANGELES CA 90012

22 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

LA County Metropolitan Transportation Authority
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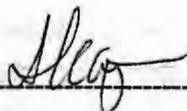
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Thank you,

Name: Jyoti Kapadia

Signature:  Date: 8/21/2018

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 1:19 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#10]

Name/ *Nombre*/??/?? *

Kit Chan

Email Address/ *Correo Electronico*/E??? kitlchan@yahoo.com

*

Street Address/ *Domicilio*/??:



12537 Bayberry Circle

Cerritos, California 90703

United States

COMMENTS and/or QUESTIONS:

I strongly object to put a Light rail station at Bloomfield even it is considered as optional right now.

1. the surrounding area is mainly residential with one business entity, not much foot traffic.
2. the light rail will generate too much noise for the residents.
3. crime rate will go up with so many new faces in and out of the area.

Thank you for your considerations!

12355 Creekwood
Cerritos, CA 90703

LOS ANGELES CA 900

22 AUG 2018 PM 11 L



Teresa Wong, Project mgr.

LACMTA

One Gateway Plaza

MS 99-22-4

Los Angeles CA 90012-29

90012-374599

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Cerritos resident

Name: KWASI ASIEDU

Signature:  Date: 8/20/2018

LAREN MITA
12373 CREEKWOOD AVE.
CERRITOS, CA 90703

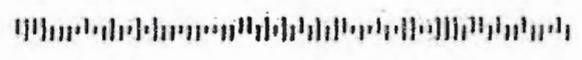
LOS ANGELES CA 900

20 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: LAUREN NITTA

Signature: Lauren Nitta Date: 8/17/18



M. A. Van Der Linden
19629 Sequoia Ave.
Cerritos, CA 90703-7738



1024



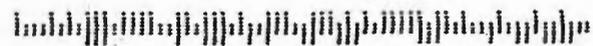
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

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Cerritos resident

Name: Martha A. vander Linden-Davis

Signature: Martha A. vander Linden-Davis Date: 7-20-2018

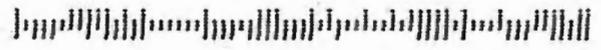
NICK ARUN
12115 Phoenix Dr.
Cerritos, CA 90703

LOS ANGELES
CA 900
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

LA County Metropolitan Transportation Authority
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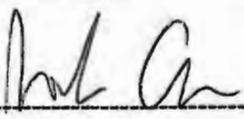
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Cerritos resident

Name: Nick Arun

Signature:  Date: 8/21/18

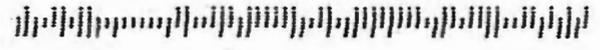
LOS ANGELES CA 900

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**LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952**

900123745 C057



July 30, 2018

LA County Metropolitan Transportation Authority
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R. Donoso

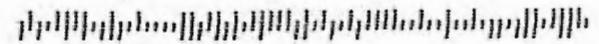
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
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Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

LA County Metropolitan Transportation Authority
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Name: Piedad Donoso

Signature: Piedad Donoso Date: 8-23-18

Page 2 of 2 Subject: **Opposition to Metro's Proposed West Santa Ana Branch
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P.D. Ms Wong I sent an email a few weeks ago stating



M. A. Van Der Linden
19629 Sequoia Ave.
Cerritos, CA 90703-7738



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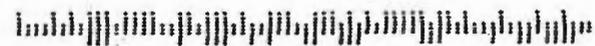
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Attention: Ms. Teresa Wong
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9001233745 0057



July 30, 2018

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Name: Martha A. vander Linden-Davis

Signature: Martha C. vander Linden-Davis Date: 7-20-2018



Dan Chargualaf
19708 Meadows Cir
Cerritos, CA 90703

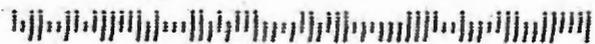
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

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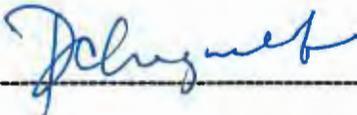
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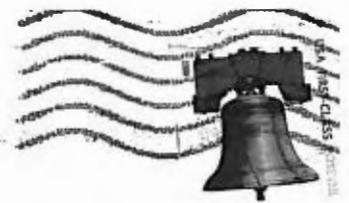
Cerritos resident

Name: Dan & Debbie Chargualaf

Signature:  Date: 8/18/18

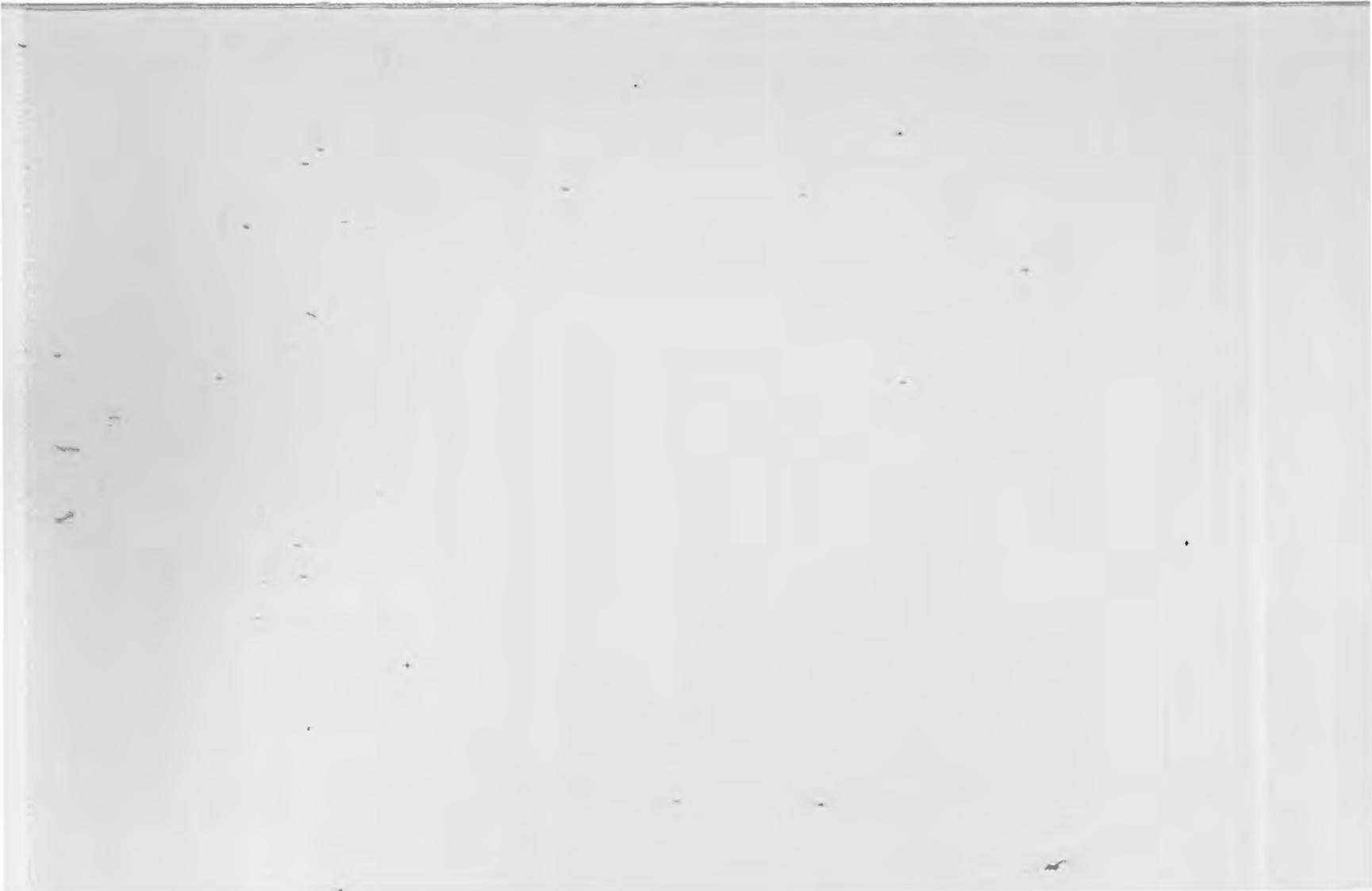
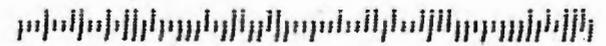
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9001233745 C057



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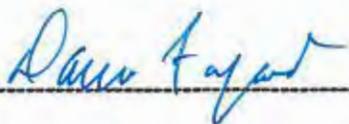
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It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: DANIO FAJARDO

Signature:  Date: 8/17/2018

 Ed & Frances Mc Cormick
12433 Viarna St
Cerritos, CA 90703

SANTA CLARITA CA 913

99-22-4



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project

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Cerritos resident EDWARD MCCORMICK

Name: FRANCES MCCORMICK

Signature: 

Date: Aug. 18, 2018



Mr. Aquino J. Angquico, Jr.
12379 Creekwood Ave
Cerritos, CA 90703-7710



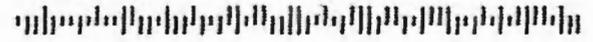
SANTA CLARITA CA 913

18 AUG 2018 PM 6 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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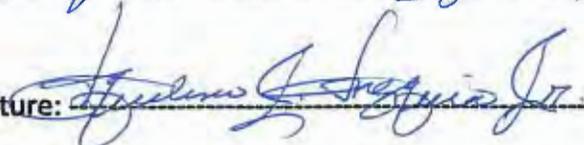
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Cerritos resident

Name: Aquilino J. Angguico, Jr.

Signature:  Date: 8/18/18

Russell B. Spencer
19734 Teresa Ct.
Cerritos, CA 90703

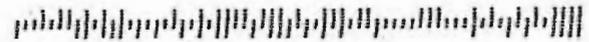
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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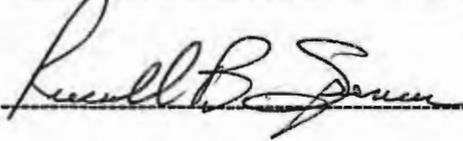
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Name: RUSSELL B. SPEUCKER

Signature:  Date: 8/20/18

SANTA CLARITA CA 913

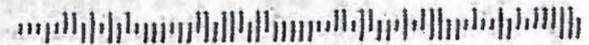
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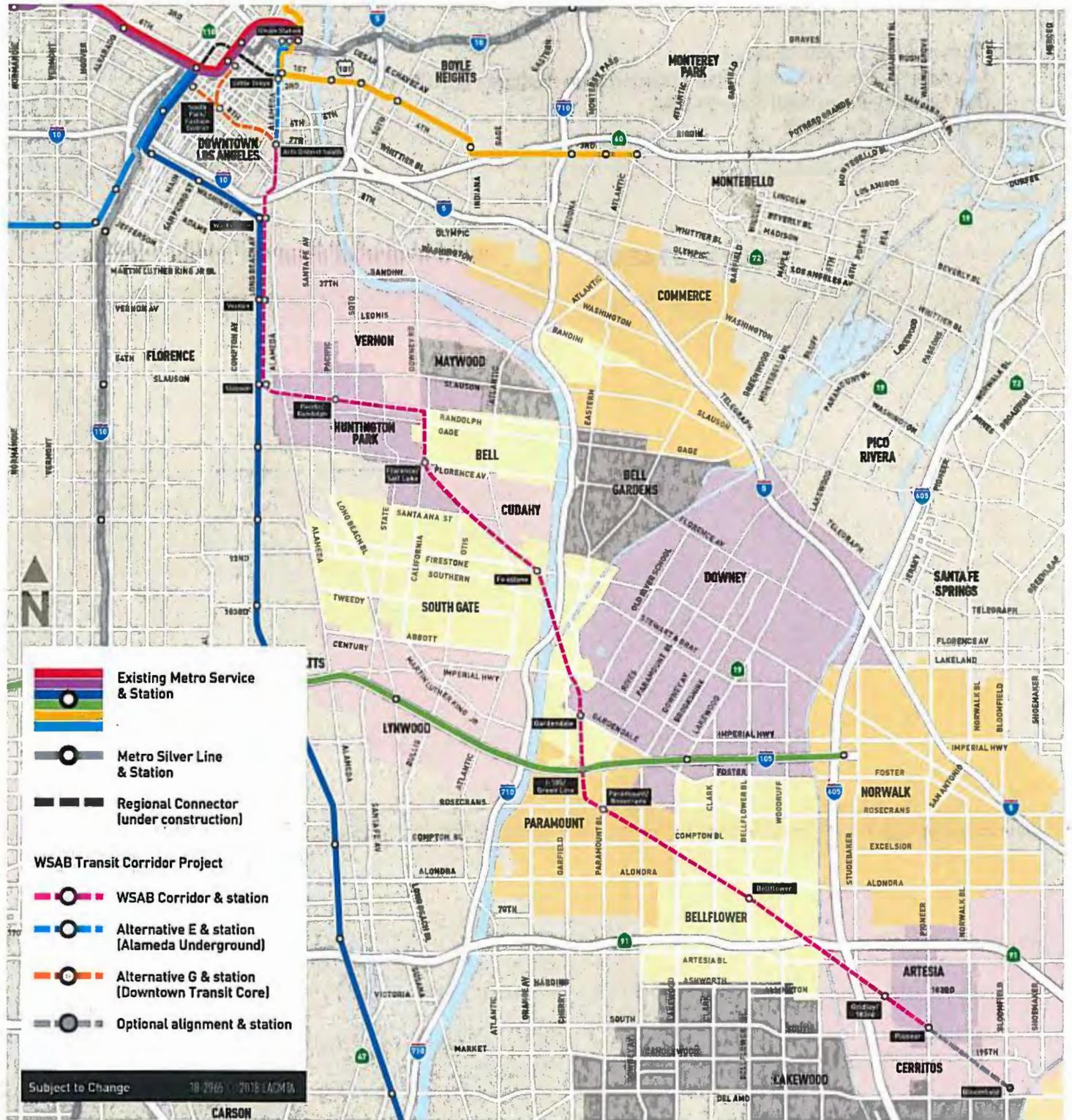
FROM: Fran Ziegler
2615 Daunet Avenue
Simi Valley, CA 93056

TO: Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

90012-374599



West Santa Ana Branch Transit Corridor Project Overview



FRAN Ziegler
2615 Daymet Ave
Simi Valley CA
93065

er
Metropolitan Transportation Authority (LACMTA)
p 99-22-4

h corridor (WSAB), Scoping Comments

y to comment on MTA's West Santa Ana Branch Corridor Proposal

Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to
But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles
per mile!) would take many years longer to build, and make us lose the competitive Federal
f this line... there won't be much funding available under this Administration, so you must
kill this project! Staff hinted at political pressure against running at-grade; expose them!
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! You provided no information about interagency coordination with OCTA; get busy
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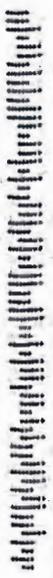
FROM: David Bacino
P.O. Box 192
Wadsworth, IL 60083

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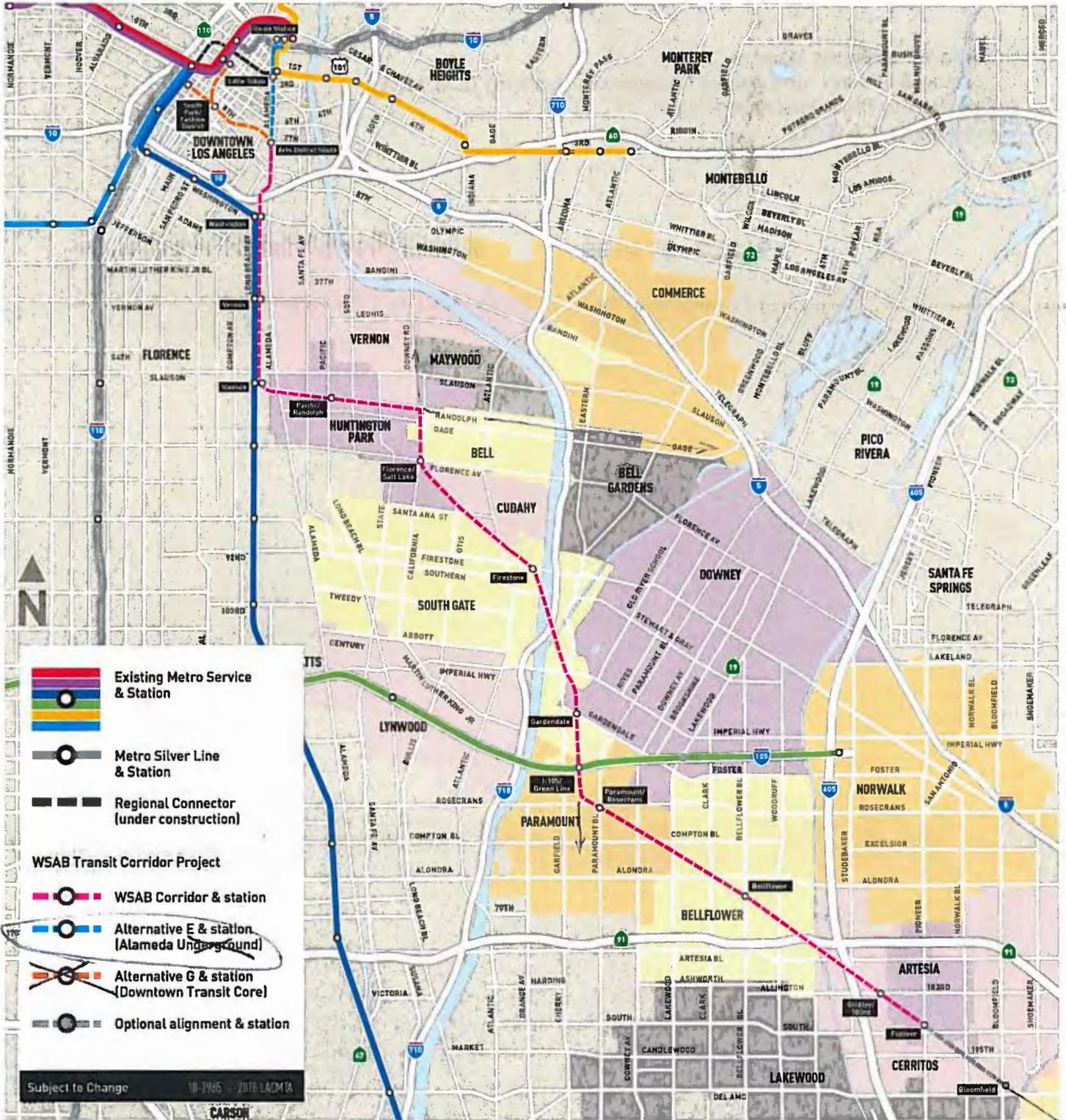


TO: Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

90012-374559



West Santa Ana Branch Transit Corridor Project Overview



AND BACINO
P.O. Box 192
WADSWORTH, IL 60083

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660 Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade; expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

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4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on it original Right-of-way east of Watts is far cheaper & better than subway tunneling)...

LAREN MITA
12373 CREEKWOOD AVE.
CERRITOS, CA 90703

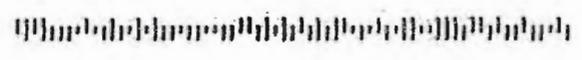
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: LAUREN NITTA

Signature: Lauren Nitta Date: 8/17/18

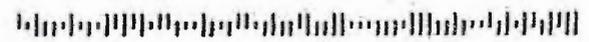
LOS ANGELES CA 900

20 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
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Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Cerritos resident

Name: YUNNEA NHIM

Signature: Yunnea Nhim Date: 08-18-18



Mr. & Mrs. Anorico
12401 Viarna St.
Cerritos, CA 90703-7731

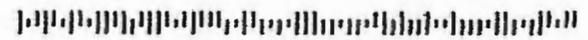
LOS ANGELES CA 900

20 AUG 2018 PM 12 L



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Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



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Thank you,

Cerritos resident

Name: Violeta M. ANORICO

Signature:  Date: 8/20/18



Ms. Janet S. Zachman
19527 Sequoia Ave
Cerritos, CA 90703

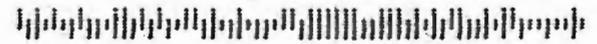
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952

90012-374599



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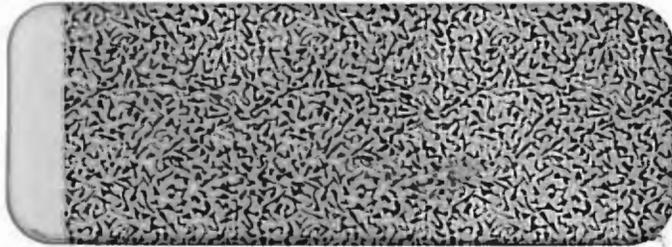
Name: Janet Zachman

Signature: Janet Zachman Date: 8-17-18

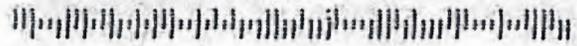
L. D. DOWN
3030 HOLLYRIDGE DR
LOS ANGELES, CA 90068

SANTA CLARITA CA 9003

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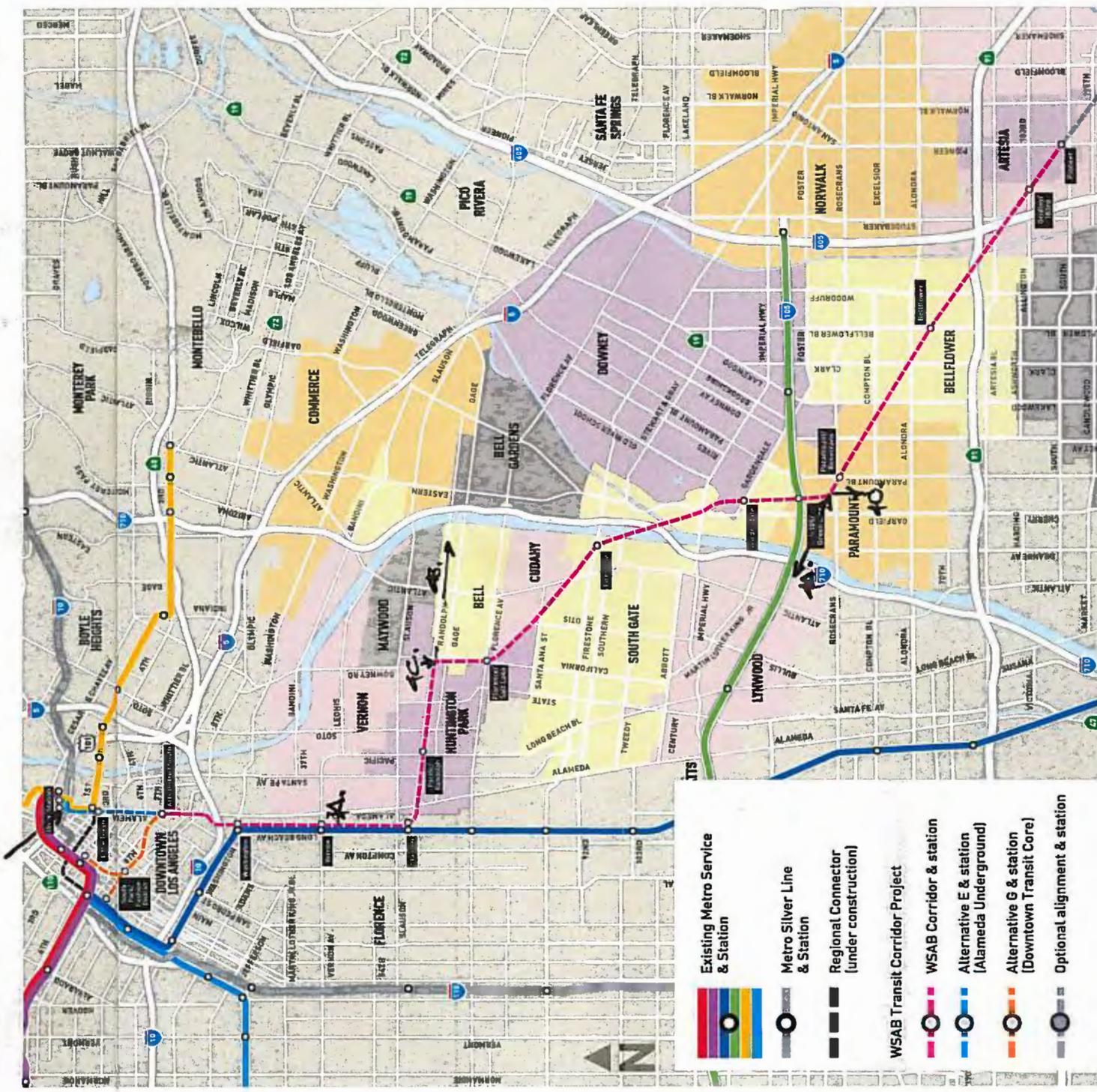


90012-974599



West Santa Ana Branch Transit Corridor

Project Overview





Richard A. & Janet E. Owens
12125 Phoenix Dr.
Cerritos, CA 90703-6947

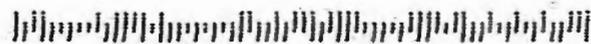
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 C057



July 30, 2018

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Cerritos resident

Name:

 RICHARD A. OWENS

Signature:



Date:

AUG 19, 2018

July 30, 2018

LA County Metropolitan Transportation Authority
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Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Cerritos resident

Name: Janet E. Owens Janet E. Owens

Signature: Janet E. Owens Date: 8-19-18

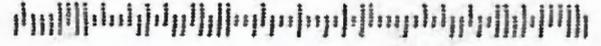
 **Aghyan Alzuabi**
12357 Creekwood Ave.
Cerritos, CA 90703



U.S. POSTAGE
\$.49
90701
Date of sale
02/20/17
06 2500
08205417

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Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001283745 C057



July 30, 2018

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Thank you,

Cerritos resident

Name: Aghyan Al Zuabi

Signature: [Handwritten Signature] Date: Aug 18 2018

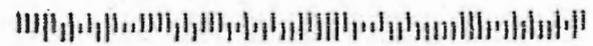
LOS ANGELES, CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: _____

Jim Fassett

Signature: _____

Jim Fassett

Date: _____

8/20/18

Steven F. Camper
12124 Smokie Ln.
Cerritos, CA 90703

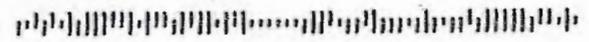
LOS ANGELES CA 900

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LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

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Thank you,

Name: Steven F. Camper
12124 Smoke land Cerritos 90703
Signature: Steven F. Camper Date: 8.20.2018

Byeong Ho Seo and Yoon Mee Seo
12313 Creekwood Ave.
Cerritos, CA 90703

LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

July 30, 2018

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Name: Byeong Ho Seo and Yoon Mee Seo

Signature:  Date: 8/20/18

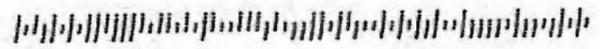
Demmis D. Tallo-Salada
12118 Smokie Ln.
Cerritos, CA 90703

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LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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August 1, 2018

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Demmia Salarda
Name: _____

Signature: *MSalarda* _____ Date: *05/21/2018*

Park & Velayos LLP

801 South Figueroa Street, Suite 450
Los Angeles, California 90017

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CA 900

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FOREVER

Ms. Teresa Wong
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 23, 2018

VIA E-MAIL (WSAB@METRO.NET)
AND U.S. MAIL

Ms. Teresa Wong
Project Manager
Los Angeles County Metropolitan
Transportation Authority (Metro)
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Re: West Santa Ana Branch Transit Corridor Project ("Project")

Dear Ms. Wong:

This law firm has been retained by the Los Angeles Wholesale Produce Market ("Market") to comment on the scope of the draft Environmental Impact Statement/ Environmental Impact Report ("EIS/EIR") for the Project. We appreciate the opportunity to convey our questions and concerns that should be addressed in the draft EIS/EIR.

By way of background, the Market and other large produce warehouses operate in an industrial area of downtown Los Angeles bordered by Central Avenue to the west, 7th Street to the north, Alameda Street to the east, and Olympic Boulevard to the south. The Market is a roughly 30-acre site with 529,000 square feet of operations in five buildings. Millions of pounds of produce from all over the world are shipped from the Market to grocery chains, storefronts, and local restaurants in Southern California and neighboring states. Millions of dollars of equipment, pallet jacks, forklifts, and trucks are used at the Market on a daily basis, 24 hours a day, seven days a week, with peak operations from 10 p.m. to 9 a.m. Tenants at the Market each sell millions, and in some cases, tens of millions of dollars of produce per year, with the Market as a whole selling billions of dollars of produce each year.

Each day, thousands of commercial vehicles, semi-trailer and other large trucks and vehicles pass through the Market to deliver and purchase produce. These vehicles travel constantly between the Market and countless off-site warehouses located up and down Alameda Street between 1st street to the north, and Vernon Avenue to the south (the "Alameda Corridor"). The Alameda Corridor street system infrastructure was built specifically with the produce industry in mind. We cannot stress enough how critical this infrastructure is to the current and future success of the produce industry in Southern California.

While the Market is not opposed to the development of the Project, it is concerned about the impacts that the construction and subsequent operation of the Project will have on the Market and other businesses operating in the Alameda Corridor. Given the Alameda Corridor's significant contribution to the Southern California economy, we ask that Metro do everything in its power to fully identify the Project's impacts upon businesses in the Alameda Corridor and study how those impacts can be minimized or eliminated.

We understand that Metro is considering a number of options for the Northern Alignment. From the Market's perspective, the Northern Alignment options are similar in that they would run underground as twin tunnels approximately 60 feet wide and 60 feet below the existing ground surface beneath South Alameda Street and McGarry Street along the eastern border of the Market. The Market would support these options, subject to the following: (1) Metro agrees to provide us as soon as possible, but in no event later than the commencement of the required draft EIS/EIR comment period, detailed maps describing and depicting the exact alignment and depth of the tunnel options closest to the Market, as well as a detailed description of the contemplated construction activity, including, without limitation, tunneling and cut and cover construction areas and methods, duration, equipment, staging areas, street closures, haul trips, temporary encroachments to Market property and hours of construction; (2) the tunnel options shall not encroach on any Market property; (3) the tunnels shall be constructed underground adjacent to the Market property as currently envisioned (rather than aerial or at-grade); and (4) there shall be no material impact or disruption to Market operations during construction or operation.

It is important that the draft EIS/EIR provide a comprehensive and comparative analysis of all anticipated impacts of each option, taking into account empirical data regarding baseline existing conditions in the Market vicinity. We continue to have the following concerns that should be addressed in the draft EIS/EIR:

- **Project Impacts During Construction.** Construction of the Project will cause impacts on the Market and other Alameda Corridor businesses such as increased and/or altered traffic, noise, vibration, subsidence and other geotechnical impacts, air quality and dust emissions, health risk, glare, construction worker parking, and perhaps most significantly, road and ramp alterations, detours and closures. The EIS/EIR should monitor and document existing micro-conditions in the Market vicinity relative to all CEQA and NEPA issue areas to ensure that all incremental impacts of the Project are appropriately analyzed. The EIS/EIR should specifically identify and discuss the nature, extent and duration of such impacts, as well as study and recommend measures that would be employed throughout the construction period to reduce them (such as preserving left turn lanes and center lanes, ensuring existing circulation along the Alameda Corridor and surrounding streets, and maintaining freeway access).
- **Lasting Project Impacts.** The EIS/EIR also should specifically discuss the nature and extent of impacts that each option would have on the Market and other Alameda Corridor businesses, such as vehicular and pedestrian traffic and access to freeways

and arterial streets. The study also should identify and discuss all measures that could be taken to minimize or eliminate adverse impacts.

- **Impacts on Property Owners.** The draft EIS/EIR should identify the specific locations and extent of all anticipated temporary construction easements and/or property acquisitions necessitated by the Project along the Alameda Corridor.

We appreciate your consideration of the foregoing, and request that all of the issues identified above be addressed in a thorough and comprehensive manner in the draft EIS/EIR. We also hereby request that we be provided with copies of all public notices relating to the Project. We look forward to our continued participation in the preparation of the EIS/EIR.

Very truly yours,



Francis Park
of PARK & VELAYOS LLP

cc: Mr. Richard Flamminio (by e-mail)
Mr. Richard Gardner (by e-mail)
Ms. Estela Lopez (by e-mail)
Steven D. Atlee, Esq.

D. Gettand
19716 Teresa Ct
Cerritos, CA 90703

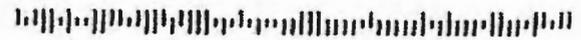
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90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: Daniel Gelfand

Signature: Dm Gelfand Date: 8/16/18

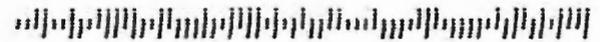
10632 Sequoia Ave.
Cerritos, CA 90703

CA 900
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



August 1, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Name: _____

Diane Shearer

Signature: _____

Diane Shearer

Date: _____

8-23-18

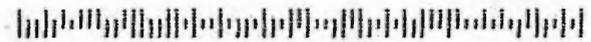
LOS ANGELES CA 900

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LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



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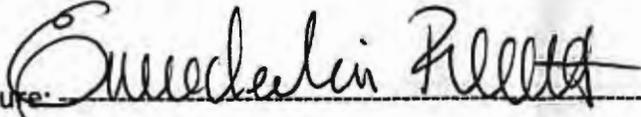
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Name: Enedelia Ruano

Signature:  Date: 8/22/2018

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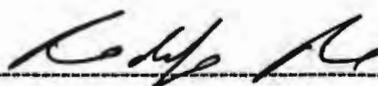
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Thank you,

Name: RODOLFO RUANO

Signature:  Date: 08-22-2018



Mr David F Sanchez
12311 195th St
Artesia CA 90701-7703

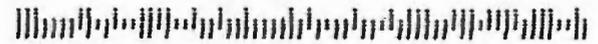
LOS ANGELES CA 900

21 AUG 2018 PM 9 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

900123745 0057



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Thank you, DAVID F. SANCHEZ

Name: David F. Sanchez

Signature: David F. Sanchez Date: 8-20-18

Your Cerritos neighbor next to the track

Email me if you wish vanderlindencw@msn.com

**Metro sign if you agree and mail. Dead line for your voice
to count is Aug 24 2018, it should be underground.**

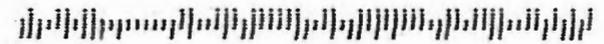
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900123745 C057



July 30, 2018

LA County Metropolitan Transportation Authority
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Project Manager
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Los Angeles, CA 90012-2952

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HJHJ 11111
19703 meadows circle
Cerritos, CA 90703

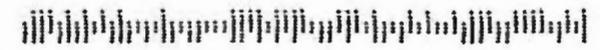
SANTA CLARITA CA 913

22 AUG 2008 PM 3 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952

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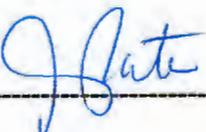
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Cerritos resident

Name: AIJAY PATEL

Signature:  Date: 08/21/18

12355 Creekwood
Cerritos, CA 90703

LOS ANGELES CA 900

22 AUG 2018 PM 11 L



Teresa Wong, Project mgr.

LACMTA

One Gateway Plaza

MS 99-22-4

Los Angeles CA 90012-29

90012-374599

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
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Los Angeles, CA 90012-2952

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Cerritos resident

Name: KWASI ASIEDU

Signature:  Date: 8/20/2018

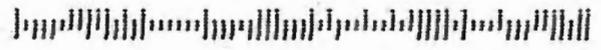
NICK ARUN
12115 Phoenix Dr.
Cerritos, CA 90703

LOS ANGELES
CA 900
22 AUG '16
PM 13 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 0057



July 30, 2018

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Over the past few months, I have received information related to Metro's proposed West Santa Ana Branch transit corridor project, and recently attended the June 2018 City Council meeting and the July 2018 Metro public outreach workshop held at the Cerritos Center for the Performing Arts. I was recently made aware of an updated public scoping comment period related to the proposed West Santa Ana Branch project, beginning on July 11, 2018 and ending on August 24, 2018. Therefore, I would like to provide you with my opinion and comments related to my opposition to Metro's West Santa Ana Branch Transit Corridor Project.

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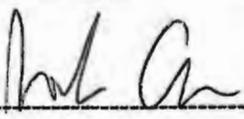
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Thank you,

Cerritos resident

Name: Nick Arun

Signature:  Date: 8/21/18

J. Napier
9107 Jacob Ave
Cerritos CA 90703

LOS ANGELES CA 90012

22 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

LA County Metropolitan Transportation Authority
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One Gateway Plaza
Mail Stop: 99-22-4
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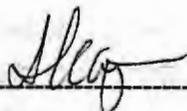
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Thank you,

Name: Jyoti Kapadia

Signature:  Date: 8/21/2018

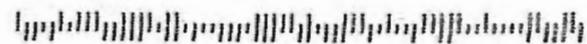
LOS ANGELES CA 900

27 AUG 2018 PM 9 1



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
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Thank you,

Cerritos resident

Name: YUNNEAT NHIIM

Signature: Yunneat Ni Date: 08-22-18

 Gary Creason
19705 Teresa Ct.
Cerritos, CA 90703

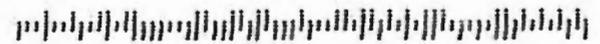
LOS ANGELES CA 900

23 AUG 2018 PM 9 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012\$3745 C057



July 30, 2018

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Cerritos resident

Name: GARY D. CREASON

Signature: Gary D. Creason Date: 8-22-18

R. Donoso

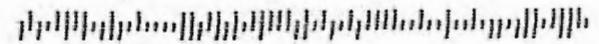
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

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Thank you,

Name: Piedad Donoso

Signature: Piedad Donoso Date: 8-23-18

Page 2 of 2 Subject: **Opposition to Metro's Proposed West Santa Ana Branch
(WSAB) Transit Corridor Project**

P.D. Ms Wong I sent an email a few weeks ago stating

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Thank you,

Cerritos resident

Name: DANTE + GLORIA GARCIA

Signature: Dante + Gloria Garcia Date: 8-21-18

At the July 2018 meeting Metro considered the location of the station in the downtown Artesia area.

The station location would be located on the intersection of Santa Ana Blvd and Artesia Boulevard. A station needs to be located in the downtown Artesia area.

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Successul City of Artesia
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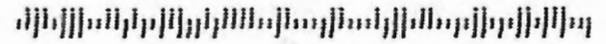
LOS ANGELES CA 900

23 AUG 2018 PM 14 L



LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
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Mail Stop: 99-22-4
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9001233745 C057



August 1, 2018

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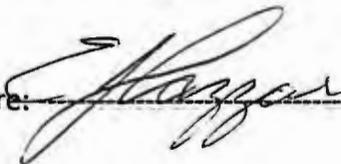
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Thank you,

Name: EDWARD LAZZARI

Signature:  Date: 8/23/18

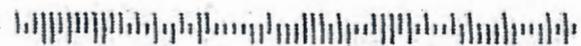
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LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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Thank you,

Name: ROBERT R. LEBEAU

Signature: Robert R. Lebeau Date: 8-23-18

LOS ANGELES CA 900

22 AUG 2018 448 1



Ms. Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012

90012-374599



West Santa Ana Branch (WSAB) Transit Corridor Project

Updated Scoping Meetings – July 2018

Comment Sheet

Name/Affiliation/Organization: Rafa Bussan, Inc
Address: 414 East Second Street
Phone/Cell: (213) 614-1181
Email: rafabussan@gmail.com

Thank you for your interest in the WSAB Project. Please use the space below to write down any questions and/or comments.

We are a Japanese gift shop located in Little Tokyo. Because of the many disruptions of street diversions & closures while we were on Second Street, we have seen a decline in business, parking has become difficult, and customers do not want to commute to Little Tokyo. We do not want Alameda - Option E. This will further impact the shopping center we are located in.

We are in favor of Downtown Transit Core - Option G. This will keep traffic from being disrupted and is in an area that has less retail.

Sincerely,
Carol Tanita
Rigoberto Martinez

UPDATED SCOPING COMMENT PERIOD: The formal scoping comment period for WSAB ends on Friday, August 24, 2018. Written comments may be submitted at the Updated Scoping Meetings or via:



Teresa Wong
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012



wsab@metro.net



metro.net/wsab



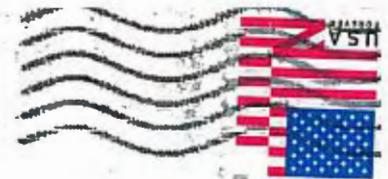
Metro

Comments submitted through the project's social media pages or helpline will not be part of the official public scoping record. Please submit all comments via mail, email, and the project website (as indicated above).

Anjan Muhury
12307 Creekwood Ave.
Cerritos, CA 90703-7710

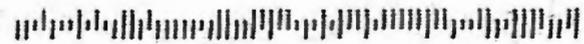
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LA County Metropolitan Transportation Authority
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Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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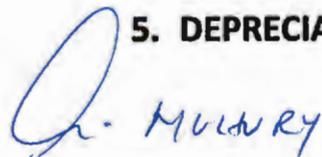
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Thank you,

Cerritos resident

Name: ANTAN & GITU MUKHURY, BRUNO LA

Signature:  Date: 8-18-18

Jack Neff
P.O. Box 491212
LOS ANGELES, CA 90049

SANTA CLARITA, CA 91351

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Teresa Wong, Project Mgr.
MTA
1 Gateway Plaza, MS 99-22-4
Los Angeles, CA 90012

90012-374599



August 21, 2018

Jack Neff
P.O. BOX 491272
LOS ANGELES, CA 90049

Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade: expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

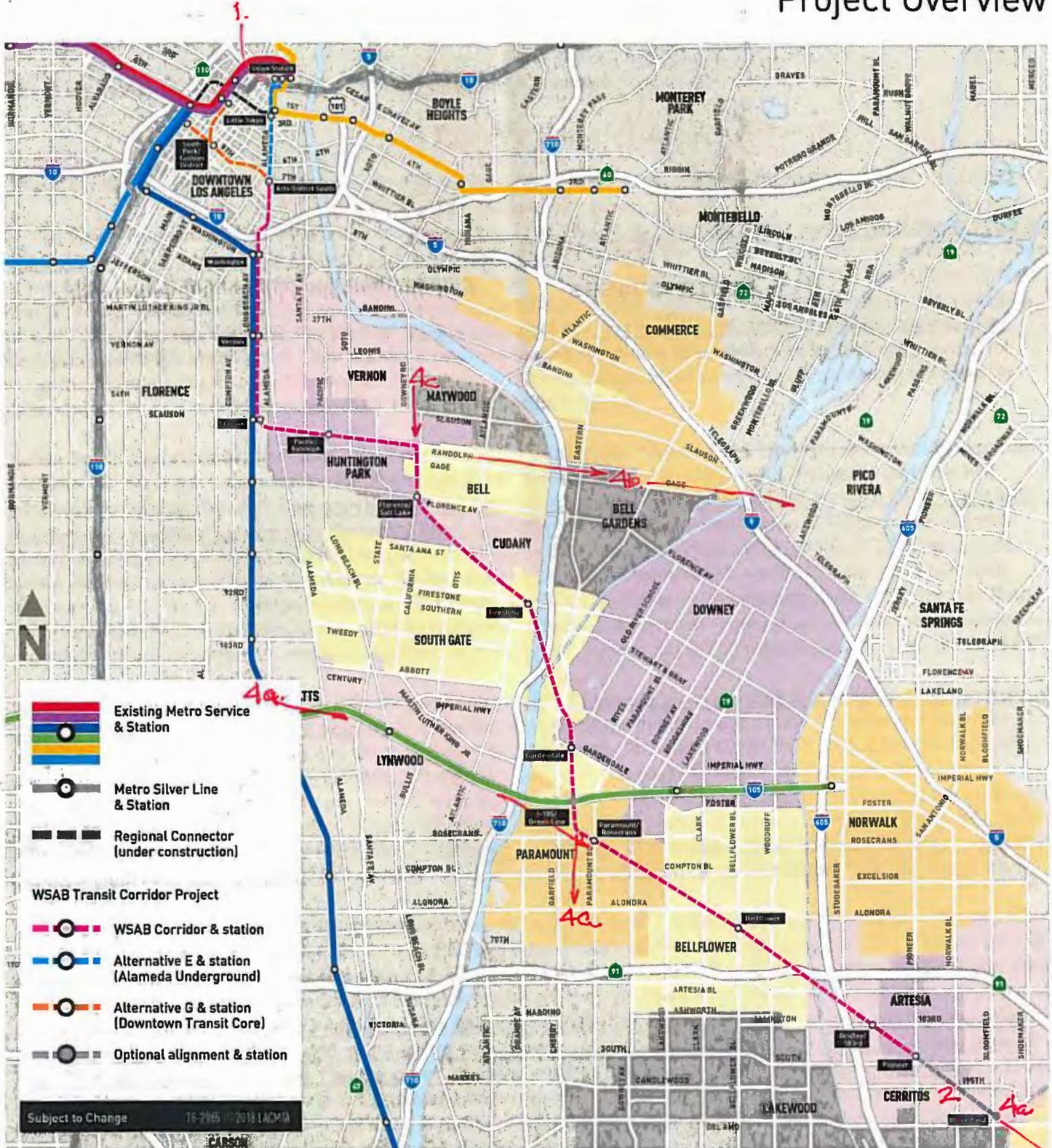
2. The South End must be the Santa Ana Transportation Center, not "Bloomfield" (nowhere). It should interline with the OC Streetcar to guarantee the West Santa Ana Branch is a ridership success; failing to go there will guarantee ridership disaster! You provided no information about interagency coordination with OCTA; get busy to ensure both agency's trains & systems are inter-operable! OC Streetcar recently selected Siemens to build their Streetcars; Seimens also built Light Rail trainsets for MTA, so they already worked with MetroRail's LRV specs... At least 1 station platforms (Santa Ana Amtrak Station) must be built to accommodate LA's West Santa Ana Light Rail trainsets too; & if the OC Streetcar wishes, at least 1 station in LA County should accommodate the OC Streetcar. West Santa Ana Branch designers should also offer interoperability to the LA Streetcar- both LA & OC Streetcars could run as expresses... (Muni bus agencies outside LA do this in downtown LA every day.) You must begin talks with them ASAP!

3. "Once they pick up the car keys, drivers just keep going!" Eliminate giant parking lots at all stations- driving & parking defeats the purpose mass transit: A. Place bus bays along the opposite side of the train platform for cross-platform transfers, with bike parking at the outer edges of the platform. B. build a Green Park around the rail/ bus/ bike station, designate curbside standing-lanes for a few taxis & limos on one edge, Kiss-&-Ride lanes for a few cars (no parking!) on another edge, and limit car-parking with limited hours to favors local merchants (not dumping cars there all day!) at the furthest edge of the park. C. Got an historic station (like Bellflower)? Reopen it for ticket sales/ coffee shop/ bike rental/ travel agency... No historic station? Build one from old plans! If modern, Build restrooms at larger stations. Canopies built over platform must both shade & shelter (unlike punched metal canopies at Expo's USC that do neither).

4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on it original Right-of-way east of Watts is far cheaper & better than subway tunneling)...

Jack Neff

West Santa Ana Branch Transit Corridor Project Overview



ASGHAR MIRZA
12233 CREEKWOOD AVE
CERRITOS, CA 90703

DATE OF LABELING
CA 913
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PM 31



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Los Angeles, CA 90012-2952

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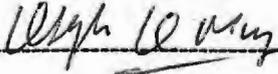
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Thank you,

Cerritos resident

Name: ASGHAR MIRZA

Signature:  Date: 8/16/18



Richard A. & Janet E. Owens
12125 Phoenix Dr.
Cerritos, CA 90703-6947

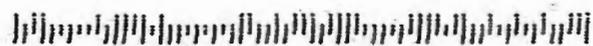
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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

9001233745 C057



July 30, 2018

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Los Angeles, CA 90012-2952

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Cerritos resident

Name:

 RICHARD A. OWENS

Signature:

 Date: AUG 19, 2018

LOS ANGELES CA 900

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LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
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90012-374599



August 1, 2018

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Thank you,

Name: ROBERT R. LEBEAU

Signature: Robert R. Lebeau Date: 8-23-18

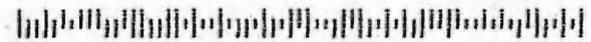
LOS ANGELES CA 900

23 AUG 2018 PM 14 1



LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



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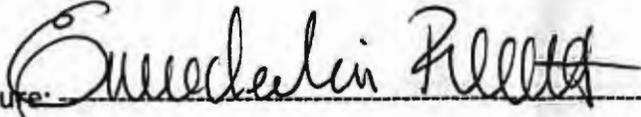
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Name: Enevelia Ruano

Signature:  Date: 8/22/2018

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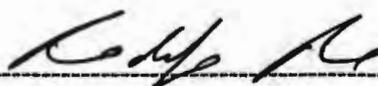
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Thank you,

Name: RODOLFO RUANO

Signature:  Date: 08-22-2018

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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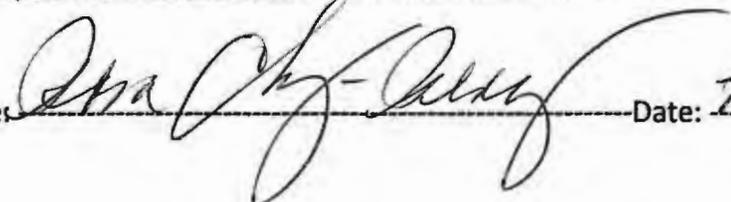
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Cerritos resident

Name: Rosa M. Chávez-Pérez

Signature:  Date: 7-20-18

Ms Rosa Chavez
19613 Sequoia Ave
Cerritos, CA 90703-7738

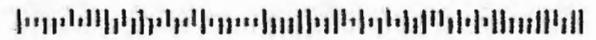
LOS ANGELES CA 900

07 AUG 2018 PM 12 L



LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



Russell B. Spencer
19734 Teresa Ct.
Cerritos, CA 90703

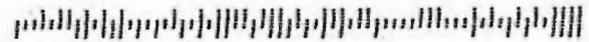
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July 30, 2018

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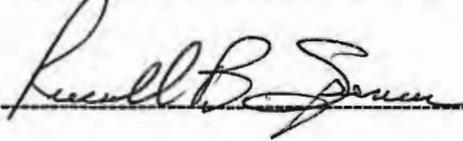
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Thank you,

Cerritos resident

Name: RUSSELL B. SPEUCKER

Signature:  Date: 8/20/18

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/12/2018 5:32 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#11]

Name/ *Nombre*/??/?? *

Shahbaz Hydari

Email Address/ *Correo Electronico*/E??? shab_az@yahoo.com

*

Street Address/ *Domicilio*/??:



738 S Los Angeles Street

Los Angeles, CA 90014

United States

COMMENTS and/or QUESTIONS:

My vote on the WSAB Transit Corridor goes to option G ending near 7th and Metro. I live in the Fashion District and am always complaining that there is no nearby Metro Rail station in the neighborhood for me to use. This line would tremendously help me utilize Metro Rail more (which I do now only when I have adequate time to make the 15 minute walk to the 7th Street/Metro Center station). I also love going to Little India in Artesia and this line would allow me to ditch my car and use transit to frequent this area more in my life.

----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 6:36 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#6]

Name/ Nombre/??/?? *

Spencer Gross

Email Address/ Correo Electronico/E???

Spencer.gr@gmail.com

*

Street Address/ Domicilio/??:



2463 Vineyard Rd

Novato, CA 94947

United States

COMMENTS and/or QUESTIONS:

I wanted to express my support for Option G (Downtown Transit Core), as the best option to serve the overall community. The option should connect to both to the Red/Purple Line and Regional Connector

Steven F. Camper
12124 Smokie Ln.
Cerritos, CA 90703

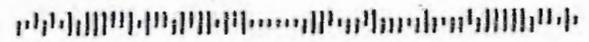
LOS ANGELES CA 900

21 AUG 2016 PM 12 L



LA County Metropolitan Transportation A
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



August 1, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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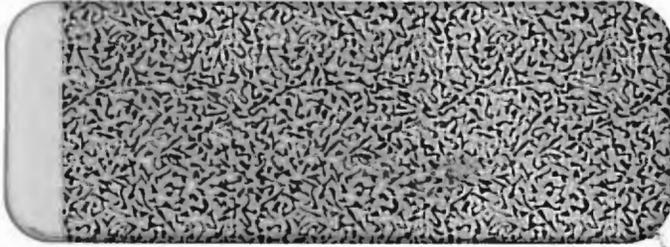
Thank you,

Name: Steven F. Camper
12124 Smoke land Cerritos 90703
Signature: Steven F. Camper Date: 8.20.2018

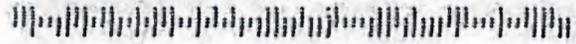
L. D. DOWN
3030 HOLLYRIDGE DR
LOS ANGELES, CA 90068

SANTA CLARITA CA 9003

20 AUG 2018 PM 5 L



90012-974599



Teresa Wong, Project Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: West Santa Ana Branch corridor (WSAB), Scoping Comments

Thank you for the opportunity to comment on MTA's West Santa Ana Branch Corridor Proposal

1. The North End should be Union Station. Alternative E, At-Grade on Alameda, is the best & most direct route to the front of Union Station! But this will only work only if it's At-Grade! For the line's relatively low ridership, 2 miles of tunneling (at \$660 Million per mile!) would take many years longer to build, and make us lose the competitive Federal grant funding needed to build this line... there won't be much funding available under this Administration, so you must take out tunneling which will kill this project! Staff hinted at political pressure against running at-grade; expose them! Both Alternative G's are no good. They wander downtown like a low-volume shuttlebus. You haven't made a case for integrating existing bus lines, or the planned Downtown LA Streetcar; this is No Good. Also, Alternative G's force an unneeded rail-to-rail transfer, wasting riders' time. Don't do either Alt. G.

2. The South End must be the Santa Ana Transportation Center, not "Bloomfield" (nowhere). It should interline with the OC Streetcar to guarantee the West Santa Ana Branch is a ridership success; failing to go there will guarantee ridership disaster! You provided no information about interagency coordination with OCTA; get busy to ensure both agency's trains & systems are inter-operable! OC Streetcar recently selected Siemens to build their Streetcars; Siemens also built Light Rail trainsets for MTA, so they already worked with MetroRail's LRV specs... At least 1 station platforms (Santa Ana Amtrak Station) must be built to accommodate LA's West Santa Ana Light Rail trainsets too; & if the OC Streetcar wishes, at least 1 station in LA County should accommodate the OC Streetcar. West Santa Ana Branch designers should also offer interoperability to the LA Streetcar- both LA & OC Streetcars could run as expresses... (Muni bus agencies outside LA do this in downtown LA every day.) You must begin talks with them ASAP!

3. "Once they pick up the car keys, drivers just keep going!" Eliminate giant parking lots at all stations- driving & parking defeats the purpose mass transit: A. Place bus bays along the opposite side of the train platform for cross-platform transfers, with bike parking at the outer edges of the platform. B. build a Green Park around the rail/ bus/ bike station, designate curbside standing-lanes for a few taxis & limos on one edge, Kiss-&-Ride lanes for a few cars (no parking!) on another edge, and limit car-parking with limited hours to favor local merchants (not dumping cars there all day!) at the furthest edge of the park. C. Got an historic station (like Bellflower)? Reopen it for ticket sales/ coffee shop/ bike rental/ travel agency... No historic station? Build one from old plans! If modern, Build restrooms at larger stations. Canopies built over platform must both shade & shelter (unlike punched metal canopies at Expo's USC that do neither).

4. The proposed LRT alignment's high costs are due to using parts of 3 different historic rail rights-of-way.: A. Pacific Electric (PE) to Santa Ana, B. former PE/ Southern Pacific (SP) to Yorba Linda, CA, & C. Union Pacific affiliate Los Angeles & Salt Lake historically LA to downtown Long Beach. To use these rights-of-way, Light Rail mode requires a great deal of money and complex engineering to grade-separate from main-line rail operations of the last two... Instead of serving 3 rail corridors badly & at high cost, you should have studied paying main-line MetroLink (born to do this), to add much better passenger service to the 2 freight lines (B. & C.) to their present End-Of-Track immediately, and "re-training" them: B. to Brea near-term, and C. to Long Beach Airport... Diesel Multiple Units could be used to meet initial demand better than the standard locomotive plus 5 railcars. Older MetroLink Cab Cars could also be converted to use electric power overhead (like light rail). This eliminates the need for pricey rail mode separations... and in the case of B., West Santa Ana Branch only serves 1 station (of 5 potential stations in LA-, and 2-4 stations in Orange County)! This also frees the West Santa Ana Branch to be put back close to its most direct historic corridor at much lower cost (demolishing or relocating houses squatting on it original Right-of-way east of Watts is far cheaper & better than subway tunneling)...

T

T. BROWN
MANAGER

----- Original Message -----

From: TRACY LA VALLEY [tllavalley@msn.com]

Sent: 7/11/2018 5:37 PM

To: wsab@metro.net

Subject: New rail to Southeast LA county

Teresa,

I am writing to you in regards to the new rail line you are proposing to run thru Cerritos. I live at 183rd & Gridley Road and the Rail would run right behind my home. My family and I have lived here 24 years and have always enjoyed the nice quiet neighborhood. With this railroad you are forcing a lot of the residents to want to move from the area for many reasons.

1. The noise level
2. The clientele that will be coming to our neighborhood
3. Crime
4. Traffic train crossings
5. Property values
6. Sleep times with a railroad running behind our home all hours.

Honestly this is a well kept up area and home prices are definitely going to depreciate. The thought of this is very disturbing. The days of entertaining family and friends in my backyard will be gone. I will not be able to enjoy my pool with a train driving by. Honestly I hope you really take into consideration the residents that have invested their hard earned money to live in these homes and we will be forced to move and it will not be easy with the home prices in California.

Thank you for your time.

Tracy LaValley



Mr. & Mrs. Anorico
12401 Viarna St.
Cerritos, CA 90703-7731

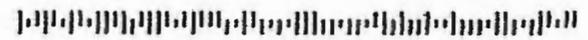
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

Subject: **Opposition to Metro's Proposed West Santa Ana Branch (WSAB) Transit Corridor Project**

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Next, Metro is proposing that the right-of-way be used for an at-grade light rail line. Having a rail line run through Cerritos at street level would generate significant traffic, safety, noise, and vibration impacts to Cerritos residents. An at-grade light rail system with at-grade street crossings with trains every fifteen minutes would deter Cerritos patrons from shopping or conducting business within Cerritos due to the time it would take to wait for the light rail to cross multiple intersections in Cerritos throughout the day. Rather, I suggest that Metro consider having the West Santa Ana Branch project run through Cerritos below ground and not at street level.

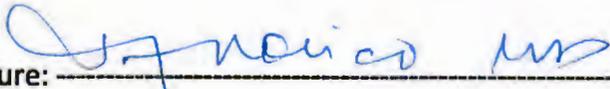
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It is for these reasons that I am currently opposed to Metro's West Santa Ana Branch project, and I would like to ask that Metro include my comments and opposition in Metro's public scoping process and also in your future planning for the corridor.

Thank you,

Cerritos resident

Name: Violeta M. ANORICO

Signature:  Date: 8/20/18

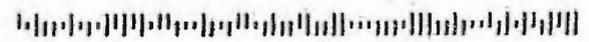
LOS ANGELES CA 900

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LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Thank you,

Cerritos resident

Name: YUNNEA NHIM

Signature: Yunnea Nhim Date: 08-18-18

July 30, 2018

LA County Metropolitan Transportation Authority
Attention: Ms. Teresa Wong
Project Manager
One Gateway Plaza
Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

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Thank you,

Cerritos resident

Name: Yaboda Panganiban Yolanda PANGANIBAN 8/6/18

Signature: efpanganiban Date: 8-6-18
EFREN PANGANIBAN

Ms. Yolanda Panganiban ^{For me}
12702 Alchester St.
Cerritos, CA 90703

LOS ANGELES

CA 900

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LA COUNTY Metropolitan Transportation Authority
Attention: MS TERESA WONG
Project Manager
ONE GATEWAY PLAZA
MAIL STOP: 99-22-4
Los Angeles CA 90012-2952

9001233745 0057



----- Original Message -----

From: Wufoo [no-reply@wufoo.com]

Sent: 7/11/2018 12:55 PM

To: wsab@metro.net

Subject: West Santa Ana Branch Transit Corridor Comments [#3]

Name/ *Nombre*/??/?* Yong Shin

Email Address/ *Correo* yongxshin@gmail.com

*Electronico/E???**

Street



Address/ *Domicilio*/?: 12229 Creekwood Ave.

Cerritos, CA 90703

United States

COMMENTS and/or QUESTIONS:

My entire family and most of my neighbors are vehemently opposed to this project.

I have lived at this address for over 25 years, and can remember vividly what it used to be like when the same railroad you are planning to use again was operational.

Multiple times a day, our entire house would shake violently every time the trains went by. Electrical appliances would constantly break, objects not locked down would fall, and we used to worry that the homes in our neighborhood (almost a century old at this point) would suffer structurally as a result of the daily train movement.

I understand that as an area of rather diverse minorities that are least likely to take measurable action towards stopping this route from happening, it may seem like an ideal route. However, we will not stand for daily property damage (not to mention 6 years of construction noise RIGHT behind our back yards, before we have to deal with rail related noise every day) without properly litigating all damages.

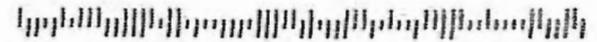
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LA County Metropolitan Transportation Authority
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Mail Stop: 99-22-4
Los Angeles, CA 90012-2952

90012-374599



July 30, 2018

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Cerritos resident

Name: YUNNEAT NHIIM

Signature: Yunneat Ni Date: 08-22-18

APPENDIX O STAKEHOLDER DATABASE

