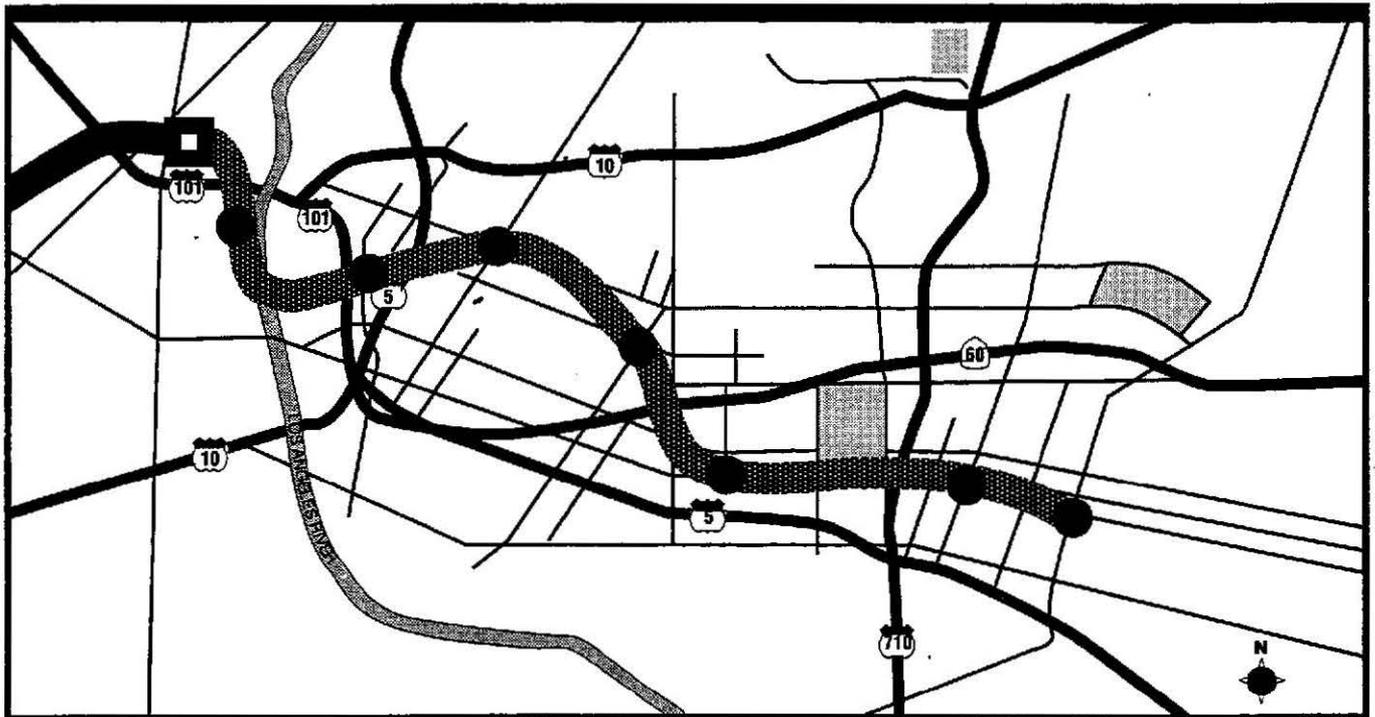


FINAL ENVIRONMENTAL IMPACT REPORT

Los Angeles East Side Corridor
June 1994



Volume II

California State Clearinghouse Number 91091063

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Los Angeles County Metropolitan Transportation Authority



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CHAPTER 6: RESPONSES TO COMMENTS ON THE AA/DEIS/DIER

6-1 INTRODUCTION

This section responds to public comments provided during the public review period for the Eastside Corridor Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR). The AA/DEIS/DEIR was issued on May 7, 1993 and the public review period remained open until June 23, 1993. Notice of the availability of the AA/DEIS/DEIR was published in the Los Angeles Times, La Opinion and Los Angeles Daily Journal. In addition, a series of five newsletters were also produced by the MTA to promote public awareness of the project. All community meeting times and locations were announced in the local media including the Los Angeles Times, La Opinion, Los Angeles Daily Journal and the local newspapers of the Eastern Group Publications and Northeast Newspapers. Copies of the AA/DEIS/DEIR were made available at public libraries near the alternatives considered and included: Anthony Quinn Public Library, El Camino Real Public Library, Benjamin Franklin Public Library, East Los Angeles Public Library, Montebello Regional Library, Alhambra Public Library, City Terrace Public Library, Stevenson Public Library, Malabar Public Library, City of Commerce Public Library and Bruggemeyer Public Library (City of Monterey Park). During the public review period, a number of community meetings took place throughout the study area and included: Brightwood School Cafetorium, Thursday June 10, 1993, 5:00 PM to 9:00 PM, Saint Alphonsus Church School, Tuesday June 15, 1993, 4:00 PM to 8:00 PM, International Institute, Thursday June 17, 1993 4:00 PM to 8:00 PM, and Resurrection Church Parish Hall, Tuesday, June 22, 1993, 4:00 PM to 8:00 PM. Table 6-2.1 below lists and assigns a number to each comment letter and speaker at the public hearings. This chapter provides a copy of each comment letter followed by written responses to each of the comments in that letter. These letters/responses are followed by a copy of the transcript for the public hearings and responses to comments made at the hearings.

6-2 LIST OF COMMENTORS

TABLE 6-2.1: LIST OF COMMENTORS ON THE AA/DEIS/DEIR

COMMENT NUMBER	COMMENTOR	DATE	PAGE NO.
ELECTED OFFICIALS			
1	Councilman Richard Alatorre, City of Los Angeles	6/22/93	6-6
2	Assembly Member Louis Caldera, California Legislature	6/23/93	6-10
3	Senator Charles M. Calderon, California State Senate	6/22/93	6-41
4	Assemblywoman Martha M. Escutia, California Legislature	6/22/93	6-44
5	Samuel K. Kiang, Council Member, City of Monterey Park	6/14/93	6-47
6	Assemblywoman Diane Martinez, California Legislature	6/23/93	6-49
7	Assemblywoman Grace F. Napolitano, California Legislature	6/22/93	6-54
8	Assemblywoman Grace F. Napolitano/Bernie Gallie	6/22/93	6-58
9	Assembly Member Richard Polanco, Senator Art Torres, Senator Charles Calderon, Assembly Member Martha Escutia, Assembly Member Louis Caldera, Assembly Member Grace Napolitano, California Legislature	6/22/93	6-60
10	Congresswoman Lucille Roybal-Allard, Congress of the United States	6/17/93	6-79
11	Richard Torres, City Administrator, City of Montebello	6/18/93	6-93

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TABLE 6-2.1: LIST OF COMMENTORS ON THE AA/DEIS/DEIR

COMMENT NUMBER	COMMENTOR	DATE	PAGE NO.
FEDERAL AGENCIES			
12	G.W. Rodenhurst, U.S. Coastguard	5/6/93	6-96
13	Richard H. Broun, U.S. Department of Housing and Urban Development	5/12/93	6-98
14	Gordon Leisch, U.S. Department of the Interior	5/4/93	6-100
15	Deanna M. Wieman, U.S. Environmental Protection Agency	6/23/93	6-105
STATE AND REGIONAL AGENCIES			
16	Wilford Melton, California Department of Transportation	6/15/93	6-116
17	Robert L. Therkelsen, California Energy Commission	6/8/93	6-119
18	Mark R. Pumford, California Regional Water Quality Control Board	6/2/93	6-122
19	Christine Kinne, Governor's Office of Planning and Research	6/18/93	6-125
20	Cindy S. Greenwald, South Coast Air Quality Management District	6/23/93	6-128
COUNTY AGENCIES			
21	Brian T. Sasaki, County of Los Angeles Department of Public Works	6/21/93	6-135
22	Brian T. Sasaki, County of Los Angeles Department of Public Works	6/24/93	6-139
23	Frederick M. Hungerford, County of Los Angeles Public Library	5/17/93	6-143
24	Marie L. Pagenkopp, County Sanitation Districts of Los Angeles County	5/7/93	6-146
CITY AGENCIES			
25	Dal L. Howard, City of Los Angeles Department of Fire	6/14/93	6-148
26	James M. Okazaki, City of Los Angeles Department of Transportation	6/23/93	6-152
27	Chris J. Jeffers, City Manager, City of Monterey Park	6/10/93	6-165
28	Chris J. Jeffers, City Manager, City of Monterey Park	6/18/93	6-195
29	Sina Zarifi, Community Redevelopment Agency of the City of Los Angeles	6/22/93	6-197
30	Omero Suarez, East Los Angeles College	6/3/93	6-201
31	Joan Friedman, Los Angeles Unified School District	6/23/93	6-203
COMMUNITY ORGANIZATIONS			
32	Steve Barba, Boyle Heights Chamber of Commerce	6/10/93	6-218
33	Alex Salazar, Eastside Neighborhood Revitalization Study Citizens Advisory Committee	6/21/93	6-220
34	Jimmy Tokeshi, Japanese American Citizens League	6/22/93	6-227
35	Marshall McNott, Los Angeles Mission Foundation	3/3/93	6-229
INDIVIDUALS AND BUSINESSES			
36	Rodolfo Alba, Jack in the Box	6/21/93	6-232
37	Rudy Alba, Jack in the Box	NA	6-235
38	Antonio Allah	NA	6-237
39	Felicitas B. Coria	NA	6-239
40	Joseph Coria	NA	6-239
41	Joseph Coria	NA	6-241
42	Rosario de Alba	NA	6-241
43	Amparo Flores	NA	6-243

TABLE 6-2.1: LIST OF COMMENTORS ON THE AA/DEIS/DEIR

COMMENT NUMBER	COMMENTOR	DATE	PAGE NO.
44	A.L. Garcia	NA	6-245
45	Leo Hayashi	NA	6-247
46	M. Hernandez	NA	6-247
47	Amy Heyer	NA	6-247
48	Minoru Inadomi, John & Sons, Inc.	6/23/93	6-249
49	David Kiya, Fine Discount	NA	6-251
50	Margarita C. Martinez	6/22/93	6-253
51	Heather L.M. Medrano	6/17/93	6-255
52	Ernestina Montellano	6/23/93	6-257
53	Roger Palmer	6/23/93	6-259
54	Arthur K. Snyder, Snyder & Archuletta	5/10/93	6-261
55	Tom Nelson	6/9/93	6-263
56	Victor Robles, Victor Robles & Associates	6/4/93	6-265
57	Kazuo Shibata	NA	6-269
58	Oscar Singer	NA	6-269
59	Shigzku Sugata	NA	6-269
60	Estela Torre	NA	6-271
61	Gloria Trujillo	6/19/93	6-273
62	Utah Elementary School students	NA	6-275
63	White Memorial Medical Center	NA	6-297
64	Dean Zellman	6/15/93	6-302
65	Unsigned	NA	6-304
66	Esther Castillo Long, Eastside Community Transportation Organization, and petitioners	5/21/93	6-306
PUBLIC HEARING SPEAKERS			
67	Judy Chu, Council Member, City of Monterey Park	6/10/93	6-317
68	Marie Purvis, Mayor Pro Tem, City of Monterey Park	6/10/93	6-319
69	Jann Talarico, Monterey Park Chamber of Commerce	6/10/93	6-321
70	Brooke Morris, Majestic Realty Company	6/10/93	6-322
71	Chris Jeffers, City of Monterey Park	6/10/93	6-324
72	Marsha Spira	6/10/93	6-326
73	Gerardo Alvarez	6/10/93	6-328
74	Rev, Joseph D. Pina, St. Alphonsus and U.N.O.	6/15/93	6-341
75	Juventino Gomez, St. Alphonsus and U.N.O.	6/15/93	6-344
76	Frank Tena, U.N.O.	6/15/93	6-346
77	Ermohenes Fajardo	6/15/93	6-347
78	Eduardo Sanchez, U.N.O.	6/15/93	6-347
79	Anthony E. Lowery	6/15/93	6-348
80	Jose Luis Garcia	6/15/93	6-351
81	Antonio Allah	6/17/93	6-368

TABLE 6-2.1: LIST OF COMMENTORS ON THE AA/DEIS/DEIR

COMMENT NUMBER	COMMENTOR	DATE	PAGE NO.
82	Adeline Yoong, representing Congresswoman Lucille Roybal-Allard	6/17/93	6-371
83	Margaret Mendoza	6/17/93	6-383
84	Sal Mota	6/17/93	6-383
85	Esther Castillo Long, Eastside Community Transit Organization	6/17/93	6-384
86	Jeff Farber, Los Angeles Family Housing Corporation	6/17/93	6-388
87	Pat Moser	6/17/93	6-390
88	Vladimir Cerna, East L.A. Popular Education Center	6/17/93	6-392
89	Alfredo Perez, Neighborhood Housing Services	6/17/93	6-394
90	John Silva	6/17/93	6-398
91	Rev. Joseph D. Pina, St. Alphonsus and U.N.O.	6/22/93	6-415
92	Adeline M.L. Yoong, representing Congresswoman Lucille Roybal-Allard	6/22/93	6-417
93	Gerard Orozco, representing Councilman Richard Alatorre	6/22/93	6-431
94	Jerry Okamoto, representing Assembly Member Louis Caldera	6/22/93	6-434
95	Emmanuel J. Ramirez, representing Assembly Member Grace F. Napolitano	6/22/93	6-446
96	Bill Maibe, representing Assemblyman Richard Polanco	6/22/93	6-450
97	Alan Clayton, representing State Senator Art Torres	6/22/93	6-454
98	Esther Castillo Long, Eastside Community Transportation Organization	6/22/93	6-458
99	Joseph Coria, LAC-USC Medical Center and East Los Angeles Occupational Skills Center	6/22/93	6-464
100	Aurora Castillo, Mothers of East L.A.	6/22/93	6-465
101	Linda Villanueva	6/22/93	6-466
102	Carlos Escobedo, representing Congressman Xavier Becerra	6/22/93	6-468
103	Arturo Herrera, Eastside Neighborhood Revitalization Advisory Committee	6/22/93	6-472
104	Fred Chen, American Architects/Engineers Association	6/22/93	6-475
105	Brooke Gee Person, White Memorial Medical Center	6/22/93	6-477
106	Jess Lopez, Community Redevelopment Agency	6/22/93	6-479
107	Al Taira, Los Angeles River Artists and Business Association	6/22/93	6-480
108	Martin Hernandez, Labor Community Strategy Center	6/22/93	6-481
109	Jose Andrade	6/22/93	6-482
110	Ernestina Montellano	6/22/93	6-484
111	Wilson Liu, Cherry Land Company	6/22/93	6-484
112	Lisa Sugino, Little Tokyo Service Center	6/22/93	6-485
113	Alfred Perez, Neighborhood Housing Services	6/22/93	6-487
114	Ana C. Moreno, Mothers of East L.A.	6/22/93	6-490
115	Archie Miyatake, Little Tokyo Business Association	6/22/93	6-491
116	Octavio Hernandez	6/22/93	6-491
117	George Yepes	6/22/93	6-492

ELECTED OFFICIALS



1

RICHARD ALATORRE
COUNCILMAN
FOURTEENTH DISTRICT

June 22, 1993

Mr. Jim de la Loza
Los Angeles County
Metropolitan Transit Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

I am very pleased that many residents of East Los Angeles and Boyle Heights have attended the hearing tonight. I truly appreciate the time that residents take out of their daily routines to attend these meetings and provide input.

The proposed extension of the Metro Red Line into East Los Angeles is the largest transportation/ public works project that East Los Angeles will experience in the near future. It is critical that the benefits be maximized and any adverse impacts be substantially mitigated.

I have reviewed the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR). I have also talked and met with many residents in the local community where the different alternatives for Eastern Extension are being considered. From my initial review of the proposed alternatives and my awareness of the current community input it is imperative that the Los Angeles County Metropolitan Transit Authority (MTA) address the following issues:

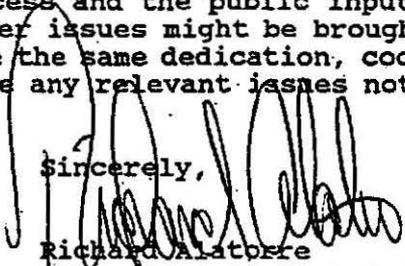
- 1.A | 1. Economic Development and local Community Employment. The AA/DEIS/DEIR has identified the great potential the Eastern Extension has to generate local economic development and local employment. I request that the MTA create a proactive program to anticipate and effectively include the greatest community business participation and local employment.
- 1.B | 2. The AA/DEIS/DEIR has identified in the Eastern Extension Study Area the existence of a very dense population that includes a very large sector of children and youth. I request that the MTA target its business and employment program to aggressively include youth training and employment programs.
- 1.C | 3. The AA/DEIS/DEIR has identified a several residential dwellings around some stations as potential properties to be acquired and demolished. I request that the MTA structure a housing relocation

Mr. Jim de la Loza
Page 2
June 22, 1993

- 1.C | and replacement program to adequately relocate displaced residents and replenish the housing stock.
- 1.D | 4. The AA/DEIS/DEIR has identified property acquisition and relocation of and temporary disruption of some businesses around some stations. I request that the MTA structure a business relocation and business disruption program based at a minimum on MTA past Metro Red Line projects and specifically designed to deal with local business needs.
- 1.E | 5. The AA/DEIS/DEIR has identified a series of construction impact areas: Residential, schools, business, traffic, parking, air quality, noise and vibration and utilities. I request that the MTA create a construction mitigation program to anticipate, plan and coordinate general and specific mitigation actions. This program should be staffed by MTA personnel and structure with substantial community participation.
- 1.F | 6. At some of the previous public hearings and community meetings, community residents raised the issue of community participation and monitoring of mitigation actions and programs. I request that the MTA in conjunction with local community residents, local elected representatives and community organizations structure a Eastern Extension Oversight Committee.
- 1.G | 7. The AA/DEIS/DEIR has identified a series of land use and general community planning issues that need to be addressed to best mitigate and maximize community benefits. I request that the MTA closely coordinate with ongoing community planning and economic development initiatives so as best achieve consistency and support local community efforts.
- 1.H | 8. I have initiated a Eastern Extension Community Transportation Linkages Program, if the MTA board approves this program, I request that programs not addressed in this letter but included in the Linkages program and related to the AA/DEIS/DEIR mitigation be made part of an overall mitigation program.

Since this is a ongoing process and the public input has not been completed, I expect that other issues might be brought to our attention. I request that you give the same dedication, cooperation and assistance to best accommodate any relevant issues not covered at this current public hearings.

Sincerely,


Richard Alatorre
Councilman 14 District

Responses to: Richard Alatorre, Councilmember, Fourteenth District, City of Los Angeles
(Comment Letter number 1)

- 1.A The MTA appreciates the support for the proposed Eastern Extension from Councilmember Alatorre. Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas.

MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area in which it operates. It is important to note however, that MTA must work within the legal framework for third party contracting. As set forth in UMTA Circular 4220.1B, "Grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals..."

- 1.B The MTA will honor Councilmember Alatorre's request that the MTA target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth employment and training program to public high schools near the Locally Preferred Alternative (LPA). Please see Section 4-2 of this FEIS/FEIR.

- 1.C Section 4-3 of this FEIS/FEIR identifies for each LPA station the number of residential units that would be acquired to allow for construction of the LPA and discusses MTA's relocation program designed to mitigate the impacts associated with those acquisitions. The MTA will relocate all residential dwellers (and businesses) displaced by the Metro Red Line Eastern Extension. This relocation program will meet current local, state and federal ordinances and guidelines.

Section 4-3 of this FEIS/FEIR also discusses the impacts of LPA residential acquisitions on the local housing stock and provides associated mitigation measures. The MTA is not required by law or policy to replace the housing stock that is acquired in order to implement the Metro Red Line Eastern Extension, except as provided for under the "housing of last resort" provisions of federal law (see Section 4-3). The MTA will work with the community, elected officials, local housing agencies and other housing providers to identify potential mitigation measures for the loss of housing caused by acquisitions. The MTA is currently considering establishing a housing policy to encourage housing production on the property acquired or within the vicinity of the station sites.

- 1.D Section 4-3 of this FEIS/FEIR identifies non-residential property acquisitions required for construction of the LPA. As described in that section, where acquisition and relocation are unavoidable, MTA will follow the provisions of the Uniform Relocation Assistance and

Real Property Acquisition Policies Act of 1970 and the 1987 amendments to that act as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the Department of Transportation. This would provide equitable treatment, compensation, and relocation assistance to displaced businesses.

Disruption to businesses during construction and measures to mitigate disruption impacts are discussed in Section 4-18.7 of this FEIS/FEIR. The mitigation measures described in this FEIS/FEIR form the basis of MTA's business relocation and disruption program. These measures are comparable to those provided for past Metro Red Line projects and will be designed to address specific needs of affected local businesses.

- 1.E Construction impacts associated with the proposed project and mitigation measures for those impacts are described in Sections 3-3, Parking; 4-16, Community Facilities/Parklands/Cemeteries; and 4-18, Construction Impacts of this FEIS/FEIR. Mitigation measures in this FEIS/FEIR will be included in the Mitigation Monitoring Plan required for the project by the Federal Transit Agency (FTA) and in compliance with the California Environmental Quality Act (CEQA). Quarterly compliance reports need to be made by the MTA to the FTA during and after construction of the project.

In addition, to provide for community participation, the MTA has created and is staffing a Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs). The primary mission of the RAC is to advise the MTA on its mitigation program and structure a series of strategies focused on maximizing benefits associated with the Eastern Extension and minimizing construction impacts. The SAACs were formed to provide public input regarding site specific station construction impacts and planning issues.

- 1.F In addition to advising the MTA on its mitigation program for the project, it is currently anticipated that the RAC and SAACs (described above) will assist MTA in monitoring the implementation of mitigation measures.
- 1.G Through the MTA's Community Transportation Linkages programs, MTA will coordinate current and on-going planning and economic development initiatives with city and county community plans, the Eastside Enterprise Zone Program and the Eastern Revitalization Study. See Section 4-1 of this FEIS/FEIR for further discussion of these programs.
- 1.H Programs in the Eastern Extension Community Transportation Linkages program that are also mitigation measures for impacts identified in this FEIS/FEIR will be included in the mitigation program for the project. Programs not identified as measures to mitigate impacts discussed in this FEIS/FEIR will be reviewed by the MTA as enhancements to the project and will be subject to MTA Board policy direction and funding review.

COMMITTEES:
Finance, Insurance & Public
Investment (Vice Chair)
Judiciary
Revenue and Taxation
Consumer Protection, Governmental
Efficiency & Economic
Development

Assembly California Legislature

LOUIS CALDERA
ASSEMBLYMEMBER, FORTY-SIXTH DISTRICT

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State Capitol
Sacramento, CA 95814
(916) 445-4843
DISTRICT OFFICE:
304 S. Broadway
Suite 580
Los Angeles, CA 90011
(213) 680-4646

June 23, 1993

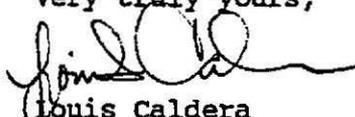
Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan
Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017
VIA FAX: (213) 244-6008

Re: Statement Re Red Line Eastern Extension

Dear Mr. de la Loza:

Please find enclosed my Statement Regarding the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report for the Los Angeles Eastside Corridor. Thank you for providing me with the opportunity to present our comments and suggestions to you. I am hopeful that together we can accomplish great things for our communities with the proposed Red Line extension.

If you have any questions concerning the enclosed, please do not hesitate to contact me or my District Director, Jeri Okamoto.

Very truly yours,

Louis Caldera

LEC:jo
Enclosure

COMMITTEES:
Finance, Insurance & Public
Investment (Vice Chair)
Judiciary
Revenue and Taxation
Consumer Protection, Governmental
Efficiency & Economic
Development

Assembly California Legislature

LOUIS CALDERA
ASSEMBLYMEMBER, FORTY-SIXTH DISTRICT

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STATEMENT OF
ASSEMBLYMEMBER LOUIS CALDERA
REGARDING THE ALTERNATIVES ANALYSIS/
DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE LOS ANGELES EASTSIDE CORRIDOR
APRIL 1993

Submitted To
The Los Angeles County
Metropolitan Transportation Authority
June 23, 1993

I.

PREFACE

The 46th Assembly District, which I represent, includes several of the areas that will be directly impacted by the proposed Eastern Extension of the Metro Red Line, namely Union Station, Little Tokyo, the loft/light industrial district and Metro Rail Yard, Boyle Heights, and part of unincorporated East Los Angeles. (See Attachment A, District Map.) All of these areas could benefit greatly from the Extension and rail improvements. Conversely, if the Metropolitan Transportation Authority ("MTA") and its contractors do not establish and adhere to a comprehensive and strict mitigation program during construction, the Extension could cause irreparable harm to the already suffering economic vitality of these areas.

The purpose of my Statement is twofold. First, I will discuss some of the unique opportunities that the Red Line Extension may present for development. I will also discuss the reasons why I believe -- based on the information available to date -- that Route 9B will probably best serve the community and should be selected as the Locally Preferred Alternative. Second, I will discuss the mitigation measures required to minimize the disruption to our communities during construction.¹

II.

THE MTA SHOULD APPROVE THE EASTERN EXTENSION OF THE METRO RED LINE BECAUSE -- IF CONSTRUCTED WITH APPROPRIATE MITIGATION MEASURES IN PLACE -- IT WILL PROVIDE OUR COMMUNITIES WITH UNIQUE OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND REVITALIZATION

2.A

The proposed Eastern Extension of the Metro Red Line has tremendous potential for the economic development and revitalization of our communities. It is the only major public works project planned for the Eastside, according to the "30-Year Integrated Transportation Plan." (See AA/EIS/EIR at sections 2-1.1 to 2-1.1.2.) As such, we should seize upon this unique opportunity to enhance our neighborhoods.

The Red Line extension, coupled with appropriate bus, Metrolink, and other public transportation interfacing, will

¹ Portions of this Statement were presented orally on my behalf by Ms. Jeri Okamoto, my District Director, at the MTA public hearing held at Resurrection Church on June 22, 1993.

provide area residents -- most of whom are dependent upon public transportation -- with greater accessibility to their local government and to the shopping districts to the west, and throughout the Eastside Corridor. The addition of the Metro Red Line subway ultimately will decrease automobile traffic and congestion, and will also aid in the improvement of air quality in this region.

2.A

In addition, through creative planning and design, the proposed Red Line stations can become showcases for our communities that will attract shoppers and tourists. The development of the stations and surrounding areas may also serve as a much needed catalyst for residential and commercial revitalization. (Proposals for the Metro Rail Yard, First and Boyle and other Eastside stations are set forth in Section IV.)

III.

BASED ON THE PRELIMINARY INFORMATION PROVIDED IN THE DRAFT AA/EIS/EIR AND ON COMMUNITY PREFERENCES, I TENTATIVELY SUPPORT ROUTE 9B AS THE LOCALLY PREFERRED ALTERNATIVE (SUBJECT TO THE PROVISION OF ADDITIONAL INFORMATION REGARDING THE IMPACTS OF THIS ROUTE)

After studying the various alternative routes and the affected neighborhoods, and considering community preferences, I tentatively support the selection of Route 9B as the Locally Preferred Alternative for the following reasons.

2.B

First, Alternative 9B includes a Metro Rail Yard Station, unlike many of the other alternatives. Constructing a station in this location -- near the loft, warehouse, and Little Tokyo areas -- will provide opportunities for economic development and revitalization in these areas. This area (most of which is already owned by MTA) has tremendous potential for developing mixed use housing (e.g., for senior citizens, low-income families), entertainment, arts, business and recreational facilities.

Given its proximity to the Little Tokyo area, siting a station at the Rail Yard would serve to anchor Union Station to these neighboring areas to the South and East, and set the stage for further revitalization efforts between the Los Angeles River and the Downtown historic and business districts. (Representatives from the Little Tokyo community have expressed support for the Rail Yard station and development of the surrounding areas. Additional information regarding the tax implications of development and the mitigation program must be obtained before any final determinations may be made.)

In addition, Alternative 9B with a Yard Station will provide a site for excavation and dirt removal that is in a light

industrial area, thereby avoiding major truck traffic and excavation through residential and commercial areas.

Second, Alternative 9B is the only alternative that integrates all of the major shopping and business thoroughfares in the Eastern Corridor. While running a line straight through the Eastern Corridor from Union Station may be more cost-effective, those alternatives will not best serve our communities. The proposed station at First & Boyle provides accessibility to White Memorial Hospital, International Institute, and other community sites. The proposed station at Brooklyn & Soto will provide accessibility to the Brooklyn shopping corridor and the El Mercado Plaza (via a station walkway) and help to revitalize this declining area.² Alternative 9B goes on to connect these areas with the Whittier Boulevard shopping district.

2.B

Third, according to the AA/EIS/EIR (at section 4-4.1.2.), Alternative 9 services more of the Latino, transit-dependent, and below poverty level population than any of the other alternatives.

Fourth, Alternative 9's station at Atlantic and Whittier is located in an area that is compatible with an extension of the Red Line into the San Gabriel Valley and Southeast Los Angeles.

In light of these considerations, I tentatively support Alternative 9B as the Locally Preferred Alternative. (I cannot fully endorse this route at this time based on the incomplete analysis of the full impacts on the community provided in the Draft AA/EIS/EIR.)

IV.

2.C

MTA SHOULD CREATE STATION-SPECIFIC DEVELOPMENT AREA PLANS AND DESIGN STATIONS TO REFLECT THE FLAVOR OF THE NEIGHBORHOODS IN WHICH THEY ARE LOCATED

The areas into which the proposed Metro Red Line will extend have distinct personalities and cultural flavors which must be reflected in the overall design of the stations and

² This station is preferred over the proposed First & Soto station in Alternative 6 because the Brooklyn & Soto station provides the public with easier access to a greater number of businesses in the area. Locating a station at First & Soto, at the base of the hill, may disadvantage Brooklyn merchants at the top of the hill. It is my understanding that Alternative 9B accommodates the El Mercado merchants' concerns by including a special station walkway to that shopping plaza.

2.C

surrounding areas. For each station, MTA must create a station-specific plan to address area development, station design, station artwork, zoning requirements, and the like. In creating this plan, there must be community input and accessibility during the process. (See Section V.A., *infra*, regarding Station Oversight Committees and Sections V.C.6 & 7, regarding station plans and aesthetics.)

A. Metro Rail Yard Station.

There are innumerable opportunities for development and revitalization at and near the proposed Yard Station. What is MTA planning to do to actively encourage such development? What are the tax implications on the Little Tokyo and surrounding communities for development in this area?

Given its proximity to Little Tokyo, the Yard Station design should be consistent with the Japanese-style architecture prevalent in Little Tokyo. The station area should include Japanese garden and park areas, integrating landscaping, sculptures, creative lighting, and artwork consistent with this theme. A trolley or other light transportation system should run from the Yard Station to Little Tokyo proper (e.g., near the Japanese American National Museum at First Street).

There are approximately 18,000 artists lofts in the vicinity of the Yard Station, i.e., in the Los Angeles Artists River & Business Area. MTA must explore the siting of an International Arts Center in the area (including, but not limited to, an International Martial Arts Center).

2.D

In addition, MTA must provide (or work with non-profit organizations or other private sector entities to provide) affordable housing in or around the Yard Station development area for senior citizens (e.g., like Angelus Plaza, Little Tokyo Towers), low-income families, and others. The sites should include child care and youth recreational and after-school facilities, with a neighborhood library site.

The Yard Station development area should also include other mixed uses, such as entertainment, restaurants, business offices, and sufficient parking to service these uses. A police substation should be located at or near the Yard Station site.

What will MTA do to explore these or other development plans for the area?

If an Alternative, such as 9B, with a Yard Station is selected and the impacted community endorses the development project after review of the mitigation program, MTA shall give priority to Yard Station/Little Tokyo development projects over proposed extensions to the West to assist this community with

2.D post-unrest recovery. Following the April/May 1992 civil unrest, tourism in the Little Tokyo area has dropped dramatically. Will the redevelopment and reinvigoration of this community be a priority item for MTA, as it should be?

B. Mariachi Plaza (First/Boyle Station) And Other Eastside Stations

There are also tremendous opportunities for development and revitalization at and near the proposed stations east of the Los Angeles River. What is MTA planning to do to actively encourage such development?

2.E To maintain the cultural integrity and flavor of the area, the stations east of the Los Angeles River should be designed to reflect the rich heritage of the Boyle Heights/East LA communities. For example, MTA should create a "Mariachi Plaza" at the First & Boyle Station that includes a shopping plaza and marketplace, performance area, decorative tile work, creative lighting, fountain courtyard, and police substation. A similar theme (with similar resources) should be carried through the other stations. What steps will MTA take to explore these options?

2.F If the Golden Gate Theatre is chosen as a site for the Whittier & Atlantic stop, MTA must preserve and incorporate this structure as part of the station plan.

C. All Stations.

All new stations in the Eastern Extension must have electronic signboards that can be used for MTA information, news, community notices and other announcements. Each station must have backlighted directional maps for the areas surrounding the stations showing points of interests, historical sites, restaurants, and local services. Cases for the display of local artwork by senior citizens, students, and others must be provided in the station areas.

2.G MTA must site and fund child and after-school youth care programs at or near all stations located in the vicinity of schools and churches, and provide police substations at or near the station locations.

All station areas should be landscaped with trees, planters of flowers and other foliage. The station areas should have benches (designed to complement the theme), and exhibit artwork consistent with the flavor of the neighborhood. (See also Section V.C., infra, for additional mitigation items.)

V.

SPECIFIC MITIGATION REQUIREMENTS AND COMMUNITY OVERSIGHT

As noted above, there is great potential for the Eastern Extension of the Metro Red Line to enhance our communities, particularly through development projects done in conjunction with station design. However, if strong, meaningful mitigation measures are not adopted, implemented, and adhered to throughout the pre-construction and construction phases of development, the Eastern Extension has the potential for creating disastrous effects on the community, as we have learned from the construction down Wilshire and through Downtown.

My office, together with the offices of several other Greater Los Angeles area legislators, participated in extensive meetings regarding the Draft AA/EIS/EIR. After careful study of and deliberation on the numerous issues presented by the Eastern Extension, a substantial number of the following mitigation items were developed to safeguard the families, children, businesses and others in the community.³

2.H

If MTA does not choose to implement the programs, it must explain in detail why such measures cannot be taken and provide alternative measures to address community concerns.

A. The MTA Shall Incorporate A 45-Day Review Period On Any Mitigation Program For The Eastern Extension Before It Is Submitted To the MTA Board For Approval Of The EIR.

2.I

To assure that community concerns are adequately addressed in the mitigation program, the MTA shall incorporate a 45-day review period on the proposed mitigation program for the Eastern Extension (following the public hearing period) before it is submitted to the MTA Board for approval of the EIR.

MTA shall provide a copy of the mitigation program at least ten (10) days before the commencement of the 45-day review period that is not limited to, but will encompass the following: (1) any organization or individual that attended or testified at any of the MTA public hearings, MTA board meetings, or community meetings; (2) all property owners or tenants within a 1000 foot radius of any station; (3) all schools, churches, recreational

³ My office worked with the offices of Senator Art Torres, Assemblymember Richard Polanco, Assemblywoman Martha Escutia and others in crafting many of the mitigation measures set forth below. These measures are also set forth in substantially the same form in the Joint Statement being submitted on behalf of the aforementioned legislators and myself to MTA this date.

facilities, and non-profit organizations within a two-mile radius of the stations; and (4) the offices of all local, state, and federal elected officials within the boundaries of the projects.

2.I MTA shall hold no less than three public hearings during the 45-day review period. The public hearings shall not be earlier than the 10th day, nor beyond the 35th day of the review process.

B. A Community-Based Station Oversight Committee (SOC) Must Be Formed.

Community-based Station Oversight Committees ("SOC") must be formed. One committee should be formed in the neighborhood of each station location. Two members (a designate and an alternate) from each SOC shall serve as representatives on an overall Project Oversight Committee ("POC"). The POC shall be comprised of the SOC representatives and area elected officials or their representative staff.

2.J The SOCs shall serve as the "eyes and ears" of the community regarding the contractors' compliance with the mitigation program and the POC shall serve as the voice of the East Los Angeles Extension community as it relates to this project. All meetings shall be open to the public. Nothing suggested here should be interpreted as denying any other resident or organization input into the process of ensuring project safety and compliance with the mitigation program.

A budget, paid staff, office space and supplies (including postage) shall be made available to the POC in order to maximize accountability, and mitigation compliance during construction.

C. MTA Must Develop A Responsible Mitigation Program That Addresses The Needs And Concerns Of The Impacted Communities.

1. Transit.

2.K The construction of the Eastern Extension will have an impact on transit both during and after construction. Specifically, what is the plan for providing shuttle buses to and from remote parking lots to businesses near station construction sites? Shuttle buses must be provided to ensure convenient access to affected businesses.

Because construction activity will impede vehicular traffic in the area of station construction, it is essential that bus service increase significantly to ensure access and convenience for shoppers during construction.

Considering the criticism that the MTA has faced regarding the amount of subsidies provided for more affluent suburban commuters, what will be the fare structure for riders of the Eastern Extension? Also, to encourage ridership of the completed section of the Red Line a special bus fare should be implemented between the Eastern Extension station sites and the Union Station Metro Red Line during construction.

2.K

As the Eastern Extension becomes operational, there must be efficient interfacing of this new subway service and bus service. Public meetings should be held to determine the needs and desires of the local community. Bus service should be re-routed as needed to maximize service and efficiency.

Bus routes should be directed from San Gabriel Valley communities and the communities of Southeast Los Angeles County to link up with the Eastside Extension to ensure access to rail transit for these communities until the rail network is expanded.

As noted above, a trolley or bus service should be established that will run between Union Station, Little Tokyo and the proposed Rail Yard Station. MTA should also explore creating a "cultural" shuttle that will directly connect the Union and Rail Yard stations with Little Tokyo, Chinatown, Olvera Street, and Koreatown.

To encourage alternative, pollution-free transportation, a minimum of ten (10) bicycle lockers should be placed at each station location.

2. Traffic.

During construction, traffic impacts are likely to be severe. Cut and cover construction methods used at station sites have proven to seriously impede traffic flow.

2.L

In section 4-16.1.1(c), the AA/EIS/EIR provides that "it is anticipated that none of the streets will be completely closed to either vehicular or pedestrian traffic where construction will take place in a street location." By contrast, section 4-16.2.1 provides that "[t]he roadway widths in East Los Angeles are relatively narrow. Therefore, opportunities to channel traffic during construction will be limited, and there is greater likelihood that construction activities will encompass the entire roadway and overlap to sidewalk areas."

These two sections contradict one another. No streets should be closed due to construction. Does the MTA anticipate the need to close any streets? Which streets does MTA consider likely to face closure? The prospect of street closure should be more specific in order for those affected to evaluate the impacts fully.

It is imperative that all streets remain open, with a minimum of one lane in each direction open to traffic at all times. Construction activity and equipment staging should be minimized on the street surface. Absolutely no delivery of construction material should occur during the rush hours or peak evening shopping periods.

2.L

In the interest of public safety, at any time when fewer than four traffic lanes are in service at a station site, the MTA should provide two traffic control officers (one at each side of the station box) during the morning (6:00 a.m. to 10:00 a.m.) and evening (4:30 p.m. to 11:00 p.m.) rush hours. Twenty-one (21) day notification, including the duration of impact, must be provided to the SOC and interested parties whenever a street will be reduced to one lane in each direction.

The MTA, the City of Los Angeles Department of Transportation and the SOCs shall be notified at least forty-eight (48) hours before any oversized construction materials are delivered.

In order to minimize aesthetic and traffic impacts, following the initial five to seven month period, the entire deck at each construction site must be surfaced in asphalt to a depth of six inches.

The technological feasibility of mining must be explored for any stations that would be built under the street.

3. Parking.

2.M

Parking in the vicinity of stations will increase to varying degrees. Specifically, what tangible parking mitigation will be provided for station options that will face significant parking space utilization increases? The Brooklyn Avenue/Soto Street station option is likely to see a 95.5% to 103.7% parking utilization level, while the Whittier/Rowan station will be an 82.2% utilization. While anything over 80% is considered full by drivers and anything over 100% will result in "spillover" into surrounding neighborhoods, how can MTA prevent permanent negative impacts of "spillover" parking to the neighborhoods surrounding these station option locations.

Periodic studies of parking intrusion in neighborhoods adjacent to station areas must be performed. Preferential parking districts within residential neighborhoods affected by "spillover" parking must be made available, guaranteed and paid for by MTA.

In light of the need to ensure access to all local businesses, all contractors must be required to lease remote, off-street parking and shuttle to the work site.

On-street parking must be maintained during construction. Table S-5.1 of the AA/EIS/EIR provides that between 361 and 409 on-street parking places would be displaced as a result of Alternative 9B. Where exactly will this displacement occur, and for what period of time? This information is important when comparing the alternative routes and impacts.

There should be no on-street parking displacement. However, section 4-16.2.1 makes clear that we may face displacement of entire streets. How can we prevent the loss of on-street parking impacts described in Table S-5.1?

2.M

The AA/EIS/EIR (at section 4-16.3.3) provides that "[p]rior to initiating construction of each station, the [MTA] will develop and adopt a site specific parking plan which identifies off-site replacement parking for all on-street parking lost during construction." (Emphasis added.) However, some of the proposed stations (e.g., along Brooklyn at both Bank of America and the Market) will involve the taking of parking lots used by the community when they visit the area to shop and conduct business. Without these parking facilities, accessibility to the businesses in the area will be negatively affected. Thus, in developing the parking plan, MTA must also identify and provide replacement parking for the spaces lost in these lots.

Before losing any on-street or lot parking due to construction, the MTA must notify the SOC with specific information regarding the duration of the impact. Duration of on-street parking loss must not exceed a cumulative period of two weeks per year. Replacement parking must be made available prior to the loss of any parking. If off-street parking is further than one block from the station site, free shuttle bus service shall be provided. (At the Barnsdall Park station excavation site, MTA promised replacement parking for displaced parking at the park. Months went by without replacement parking. This must not be repeated in East Los Angeles.)

4. Pedestrian and Handicapped Access.

2.N

An off-street pedestrian walkway connecting the proposed Mariachi Plaza with White Memorial Hospital should be constructed. The walkway should incorporate unique lighting, trees and landscaping, water features and seating to enhance the station area security and minimize vehicle/pedestrian conflicts.

Each station design shall include two million dollars worth of pedestrian improvements, such as wider sidewalks, artwork, and special walkways within one-quarter mile of the station to encourage pedestrian traffic in station areas.

Covered bus shelters should be provided at all bus stops adjacent to the stations to ensure optimum interfacing between bus and rail service. The bus shelters should be designed to complement the station themes.

All sidewalks must be maintained at a minimum of ten (10) feet wide to ensure pedestrian access to businesses.

2.N

Stations must be designed to maximize accessibility for handicapped riders. The MTA must consult with community-based advocates and service providers for the handicapped to ensure that the design features facilitate the use of rail service by the physically challenged.

The MTA must provide one van for each station area to provide shuttle service to senior citizens and the physically challenged within a minimum of three miles of the stations. This service should be available during the operating hours of the rail system.

The vans/shuttle service for seniors and the disabled must have lifts to facilitate access for those in wheelchairs. MTA should provide a new replacement van every five years at each of the stations to ensure reliable and efficient shuttle service.

MTA must provide curb cuts for wheelchairs where they are lacking at any of the four corners within a quarter-mile radius of each adopted station locations.

Directional maps, rider and other information at the stations and surrounding areas must also be provided in braille.

5. Economic And Fiscal Impacts.

2.O

Business owners who have tried to survive the impacts of Metro Rail construction elsewhere in the City of Los Angeles have expressed that the construction of Metro Rail facilities has had a significant impact on businesses in the vicinity of station sites. The cut and cover method of construction impedes traffic, visibility and access to businesses. Vibration, dust and noise further negatively impact normal business operations. MTA attempts to explain away the impacts as short term in section 4-16.72 of the AA/EIS/EIR, defining "temporary" as "36 months" in section 4-16. This being the primary concern in Downtown and on Wilshire and Hollywood Boulevards, I am concerned about the severe impacts to local businesses as a result of Metro Rail construction activity.

In section 4-16.7.2(b), the AA/EIS/EIR makes clear the potential impacts to local businesses:

2.0

Typically, a minimum width of 60 feet is required for station box construction, and many of the streets in East Los Angeles are narrow. Adjacent sidewalk space would need to be taken for station construction, thereby reducing access to adjacent businesses. Business impacts in these station construction areas would include reduced visibility of commercial and retail signs and of businesses themselves.

According to Table S-5.1, Alternative 9B would result in the acquisition of 28 to 40 businesses displacing between 747 and 920 employees (this does not include businesses that fail because of a lack of visibility and access during construction). Have all the owners of the targeted businesses been advised of the potential impacts to their businesses?

There are numerous mitigation measures that must be incorporated into the EIR to assure that negative economic impacts are properly addressed.

The MTA must provide prompt and complete monetary compensation if access to any business is blocked as a result of Metro Rail construction.

2.P

The MTA must provide full monetary compensation for business relocation costs to any and all businesses located within 500 feet of a station construction site which chose to relocate. The MTA must also provide non-monetary assistance in relocation for those businesses that wish to relocate.

The MTA should design stations to maximize opportunities for the creation of local, small business joint developments. Displaced businesses should be given first opportunity to return to the station area as part of a joint development.

Loan guarantees to support joint development projects should be provided by MTA. The MTA should appoint multilingual staff members to coordinate and facilitate joint development projects at each station location. Information regarding this program must be multilingual and available throughout the community, particularly to local print and broadcast media.

For those who wish to ride out the construction, MTA must have in place a low interest "bridge loan" program, as well as a "bridge grant" program to assist businesses to survive the construction impacts. Specifically, what program exists today for businesses impacted by Metro Rail and what are the necessary

qualifications? Specifics regarding this program should be made available in English and Spanish and distributed to potentially impacted businesses as soon as the Locally Preferred Alternative is selected.

2.P

A comprehensive multilingual community-based newspaper, local television and radio advertising program must be underwritten by the MTA for all businesses impacted by station construction activities. This program should extend for the duration of Phase I station construction to support the retention of business.

6. Land Use, Land Acquisition, Displacement, And Relocation.

The MTA must work with the members of each SOC to develop station master plans for areas in the vicinity of rail stations. Public meetings should be organized and publicized by the MTA staff, working with members of the SOC. These meetings should focus on community needs and visions for the areas around the new rail stations. These plans should include, but not be limited to urban green belts, pedestrian and bicycle traffic flows, an overall economic development strategy, as well as a cultural development component to ensure that the cultural integrity of the area is not only preserved, but enhanced. (See Section IV., supra.)

2.Q

Would the station development result in any zoning changes? Any changes in zoning as a result of the station development should be presented to the SOC during public meetings organized in cooperation with MTA to ensure public awareness and an opportunity for the public to ensure public awareness and an opportunity for the public to provide input to both MTA and their elected officials.

According to Table S-5.1, between four and six single-family residences and 19 to 90 multi-family residential units would be acquired displacing between 108 and 403 persons. Many businesses would also be significantly impacted.

It is imperative that MTA provide businesses, non-profit corporations, families and individuals with full and just compensation and relocation to a structure of comparable value and location.

What will MTA do (beyond its federal, state, and local mandates) to assure that individuals, families, and businesses displaced by the Eastern Extension are relocated to decent, safe, and sanitary homes or business sites? The MTA must provide "Housing of Last Resort" if comparable replacement housing is not available to rehouse persons displaced by this project. (See AA/EIS/EIR at section 4-3.4.1.)

The AA/EIS/EIR (at section 4-3.4.2) provides that "[MTA] will work with the community, elected officials, and local housing agencies to identify potential mitigation measures for the loss of housing caused by the Eastern Extension." The POC shall serve in the oversight capacity in cooperation with an ad hoc advisory committee representing clergy, community based organizations and non-profit legal counsel. In the event that a relocated person is dissatisfied with the assistance, he or she will have full rights to appeal to the MTA Board of Directors.

2.Q

It is essential that the tenants of the affected structures be notified of the possibility of displacement as soon as possible. Indeed, the tenants should already have been notified to maximize their participation in this process, since specific information may alter some person's positions on the alternative routes. The maps in the back of the report are of poor quality and difficult to read. Why weren't potentially affected residents specifically notified of possible takes before the public review and hearing process commenced?

7. Visual And Aesthetic Impacts.

All temporary construction fencing, safety barriers, covered walkways, and the like should be uniform in design and reflect the local community in which construction is taking place. Temporary murals should be incorporated into wooden fencing, with other art displays subject to the approval of the SOC. Neighborhood youth, seniors, and local artists must be incorporated into the art programming.

2.R

All Eastern Extension facilities and stations must be considered to be a part of the Metro Rail ART program and subject to compatible art funding and display. A local community based Metro Art steering committee should be established to ensure participation of local artists. This committee should work in an advisory capacity to the SOCs on temporary construction site art projects and displays.

All construction sites, fencing, etc. shall be constructed of graffiti resistant material or repainted daily by the contractor to remove graffiti as needed.

Again, if Alternative 9B (or other aerial route) is selected, the bridge across the Los Angeles River must be designed to be aesthetically compatible with the historic bridges that exist in the area.

I reiterate that if an alternative is selected that includes a station at Whittier and Atlantic, the MTA must ensure that the station is architecturally and aesthetically compatible with the Golden Gate Theatre and character of the local

2.R

community. Also, as noted above, the Metro Rail Yard station must reflect the culture and architecture of Little Tokyo. It should include proper and creative lighting, landscaping and an indoor and outdoor space for the public display of public art and sculpture.

8. Jobs And Job Training.

Alternative 9B could result in the loss of approximately 920 jobs as a result of construction impacts; but it is anticipated that the project will create between 2,000 and 3,000 construction jobs. In order for employment displacement to be mitigated, MTA must provide job training opportunities to local residents to increase access to employment with MTA. Job training should include a cooperative effort with local trade unions, community colleges, state universities, and other schools to ensure proper preparation and skill development for a wide range of responsibilities and job descriptions at every level of the agency.

2.S

MTA must initiate aggressive employee recruitment campaigns using local community based multilingual newspapers, local television and radio. MTA must provide oversight for its primary contractors to ensure equal opportunity in employment.

MTA must set ambitious goals for local hiring and contracting with Minority and Women Business Enterprises (MBE/WBEs) and establish firm controls to ensure compliance. Such goals are meaningless if there are no controls that mandate that every effort is made to attain those goals.

What programs will MTA implement to assure fair representation of minorities, women, and local persons in the hiring and contracting for the Eastern Extension jobs and job training programs?

9. Community And Neighborhood Impacts.

2.T

The MTA must extend and expand the TOPS youth employment program for all high schools in the Study Corridor until construction is completed during final engineering. the number of TOPS positions offered per year should be no less than 500.

The MTA should also hire at least 200 youths who reside within the study area each summer for community improvement and corridor maintenance work. This work may include, but would not be limited to, urban forestry and basic station site maintenance, including graffiti abatement in adjacent neighborhoods. The summer youth jobs program should continue until construction is completed during final engineering.

2.U Given the unique impacts of the transportation infrastructure project on education facilities, it is essential that young people in the community be provided with direct mitigation. All primary and secondary school aged children residing within the study area shall be eligible for afterschool tutoring through the Phase One Station Construction period. The MTA should provide four million dollars annually to fund the tutoring program for the duration of the construction during final engineering.

In addition, all secondary school aged children should be eligible to apply for MTA-funded college scholarships that would lead to eligibility to work at MTA. The MTA should provide one million dollars per year through completion of the project.

2.V In light of the potential for air-borne particulates, MTA should provide air conditioning for local schools, churches and senior centers within one-quarter mile of any Red Line construction site.

2.W MTA should work with community based greening organizations to implement a community-wide greening effort. This includes, but is not limited to, the distribution of trees for neighborhood plantings and start-up funding for community gardens with the goal of improving air quality and increasing environmental awareness along the transportation corridor.

2.X The MTA should fund full-time, around the clock foot patrols at each station site throughout construction, seven days a week. Once the system is complete, MTA should provide full-time police officer coverage of the system to a level equal to that provided for the Blue Line in 1990-1992.

2.Y The MTA must provide crossing guards and full mitigation acceptable to the governing board of the school or school district for affected public/private accredited schools within a one-mile radius of a construction area. No Metro Rail or contractors' construction trucks shall pass by schools during school hours or during the hours that children are walking to and from school, or being dropped off or picked up from school.

2.Z The school based rail safety program implemented on the Long Beach Blue Line, including the safety mascot "Travis the Owl" must be implemented and expanded throughout the study area to assure that children understand the system and the hazards it presents.

10. Air Quality.

2.AA Where are the proposed excavation sites for the alternative routes going to be located? The excavation site for

tunneling must be in a non-residential, industrial area so that it will have the least impact on the people in our community.

2.AA

Limits to the volume of truck traffic in and out of the excavation sites must be established as part of the mitigation program. Transporting the muck off-site by rail is the preferred option to reduce truck volume and noise and air pollution.

To minimize the impacts of fugitive dust, trucks leaving an excavation site must be hosed down and their loads covered. Mounds of dirt on site also must be watered down regularly.

Streets adjacent to construction sites must be swept every 48 hours or more, as deemed necessary by the SOCs.

11. Noise And Vibration.

The MTA must audit actual noise and vibration levels experienced in buildings adjacent to and near construction and share the results with the SOC on a monthly basis.

2.BB

Property owners shall be fully compensated for any and all noise or vibration damage caused by Red Line construction. In the event that actual experience shows higher than expected levels of noise, MTA will adopt construction techniques that will reduce noise and vibration impacts.

With reference to the "three single-family residences near Lorena Street" discussed at section 4-7.7.2 of the AA/EIS/EIR, have the owners/tenants of these properties been notified that significant groundborne noise and vibration impacts under their property may be unmitigable? Will the owners/occupants be eligible for MTA's relocation mitigation program?

12. General.

2.CC

The mitigation program for the Eastern Extension must be incorporated into the EIR document so that it will be legally binding. The oversight committees discussed above must be formed to assure compliance. What penalty or fine structure will MTA develop for contractors who do not comply with the mitigation program? In evaluating contracting bids for the Eastern Extension, will MTA take into consideration (as a negative)

2.CC

whether that contractor has previously violated MTA contract/
mitigation requirements on other projects?

VI.

CONCLUSION

As discussed above, the Eastern Extension of the Red Line through the 46th Assembly District and beyond, presents unique opportunities for our community -- for economic development, commercial and residential revitalization, jobs, and increased accessibility to many parts of the region. If implemented in a responsible way that is sensitive to our communities' needs and concerns, we will provide future generations with a valuable legacy.

However, unless MTA and its contractors are held strictly accountable to the communities that they will invade during construction, the legacy could be one of economic decline. I stand committed to continue to work with MTA and with our communities, yet to remain a vigilant watchdog over MTA and its contractors to assure that this does not happen in our communities.

LEC/jo
Attachment

Responses to: **Louis Caldera, Assemblymember,
Forty-sixth District, California Legislature**
(Comment Letter number 2)

- 2.A MTA concurs with the benefits of the Locally Preferred Alternative (LPA) as identified in the letter and with the assessment that the Eastern Extension of the Metro Red Line provides a unique opportunity for economic development and revitalization by providing increased access for a highly transit-dependent population. Through its Community Transportation Linkages program, MTA intends to continue the necessary planning to promote the station areas as "showcases" for the Eastside community and to serve as a catalyst for residential and commercial revitalization.
- 2.B The MTA Board of Directors selected in July 1993 an LPA that is generally the same as the stated preference in the letter of Alternative 9B. As described in Chapter 2 of this FEIS/FEIR, the LPA basically consists of Alternative 9B with the following changes:
- Alternative 9B passed under the Evergreen Cemetery. In response to public opposition to traversing the cemetery, the MTA Board directed that the LPA be rerouted to avoid passing under the cemetery.
 - Alternative 9B had a station in the right-of-way (R.O.W.) of Indiana Street near First Street. By not passing under the Evergreen Cemetery, the LPA was changed so that this station is now under First Street west of Indiana Street. This change offers several advantages including:
 - reduction in the number of residential acquisitions that are required,
 - avoidance of placing the station in the narrow R.O.W. of Indiana Street near the Los Angeles Unified School District Ramona High School,
 - placement of the station under the wider First Street R.O.W. and nearer the commercial area known as El Mercado.

As discussed in Chapter 2 of this FEIS/FEIR, the LPA includes a station in the Little Tokyo area, although the station is no longer proposed to be within the Metro Rail yard but is rather proposed as a subway station under Santa Fe Avenue. As discussed in Section 4-18 (Construction Impacts), any station could potentially be used for the removal of tunnel spoil, depending on the Initial Operable Segment (IOS) that is chosen and the contract packaging that will occur during final design of the LPA. Haul routes will be selected to avoid residential and commercial areas where possible. See Section 4-18 of this FEIS/FEIR for further discussion.

The MTA concurs that the Alternative 9B, particularly as modified for the LPA, integrates the major shopping and business activity centers in the Corridor, including: First/Boyle (with access to White Memorial Hospital and other community sites), Brooklyn/Soto (with access to this community shopping area), First/Lorena (with access to the El Mercado Plaza), and the stations in the Whittier Boulevard shopping district. Service to the highest number of transit-dependent and below-poverty-level populations among the alternatives was clearly an important consideration for selection of the LPA.

This FEIS/FEIR provides a detailed analysis of the impacts and proposed mitigation measures for the proposed project (the LPA), based on additional engineering and design that has occurred (called Preliminary Engineering) for the LPA since the circulation of the AA/DEIS/DEIR.

2.C Station-specific, conceptual plans will be developed by MTA via the currently funded Community Transportation Linkages program to address individual station design and planning. These plans will recognize the individual character of each station area. MTA has developed Station Area Advisory Committees (SAACs) to provide community input regarding station-specific construction impacts and planning issues. The MTA sponsored Community Transportation Linkages program is currently underway to explore ways to maximize appropriate transit-based development opportunities in areas surrounding the stations while insuring community urban design character and architecture are preserved. Please see Section 4-1 of this FEIS/FEIR, Land Use and Development, for further discussion of MTA's Community Transportation Linkages programs.

2.D The MTA has structured the Community Transportation Linkages program which aims to develop a strategy to maximize opportunities in transportation/land use based development.

The linkages program is structured to insure that community urban design character and architecture are preserved and enhanced and that transit-related developments are compatible with the existing urban fabric. Proposed developments, such as an International Arts Center, will be discussed and analyzed through the program with input from its respective SAAC.

The MTA is currently considering establishing a housing policy to encourage housing production on the property acquired or within the vicinity of the station sites. Section 4-3 of this FEIS/FEIR also discusses the impacts of LPA residential acquisitions on the local housing stock and provides associated mitigation measures. The MTA is not required by law or policy to replace the housing stock that is acquired in order to implement the Metro Red Line Eastern Extension, except as provided for under the "housing of last resort" provisions of federal law (see Section 4-3). The MTA will work with the community, elected officials, local housing agencies and other housing providers to identify potential mitigation measures for the loss of housing caused by acquisitions. The allocation of MTA staff efforts and funding among various projects requires major policy consideration by the MTA Board and is not within the scope of this document.

2.E Please see the response to comment 2.C, above. The Mariachi Plaza is discussed in Section 4-18.7, Business Disruption, of this FEIS/FEIR.

2.F The Golden Gate Theatre property has been identified as an entrance location for the Whittier/Atlantic Station. Prior to project approval, MTA will have entered into a covenant which will ensure the preservation of the theater building. The building will be integrated into the station area plan developed through the Community Transportation Linkages program. For further discussion of the project's effects on this structure, see Sections 4-14, 4-15 and 4-17 of this FEIS/FEIR.

- 2.G The MTA recognizes the need for back lighted directional maps for the areas surrounding the station. This is a cost effective means of enhancing passenger orientation and speed in using the station and will be provided as part of station construction. Cases for the display of art work will also be provided. The provision of electronic signboards and landscaping will be considered as part of final design and the individual station design efforts described above in the response to comment 2.C.

As part of its Community Transportation Linkages program, the MTA will identify possible sites for child and after school youth care programs and police sub-stations where appropriate at station sites. MTA will seek public input through the Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs) on these locations. MTA may donate sites as part of joint development, will involve the private sector in development opportunities and will assist others in seeking grants. MTA will seek funds for child care facilities as has been done at the Chatsworth and Sylmar Metrolink facilities. MTA will work with the community, non-profits and other public agencies to develop a strategy for child-care facilities within the Community Transportation Linkages program. Security services (including sub-stations where appropriate) will be included as part of operations.

- 2.H MTA appreciates the effort that has been put forth by the elected officials to propose a number of mitigation measures for the Metro Red Line Eastern Extension (as contained in the letter). As suggested in the comment and as required by law (the National Environmental Policy Act [NEPA] and the California Environmental Quality Act [CEQA]), MTA has prepared a response to each comment made by the public during the comment period for the Eastside Corridor AA/DEIS/DEIR. These responses are included in this FEIS/FEIR and contain the rationale for including or excluding proposed mitigation measures. Under federal and state law (NEPA and CEQA), the MTA is responsible for evaluating mitigation measures for impacts that are associated with the proposed project. Conversely, MTA is not required to adopt mitigation measures that are not related to project impacts. As a matter of policy, the MTA Board may elect to review and possibly implement additional enhancements in relation to the project, although these enhancements would not be fundable under the Full Funding Grant Agreement with the federal government (Federal Transit Agency) but rather would need to be funded using local or state monies.

- 2.I The comment states that MTA shall incorporate a 45-day review period for the mitigation program associated with the Metro Red Line Eastern Extension and shall provide a copy of the mitigation program 10 days in advance of this review period to: (1) any organization or individual that attended or testified at any MTA hearing, MTA Board meeting or community meeting, (2) all owners and tenants within 1,000 radius of a station, (3) all schools, churches, recreational facilities and non-profit organization within a two-mile radius of the stations and (4) the offices of all local, state and federal elected officials within the boundaries of the projects. The comment also states that MTA shall hold no less than three public hearings on the mitigation plan.

These demands far exceed the legal requirements contained in federal and state law. Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide for the opportunity for the public to comment on draft EISs

and EIRs. By law, the lead agency(ies) [in this case the Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA)] must then respond to these comments in the Final EISs and EIRs. In addition, under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for a public review period or for public hearings related to this mitigation monitoring plan. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

Consistent with the spirit of this comment, however, the MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project. While not all mitigation measures requested by the public have been incorporated into the project, explanations for inclusion or exclusion have been provided in the response to comments chapter of this FEIS/FEIR and have, in most cases, been discussed with the RAC as part of the ongoing dialogue between the MTA and the RAC.

- 2.J The MTA has created and is staffing a Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs). The primary mission of the RAC is to advise the MTA on its mitigation program and structure a series of strategies focused on maximizing benefits associated with the Eastern Extension and minimizing construction impacts. The SAACs were formed to provide public input regarding site specific station construction impacts and planning issues.

MTA will continue its policy of open meetings regarding the Metro Rail Eastern Extension Project.

- 2.K MTA intends to maintain adequate parking within walking distances of the stations during construction to avoid the need for shuttle buses from remote lots to businesses. Parking impacts due to construction are anticipated only at the First/Boyle, Brooklyn/Soto and Whittier/Rowan stations; therefore, replacement parking will be provided for construction-related parking losses at these stations. The exact location and design of such parking will be determined by MTA in cooperation with affected land owners and through station area planning. Please refer to Section 3-3.8.1, Construction-Related Parking Mitigation.

MTA intends to maintain bus service levels in the Eastside Corridor during construction.

The fare for the Eastern Extension is currently projected to equal that of a local bus fare at the time. The Eastern Extension fare machines will be constructed to allow for distance based fares, as are the existing machines. If distance based fares are adopted,

it would be possible to have lower fares for short trips within East Los Angeles and to Downtown as compared to longer trips, for example to North Hollywood. No decision has been made on whether to ultimately adopt distance based fares. MTA cannot afford to fund a reduced cost bus fare during construction. Note that today, ridership on the existing Red Line plus a local bus is still available for only the cost of a local bus fare plus transfer.

Bus service in the Eastside Corridor has been reviewed and refined to maximize efficiency for the bus/rail service in the area. Bus routes have been directed to the Red Line where appropriate to ensure access to rail transit from the San Gabriel Valley and Southeast Los Angeles County as well as other areas that need to be linked with the Eastside. For a discussion of the currently planned relationship between the bus and rail transit service, please see Section 3-1 of this FEIS/FEIR.

As part of the Community Transportation Linkages program, MTA will study various options for providing shuttle service, including a "cultural" shuttle that would run between Union Station, Little Tokyo and other local activity centers.

MTA recognizes the need for bicycle facilities at stations and will place either ten lockers or a larger number of rack spaces at each station.

- 2.L During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers as well as other traffic mitigation measures. RCC, MTA's construction arm, currently has a public and adjacent property owner/tenant notification program for anticipated street closures and other major construction activities. This program is expected to continue for the LPA construction. Street closures and the impacts of construction on traffic are discussed in Section 4-18.2 of this FEIS/FEIR. Sidewalk mitigation measures are provided in Section 4-18.7.

Due to safety reasons, MTA does not pave decks with asphalt. The asphalt does not adhere to the temporary decking, and over time, cracks and creates safety hazards. See Section 4-18.2 for a discussion of traffic mitigation measures that will be implemented during construction.

The feasibility of mined stations has been examined by the RCC and rejected due to subsidence and cost considerations.

- 2.M Section 3-3 of this FEIS/FEIR discusses parking impacts during the project's construction and operation and mitigation measures for those impacts. MTA will pay for the establishment of preferential parking districts but not for the permits.
- 2.N MTA will study the potential for a pedestrian walkway connecting the proposed Mariachi Plaza with White Memorial Plaza, as well as other pedestrian improvements and walkways, as part of its Community Transportation Linkages programs. MTA will pay for

pedestrian improvements on its property and arrange for the larger set of improvements to be part of its Call for Projects.

MTA will ensure the construction of bus shelters at each station site. MTA will first attempt to use the existing city/county program of having advertising revenue pay for shelters. If this program is unsuccessful in securing the bus shelters, MTA will construct those shelters on the block where the station is built. MTA will also perform streetscape studies for the major boulevards along which the LPA runs. When these studies are completed, the resulting projects will be able to apply for the annual MTA call for projects.

See Section 4-18.7 for a discussion of sidewalk mitigation measures.

All stations will be fully handicapped accessible in compliance with the Americans with Disabilities Act. MTA will consult with established community advocacy groups for the handicapped as well as the RAC during final station design.

MTA's Metro Access, which provides van service to the disabled, will be tied into the Red Line stations. These vans are equipped with lifts and are replaced when worn out.

MTA will provide wheel chair curb cuts on the block or blocks where the station is constructed. As part of the Community Transportation Linkages program MTA will study the need for curb cuts within one quarter mile of each station and convey its findings to agencies with jurisdiction.

MTA will provide directional maps as requested.

- 2.O Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of two off-street station locations as part of the LPA, rather than locating the stations within the street right-of-way. Off-street station locations have been selected for the Brooklyn/Soto and Whittier/Arizona stations. Selection of these off-street locations clearly reduces the adverse impacts that would otherwise have occurred at these locations, which are characterized by narrow streets with extensive commercial/pedestrian activities. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR. Rather than being positioned fully in the First Street right-of-way, as shown in the AA/DEIS/DEIR, the station now intersects First Street; and the adverse affects on local businesses from station construction should be reduced as a result of this station location change. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. Please see Section 4-18.7, Business Disruption, of this FEIS/FEIR.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce. As part

of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule. In the course of developing its Relocation Plan, MTA will contact every business to be relocated as part of the project.

- 2.P See response to comment 2.O and Section 4-18.7 for mitigation measures that will be implemented to avoid and minimize business disruption impacts.

The MTA will provide full relocation assistance to all businesses it takes for construction. MTA will mitigate impacts on nearby businesses but is not required to and cannot relocate businesses wishing to leave due to the effect this would have on project costs and community cohesion.

The MTA's Planning and Community Transportation Linkages program aims to develop a strategy to maximize opportunities in transportation/land use based development around station locations. This would include joint development opportunities for local and small businesses.

Displaced commercial enterprises will be notified of opportunities to return as a part of a development on MTA station property. Developers selected to construct and operate projects at MTA station sites will be encouraged to invite previously displaced tenants to submit qualifications; however, it will remain the developers' responsibility to select tenants on the basis of the desired tenant mix and each tenant's qualifications.

MTA Real Estate and Relocation staff will work with Joint Development and Community Affairs staff to establish and maintain a data bank of businesses interested in future joint development projects. The Joint Development staff will meet with interested business owners to inform them of future plans and provide information and advice regarding opportunities to becoming tenants in future MTA joint development projects.

The provision of secured loans for joint development is a policy issue that requires full Board review and policy formulation.

MTA will provide a multilingual marketing program for the affected station areas. See Section 4-18.7, Business Disruption, for an additional discussion of business impacts and mitigation measures.

- 2.Q As described above in the response to comment 2.C, the MTA has created Community Transportation Linkages programs to develop master plans for the areas around stations. Station Area Advisory Committees will provide public input into the process.

Proposed development strategies around station areas, that are community supported, may require changes to existing zoning. The Los Angeles Department of City Planning and the Los Angeles County Department of Regional Planning have direct responsibility and jurisdiction over zoning and zone changes. All zone change proposals would be deferred to these two public agencies for their review, analysis and recommendations. Both of these public planning agencies require public hearings as part of their zone change procedures.

Full and just compensation and relocation will be offered to businesses and residents. Residents will be relocated to safe and sanitary housing which is at least equal to and may in some cases be superior to their current housing. The MTA will adhere to existing federal, state and local relocation laws and policies, providing assistance to businesses, non-profit organizations, tenants and homeowners, as discussed in Section 4-3.5 of Land Acquisition/Displacement and Relocation. Should comparable replacement housing not be available for persons displaced by the LPA, the MTA may provide "Housing of Last Resort," as discussed in Section 4-3.5.

Section 4-3 of this FEIS/FEIR also discusses the impacts of LPA residential acquisitions on the local housing stock and provides associated mitigation measures. The MTA is not required by law or policy to replace the housing stock that is acquired in order to implement the Metro Red Line Eastern Extension, except as provided for under the "housing of last resort" provisions of federal law (see Section 4-3). The MTA will work with the community, elected officials, local housing agencies and other housing providers to identify potential mitigation measures for the loss of housing caused by acquisitions. The MTA is currently considering establishing a housing policy to encourage housing production on the property acquired or within the vicinity of the station sites.

All members of affected communities were notified of the public review for the AA/DEIS/DEIR through notices in local newspapers and via other public outreach efforts. Please see Chapter 5 of this FEIS/FEIR. This notification goes beyond the requirements of NEPA and CEQA. When exact acquisition requirements are determined, affected individuals will be notified.

- 2.R The MTA recognizes that the inclusion of art in the design of public spaces creates a more inviting environment, fosters a sense of community pride and contributes to a positive experience for the systems's riders. Consequently, and in accordance with the MTA's public art policy, artists will be commissioned to develop art work for each of the Metro Rail East Side Extension stations.

In accordance with MTA public art policy and goals, a community advisory group and artist selection panel will be formed to ensure community input in the process. The MTA A-R-T Community Advisory Group will also work in collaboration with the SAACs to promote temporary construction-related art projects, including construction barriers. Young people in the community will be encouraged to participate in the MTA's Young Artists Program.

MTA will have construction fences repainted as needed or made graffiti resistant.

The Locally Preferred Alternative includes a station in the Little Tokyo area, although the station is no longer proposed to be within the Metro Rail yard but is rather proposed as a subway station under Santa Fe Avenue. Correspondingly, the river crossing is now proposed to be underground rather than on a bridge. Therefore, possible visual impacts to the historic bridges in this area are no longer an issue.

The Golden Gate Theatre property has been identified as an entrance location for the Whittier/Atlantic Station. Guidelines for joint development projects and multi-level parking

structures at Metro Red Line stations located near historic properties were developed in 1983 for this project in Part IV. A. of the Memorandum of Agreement among UMTA (now FTA), the California Historic Preservation Officer, and the Advisory Council on Historic Preservation. MTA will follow these guidelines to ensure that the station is architecturally and aesthetically compatible with the Golden Gate Theatre and the character of the local community. See also Sections 4-14, 4-15 and 4-17 of this FEIS/FEIR for further discussion of this issue.

See also response 2.C, above.

- 2.S Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth training and employment program to public high schools near the Locally Preferred Alternative (LPA) and will provide a job training program. Please see Section 4-2 of this FEIS/FEIR.

MTA policy is to use community-based newspapers to advertise DBE opportunities and employment recruitment efforts. MTA will set and enforce goals for Disadvantaged Business Enterprise participation in accordance with State and Federal regulations. Please see Section 4-2 of this FEIS/FEIR.

- 2.T MTA will extend its TOP youth employment and training program, or its equivalent, to the Eastern Extension corridor to the same level as in previous rail construction corridors. (Due to budget constraints, the program cannot be expanded.) Please see Section 4-2, Economic Impacts. Additionally, MTA will participate in the annual city/county summer youth employment program within the study corridor.
- 2.U MTA is responsible for mitigating significant impacts associated with the project. Although laudatory, tutoring programs for school children and college scholarships go well beyond this requirement and the expenditure of four million dollars per year on student tutoring or one million dollars per year for scholarships cannot be justified as a project expense. However, secondary school students will be eligible for scholarships through the TOP youth training and employment program. In addition, MTA has received project funds from the U.S. Department of Labor for Transportation Academies, one of which will be located near the project area (Wilson High School). MTA will work voluntarily with the Los Angeles Unified School District (LAUSD) to develop a transportation presentation and accompanying reading list if requested by LAUSD.
- 2.V An assessment of potential air quality impacts during construction and measures that can be implemented to mitigate those impacts is provided in Section 4-18.3, Construction Air Quality. Construction impacts on community facilities are also discussed in Section 4-16.

- 2.W The goal of MTA's Greenway Program is to provide increased recreational and scenic access to points of interest and to provide a network of trails across the County.

MTA will continue to work with community-based greening organizations such as Tree People and Northeast Trees, as well as participate in the implementation of community-wide greening efforts. This may include MTA's participation through the ISTE A grant process and others in the distribution of trees for neighborhood plantings and start-up funding for community gardens. This will assist the Eastside community with the goal of improving air quality and increased environmental awareness along the Eastern Extension Corridor.

- 2.X MTA will provide 24-hour site guards at construction sites as directed by the Chief of Police or County Sheriff. It is expected that guards will not be needed during daylight work shifts. MTA will provide full time police coverage of the system once completed, consistent with Red Line policy.

- 2.Y During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers as well as other traffic mitigation measures. Please see Sections 4-16, Community Facilities, and 4-18.2, Construction Traffic.

- 2.Z MTA is committed to safety awareness through education and will bring its rail safety program, including Travis the Owl to East Los Angeles. In addition, MTA will study the feasibility and develop a strategy to extend its TOP youth employment and training program to the Eastern Extension corridor.

- 2.AA As discussed in Section 4-18 (Construction Impacts), tunnel excavations could occur at any of the proposed station sites, depending on the Initial Operable Segment chosen and the contract packaging identified during final design. Excavation would occur within the area acquired for construction staging. These property acquisitions are intended to reduce the staging and construction equipment in streets and to provide a buffer to adjacent properties.

The Los Angeles Department of Transportation and the County of Los Angeles will limit haul times and establish haul routes. (See Section 4-18.2 and response 2.L, above.)

MTA agrees that construction site roadways will be paved or that trucks leaving the excavation site must have their wheels washed. All loads of loose material must be covered; mounds of dirt on the site must be regularly watered; and streets adjacent to the construction sites must be swept regularly. These requirements will be included in construction contracts. See also Section 4-18.3, Construction Air Quality.

- 2.BB The City and the County of Los Angeles are responsible for the enforcement of local noise regulations. Please see Sections 4-7, Airborne Noise, 4-8, Groundborne Noise and Vibration and 4-18.4, Construction Noise.

MTA will comply with federal and local noise standards and will modify construction practices as needed to comply. Compliance methods are identified in the Mitigation Monitoring Plan which the MTA Board will approve. Noise/vibration standards will be contained in the MTA construction contracts as discussed in Sections 4-7, 4-8 and 4-18.4. If damage occurs as a direct result of its construction activities, MTA will provide just compensation.

The "three single-family residences near Lorena Street" discussed in the AA/DEIS/DEIR would not be affected by the LPA.

- 2.CC Under CEQA, Section 21081.6, the MTA must adopt a mitigation monitoring program when it makes findings regarding the Project. The program "shall be designed to ensure compliance during project implementation." (PUC Section 21081.6) Thus, CEQA requires that the mitigation monitoring program be legally binding.

The law requires adoption of this mitigation monitoring program but does not require that it be made a part of the FEIR. Standard MTA practice is to include in the FEIR the same mitigation measures that are contained in the mitigation monitoring program. It is also standard practice for the MTA Board to adopt a mitigation monitoring program along with a statement of findings prior to FEIR certification or project adoption.

The RAC and SAACs have been formed to offer advice and/or assist with monitoring compliance with the construction mitigation program.

- 2.DD The MTA will use Resident Engineer directives and, if necessary, stop work orders to ensure contract provision compliance. Prior performance typically is considered in selecting contractors for MTA construction contracts.

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California State Senate

SENATOR
CHARLES M. CALDERON
TWENTY-SIXTH DISTRICT

June 22, 1993

3
COMMITTEES:
TOXICS AND PUBLIC SAFETY
MANAGEMENT, CHAIRMAN
AGRICULTURE AND
WATER RESOURCES
BANKING AND COMMERCE
BUDGET AND FISCAL REVIEW
HEALTH AND HUMAN SERVICES
JUDICIARY
LOCAL GOVERNMENT
VETERANS AFFAIRS

SUBCOMMITTEE ON
FAMILY LAW
SUBCOMMITTEE ON YOUTH
PHYSICAL HEALTH AND
FITNESS, CHAIRMAN

SPECIAL COMMITTEE ON
SOLID AND HAZARDOUS
WASTE, CHAIRMAN

LACMTA
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017
attn: Jim de la Loza

Dear Mr. de la Loza

I am taking this opportunity to express my comments to the Alternative Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report for the Los Angeles Eastside Corridor Project.

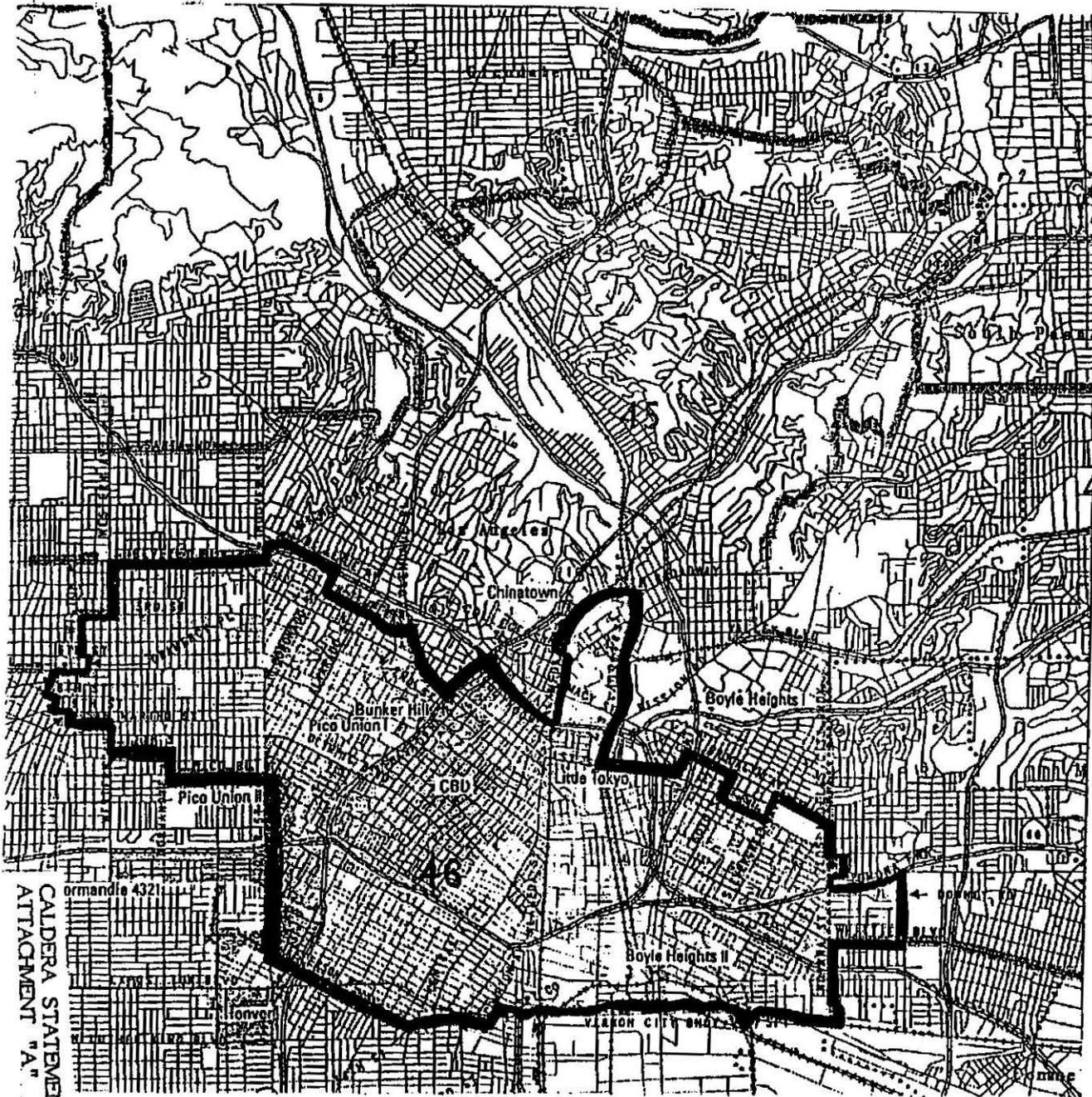
I am extremely concerned about the lack of analysis and planning for an extension of the Eastside Corridor for Southeast Los Angeles County and communities throughout the San Gabriel Valley. I want to be assured that this project is but the first step in larger transportation infrastructure plan that will extend south and east to serve Southeast Los Angeles County and communities throughout the San Gabriel Valley.

3.A In that regard, I object strongly to the apparent decision by the MTA to concentrate most of the project resources in the Western Region. I find that the lack of any study or proposal to include the future extension of the eastern corridor to serve the Southeast Los Angeles County and communities throughout the San Gabriel Valley to be totally inequitable. These communities maybe the areas in most need of such a project and yet the most neglected by the MTA.

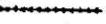
I strongly request that MTA designate Southeast Los Angeles County and the San Gabriel Valley as the extension of the Metro Red Line Eastside Corridor and prepare the appropriate plans and reports. No consideration of expansion should be given to any approved corridor until a Metro Red Line project is in place for Southeast Los Angeles County and the San Gabriel Valley.

Sincerely,
Handwritten signature of Charles M. Calderon in black ink.

CHARLES M. CALDERON
SENATOR, 26TH DISTRICT



ASSEMBLY DISTRICT 46

-  DISTRICT BOUNDARY
-  COUNTY BOUNDARY
-  HIGHWAYS
-  MAJOR SURFACE STREETS
-  MINOR SURFACE STREETS
-  RAILROAD
-  CITY BOUNDARY

STATE OF CALIFORNIA
 PETE WILSON, GOVERNOR
 MARCH FONG EU, SECRETARY OF STATE

Maps produced by
 TEALE DATA CENTER - GIS LAB
 1992

Sources: USGS Digital Line Graph
 U.S. Census Bureau TIGER/Line
 Some discrepancies exist between these
 two data sets. + indicates where district
 lines vary from their associated features.
 Assembly Member

LOUIS CALDERA



CALDERA STATEMENT
 ATTACHMENT "A"

Responses to: **Charles M. Calderon, Senator, Twenty-sixth District,
California State Senate**
(Comment Letter number 3)

- 3.A MTA will conduct a multi-modal study of the best means of extending mass transit through the San Gabriel Valley and the Southeast area of the county.

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Assembly California Legislature

MARTHA M. ESCUTIA
ASSEMBLYWOMAN, FIFTIETH DISTRICT

COMMITTEES:
VICE CHAIR
TRANSPORTATION

MEMBER
HEALTH
LABOR AND EMPLOYMENT
PUBLIC EMPLOYEES,
RETIREMENT AND
SOCIAL SECURITY
WATER, PARKS AND
WILDLIFE

SELECT COMMITTEE:
CHAIR
ALAMEDA CORRIDOR
PROJECT

June 22, 1993

Metropolitan Transportation Authority
818 Seventh Street
Los Angeles, CA 90017



RE: COMMENTS BY ASSEMBLYWOMAN MARTHA M ESCUTIA REGARDING THE ENVIRONMENTAL IMPACT REPORT ON THE LOS ANGELES EASTSIDE CORRIDOR PROJECT STUDY

Dear Commissioner:

In addition, to the comments included in the report presented by members of the State Legislature. I want to comment on specific issues which impact the Southeast Cities I represent.

It is imperative that easy access to the Red Line Eastside Corridor be available to the residents of Huntington Park, South Gate, Bell, Bell Gardens, Vernon, Commerce, Maywood, Cudahy, Walnut Park, Florence and Miramonte. The Southeast has been excluded from all major public transportation projects in the 30 year plan.

4.A

To begin to address this problem, the Metropolitan Transportation Authority must ensure that the Eastside Corridor be accessible to residents using public transportation in this area. The Southeast is primarily a public transit dependent community. As such, it requires accessibility to major transportation systems such as the Eastside Corridor. However, the EIR did not indicate how residents in the Southeast can access the Eastside Corridor, or how the Corridor can be expanded into the Southeast along Atlantic Avenue. Extension into the Southeast would alleviate multiple bus transfers for residents traveling north on Atlantic Avenue to the Union Station area, and reduce the traffic congestion which is now unbearable along this route.

Shuttle service or trolley buses traveling along Atlantic Avenue, through the cities of Long Beach, Bellflower, Compton, Lynwood, South Gate, Cudahy, Bell, Maywood, Vernon, Commerce, and East Los Angeles would ensure that residents along these communities have access to the Red Line Eastside Corridor. This transportation effort is essential. What is being done to implement such a plan?

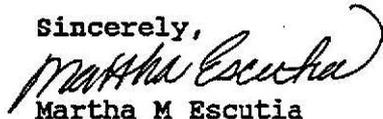
Representing the cities and communities of Bell, Bell Gardens, Commerce, Cudahy, East Los Angeles, Florence-Graham, Huntington Park, Maywood, Miramonte, South Gate, Vernon, and Walnut Park.

4.B

In addition, the EIR did not explore options for connecting the Red Line and the Blue Line. The Blue Line runs on the western border of the Southeast communities. The drop-off point for the Blue Line is the intersection of Holmes Avenue and Florence Avenue. Shuttle service or trolley buses traveling east on Florence Avenue, north on Atlantic Avenue, ending at the terminal station on Atlantic and Whittier can be established. What efforts will be made to address this area of concern?

Expanding the Eastside Corridor into the Southeast is of utmost importance to me. As Vice Chair of the Transportation Committee, I will continue to monitor and support all efforts that will enhance this process.

Sincerely,



Martha M Escutia
Assemblywoman, 50Th District

Responses to: **Martha Escutia, Assemblywoman, Fiftieth District,
California Legislature**
(Comment Letter number 4)

- 4.A MTA will maximize access to Metro Rail and Metrolink for the Southeast Community and the East San Gabriel Valley area by creating bus interfaces with every Eastern Extension rail station. MTA will review the deployment of bus service for the region and adjust accordingly.
- 4.B This comment will be referred to Bus Operations Planning for consideration.

CITY OF MONTEREY PARK
320 west newmark avenue • monterey park, california 91754
• municipal services center



June 14, 1993

Mr. Jim de la Loza
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Suite 1100
Los Angeles, California 90017

Subject: Comments to EIR/EIS for Red Line Eastside Corridor
Extension

Dear Mr. de la Loza:

I am writing this letter to express my opposition for alternatives 4 and 10 within the Environmental Impact Report for the Red Line Eastside Corridor Extension. These two alternatives, as proposed, will impact devastating fiscal and environmental damage to the City of Monterey Park.

5.A

The Draft Environmental Impact Report either fails to state the proper impact or address all concerns relating to the routes of the Red Line through Monterey Park. As a member of the City Council, I personally could not consider or vote in favor of any project without first having the full confidence that every significant issue has been studied and every reasonable question has been satisfactorily answered.

As a public official, I recognize the long-term benefits of regional and local mass-transit. However, the impact of alternatives 4 and 10 will severely impact our City and do little to achieve the goal of regional transit efficiency. The City of Monterey Park is willing to assist the Metropolitan Transportation Authority in exploring solutions and alternatives which will satisfy project objectives without negatively impacting the City.

Sincerely,

Samuel K. Kiang
Samuel K. Kiang
Council Member

SKK:wts

CCLE3

Responses to: **Samuel K. Kiang, Council Member, City of Monterey Park**
(Comment Letter number 5)

- 5.A Opposition from the City of Monterey Park to Alternatives 4 and 10 (as described in the AA/DEIS/DEIR) was among the reasons for selecting the Locally Preferred Alternative (LPA), which does not pass through the jurisdictional boundaries of Monterey Park. Concerns that the city may have had regarding Alternatives 4 and 10 no longer appear to be relevant given the selection of the LPA.

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Assembly California Legislature

DIANE MARTINEZ
ASSEMBLYWOMAN, FORTY-NINTH DISTRICT

COMMITTEES:
VICE CHAIR,
UTILITIES AND COMMERCIAL
EDUCATION
LOCAL GOVERNMENT
CONSUMER PROTECTION
GOVERNMENT EFFICIENCY
ECONOMIC DEVELOPMENT

June 23, 1993

Metropolitan Transit Authority
818 W. Seventh Street
Los Angeles, CA 90017

Dear Commissioners:

I am concerned with certain issues surrounding the Metro Red Line Eastside Corridor Project.

6.A

For instance, discussions regarding mitigation for local communities which are negatively impacted by this project seemed non-specific and vague in nature. Unfortunately, in the past the MTA has made numerous promises which never reached fruition, and often local business community was left holding the bag. Because of this track record, I think we need to consider if the MTA should post a bond as a good faith gesture towards meeting these pledges.

After reviewing drafts of Environmental Impact Statements and Reports (EIS/EIR), and discussions with the Monterey City Council as well as my district residents, I would like to express specific concerns and recommendations:

SAFETY:

The MTA should fund 24-hour foot patrols at each station construction site, seven days a week. Upon completion of the project, MTA should provide full-time police officer coverage of the system equal to that provided for the Blue Line during 1990-92.

6.B

MTA should provide crossing guards and appropriate mitigation for affected public/private fully-accredited schools within a one-mile radius of the construction site areas. Mitigation must be acceptable to the governing board of the school or school district.

Metro Rail contracted construction trucks should be prohibited from passing school sites during school hours and while students are arriving or departing.

TRAFFIC:

6.C

Many streets currently experiencing heavy traffic will be further impacted by Eastside Project construction. I feel that it is imperative that all streets remain open, with a minimum of one lane in each direction open to traffic at all times. Construction activity and equipment staging should be minimized on the street surface. Absolutely no delivery of construction materials should occur during commute hours or evening commerce periods.

However, if MTA anticipates street closure, I ask that those streets be named immediately in order that the full impact such closures may be calculated.

GRAFFITI:

6.D

All construction sites, fencing, walkways, etc., should be constructed of graffiti-resistant material or repainted daily by the contractor to remove graffiti as needed.

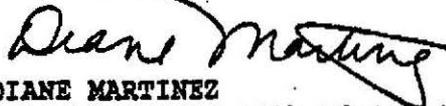
MITIGATION PROGRAM REVIEW:

I feel that our community was ill-informed of the public notice period pertaining to this Draft EIS/EIR. Therefore, I have the following recommendations:

- 6.E
- 1) MTA should incorporate a 45-day review process on any mitigation program prior to the MTA Board adoption of the EIR.
 - 2) MTA should provide a copy of the mitigation program 10 days prior to the commencement of the 45-day review period. The program report should include, but not be limited to:
 - (a) any organization or individual that attended or testified at any of the MTA hearings, board meetings, or community meetings;
 - (b) all schools, churches and non-profit organizations within a two-mile radius of the stations;
 - (c) all property owners or tenants within a 1,000-foot radius of any station; and,
 - (d) the offices of all local, state and federal elected officials whose constituents would be impacted by the project.
 - 3) The MTA shall hold no less than three public hearings during the 45-day review period. These hearings should be announced by written notification and mailed to interested parties and offices of elected officials and should not be held earlier than the 10th day, nor beyond the 35th day, of the process.

Thank you for the opportunity to express my concerns and to suggest measures to mitigate these factors.

Warmest Regards,



DIANE MARTINEZ
Assemblywoman, 49th District

DM:ch

Responses to: **Diane Martinez, Assemblywoman, Forty-ninth District,
California Legislature**
(Comment Letter number 6)

6.A The MTA is committed to the successful completion of this project. Under the California Environmental Quality Act (CEQA), Section 21081.6, the MTA must adopt a mitigation monitoring program when it makes findings regarding the project. The program "shall be designed to ensure compliance during project implementation." (PUC Section 21081.6) Thus, CEQA requires that the mitigation monitoring program be legally binding and posting a bond is not necessary.

6.B MTA will provide 24-hour site guards at construction sites as directed by the Chief of Police or County Sheriff. It is expected that guards will not be needed during daylight work shifts. MTA will provide full time police coverage of the system once completed, consistent with Red Line policy.

During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers as well as other traffic mitigation measures. Please see Sections 4-16, Community Facilities, and 4-18.2, Construction Traffic.

6.C Section 4-18.2, Construction Traffic, discusses lane closures required to accommodate construction of the Locally Preferred Alternative (LPA). During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County to accommodate required traffic movements.

Acquisitions discussed in Section 4-3 of this FEIS/FEIR (Land Acquisition/Displacement & Relocation) would reduce the staging and construction in streets.

6.D MTA will have construction fences repainted as needed or made graffiti resistant. See also Section 4-18.7, Business Disruption.

6.E The comment requests that MTA provide a 45-day review period for the mitigation program associated with the Metro Red Line Eastern Extension and provide a copy of the mitigation program 10 days in advance of this review period to: (1) any organization or individual that attended or testified at any MTA hearing, MTA Board meeting or community meeting, (2) all owners and tenants within 1,000 radius of a station, (3) all schools, churches, recreational facilities and non-profit organization within a two-mile radius of the stations, and (4) the offices of all local, state and federal elected officials within the boundaries of the projects. The comment also states that MTA shall hold no less than three public hearings on the mitigation plan.

These requests/demands far exceed the legal requirements contained in federal and state law. Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide for the opportunity for the public to comment

on Draft EISs and EIRs. By law, the lead agency(ies) [in this case the Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA)] must then respond to these comments in the Final EISs and EIRs. In addition, under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for a public review period or for public hearings related to this mitigation monitoring plan. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

Consistent with the spirit of this comment, however, the MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project. While not all mitigation measures requested by the public have been incorporated into the project, explanations for inclusion or exclusion have been provided in this response to comments chapter of this FEIS/FEIR and have, in most cases, been discussed with the RAC as part of the ongoing dialogue between the MTA and the RAC.

Reply to:
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Reply to:
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 Phone: (310) 406-7322
 Fax: (310) 406-7327

**Assembly
 California Legislature**

GRACE F. NAPOLITANO
 ASSEMBLYWOMAN, FIFTY-EIGHTH DISTRICT

Serving the cities and communities of Los Nietos, Montebello,
 Norwalk, Pico Rivera, Santa Fe Springs, South El Monte, South Whittier, Whittier

VICE CHAIR
 HOUSING AND COMMUNITY
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 LATINO LEGISLATIVE
 CAUCUS
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 GOVERNMENT ORGANIZATIO
 PUBLIC EMPLOYEES,
 RETIREMENT & SOCIAL
 SECURITY
 TRANSPORTATION



MEMORANDUM

TO: The Honorable Board of Commissioners
 Metropolitan Transportation Authority

FROM: The Honorable Grace F. Napolitano
 58th Assembly District

DATE: June 22, 1993

RE: Addendum To Latino Caucus Memorandum

The Metro Red Line Eastside Corridor Study presents an excellent opportunity to meet the transit needs of the community while supporting business and social concerns.

I respectfully submit the following additional recommendations for incorporation in the Latino Caucus Memorandum:

- 7.A 1) **Notification:** Written notification via letters to all concerned parties of all review processes and mitigation efforts must be incorporated in the Mitigation Program Review.
- 7.B 2) **Transit:** Small bus service must be provided to the businesses and communities affected by the construction. Stops must be made every 15 minutes by shuttle service buses at a reduced fare structure for all riders of the Eastern Extension.
- 7.C 3) **Public Meetings:** Public meetings must be held to determine the needs and desires of the local community.
- 7.D 4) **Advertising programs** must be comprehensive in English and Spanish print and radio and must utilize community-based newspapers.
- 7.E 5) **Child-care programs** must be funded and utilize nonprofit organizations. Funding shall be \$5 million dollars per year for the duration of the construction projects.

The Honorable Board of Commissioners
Metropolitan Transportation Authority
June 22, 1993
Page 2 of 2

- 7.F | 6) Education Programs: Construction Firms must provide math and science based internships for Business Magnet Schools as well as schools affected by the construction projects in the area.
- 7.G | 7) Higher Education Internships: Construction Firms must incorporate 500 year-round college internships per year with community oversight for local community colleges and 4-year public and private colleges in the project-affected areas.
- 7.H | 8) DBE/WBE: All Constructions Firms must meet and exceed local community-based employment and job training goals described in the memorandum with employees and job placement in the project area. Community-based Newspapers

The Latino Caucus has made specific recommendations which will require additional community input and on-going monitoring.

- 7.I | Based on the track record of MTA notification to affected communities and their respective participation in other transit projects in Los Angeles County, it is imperative that MTA incorporate all of the Latino Caucus' recommendations to ensure that communities impacted will have a voice in the future of their transportation projects, community business retention and job creation.

It is only just that the community residents impacted by transit projects such as the Metro Red Line and the Metro Green Line have oversight of the projects causing displacement and disruption in the community.

Responses to: **Grace F. Napolitano, Assemblywoman, Fifty-eighth District,
California Legislature**
(Comment Letter number 7)

- 7.A Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide for the opportunity for the public to comment on draft EISs and EIRs. By law, the lead agency(ies) [in this case the Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA)] must then respond to these comments in the Final EISs and EIRs. In addition, under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for written notification via letters to all concerned parties of all review processes and mitigation efforts. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

The MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project. While not all mitigation measures requested by the public have been incorporated into the project, explanations for inclusion or exclusion have been provided in this response to comments chapter of this FEIS/FEIR and have, in most cases, been discussed with the RAC as part of the ongoing dialogue between the MTA and the RAC.

- 7.B MTA intends to maintain adequate parking within walking distances of the stations during construction to avoid the need for shuttle buses from remote lots to businesses. Parking impacts due to construction are anticipated only at the First/Boyle, Brooklyn/Soto and Whittier/Rowan stations; therefore, replacement parking will be provided for construction-related parking losses at these stations. The exact location and design of such parking will be determined by MTA in cooperation with affected land owners and through station area planning. Please refer to Section 3-3.8.1, Construction-Related Parking Mitigation. MTA intends to maintain bus service levels in the Eastside Corridor during construction.

The fare for the Eastern Extension is currently assumed to be equal to a local bus fare at the time service begins. MTA can not afford to fund a reduced cost bus fare, however, ridership on the existing Red Line plus a local bus will be available for only the cost of a local bus fare plus transfer.

- 7.C MTA will continue its policy of open public community meetings regarding the Metro Rail Eastern Extension Project. Community meetings allow discussions of important issues and are valued by the MTA. The establishment of the Metro Rail Review Advisory

Committee (RAC) and the Station Area Advisory Committees (SAACs) will provide several public community meetings for the duration of the construction of the rail project.

- 7.D The MTA policy on advertisement and publishing public notifications is to maximize public outreach and awareness by using community-based newspapers. MTA additionally provides newspaper print advertisements, mailers and flyers in various languages (Spanish, Japanese, Korean, Russian, several Chinese dialects and other languages).
- 7.E The MTA will use the Community Transportation Linkages program to identify sites for child and after school youth care programs where appropriate at station sites. The MTA will seek public input through the Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs) on these locations. MTA will seek funds for child care facilities as has been done at the Chatsworth and Sylmar Metrolink facilities. MTA will work with the community, non-profits and other public agencies to develop a comprehensive strategy for child-care facilities within the Community Transportation Linkages program.
- 7.F While requiring construction firms to provide special math/science based internships for business magnet schools primary/secondary students is highly desirable, it does not mitigate any of the project's impacts and therefore is beyond MTA's legal requirements.
- 7.G While requiring construction firms to incorporate college internships is highly desirable, it does not mitigate any of the project's impacts and therefore is beyond MTA's legal requirements.
- 7.H Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA/RCC will extend its TOP youth training and employment program to public high schools near the Locally Preferred Alternative (LPA) and will provide a job training program. Please see Section 4-2 of this FEIS/FEIR.

MTA policy is to use community-based newspapers to advertise DBE opportunities and employment recruitment efforts. MTA will set and enforce goals for Disadvantage Business Enterprise participation in accordance with State and Federal regulations. Please see Section 4-2 of this FEIS/FEIR.

- 7.I In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives, as described above in the response to comment 7.A. In addition, the MTA is working directly with Station Area Advisory Committees (SAACs) regarding short- and long-term impacts and plans for the station areas in the LPA.

FAX NO. (310) 406-7327 6-22-9

8

TO: ASSEMBLY WOMAN GRACE F. NAPOLITANO

FROM: BERNIE GALLIE

REGARDING: MTA RED LINE CONSTRUCTION

THE RECOMMENDATIONS PRESENTED BY CONGRESSWOMAN LUCILLE ROYAL-ALLO AND THE DRAFT "MITIGATION MEASURES" IN OUR PACKET OF INFORMATION COVERS THE MITIGATION MEASURES EXCEPT FOR ONE ITEM:

8.A

DEPENDING ON THE METHOD OF CONSTRUCTION, TO LIMIT THE LENGTH OF OPEN EXCAVATION TO POSSIBLY TWO BLOCKS OR ~~THE~~ IF BORING METHOD IS USED TO PERHAPS CONSTRUCT EVERY OTHER STATION TO MINIMIZE LOCAL RESIDENT INCONVENIENCE.

(TO COMPLETE CONSTRUCTION IN ONE SEGMENT BEFORE PROCEEDING WITH THE NEXT SEGMENT.)

Responses to: **Bernie Gallie**
(Comment Letter number 8)

- 8.A Cut-and-cover/open-cut construction methods would be used to construct the proposed stations as well as the shaft and vent structures. The amount of cut-and-cover construction would be limited to the dimensions of the station and their ancillary structures. The Whittier/Atlantic station would be the longest at 944 feet. Decking would be provided at the on-street stations to minimize traffic inconveniences.

The order in which the stations are constructed is dependent on which initial operable segment is chosen and will take a number of factors into account, including cost, engineering and environmental constraints.



Assembly California Legislature

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RICHARD POLANCO
ASSISTANT SPEAKER PRO TEMPORE
45TH ASSEMBLY DISTRICT

COMMITTEES:
AGRICULTURE
HEALTH
RULES
UTILITIES AND COMMERCE
WAYS AND MEANS
CHAIR:
WAYS & MEANS SUBCOMMITTEE
NO. 4-STATE ADMINISTRATION
SUBCOMMITTEE ON
INTERNATIONAL TRADE &
BUSINESS DEVELOPMENT
SELECT COMMITTEE ON
CALIFORNIA-MEXICO AFFAIRS
SELECT COMMITTEE ON
STATE PUBLIC PROCUREMENT
PRACTICES

Joint Statement by Assembly Member Richard Polanco, Senator Art Torres, Senator Charles Calderon, Assembly Member Martha Escutia, Assembly Member Louis Caldera, and Assembly Member Grace Napolitano in response to the Alternative Analysis/ Draft Environmental Impact Statement/ Draft Environmental Impact Report for the Los Angeles County Eastside Corridor Project

Resurrection Church
June 22, 1993

This document is a collaborative effort and represents our views, concerns and recommendation regarding the Eastside Corridor Project. Each of us represents a district which will be directly or indirectly impacted by this project. This document is significant in that it demonstrates our organization as a coalition and emphasizes our commitment to ensuring proper oversight and accountability in the process of developing this project.

The Metro Red Line Eastside Corridor Project presents two possible scenarios for our community. The project can serve to demonstrate the right way to build a subway in an urban area by including the local community, offering ample time for community input and making an honest commitment to proper mitigations, or it can serve as an example of how not to build a subway by paying lip-service to community impacts and concerns. For the contractors involved, I am sure it would be easier to do the latter. However, the Metropolitan Transportation Commission (MTA) has an absolute responsibility as a public agency to serve the interests of the community, not the contractors.

From downtown Los Angeles to the Wilern Theater, from Barnsdall Park to the intersection of Hollywood and Highland, the attitude of the MTA and its contractors has left many community members disillusioned and angry. Based on our knowledge of the former Los Angeles County Transportation Commission, MTA and Rail Construction Corporation (RCC) activities in Downtown Los Angeles, on Wilshire Boulevard and in Hollywood, we are concerned that MTA is more concerned with getting projects done than getting them done right.

This project will be different. This project will not be "business as usual" for the MTA. Elected officials will work with the community by watching, monitoring and making demands of the MTA and its contractors every step of the way. We are committed to holding the MTA, the RCC and its contractors accountable to the community.

9.A

We endorse this project with mixed emotions because on the one hand we support mass transit and believe that once completed this project will be of great service to our community, while on the other hand many people will be negatively impacted by this project. The construction will go on for years. The impacts will be real. Some people will lose jobs and others will be displaced. Businesses will struggle to survive through years of construction.

ATWATER VILLAGE, ANGELENO HEIGHTS, BOYLE HEIGHTS, CHINATOWN, CYPRESS PARK, EAGLE ROCK, EAST LOS ANGELES, ECHO PARK, ELYSIAN VALLEY, GLASSSELL PARK, HERMON, HIGHLAND PARK, HOLLYWOOD, LINCOLN HEIGHTS, MONTECITO HEIGHTS, MONTEREY HILLS, MT. WASHINGTON, SILVER LAKE

- 9.A But along with the negative there will be positive impacts. Some people will win jobs and encounter new opportunities. It is up to the community, to us as elected officials and to the public servants at the MTA to ensure that mitigations are in place to soften the impact of this project on our families, our neighborhoods and local businesses. And, to create new opportunities for our community through this project.
- 9.B The MTA must set goals, ambitious goals, for local hiring and contracting with Minority and Women Business Enterprises (MBE/WBEs) and establish firm controls to ensure compliance when contracting. We all know that goals for local hiring and contracting with MBE/WBEs are meaningless if there are no controls that mandate that every effort is made to attain those goals.
- 9.C We must also ensure that this project is but the first step in larger transportation infrastructure plans that will extend south and east to serve Southeast Los Angeles County and communities throughout the San Gabriel Valley. We strongly request that effective and efficient study plans be prepared and later implemented to expand the Eastern Extension through the San Gabriel Valley and the Southeast area of the County.
- 9.D Because of the lack of specific information available in the Alternatives Analysis/ Draft Environmental Impact Statement/ Environmental Impact Report (AA/EIS/EIR), we offer only our tentative support for alternative 9b. We express our support for alternative 9b because it shares the positive benefits of subway service among the major commercial areas in the East Los Angeles corridor. We offer the following specific comments, questions, and recommendations in response to the Report.

Mitigation Program Review

- 9.E The MTA should incorporate a 45-day review process on any mitigation program prior to the MTA Board adoption of the Environmental Impact Report. MTA should provide a copy of the mitigation program, 10 days prior to the commencement of the 45-day review period, to the following interested parties (1) any organization or individual that attended or testified at any of the MTA hearings, board meetings, or community meetings, (2) all property owners or tenants within a 1000 foot radius of any station, (3) all schools, churches, recreation centers and non-profit organizations within a two mile radius of the stations, and (4) the offices of all local, state and federal officials whose constituents would be impacted by the project both directly and indirectly.
- The MTA should hold no less than three public hearings during the 45-day review period. The public hearings should be announced by written notification mailed to interested parties and offices of elected officials. The hearings should not be earlier than the 10th day, nor beyond the 35th day of the process.
- Upon the adoption of station site locations, community based Station Oversight Committees (SOC) should be formed. They should include local residents, merchants and representatives of community based organizations. One committee should be formed in the neighborhood of each planned station location. Four members, (two designates and two alternates) from each SOC should serve as representatives to an overall community based Project Oversight Committee (POC). As well as representatives from each SOC, the POC should be comprised of elected officials or their representative staff.

9.E

The SOCs would serve as the eyes and ears of local neighborhoods and merchants regarding the contractors' compliance with the mitigation program and the POC would serve as the voice of the East Los Angeles community as it relates to this project. All meetings would be open to the public. Ample notice would be provided prior to each meeting by the MTA working in coordination with the SOCs and the POC. Nothing suggested here should be interpreted as denying any resident or organization input in the process or ensuring project safety and compliance with the mitigation program.

MTA should provide a budget, staff, office space, and supplies (including postage) to the POC in order to maximize effectiveness and mitigation program compliance during construction.

Transit

The construction of the Eastern extension will effect transit both during and after construction.

Specifically, what is the plan for providing shuttle buses to and from remote parking lots to businesses near station construction sites? Shuttle buses must be provided to ensure convenient access to affected businesses.

Because construction activity will impede vehicular traffic in the area of station construction, it is essential that bus service increase significantly to ensure access and convenience for shoppers during construction.

9.F

Considering the criticism the MTA has faced regarding the amount of subsidies provided for more affluent suburban commuters, what will be the fare structure for riders of the Eastern Extension? Also, to encourage ridership of the completed section of the Red Line a special bus fare should be implemented between the Eastern Extension station sites and the Union Station Metro Red Line during construction.

As the Eastern Extension becomes operational there must be efficient interfacing of this new subway service and bus service. Public meetings should be held to determine the needs and desires of the local community. Bus service should be re-routed as needed so as to maximize service and efficiency.

Bus routes should be directed from San Gabriel Valley communities and the communities of Southeast Los Angeles County to link up with the Eastside Extension to ensure access to rail transit for these communities until the rail network is expanded.

A trolley bus or similar service should be established running between Union Station, Little Tokyo and the Rail Yard Station proposed in alternative 9b.

To encourage alternative, pollution free transportation, a minimum of 10 bicycle lockers should be placed at each station location.

Traffic

During construction traffic impacts are likely to be severe. Cut and cover construction methods used at station sites have proven to seriously impede traffic flow.

In section 4-16.1.1 (c) the report states that "it is anticipated that none of the streets will be completely closed to either vehicular or pedestrian traffic where construction will take place in a street location".

In section 4-16.2.1 the report states that "The roadway widths in East Los Angeles are relatively narrow. Therefore, opportunities to channel traffic during construction will be limited, and there is a greater likelihood that construction activities will encompass the entire roadway and overlap to sidewalk areas".

- 9.G These two sections contradict one another. No streets should be closed due to construction. Does the MTA anticipate the need to close any streets? Which streets does MTA consider likely to face closure? The prospect of street closure should be more specific in order for those affected to fully evaluate the impacts.

It is imperative that all streets remain open, with a minimum of one lane in each direction open to traffic at all times. Construction activity and equipment staging should be minimized on the street surface. Absolutely no delivery of construction material should occur during the rush hours or peak evening shopping periods.

In the interest of public safety, at any time when fewer than four traffic lanes are in service at a station site, the MTA should provide two traffic control officers (one at each side of the station box) during the morning (6:00 a.m. to 10:00 a.m.) and evening (6:00 p.m. to 10:00 p.m.) peak hours. Twenty-one day notification including the duration of impact must be provided to the SOC, and interested parties whenever a street will be reduced to one lane in each direction.

The MTA, the City of Los Angeles Department of Transportation and the SOCs shall be notified forty-eight hours before any oversized construction materials are delivered.

In order to minimize aesthetic and traffic impacts, following the initial 5 - 7 month period the entire deck at each construction site must be surfaced in asphalt to a depth of six inches.

- 9.H The technological feasibility of mining must be fully explored for any stations that would be built under the street.

Parking

- 9.I Parking in the vicinity of stations will increase to varying degrees. Specifically, what tangible parking mitigations will be provided for station options which will face significant parking space utilization increases? The Brooklyn Ave./Soto St. station option is likely to see a 95.5 percent to 103.7 percent parking utilization level while the Whittier Blvd./Rowan Ave. will be 82.2 percent utilization. A utilization level over 80% is considered full by drivers and anything over 100% will result in "spillover" into surrounding neighborhoods.

How can MTA prevent permanent negative impacts of "spill over" parking to the neighborhoods surrounding these station option locations?

Periodic studies of parking intrusion in neighborhoods adjacent to stations areas must be performed. Preferential parking districts within residential neighborhoods affected by "spill over" parking must be made available, guaranteed and paid for by MTA.

Because of the need to ensure access to local businesses, all contractors must be required to lease remote, off street parking and shuttle to the work site.

- 9.I On street parking must be maintained during construction. In table S-5.1 the report states that between 361 and 409 on-street parking placed would be displaced as a result of alternative 9b. Where exactly is it proposed these displacements occur, and for what period of time? This information is important when comparing the alternative routes and impacts.

There should be no on-street parking displacement. However, section 4-16.2.1 makes clear that we may face displacement of entire streets. How can we prevent the loss of on-street parking impacts described in table S-5.1? Prior to any on-street parking being lost due to construction, the MTA must notify the SOC with specific information regarding the duration of the impact. Duration of on-street parking loss must not exceed a cumulative period of two weeks per year. Replacement parking must be made available prior to the loss of any on-street parking. If off-street parking is further than one block from the station site, free shuttle bus service shall be provided. At the Barnsdall Park excavation site, MTA promised replacement parking for displaced parking. Months passed without replacement parking. This must not be repeated in East Los Angeles.

Pedestrian and Handicapped Access

An off-street pedestrian walkway connecting the proposed Mariachi Plaza with White Memorial Hospital should be constructed. The walkway should incorporate unique lighting, trees and landscaping, water features and seating to enhance the station area security and minimize vehicle/pedestrian conflicts.

- 9.J Each station design should include two million dollars worth of pedestrian improvements such as wider sidewalks, artwork, and special walkways within one quarter mile of the station so as to encourage pedestrian traffic in station areas.

Covered bus shelters should be provided at all bus stops adjacent to the stations to ensure optimum interfacing between bus and rail service.

All sidewalks must be maintained at a minimum of 10 feet wide to ensure pedestrian access to businesses.

Stations must be designed to maximize accessibility for handicapped riders. The MTA must consult with established community based advocates for the handicapped to ensure design features that facilitate the use of rail service by physically disabled individuals.

The MTA must provide one van for each station area to provide shuttle service to senior citizens and the disabled residing within three miles of stations. This service should be available during the operating hours of the rail system.

- 9.J The van/shuttle service for seniors and the disabled should have a hydraulic lift to facilitate access for those in wheelchairs. MTA should provide a new replacement van every five years at each of the stations to ensure reliable, efficient shuttle service.

MTA must provide curb cuts for wheelchairs where they are lacking at any of the four corners within a quarter mile radius of each adopted station location.

Land Use*

The members of each Station Oversight Committee (SOC) should work with MTA to develop station master plans for areas in the vicinity of rail stations. Public meetings should be organized and publicized by the MTA staff working in coordination with members of the SOC.

- 9.K These meetings should focus on community needs and visions for the areas around the new rail stations. These plans should include, but not be limited to urban green belts, pedestrian and bicycle traffic flows, an overall economic development strategy as well as a cultural development component to ensure that the cultural integrity of the area is not only preserved but enhanced.

Would the station development result in any zoning changes? Any changes in zoning as a result of the station development should be presented to the SOC during public meetings organized in cooperation with MTA to ensure public awareness and an opportunity for the public to provide input to both MTA and their elected officials. (*For further issues of Land Use please see Land Acquisition/Displacement & Relocation below)

Economic and Fiscal Impacts

- 9.L Business owners who have tried to survive the impacts of Metro Rail elsewhere in the City of Los Angeles have expressed that the construction of Metro Rail facilities have a significant negative impact on businesses in the vicinity of rail station sites. The cut and cover method of construction impedes traffic, visibility and access to businesses. Vibration, dust, and noise further negatively impact normal business operations. While MTA tries to explain away the impacts as "short term" in section 4-16.7.2 (b) it defines "temporary" as "36 months" in section 4-16. This being the primary issue of concern in Downtown Los Angeles, on Wilshire Boulevard and Hollywood Boulevard, we are concerned about the potential for severe impacts to local businesses as a result of Metro Rail construction activity.

In section 4-16.7.2 (b) the report makes clear the potential impacts to local businesses. The report reads, "Typically, a minimum width of 60 feet is required for station box construction, and many of the streets in East Los Angeles are narrow. Adjacent sidewalk space would need to be taken for station construction, thereby reducing access to adjacent businesses. Business impacts in these station construction areas would include reduced visibility of commercial and retail signs and of businesses themselves".

9.L

According to table S-5.1, alternative 9b would result in the acquisition of 28-40 businesses displacing between 747 and 920 employees. That does not include businesses that simply go under because of a lack of visibility and access. Have all the owners of the targeted businesses been advised of the potential impacts to their businesses?

There are numerous mitigation measures that must be incorporated into the EIR to ensure that negative economic impacts are properly addressed.

The MTA must provide prompt and complete monetary compensation if access is blocked to any business as a result of Metro Rail construction.

The MTA must provide full monetary compensation for business relocation costs to any and all businesses located within 500 feet of a station construction site which chose to relocate. The MTA must also provide non-monetary assistance in relocation for those businesses that wish to relocate.

9.M

MTA should design stations to maximize opportunities to create local, small business joint developments. Displaced businesses should be provided first opportunity to return to the station area as part of a joint development.

Loan guarantees to support joint development projects should be provided by MTA. The MTA should appoint a multilingual staff member to coordinate and facilitate joint development projects at each station location. Information regarding this program should be multi-lingual and available throughout the community, especially local community newspapers.

For those who wish to ride out construction, MTA must have in place a low interest "bridge loan" program as well as a "bridge grant" program that will help businesses financially survive the construction impacts. Specifically, what program exists today for businesses impacted by Metro Rail, and what is necessary to qualify? Specifics regarding this program should be made available in Spanish and English and distributed to businesses along the LPA as soon as the preferred alternative is adopted.

A comprehensive English and Spanish community based newspapers, local television and radio advertising program must be underwritten by the MTA for all businesses within 500 feet of station construction activities. This program should extend for the duration of Phase I station construction to support the retention of businesses.

Land Acquisition/Displacement & Relocation

According to table S-5.1 (Land Acquisition/Displacement & Relocation) between 4-6 single family residences and 19-90 multi-family residential units would be acquired displacing between 108-403 persons. As stated above, businesses would also be significantly impacted.

9.N

It is imperative that MTA provide businesses, non-profit corporations, families and individuals full and just compensation and relocation to a structure of comparable value and location. It is essential that the tenants of the affected structures be notified of the possibility of displacement as soon as possible. We believe that they should already have

- 9.N | been notified to maximize their participation in this process since specific information may alter some people's positions on the alternative routes. The maps in the back of the report are of poor quality and difficult to read. Why weren't potentially affected residents specifically notified of possible takes?

The POC will serve in the oversight capacity of relocation activities and work in cooperation with an relocation advisory committee representing clergy, community based organizations and non-profit legal counsel. In the event that a relocatee is dissatisfied with assistance the relocatee will have full rights to appeal to the MTA Board of Directors.

Community/Neighborhood Impacts

The MTA must extend and expand the TOPS youth employment program for all high schools in the Study Corridor until construction is completed during final engineering. The number of TOPS positions offered per year should be no less than 500.

- 9.O | The MTA should also hire at least 200 youths who reside within the study area each summer for community improvement and corridor maintenance work. This work could include, but would not be limited to, urban forestry and basic station site maintenance including graffiti abatement in adjacent neighborhoods. The summer youth jobs program should continue until construction is completed during final engineering.

- 9.P | Given the unique impacts of this transportation infrastructure project on educational facilities it is essential that young people in the community be compensated. All primary and secondary school age children residing within the study area will be eligible for after-school tutoring throughout the Phase I Station Construction period. The MTA should provide 4 million dollars annually to fund the tutoring program for the duration of the construction through final engineering.

All secondary school age children should be eligible to apply for MTA funded college scholarships in fields of study which would lead to eligibility for work at MTA. The MTA should provide one million dollars a year for the scholarship program through the completion of the project.

- 9.Q | Because of the potential for air-borne particulates, MTA should provide air-conditioning for local schools, churches and senior centers within one-quarter mile or any Rail construction site.

- 9.R | MTA should work with community based greening organizations to implement a community-wide greening effort. This could include, but should not be limited to, distribution of trees for neighborhood plantings and start-up funding for community gardens with the goal of improving air quality and increasing environmental awareness along the transportation corridor.

- 9.S | The MTA should fund full-time around the clock foot patrols at each station site throughout construction, seven days a week. Once the system is complete, MTA should provide full-time police officer coverage of the system to a level equal to that provided for the Blue Line in 1990 - 1992.

- 9.T MTA must provide crossing guards and provide full mitigation acceptable to the governing board of the school or school district for affected public/private fully accredited schools within a one mile radius of a construction area. No Metro Rail contracted construction trucks will pass by schools during school hours or during the hours children are dropped off or picked up by family members.
- 9.U The school based rail safety program implemented on the Long Beach Blue Line, including the safety mascot program "Travis the Owl" must be implemented and expanded throughout the study area to ensure that children understand the rail system and the hazards associated with it.

Air Quality

- As the issue of excavation has been controversial at Barnsdall Park in the Hollywood District, where specifically are the proposed excavation sites for the alternative routes? The excavation site for tunneling for any alternative adopted must be in a non-residential, industrial area where it will have the least impact on people. Excavation sites must not be located within one quarter of a mile of any school, recreation site or church.
- Trucks leaving an excavation site must be hosed down and their loads covered to reduce fugitive dust.
- 9.V Mounds of dirt on site must be watered down regularly to minimize the impacts of fugitive dust.
- Limits to the volume of truck traffic in and out of the excavation sites must be established as part of the mitigation program.
- Transporting the muck off-site by rail is the preferred option to reduce truck volume, and noise and air pollution.
- Streets adjacent to construction sites must be swept every 48 hours or as deemed necessary by the SOC's.
- All park and ride lots shall provide priority parking spaces for car pools and van pools.

Noise

- 9.W The MTA must audit actual noise and vibration levels experienced in buildings adjacent to construction and share the results with the SOC on a monthly basis.
- Property owners will be fully compensated for any and all noise or vibration damage caused by Red Line construction. In the event that actual experience shows higher than expected levels of noise, MTA will adopt construction techniques which will reduce noise impacts.

Visual and Aesthetic Impacts

All temporary construction fencing, safety barriers, covered walkways, etc., should be uniform in design and reflect the local community in which construction is taking place. Temporary murals should be incorporated into wooden fencing as well as art displays subject to the approval of the SOC. Neighborhood youth must be included in the art programming.

- 9.X All Eastern Extension facilities and station must be considered to be a part of the Metro Rail ART program and subject to compatible art funding and display. A local community based Metro Art steering committee should be established to ensure participation of local artists. This committee should work in an advisory capacity to the SOCs regarding temporary construction site art projects and displays.

All construction sites, fencing etc., shall be constructed of graffiti-resistant material or repainted daily by the contractor to remove graffiti as needed.

- 9.Y If alternative 9b is adopted, the bridge across the Los Angeles River must be designed to be aesthetically compatible with the historic bridges which exist in the area.

- 9.Z If an alternative is selected which includes a station at Whittier/Atlantic, the MTA must ensure that the station is architecturally and aesthetically compatible with the Golden Gate Theater and the character of the local community.

- 9.AA If adopted, the Metro Rail Station must reflect the culture and architecture of Little Tokyo. It should include proper lighting, landscaping and indoor and outdoor space for the display of public art and sculpture.

Jobs and Job Training

- 9.BB Alternative 9b could result in the loss of 920 jobs as a result of construction impacts. It is anticipated that the project will create between 2,000 and 2,300 construction jobs. In order to mitigate employment displacement MTA must provide job training opportunities to local residents in order to increase access to employment with MTA. Job training should include a cooperative effort with local trade unions, community colleges and state universities to ensure proper preparation and skill development for a wide range of responsibilities and job descriptions at every level of the MTA.

MTA must initiate aggressive employee recruitment campaigns using local community based Spanish and English language newspapers, local television and radio. MTA must provide oversight for its primary contractors to ensure equal opportunity in employment.

Again, we want to reiterate that the MTA must set ambitious goals for local hiring and contracting with Minority and Women Business Enterprises (MBE/WBEs) and establish firm controls to ensure compliance.

Joint Statement by State Legislators
June 22, 1993
Page 11

Conclusion

In conclusion we would just like to restate a few points. Proper mitigation and community input are the difference between this project being an asset or a liability to our community.

A Mitigation review process as outlined at the beginning of this response must take place. The mitigation program must be incorporated into the EIR document to make it legally binding. Oversight committees must be formed and fines and penalties must be imposed on contractors who fail to comply with the mitigation program.

Job training must be provided. Local hiring must be a priority and goals for contracting with women and minority owned businesses must be met. We have a rare opportunity to make a long-term positive difference for our community with this project. But that requires that this project be built right.

Responses to: **Joint Statement by Assembly Member Richard Polanco, Senator Art Torres, Senator Charles Calderon, Assembly Member Martha Escutia, Assembly Member Louis Caldera, and Assembly Member Grace Napolitano**
(Comment Letter number 9)

9.A MTA agrees that the project has mixed effects, including both positive and negative. Under the California Environmental Quality Act (CEQA), the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. Mitigation measures contained in these documents will be designed to mitigate the impacts associated with the project, i.e., to "soften the impact" on families, neighborhoods and local businesses.

In addition, the MTA has formed the Review Advisory Committee (RAC) and three Station Area Advisory Committees (SAACs) to offer advice and/or assist the MTA/RCC in mitigating impacts on the community during system construction.

9.B MTA agrees with this comment and will set and enforce goals for Disadvantaged Business Enterprise participation in accordance with State and Federal regulations. Every possible effort will be made to ensure fairness in hiring.

9.C MTA agrees with this comment and will conduct a multi-modal study of the best means of extending mass transit through the San Gabriel Valley and the Southeast area of the county.

9.D The MTA Board of Directors selected a Locally Preferred Alternative (LPA) that is nearly the same as the stated preference of Alternative 9B. The LPA basically consists of Alternative 9B with the following changes:

- Alternative 9B passed under the Evergreen Cemetery. In response to public opposition to traversing the cemetery, the LPA avoids passing under the cemetery.
- Alternative 9B had a station in the right-of-way (R.O.W.) of Indiana Street near First Street. By not passing under the Evergreen Cemetery, the LPA was changed so that this station is now under First Street west of Indiana Street. This change offers several advantages including:
 - reduction in the number of residential acquisitions that are required,
 - avoidance of placing the station in the narrow R.O.W. of Indiana Street near the Los Angeles Unified School District Ramona High School,
 - placement of the station under the wider First Street R.O.W. and nearer the commercial area known as El Mercado.

The MTA concurs that the Alternative 9B, particularly as modified for the LPA, provides "the positive benefits of subway service among the major commercial areas in the East Los Angeles corridor."

- 9.E The comment states that MTA shall incorporate a 45-day review period for the mitigation program associated with the Metro Red Line Eastern Extension and shall provide a copy of the mitigation program 10 days in advance of this review period to: (1) any organization or individual that attended or testified at any MTA hearing, MTA Board meeting or community meeting, (2) all owners and tenants within 1,000 radius of a station, (3) all schools, churches, recreational facilities and non-profit organization within a two-mile radius of the stations and (4) the offices of all local, state and federal elected officials within the boundaries of the projects. The comment also states that MTA shall hold no less than three public hearings on the mitigation plan.

These demands far exceed the legal requirements contained in federal and state law. Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide for the opportunity for the public to comment on draft EISs and EIRs. By law, the lead agency(ies) [in this case the Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA)] must then respond to these comments in the Final EISs and EIRs. In addition, under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for a public review period or for public hearings related to this mitigation monitoring plan. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

Consistent with the spirit of this comment, however, the MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project. While not all mitigation measures requested by the public have been incorporated into the project, explanations for inclusion or exclusion have been provided in this response to comments chapter of this FEIS/FEIR and have, in most cases, been discussed with the RAC as part of the ongoing dialogue between the MTA and the RAC.

- 9.F MTA intends to maintain adequate parking within walking distances of the stations during construction to avoid the need for shuttle buses from remote lots to businesses. Parking impacts due to construction are anticipated only at the First/Boyle, Brooklyn/Soto and Whittier/Rowan stations; therefore, replacement parking will be provided for construction-related parking losses at these stations. The exact location and design of such parking will be determined by MTA in cooperation with affected land owners and through station area planning. Please refer to Section 3-3.8.1, Construction-Related Parking Mitigation.

MTA intends to maintain bus service levels in the Eastside Corridor during construction.

The fare for the Eastern Extension is currently projected to equal that of a local bus fare at the time. The Eastern Extension fare machines will be constructed to allow for distance based fares, as are the existing machines. If distance based fares are adopted, it would be possible to have lower fares for short trips within East Los Angeles and to Downtown as compared to longer trips, for example to North Hollywood. No decision has been made on whether to ultimately adopt distance based fares. MTA cannot afford to fund a reduced cost bus fare during construction. Note that today, ridership on the existing Red Line plus a local bus is still available for only the cost of a local bus fare plus transfer.

Bus service in the Eastside Corridor has been reviewed and refined to maximize efficiency for the bus/rail service in the area. Bus routes have been directed to the Red Line where appropriate to ensure access to rail transit from the San Gabriel Valley and Southeast Los Angeles County as well as other areas that need to be linked with the Eastside. For a discussion of the currently planned relationship between the bus and rail transit service, please see Section 3-1 of this FEIS/FEIR.

As part of the Community Transportation Linkages program, MTA will study various options for providing shuttle service, including a shuttle that would run between Union Station, Little Tokyo and other local activity centers.

MTA recognizes the need for bicycle facilities at stations and will place either ten lockers or a larger number of rack spaces at each station.

- 9.G During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers as well as other traffic mitigation measures. RCC, MTA's construction arm, currently has a public and adjacent property owner/tenant notification program for anticipated street closures and other major construction activities. This program is expected to continue for the LPA construction. Necessary street closures and the impacts of construction on traffic are discussed in Section 4-18.2 of this FEIS/FEIR. Sidewalk mitigation measures are provided in Section 4-18.7.

Due to safety reasons, MTA does not pave decks with asphalt. The asphalt does not adhere to the temporary decking, and over time, cracks and creates safety hazards. See Section 4-18.2 for a discussion of traffic mitigation measures that will be implemented during construction.

- 9.H The feasibility of mined stations has been examined by the RCC and rejected due to subsidence and cost considerations.
- 9.I Section 3-3 of this FEIS/FEIR discuss parking impacts during the project's construction and operation and mitigation measures for those impacts.
- 9.J MTA will study the potential for a pedestrian walkway connecting the proposed Mariachi Plaza with White Memorial Plaza, as well as other pedestrian improvements and

walkways, as part of its Community Transportation Linkages programs. MTA will pay for pedestrian improvements on its property and arrange for the larger set of improvements to be part of its Call for Projects.

- 9.K As described above, the MTA has created Community Transportation Linkages programs to develop master plans for the areas around stations. Station Area Advisory Committees will provide public input into the process.

Proposed development strategies around station areas, that are community supported, may require changes to existing zoning. The Los Angeles Department of City Planning and the Los Angeles County Department of Regional Planning have direct responsibility and jurisdiction over zoning and zone changes. All zone change proposals would be deferred to these two public agencies for their review, analysis and recommendations. Both of these public planning agencies require public hearings as part of their zone change procedures.

- 9.L Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of two off-street station locations as part of the LPA, rather than locating the stations within the street right-of-way. Off-street station locations have been selected for the Brooklyn/Soto and Whittier/Arizona stations. Selection of these off-street locations clearly reduces the adverse impacts that would otherwise have occurred at these locations, which are characterized by narrow streets with extensive commercial/pedestrian activities. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR. Rather than being positioned fully in the First Street right-of-way, as shown in the AA/DEIS/DEIR, the station now intersects First Street; and the adverse affects on local businesses from station construction should be reduced as a result of this station location change. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. Please see Section 4-18.7, Business Disruption, of this FEIS/FEIR.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce. As part of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule. In the course of developing its Relocation Plan, MTA will contact every business to be relocated as part of the project.

- 9.M See response to comment 9.L and Section 4-18.7 for mitigation measures that will be implemented to avoid and minimize business disruption impacts.

The MTA will provide full relocation assistance to all businesses it takes for construction. MTA will mitigate impacts on nearby businesses but is not required to and cannot

relocate businesses wishing to leave due to the effect this would have on project costs and community cohesion.

The MTA's Community Transportation Linkages program aims to develop a strategy to maximize opportunities in transportation/land use based development around station locations. This would include joint development opportunities for local and small businesses.

Displaced commercial enterprises will be notified of opportunities to return as a part of a development on MTA station property. Developers selected to construct and operate projects at MTA station sites will be encouraged to invite previously displaced tenants to submit qualifications, however, it will remain the developers' responsibility to select tenants on the basis of the desired tenant mix and each tenant's qualifications.

MTA Real Estate and Relocation staff will work with Joint Development and Community Affairs staff to establish and maintain a data bank of businesses interested in future joint development projects. The Joint Development staff will meet with interested business owners to inform them of future plans and provide information and advice regarding opportunities to becoming tenants in future MTA joint development projects.

The provision of secured loans for joint development is a policy issue that requires full Board review and policy formulation.

MTA will provide a multilingual marketing program for the affected station areas. See Section 4-18.7, Business Disruption, for an additional discussion of business impacts and mitigation measures.

- 9.N Full and just compensation and relocation will be offered to businesses and residents. Residents will be relocated to safe and sanitary housing which is at least equal and may in some cases be superior to their current housing. The MTA will adhere to existing federal, state and local relocation laws and policies, providing assistance to businesses, non-profit organizations, tenants and homeowners, as discussed in Section 4-3.5 of Land Acquisition/Displacement and Relocation. Should comparable replacement housing not be available for persons displaced by the LPA, the MTA may provide "Housing of Last Resort," as discussed in Section 4-3.5.

Section 4-3 of this FEIS/FEIR also discusses the impacts of LPA residential acquisitions on the local housing stock and provides associated mitigation measures. The MTA is not required by law or policy to replace the housing stock that is acquired in order to implement the Metro Red Line Eastern Extension, except as provided for under the "housing of last resort" provisions of federal law (see Section 4-3). The MTA will work with the community, elected officials, local housing agencies and other housing providers to identify potential mitigation measures for the loss of housing caused by acquisitions. The MTA is currently considering establishing a housing policy to encourage housing production on the property acquired or within the vicinity of the station sites.

All members of affected communities were notified of the public review for the AA/DEIS/DEIR through notices in local newspapers and via other public outreach efforts.

Please see Chapter 5 of this FEIS/FEIR. This notification goes beyond the requirements of NEPA and CEQA. When exact acquisition requirements are determined, affected individuals will be notified.

As described above, the RAC and SAACs will serve in an oversight advisory capacity for the proposed mitigation program, including relocation.

- 9.O MTA will study the feasibility and develop a strategy to extend its TOP youth training and employment program, or its equivalent, to the Eastern Extension corridor to the same level as in previous rail construction corridors. (Due to budget constraints, the program cannot be expanded.) Please see Section 4-2, Economic Impacts. Additionally, MTA will participate in the annual city/county summer youth employment program within the corridor.
- 9.P MTA is responsible to mitigate impacts associated with the project. Although laudatory, tutoring programs for school children go well beyond this requirement.

The MTA will target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth employment and training program to public high schools near the Locally Preferred Alternative (LPA). Children involved in the TOP program will be eligible for college scholarships during project construction. Please see Section 4-2 of this FEIS/FEIR.

- 9.Q An assessment of potential air quality impacts during construction and measures that can be implemented to mitigate those impacts is provided in Section 4-18.3, Construction Air Quality. Construction impacts on community facilities are also discussed in Section 4-16.
- 9.R The goal of MTA's Greenway Program is to provide increased recreational and scenic access to points of interest and to provide a network of trails across the county.

MTA will continue to work with community-based greening organizations such as Tree People and Northeast Trees, as well as participate in the implementation of community-wide greening efforts. This may include MTA's participation through the ISTE grant process and others in the distribution of trees for neighborhood plantings and start-up funding for community gardens. This will surely assist the Eastside community with the goal of improving air quality and increased environmental awareness along the Eastern Extension Corridor.

- 9.S MTA will provide 24-hour site guards at construction sites as directed by the Chief of Police or County Sheriff. It is expected that guards will not be needed during daylight work shifts. MTA will provide full time police coverage of the system once completed, consistent with Red Line policy.
- 9.T During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers as well as

other traffic mitigation measures. Please see Sections 4-16, Community Facilities, and 4-18.2, Construction Traffic.

9.U MTA is committed to safety awareness through education and will bring its rail safety program, including Travis the Owl to East Los Angeles. In addition, MTA will study the feasibility and develop a strategy to extend its TOP youth training and employment program to the Eastside Corridor.

9.V As discussed in Section 4-18 (Construction Impacts), tunnel excavations could occur at any of the proposed station sites, depending on the Initial Operable Segment chosen and the contract packaging identified during final design. Excavation would occur within the area acquired for construction staging. These property acquisitions are intended to reduce the staging and construction equipment in streets and to provide a buffer to adjacent properties.

The Los Angeles Department of Transportation and the County of Los Angeles will limit haul times and establish haul routes. (See Section 4-18.2 and response 2.L, above.)

MTA agrees that construction site roadways will be paved or that trucks leaving the excavation site must have their wheels washed. All loads of loose material must be covered; mounds of dirt on the site must be regularly watered; and streets adjacent to the construction sites must be swept regularly. These requirements will be included in construction contracts. See also Section 4-18.3, Construction Air Quality.

Park and ride lots would provide priority parking spaces for car pools and van pools as described in Section 3-3.

9.W The City and the County of Los Angeles are responsible for the enforcement of local noise regulations. Please see Sections 4-7, Airborne Noise, 4-8, Groundborne Noise and Vibration and 4-18.4, Construction Noise.

MTA will comply with federal and local noise standards and will modify construction practices as needed to comply. Compliance methods are identified in the Mitigation Monitoring Plan which the MTA Board will approve. Noise/vibration standards will be contained in the MTA construction contracts as discussed in Sections 4-7, 4-8 and 4-18.4. If damage occurs as a direct result of its construction activities, MTA will provide just compensation.

9.X The MTA recognizes that the inclusion of art in the design of public spaces creates a more inviting environment, fosters a sense of community pride and contributes to a positive experience for the systems's riders. Consequently, and in accordance with the MTA's public art policy, artists will be commissioned to develop art work for each of the Metro Rail East Side Extension stations.

In accordance with MTA public art policy and goals, a community advisory group and artist selection panel will be formed to ensure community input in the process. The MTA A-R-T Community Advisory Group will also work in collaboration with the SAACs to promote temporary construction-related art projects, including construction barriers.

Young people in the community will be encouraged to participate in the MTA's Young Artists Program.

MTA will have fences repainted as needed or made graffiti resistant. See also Section 4-18.7, Business Disruption.

- 9.Y The Locally Preferred Alternative includes a station in the Little Tokyo area, although the station is no longer proposed to be within the Metro Rail yard but is rather proposed as a subway station under Santa Fe Avenue. Correspondingly, the river crossing is now proposed to be underground rather than on a bridge. Therefore, possible visual impacts to the historic bridges in this area are no longer an issue.
- 9.Z The Golden Gate Theatre property has been identified as an entrance location for the Whittier/Atlantic Station. Guidelines for joint development projects and multi-level parking structures at Metro Red Line stations located near historic properties were developed in 1983 for this project in Part IV. A. of the Memorandum of Agreement among UMTA (now FTA), the California Historic Preservation Officer, and the Advisory Council on Historic Preservation. MTA will follow these guidelines to ensure that the station is architecturally and aesthetically compatible with the Golden Gate Theatre and the character of the local community. See also Sections 4-14, 4-15 and 4-17 of this FEIS/FEIR for further discussion of this agreement.
- 9.AA Station-specific, conceptual plans will be developed by MTA via the currently funded Community Transportation Linkages program to address individual station design and planning. These plans will recognize the individual character of each station area. MTA has developed Station Area Advisory Committees (SAACs) to provide community input regarding station-specific construction impacts and planning issues. The MTA sponsored Community Transportation Linkages program is currently underway to explore ways to maximize appropriate transit-based development opportunities in areas surrounding the stations while insuring community urban design character and architecture are preserved. Please see Section 4-1 of this FEIS/FEIR for further discussion of MTA's Community Transportation Linkages programs.
- 9.BB Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth employment and training program to public high schools near the Locally Preferred Alternative (LPA) and will provide a job training program. Please see Section 4-2 of this FEIS/FEIR.

MTA policy is to use community-based newspapers to advertise DBE opportunities and employment recruitment efforts. MTA will set and enforce goals for Disadvantaged Business Enterprise participation in accordance with State and Federal regulations. Please see Section 4-2 of this FEIS/FEIR.

LUCILLE ROYBAL-ALLARD
 330 DISTRICT, CALIFORNIA

Committee on Banking, Finance,
 and Urban Affairs

Subcommittee on Housing and
 Community Development

Subcommittee on Consumer Credit
 and Insurance

Committee on Small Business

Subcommittee on SBA Legislation and
 the General Economy

Subcommittee on Minority Enterprise,
 Finance, and Urban Development

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Congress of the United States
House of Representatives
 Washington, DC 20515-0533

Congresswoman Lucille Roybal-Allard
Statement for the
**Alternatives Analysis/Draft Environmental Impact Statement/
 Draft Environmental Impact Report**
for the Metro Red Line Eastside Corridor

International Institute
 17 June 1993

Thank you for the opportunity to discuss the Metro Red Line Eastside Corridor Project. This project is one of particular significance to me, not only because the Eastside extension was a project that was hard fought and hard won by our community, but because this project will permanently change the landscape of the East Los Angeles area as we know it today.

10.A

I am here to express my preference for alternative 9B-yard Station Option (O2) because it best serves all major commercial business in the Eastside corridor. More importantly, however, I am here today to ensure that the changes the Metro Red Line project will bring are ones that will benefit our community. My statement today will focus on the adverse impacts that will inevitably accompany construction of the Eastside Extension and the measures that MTA should implement to mitigate these factors. Specifically, I will comment on thirteen impact categories.

10.B

1. In the area of transit impact mitigation measures, MTA should take the following actions:
 - (a) A bus/rail interface plan needs to be prepared for the Eastside extension. Public meetings should be held to determine the best routes to service the community.
 - (b) Bus service along the arterial impacted by construction must be increased and these new buses should be linked to the nearest completed, operational Red Line station.
 - (c) Shuttle bus service between temporary remote parking lots and through adjacent neighborhoods to businesses directly along the rail station construction sites needs to be provided.

10.C

2. Mitigation measures for traffic impact must take into account construction consequences on both the flow of automotive and pedestrian traffic.

**Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993**

Page 2

10.C

- (a) MTA should maintain four (4) lanes of traffic during peak hours. At least one (1) lane in each direction must be open to traffic at station sites at all times.
- (b) Traffic control officers have to be stationed during the morning and evening rush hours at all intersections operating at Level of Service (LOS) E or worse.
- (c) Delivery of outside construction materials must not occur during weekday rush hours or prime evening and weekend shopping hours.
- (d) No material storage should be allowed on Brooklyn Avenue, Whittier Boulevard, First Street, Arizona Street, Indiana Street or Atlantic Boulevard. All material laydown and delivery, vehicle storage and concrete pouring must be conducted from an off street location acceptable to the MTA and Advisory Committee.
- (e) All contractors should be required to lease off street parking in remote lots.
- (f) All bus stops in the study area should have covered shelters at bus stops to ensure optimum bus/rail interface.
- (g) Each station should incorporate unique station area street lighting. Station area lighting plans must be provided to area merchants and residents for review and should reflect the unique character of station area.
- (h) A pedestrian plan for each station must be developed as part of preliminary engineering (PE).
- (i) All sidewalks should be 10 feet wide at all times.
- (j) Street light signals must be synchronized and adjusted as needed.
- (k) On-street parking should be maintained to avoid impacts on merchants.

10.D

3. All displaced parking must be replaced.

10.E

4. The MTA and the Local Planning Agency, in cooperation with the community, elected officials and local businesses, must develop station area master plans for the areas adjacent to the rail stations. These master plans should be developed according to the local community's desires. The plan should include, but not be limited to, pedestrian circulation plan, economic revitalization strategy, and planning and urban design guidelines compatible with the existing character of the station area communities. MTA must work with the necessary agencies and elected officials to make any zoning revisions desired by individual communities.

Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993

Page 3

10.F

5. While the economic benefits of the project are plentiful, extreme care must be taken to ensure that existing businesses along and near the selected alignment are minimally impacted and survive to benefit from the rail project.
- (a) MTA must develop a business program to provide technical assistance to businesses in the surrounding area, with priority given to merchants directly along the rail alignment. More specifically, aggressive marketing/promotion campaigns (print and radio ads, flyers, etc.) designed to retain business volume during project construction should be developed and implemented. If necessary, MTA should subsidize impacted merchants along the alignment.
 - (b) All station sites must have opportunities for commercial joint ventures. MTA needs to work with local developers to offer the opportunity for these joint developments to be complete on station opening.
 - (c) If local entrepreneurs cannot secure bank loans to construct the needed joint development, the MTA should provide properly secured loan guarantees to allow joint development construction.
 - (d) The MTA should appoint a joint development contact person for the project and/or each station site. Names of contact(s) must be displayed in a prominent and permanent location at each construction site with a bilingual, English and Spanish, explanation of their role.
 - (e) MTA needs to provide business relocation assistance to all businesses fronting any Red Line construction site prior to the start of construction. In addition, businesses choosing relocation assistance should have the right to relocate to their original location following the close of Phase I station construction.
 - (f) Any displaced commercial enterprises should be offered the opportunity to return as part of a joint development.
 - (g) MTA should pay building owners whose tenants choose to relocate their fair net building profit for the period during which Phase I station construction continues.
 - (h) No catering trucks should be allowed within 500 feet of a construction site to ensure fair competition with neighborhood eating establishments.

10.G

6. Residential and business displacements and relocations are necessary outcomes of this worthwhile project.
- (a) MTA must ensure that any and all businesses, non-profit groups, families or individuals displaced by the construction will receive full, humane and fair

Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993

Page 4

10.G

relocation to a structure of comparable value and location at no expense to themselves. A committee, comprised of community representatives, elected officials and MTA staff, should be established to determine the adequacy of relocation assistance offers. Decisions should be subject to appeal before the MTA Board.

- (b) Rent subsidies should be extended for a period of 10 years.
- (c) MTA should provide seed money of not less than \$5 million to a non-profit organization to build replacement housing.

10.H

7. The following neighborhood/community mitigation measures should be implemented to ensure that property values near stations are not adversely impacted:

- (a) All single family residences, apartments or other residential structures within one-quarter mile of any station should receive one twenty-four inch box tree planted between the curb and the sidewalk.
- (b) Curb cuts for wheelchairs must be provided at all corners within a one-quarter mile radius of each station site.
- (c) Each station design should include one million dollars worth of pedestrian improvements (i.e. wider sidewalks, artwork, special pavers, etc.) within one-quarter mile of the station.

10.I

8. Visual and aesthetics mitigation measures to maintain or improve existing character of impacted area should include, but not limited to, the following:

(a) If an alternative is adopted which involves site F-1 of the Whittier/Atlantic station, MTA must ensure that design of the station is consistent with the Golden Gate Theater and the surrounding area's existing visual character.

10.J

(b) If an alternative is adopted which involves the construction of a bridge across the Los Angeles River, the bridge must be designed to be as aesthetically compatible with the existing bridges across the river as possible.

10.K

(c) All temporary construction fencing and safety barriers should be painted by neighborhood youths through an MTA-funded youth arts program.

(d) Two daily graffiti abatement efforts, to include surrounding blocks, should be enacted.

(e) All Eastern Extension facilities and station sites should be part of the Metro Rail ART Program. The ART Program

Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993

Page 5

10.K

- (f) The ART Program must include a local advisory committee to ensure local artists are provided an opportunity to participate.

10.L

- 9. Noise and pollution from construction activity should be alleviated through appropriate measures including, but not limited to, the following:
 - (a) No construction work above ground within one-quarter mile of residential structures. Heavy construction above ground must be limited from 3 pm to 7 pm for areas by business districts.
 - (b) Noise must not exceed 75 DBA between the hours of midnight and 6 am, even during special exception construction activity.
 - (c) Construction sites, surrounding areas and walking surfaces must be cleaned 4 times a day and be free of refuse, dirt and debris. In addition, streets and walking surfaces within one block of the site must be watered down twice each day.
 - (d) Muck haul trucks must have fitted, secured tarp over their loads and their wheels washed sufficiently to avoid tracking dirt and mud through the community.
 - (e) If an alternative is adopted which involves yard station option (O2), MTA must have the muck removed and transported by rail at the Metro rail yard to reduce truck travel through communities.
 - (f) Contractors must not be allowed to drill dropholes at locations other than at station sites.

10.M

- 10. Mitigation programs for schools, churches and senior centers should include, but need not be limited to, the following:
 - (a) MTA must extend its TOPS youth employment programs to all high schools in the study corridor until construction is completed during Final Engineering.
 - (b) In addition to TOPS, MTA needs to hire 100 youths each summer to provide community service work during construction, including maintaining construction site cleanliness and planting trees.
 - (c) All children of primary and secondary school age residing within the study area should be provided special after-school tutoring in a math/science program throughout the Phase I Station Construction period.
 - (d) All children of secondary school age must be eligible for college scholarships leading to eligibility to work at agencies like the MTA. \$100,000 per year should be allocated for those scholarships until construction is

**Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993**

Page 6

- 10.N allocated for those scholarships until construction is completed during Final Engineering.
- (e) MTA should provide free shuttle service for schools, churches and senior centers within one-half mile radius of any construction site.
 - (f) MTA must provide air-conditioners and double pane windows for schools, churches and senior centers within one-quarter mile radius of any construction site.
- 10.O 11. Safety and security measures are vital during and following construction.
- (a) Full-time three-shift construction security should patrol surrounding blocks, 7 days per week.
 - (b) MTA must provide full-time police officer coverage of the system once completed, to a level equal to the security provided for the Blue Line in 1990-1992.
 - (c) A police substation should be located within a station site.
 - (d) MTA must provide crossing guards and fence off construction areas within a 1 mile radius of any schools.
 - (e) MTA must develop rail safety programs for elementary school children. In addition, MTA must develop public service announcements and advertisements on rail safety to be aired and printed in both English and Spanish media channels.
- 10.P 12. One of the most sought after and long awaited benefits that the Red Line Project will generate is that of jobs.
- (a) In order to ensure that local Eastside residents have their fair share of jobs on the project, MTA must established a job training program. MTA must work with trade unions to initiate job training programs so that area residents will have the necessary skills for employment on the project.
 - (b) MTA should adopt a 30% local employment goal.
 - (c) MTA must meet a goal of 5% for contracts to be awarded to area businesses.
- 10.Q 13. Mitigation measures are only as good as their strict enforcement. Therefore, MTA must develop appropriate fines and penalties for all contractors failing to meet any of their responsibilities. A committee should be created to monitor mitigation and construction activity, review construction impacts, provide mitigation recommendations and impose fines. The committee should be comprised of community representatives, elected officials and MTA staff. Budget,

Statement by Congresswoman Roybal-Allard
for the Metro Red Line Eastside Corridor
International Institute
17 June 1993

Page 7

10.Q | staff and fully equipped office space should be supplied for
use by the committee.

10.R | Ultimately, the Metro Red Line Eastside Extension will bring to
transit-dependent populations in the East Los Angeles area a
transportation system that is timely, affordable and safe. Our job
now is to ensure that the project is built to benefit the
communities it was designed to serve.

Once again, I thank you for the opportunity to express my concerns
of the project's impacts and to suggest measures to mitigate these
factors.

Responses to: **Lucille Roybal-Allard, Congresswoman, Thirty-third District, Congress of the United States**
(Comment Letter number 10)

10.A The MTA Board of Directors selected a Locally Preferred Alternative (LPA) that is nearly the same as the stated preference of Alternative 9B. The LPA basically consists of Alternative 9B with the following changes:

- Alternative 9B passed under the Evergreen Cemetery. In response to public opposition to traversing the cemetery, the LPA avoids passing under the cemetery.
- Alternative 9B had a station in the right-of-way (R.O.W.) of Indiana Street near First Street. By not passing under the Evergreen Cemetery, the LPA was changed so that this station is now under First Street west of Indiana Street. This change offers several advantages including:
 - reduction in the number of residential acquisitions that are required,
 - avoidance of placing the station in the narrow R.O.W. of Indiana Street near the Los Angeles Unified School District Ramona High School,
 - placement of the station under the wider First Street R.O.W. and nearer the commercial area known as El Mercado.

The MTA concurs that the Alternative 9B, particularly as modified for the LPA, serves all major commercial business areas in the Eastside Corridor. Due to a number of engineering considerations, including disruptions to operation of the Metro Rail yard, the Little Tokyo Station is now proposed to be constructed in a subway under Santa Fe Street.

10.B A bus/rail interface plan will be developed for the Eastern Extension and presented to the Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs) to allow for public input.

As described in Section 4-18 of this FEIS/FEIR, MTA will implement measures to mitigate traffic impacts during construction to the extent feasible. Although MTA cannot increase bus service along the affected routes, it will reroute bus service based on community input as provided through the Community Transportation Linkages program.

MTA intends to maintain adequate parking within walking distances of the stations during construction to avoid the need for shuttle buses from remote lots to businesses. Parking impacts due to construction are anticipated only at the First/Boyle, Brooklyn/Soto and Whittier/Rowan stations; therefore, replacement parking will be provided for construction-related parking losses at these stations. The exact location and design of such parking will be determined by MTA in cooperation with affected land owners and through station area planning. Please refer to Section 3-3.8.1, Construction-Related Parking Mitigation. MTA intends to maintain bus service levels in the Eastside Corridor during construction.

10.C Section 4-18 of this FEIS/FEIR discusses the construction scenario for the project and mitigation measures for traffic impacts associated with construction activities.

- 10.C Section 4-18 of this FEIS/FEIR discusses the construction scenario for the project and mitigation measures for traffic impacts associated with construction activities. MTA will aim to maximize the number of open lanes on streets near construction sites, but in some cases street closures would be necessary. All main streets would remain open with at least one lane in each direction during daylight hours and until 10 P.M. Occasionally main streets will have to be closed during night hours to allow for the installation of outsize items (steel beams, emergency exhaust fans, etc.). As discussed in this FEIS/FEIR, several streets and alleys would be closed for 3 to 4 years during construction of the station. Other streets would be closed at night and/or would have daytime lane closures while the street was being decked. Lane and night closures would occur for an estimated 3 to 7 months, depending on the station.

During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County to accommodate required pedestrian and traffic movements. These plans will determine the need for traffic control officers and delivery routes and schedules.

Delivery of outsized construction materials will not occur during weekday rush hours or prime evening and weekend shopping hours.

MTA intends to acquire a sufficient area around station construction sites so as to avoid the use of streets for construction activity and storage. It is anticipated that these areas will be sufficient for material laydown and delivery and vehicle storage, but not for concrete pouring in some cases.

To avoid significant adverse affects of construction worker parking demand, off-street parking for workers will be provided in the vicinity of the Little Tokyo, First/Boyle, Brooklyn/Soto, and Whittier/Rowan stations. An alternative for these stations would be to provide a shuttle service for construction workers to and from a more distant off-site parking facility.

MTA will provide bus shelters at all bus stops adjacent to the station as part of the bus/rail interface plan. Wherever possible, the MTA will use the existing city program of having advertising revenue pay for shelters. Only as a last resort will construction funds be used for this purpose. MTA will include the provision of covered shelters in its "Call for Projects" program.

The MTA has created a Community Transportation Linkages program to develop master plans for the areas around stations with public input from the RAC and Station Area Advisory Committees (SAACs). Station area street lighting would be considered as part of the Community Transportation Linkages program.

Pedestrian access to and within each station has been considered as part of preliminary engineering. Pedestrian plans for the area surrounding each station will be developed as part of the Community Transportation Linkages program.

Sidewalks that provide pedestrian access to businesses will be maintained at a width of 10 feet during the construction period where feasible.

Street lighting signals will be synchronized and adjusted where desirable.

As described above in the response to comment 10.B, on-street parking will be maintained to the extent possible.

- 10.D See response 10.B above and Section 3-3 of this FEIS/FEIR for a discussion of parking displacement and mitigation measures for parking impacts.
- 10.E MTA through its Community Transportation Linkages program, with public input from the SAACs, will develop plans which address planning strategies. MTA is committed to working closely with the community and public agencies. All findings will be forwarded to the appropriate authorities for review and implementation.
- 10.F Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of two off-street station locations as part of the LPA, rather than locating the stations within the street right-of-way. Off-street station locations have been selected for the Brooklyn/Soto and Whittier/Arizona stations. Selection of these off-street locations clearly reduces the adverse impacts that would otherwise have occurred at these locations, which are characterized by narrow streets with extensive commercial/pedestrian activities. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR. Rather than being positioned fully in the First Street right-of-way, as shown in the AA/DEIS/DEIR, the station now intersects First Street; and the adverse affects on local businesses from station construction should be reduced as a result of this station location change. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. In instances where vehicular access to businesses is temporarily eliminated, the MTA will provide compensation to affected businesses. As part of the MTA outreach efforts, businesses will be notified regarding MTA's detailed construction plans and schedule. Businesses to be acquired will be notified of the MTA property acquisition/displacement and relocation policies.

The MTA has structured a Community Transportation Linkages program which aims to develop a strategy to maximize opportunities in transportation/land use based development around station locations. This would include opportunities for local and small businesses.

Displaced commercial enterprises will be notified of opportunities to return as a part of a development on MTA station property. Developers selected to construct and operate projects at MTA station sites will be encouraged to invite previously displaced tenants to

submit qualifications. However, it will remain the developers' responsibility to select tenants on the basis of the desired tenant mix and each tenant's qualifications.

MTA Real Estate and Relocation staff will work with Joint Development and Community Affairs staff to establish and maintain a data bank of businesses interested in future joint development projects. The Joint Development staff will meet with interested business owners to inform them of future plans and provide advice on accessing opportunities to becoming tenants in future projects.

The provision of secured loans for joint development is a policy issue that requires full Board review and policy formulation.

MTA will provide advertisements for local businesses located within a 1/2 mile of any project construction activity and thus affected in such a way that normal business efforts are hindered. Advertisements will cover, but are not limited to, any required changes to their normal patterns of doing business such as changes in hours, location, parking or pedestrian detours.

Although the City and County of Los Angeles, and not MTA, are the governing authorities on the location of catering trucks, MTA is concerned with the economic impacts its construction project may have on local businesses and will request that the appropriate agencies review this issue.

- 10.G The MTA will adhere to existing federal, state and local relocation laws and policies, providing assistance to businesses, non-profit organizations, tenants and homeowners, as discussed in Section 4-3.5 of this FEIS/FEIR, Land Acquisition/Displacement and Relocation. Should comparable replacement housing not be available for persons displaced by the LPA, the MTA may provide "Housing of Last Resort," as discussed in Section 4-3.5.

Extending rent subsidies is not necessary to mitigate any of the project's impacts and therefore is beyond MTA's legal requirements.

The provision of seed money to build replacement housing is a policy issue currently being considered by the MTA.

- 10.H The provision of trees at all residences within one-quarter mile of each station and pedestrian improvements within one-quarter mile of each station site are not necessary to mitigate any the project's impacts and therefore is beyond MTA's legal requirements. However, landscaping may be considered as part of the station area master planning to be conducted through the Community Transportation Linkages program and MTA staff will assist others in securing tree planting programs.

MTA will provide wheel chair curb cuts on the block or blocks where the station is constructed. As part of the Community Transportation Linkages program MTA will study the need for curb cuts within one quarter mile of each station and convey its findings to agencies with jurisdiction.

A budget will be allocated for improvements to each station site. This will cover improvements needed to mitigate direct construction impacts. In addition, the MTA has implemented a Community Transportation Linkages program that will develop a plan for pedestrian improvements in the vicinity of the station sites.

- 10.I The Golden Gate Theatre property has been identified as an entrance location for the Whittier/Atlantic Station. Guidelines for joint development projects and multi-level parking structures at Metro Red Line stations located near historic properties were developed in 1983 for this project in Part IV. A. of the Memorandum of Agreement among UMTA (now FTA), the California Historic Preservation Officer, and the Advisory Council on Historic Preservation. MTA will follow these guidelines to ensure that the station is architecturally and aesthetically compatible with the Golden Gate Theatre and the character of the local community. See also Section 4-14, 4-15 and 4-17 of this FEIS/FEIR for further discussion of this agreement.
- 10.J The Locally Preferred Alternative includes a station in the Little Tokyo area, although the station is no longer proposed to be within the Metro Rail yard but is rather proposed as a subway station under Santa Fe Avenue. Correspondingly, the river crossing is now proposed to be underground rather than on a bridge. Therefore, possible visual impacts to the historic bridges in this area are no longer an issue.
- 10.K The MTA recognizes that the inclusion of art in the design of public spaces creates a more inviting environment, fosters a sense of community pride and contributes to a positive experience for the systems's riders. Consequently, and in accordance with the MTA's public art policy, artists will be commissioned to develop art work for each of the Metro Rail East Side Extension stations.

In accordance with MTA public art policy and goals, a community advisory group and artist selection panel will be formed to ensure community input in the process. The MTA A-R-T Community Advisory Group will also work in collaboration with the SAAC to promote temporary construction-related art projects, including construction barriers. Young people in the community will be encouraged to participate in the MTA's Young Artists Program.

MTA will have construction fences repainted as needed or made graffiti resistant. See also Section 4-18.7, Business Disruption.

- 10.L Noise and air quality construction mitigation measures are described in Section 4-18 of this FEIS/FEIR.

Some construction activities must occur above ground; however, MTA intends to acquire land around each station site to minimize intrusion of construction equipment and vehicle on surrounding streets. This area will also buffer to some extent noise and air quality impacts on surrounding residences. MTA will implement the requested construction mitigation measures as follows: a) any limitations on times of heavy construction activity will be worked out with the community in accordance with the approach outlined in Sections 4.18.4 and 4.18.7; b) noise levels will not exceed 75 dBA at 50 feet during midnight to 6 AM; c) construction sites and adjacent walkways will be cleaned twice each

day; d) muck haul trucks will have fitted secure tarps over their loads; and e) construction site roadways will be paved or trucks leaving the excavation site will have their wheels washed.

In addition, MTA will consider the use of rail for transporting construction spoils and the economic feasibility of this option. However, drop hole locations in street areas between stations will be required for concreting tunnel line sections, but will be kept to a minimum.

- 10.M MTA/RCC will extend its TOP youth training and employment program to public high schools near the Locally Preferred Alternative (LPA).

MTA will participate in the annual city/county summer youth employment program within the corridor.

MTA is responsible to mitigate impacts associated with the project. Although laudatory, tutoring programs for school children go well beyond this requirement.

Children of secondary school age enrolled in public high schools in the vicinity of the LPA will be eligible for college scholarships through the TOP youth employment and training program during project construction.

MTA will maintain vehicular access to community facilities and reroute existing shuttle service to maintain access during the construction period. It will also maintain the bus service in force at the time construction starts.

- 10.N MTA will mitigate significant construction noise impacts on schools, churches or senior centers near construction sites, as described in Section 4-18.4 of this FEIS/FEIR. Double pane windows or air conditioning is not necessary to mitigate project impacts based on air and noise analyses.

- 10.O The MTA agrees that safety and security measures are vital during construction and operation of the project. Towards that end:

- MTA will provide site guards at construction sites as directed by the Chief of Police or County Sheriff. It is expected that guards will not be needed during daylight work shifts.
- MTA will provide full time police coverage of the system once completed, consistent with Red Line policy. This will include substations as needed;
- MTA will continue to provide crossing guards where needed during the construction period;
- MTA is committed to safety awareness through education and will bring its rail safety program, including Travis the Owl to East Los Angeles. MTA will develop multi-lingual public service announcements concerning rail safety.

- 10.P Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project.

Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates. It is important to note however, that MTA must work within the legal framework for third party contracting. As set forth in UMTA Circular 4220.1B, "Grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals..."

- 10.Q The MTA will use Resident Engineer directives and, if necessary, stop work orders to ensure contract provision compliance.

The RAC and SAACs have been formed to offer advice and/or assist with monitoring compliance with the construction mitigation program.

- 10.R MTA agrees with the statement that the Eastern Extension will bring a timely, affordable and safe transportation system to a transit-dependent population in the Eastside Corridor. It is MTA's intent to assure that the project is built to benefit the communities it is designed to serve.

City of Montebello



11

June 18, 1993

1600 W. BEVERLY BOULEVARD
MONTEBELLO, CA 90640
(213) 887-1200

MTA

Jim de la Loza, Project Manager
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

Based on staff review of the AA/DEIS/DEIR for the Los Angeles Eastside Corridor, the City of Montebello is pleased to indicate preliminary support for a rail alternative involving extension of the Metro Rail Red Line to a terminus near Atlantic Boulevard.

11.A

It is our hope that an alignment will be selected which will have its terminus on Whittier Boulevard, but which will not run along Atlantic Boulevard between East Los Angeles College and Whittier Boulevard. The latter would represent a duplication of well-established service provided by our municipal transit system, Montebello Bus Lines. In addition, Whittier Boulevard is a higher population density corridor that would better serve the growing commercial district in East Los Angeles.

It seems appropriate at this time to propose that MTA consider establishing a change in its current (RTD Line 18) local bus service operating west on Whittier Boulevard from Garfield Boulevard. Specifically, we propose that Montebello Bus Lines be designated to provide the sole local service which will continue to be needed on Whittier Boulevard west of Atlantic to Downtown.

11.B

The chief advantage of our proposal is that Montebello Bus Lines would provide a higher level of service east of the terminus, at an overall lower cost to the Region. This cost savings could help to offset the additional operating costs of the Red Line. Another advantage would be elimination of the existing duplicate service between Garfield and Atlantic Boulevards.

The City would like to be well-informed and actively involved in the progress of the proposed extension of the Metro Rail Red Line into the Eastside Corridor. Thank you for the opportunity to provide comment.

Sincerely,

Richard Torres
City Administrator

RT:RW

Responses to: **Richard Torres, City Administrator, City of Montebello**
(Comment Letter number 11)

- 11.A Per the comment, the selected Locally Preferred Alternative (LPA) has a terminus at Whittier/Atlantic and does not run along Atlantic Boulevard. Therefore, the LPA serves the higher density Whittier corridor and does not duplicate the municipal transit service provided by the Montebello Bus Lines.
- 11.B MTA is not presently considering the suggested change to Line 18 service. See Section 3-1 for bus system changes associated with the proposed project.

PUBLIC AGENCIES

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eleventh Coast Guard District

Federal Bldg.
501 W. Ocean Blvd
Long Beach, CA 90822-5399
Staff Symbol: (acv)
Phone: (310)980-4300 X189

6280
6 May 1993

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Metropolitan Transportation Authority
Attn: Jim de la Loza
Project Manager
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza,

12.A

Thank you for including the United States Coast Guard for review of AA/DEIS/DEIR for the Eastside Corridor. This report has been reviewed with no comment.

Respectfully,

G. W. RODENHURST
Transportation Specialist
Eleventh Coast Guard District
By direction of the District Commander

Responses to: **G.W. Rodenhurst, Transportation Specialist,
by direction of District Commander, Eleventh Coast Guard District,
U.S. Department of Transportation, United States Coast Guard
(Comment Letter number 12)**

12.A Comment acknowledged.



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410-7000

13

1993 MAY 20 11 15 49

OF THE ASSISTANT SECRETARY
FOR COMMUNITY PLANNING AND DEVELOPMENT

MAY 12 1993

Mr. Jim De La Loza
Los Angeles County Metropolitan
Transit Authority
818 W. Seventh Street
Los Angeles, CA 90017

Dear Mr. De La Loza:

I am in receipt of the draft "Alternatives Analysis/Draft Environmental Impact Statement for the Eastside Corridor". I have forwarded the same to Mr. Ceferino Ahuero, the Los Angeles HUD Office Environmental Officer. If the Department has comments on the alternatives, they will be sent to you by Mr. Ahuero prior to your June 23, 1993 deadline.

Thank you for sending HUD a copy of the Draft Environmental Impact Statement and allowing us to comment.

Sincerely yours,


Richard H. Broun
Director, Office of
Environment and Energy

Responses to: **Richard H. Broun, Director, Office of Environment and Energy,
U.S. Department of Housing and Urban Development.**
(Comment Letter number 13)

13.A No response required.



United States Department of the Interior

OFFICE OF THE SECRETARY

Washington, D.C. 20240



14

REQUEST FOR ADDITIONAL COPIES

DATE: May 4, 1993

TO: Jim de la Loza
Project Manager
Metropolitan Transportation Authority
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

SUBJECT: Los Angeles Eastside Corridor, Los Angeles County, CA

We have received one copy of your review document for the subject project.

This distribution is not in accord with the Department of the Interior's review procedures (copy enclosed) and may result in delay in obtaining the Department's comments.

We will endeavor to meet your commenting date of June 23, 1993. Our ability to do this, of course depends on how quickly we receive review copies.

14.A | Please send a sufficient number of review copies (14) to this Office for distribution as specified in the enclosure.

Gordon Leisch, Acting Chief
Transportation and Urban Projects Division
Office of Environmental Affairs
Phone: 202/208-7564

Enclosures



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240



ENVIRONMENTAL REVIEW PROCESS

(TRANSPORTATION AND URBAN PROJECTS)

Applies to: Department of Transportation, including the US Coast Guard (bridge permits and other construction projects), Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration (formerly the Urban Mass Transportation Administration); Department of Housing and Urban Development; Other Federal Agencies (transportation and urban construction projects)

In order to expedite requests to the Department of the Interior for the review of environmental documents under the National Environmental Policy Act (NEPA); Section 4(f) of the DOT Act (49 U.S.C. 303); and requests for coordination and consultation early in project planning; please note the following instructions.

Appendix III to the Council on Environmental Quality's (CEQ) regulations (49 FR 49778; December 21, 1984) lists the Director, Office of Environmental Project Review (now the Office of Environmental Affairs), as the individual responsible for receiving and commenting on other agencies' environmental documents. Consequently, please send all officially approved documents requesting environmental review to the following address for review and comment by the Department of the Interior:

Director, Office of Environmental Affairs
Department of the Interior
Main Interior Building, MS 2340
1849 C Street, NW
Washington, D. C. 20240

It is unnecessary to send copies of environmental review requests to any other bureau or office within Interior. However, a sufficient number of copies must be sent to the Office of Environmental Affairs (OEA) to allow distribution of the document to those Interior bureaus being requested to participate in the review. The requested numbers of copies allow for simultaneous review throughout each bureau thus producing the Department's consolidated review in the shortest possible time. A review can be initiated with less than the stated number, but this may lead to a longer review time. The following numbers of copies should be provided:

Twelve (12) copies of a draft and ^{seven}~~six~~ (7) copies of a final document for projects in the Eastern United States including MN, IA, MO, AR, and LA. The same numbers of copies should be provided for projects in AS, GU, HI, PR, VI, and the Trust

Territories.

Thirteen (13) copies of a draft and eight (8) copies of a final document for projects in KS, ND, NE, OK, SD, and TX.

Fourteen (14) copies of a draft and nine (9) copies of a final document for projects in AK, AZ, CA, CO, ID, MT, NM, NV, OR, UT, WA and WY. The same number of copies should be provided for review requests which are national in scope (e.g. agency regulations, scientific reports, special reports, program plans, and other interagency documents).

Appendix II to the CEQ regulations (49 FR 49754; December 21, 1984) lists Interior bureaus and offices with jurisdiction by law or special expertise on environmental quality issues. Appendix II should be used to determine appropriate Interior contacts for coordination during early planning, NEPA scoping, and other preliminary activities.

All early coordination and scoping requests, environmental assessments or reports, findings of no significant impact, preliminary or working draft or final environmental impact statements, and similar material of a regional nature should be sent directly to Interior bureaus at the field level. It is not necessary to send copies of these documents to the OEA in Washington, D. C. (with the single exception of official requests from transportation agencies for reviews pursuant to 49 U.S.C. 303). Please note that our Regional Environmental Officers (REO) serve as representatives of OEA and should be contacted if there are any questions about these procedures at the field level. An REO list is attached.

Representatives of your organization should establish direct working relationships with Interior's field level offices, which welcome such contact. This type of relationship is important not only during early project coordination, but also to expedite the early resolution of environmental issues that would otherwise surface during the formal review of a project document. In many cases, Interior's comments on an environmental review will designate an office at the field level for follow-up activities.

Since we continue to have problems with documents and requests being misdirected, a wide distribution of this information should be made within your organization. Such a distribution will greatly assist our agencies in better meeting our obligations under existing laws and in planning projects that will be mutually beneficial.

Attachment (REO List)

U.S. DEPARTMENT OF THE INTERIOR
OFFICE OF ENVIRONMENTAL AFFAIRS
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Anchorage, Alaska 99501-5126

Responses to: **Gordon Leisch, Acting Chief,
Transportation and Urban Projects Division,
Office of Environmental Affairs, U.S. Department of the Interior
(Comment Letter number 14)**

- 14.A An additional 14 copies of the AA/DEIS/DEIR were sent to the U.S. Department of the Interior in May, 1993.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY FILMED
 REGION IX COPY IN RMC

75 Hawthorne Street
 San Francisco, Ca. 94105-3901 243428 JUN 28 8
 June 23, 1993

Stewart F. Taylor
 Regional Administrator
 Federal Transit Administration
 211 Main Street, Suite 1160
 San Francisco, CA 94105

Re: Draft Environmental Impact Statement
 Los Angeles Eastside Corridor
Los Angeles County, California

Dear Mr. Taylor:

The U. S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the Los Angeles Eastside Corridor Project in Los Angeles County, California. We provide our comments pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act and the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA. We appreciate the extension of time you provided to submit our comments on this project.

The DEIS evaluates ten alternatives, including a No Build and a Transportation Systems Management alternative, and eight rail alternatives. The rail alternatives begin at Union Station in the Los Angeles Central Business District and travel east to a terminus near Atlantic Boulevard; they would be extensions of the Metro Rail Line. The alignments vary in length from 5.4 to 7.5 miles and include from five to seven transit stations and a park-and-ride facility at the eastern terminus.

15.A Based on our review of the Draft EIS we have classified this document as Category EC-2, Environmental Concerns - Insufficient Information (See enclosed "Summary of Rating Definitions and Follow-up Action"). The DEIS is rated "EC", Environmental Concerns, because of potential localized air quality impacts that could occur in the vicinity of transit stations. The DEIS is rated "2", Insufficient Information because the DEIS incorporates several detailed reports by reference without providing sufficient summaries of the detailed reports' contents. This in turn affects one's ability to fully evaluate the merits of each alternative.

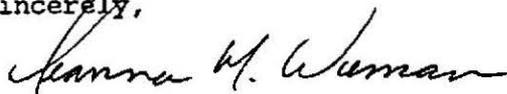
The Final EIS should provide more information on the purpose each alternative is intended to serve, traffic analyses and the consequent air quality impacts.

Printed on Recycled Paper

Our detailed comments and specific concerns are enclosed as an attachment to this letter.

We appreciate the opportunity to review and provide comments on this Draft EIS. Please send two copies of the Final EIS to this office at the same time it is officially filed with our Washington, DC office. If you have any questions, please feel free to contact me at (415) 744-1015, or Kathryn Mazaika of the Office of Federal Activities at (415) 744-1575.

Sincerely,



Deanna M. Wieman, Director
Office of External Affairs

Enclosure: 5 pages
MI# 001183: EASTSIDE.DEI

cc: Robert Hom, Federal Transit Administration
Ken Mowll, Federal Transit Administration
Jim de la Loza, Los Angeles County Metropolitan Transit
Commission
U.S. Army Corps of Engineers-Los Angeles District

SUMMARY OF RATING DEFINITIONS AND FOLLOW-UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of environmental quality, public health or welfare. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommend for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1-Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From: EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

GENERAL NEPA COMMENTS

Incorporating Documents by Reference

15.B The DEIS refers to numerous detailed studies and incorporates these studies into the DEIS by reference. Incorporating information by reference is acceptable if it will cut down on bulk without impeding agency and public review of the proposed action. The content of referenced material, however, should be summarized briefly (40 C.F.R. § 1502.21). Instances where referenced documents should be described further include Sections 2.5 and 4.0 of the Eastside Corridor Ridership Forecasting Methods Report referenced in the section for Growth Projections (page 2-37), the results of the Intersection Capacity Utilization analysis contained in the Transportation Results Report, March 1993 (page 3-27), and the impacts predicted in the Eastside Corridor Noise and Vibration Impacts and Mitigation Report (page 4-7.16).

Purpose and Need

15.C Among the project goals and objectives are to support land use and development goals and achieve local consensus. In viewing the proposed alignments for the eight build alternatives, we observed that one alternative runs due east (Alternative 4), several alternatives cross the Pomona Freeway at a right angle, and other alternatives slope south and then east toward a terminus near Atlantic Boulevard. The Final EIS should clarify the purposes that each of these alignments is intended to achieve.

15.D Another stated project goal and objective is to improve access and mobility. The DEIS states that all major freeways are currently over capacity during peak periods and for many hours in the off-peak period and that no major improvements are planned to existing freeways in the study area in Regional Mobility Plan. It also states that local streets and current freeways cannot be expanded sufficiently to handle forecasted demand (page 1-10). We recommend that the Final EIS include information that demonstrates the benefits of transit on mobility such as including maps depicting levels of service (LOS) on freeways and local streets in the project area with and without the proposed action.

Alternatives Analysis

15.C The DEIS states that detailed descriptions of each alternative can be found in a report titled, Conceptual and Detailed Definition of Alternatives (November 1992) (page 2-1).

- 15.C Although the DEIS describes the physical characteristics of each rail alternative, such as length, number of stations and the general alignment each alternative follows, it is not clear what purpose each alignment is intended to serve. The Final EIS should clarify the purpose of each alignment.

Cumulative Impacts Analysis

- 15.D The DEIS states that cumulative traffic conditions for the study area and the surrounding region are encompassed in the projections because the analysis used Southern California Association of Governments (SCAG) projections on anticipated patterns of growth and development in population and job opportunities. The intersection capacity analysis focused only on the local streets in the study area, however. We believe it would be helpful if the Final EIS portrayed the changes in levels of service one could expect on highways adjacent to the study area such as the Pomona Freeway (SR 60) and the Long Beach Freeway (I 710) because this information is presently unavailable.

TRANSPORTATION SETTING

- 15.E The DEIS states that the difference in new transit trips projected for each alternative is not sufficiently large, compared to the volume of vehicular traffic along screenlines, to expect significant differences between traffic volumes, and therefore a comparison was performed only for Alternative 9, which could generate the most new trips (page 3-35). Elsewhere in the DEIS, "significant" is defined by the Los Angeles Department of Transportation (LADOT) Guidelines for acceptable peak hour operating conditions (page 3-33). Since the DEIS makes comparisons only to Alternative 9, it is not possible to determine whether increases beyond the highest threshold (Alternative 9) may occur, such as degradation of levels of service which would qualify as significant based on LADOT's Guidelines. This Final EIS should provide sufficient information to evaluate the related transportation effects of each alternative.

AIR QUALITY

Carbon Monoxide (CO) Microscale Analysis

- 15.F The Transportation Setting Impacts and Mitigation section of the DEIS identified a number of intersections that would be adversely affected by building most of the alternatives (page 3-60). The intersection at Route 101 southbound ramps at Fourth Street was among those identified. We recommend that Final EIS

15.F clarify whether this intersection has been included among those evaluated in the carbon monoxide microscale analysis. We recommend including this intersection in the microscale analysis as it is identified as one where adverse traffic impacts are likely to occur.

15.G The DEIS notes that EMFAC7EP emissions factors were used for the carbon monoxide microscale analysis (page 4-6.11). The project sponsors should note that EPA has approved the use of EMFAC7EPSCF2 emission factors until EMFAC7F has been approved. We recommend that the project sponsors estimate carbon monoxide impacts using the most recent models and emissions factors possible, because the project is proposed in a nonattainment area and EMFAC7F emission factors are likely to be approved by fall of 1993.

WATER RESOURCES

Nonpoint Source Pollutants

In January, 1993, EPA and the National Oceanic and Atmospheric Administration jointly announced the availability of the Guidance for Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters (Guidance) pursuant to Section 6217(g) of the Coastal Zone Reauthorization Amendments of 1990. We recommend considering this Guidance for the Eastside Transit Corridor project.

15.H Section 6217(g)(5) defines management measures as, "economically achievable measures for the control of the addition of pollutants from existing and new categories and classes of nonpoint sources of pollution, which reflect the greatest degree of pollutant reduction achievable through the application of best available nonpoint pollution control practices, technologies, processes, siting criteria, operating methods, or other alternatives."

We recommend that the project sponsors include management practices to minimize the effects of nonpoint source pollutants that will be generated in the park-and-ride areas around transit stations. Among the management practices that the project sponsors should consider are proper handling, application and disposal of herbicides to control weeds and other unwanted vegetative material; inclusion of water quality inlets in designs for settling grit, sand and silts, and removal of oils, gas and grease. You may also wish to contact Debbie Smith, the Nonpoint Source Coordinator, at the Los Angeles Regional Water Quality Control Board (RWQCB), regarding other appropriate management practices for your project area. You can reach Ms. Smith at

(213) 266-7500.

Waters of the U.S., including Wetlands

15.I The DEIS identifies the Los Angeles River as the major surface water resource in the project area (page 4-9.1). It also states that the project is proposed in an area that is mostly urbanized, but that remnants of native vegetation occur on some hillsides within the Los Angeles Coastal Plain (page 4-10.1). The Final EIS should clarify whether there are any other sources of surface water in the project area and if the project has the potential to affect them. The Final EIS should also state whether or not these resources include any special aquatic sites such as wetlands and whether the project would affect them.

POLLUTION PREVENTION

15.J Pursuant to Public Law 010-508, Pollution Prevention Act of 1990, "It is the policy of the United States that pollution should be prevented or reduced at the source whenever feasible; pollution that cannot be prevented should be recycled in an environmentally safe manner, whenever feasible; pollution that cannot be prevented or recycled should be treated in an environmentally safe manner whenever feasible, and disposal or other release into the environment should be employed only as a last resort and should be conducted in an environmentally safe manner."

We encourage the project sponsors to include pollution prevention measures in the Final EIS for the Eastside Transit Corridor project such as placing glass, aluminum and paper recycling receptacles and installing water/energy conserving devices at transit stations and using solar energy, where possible.

CLARIFICATIONS/ADDITIONS TO THE DOCUMENT

Transportation Setting, Impacts and Mitigation

15.K 1. The DEIS indicates that for Alternative 4, 14 intersections are estimated to be significantly affected by station access traffic (page 3-56). In listing those intersections, only two appear in the sentence that follows. Further, Table 3-2.5 indicates that building Alternative 4 would cause significant effects at 4 intersections. The Final EIS should reconcile these differences.

15.L 2. The DEIS indicates that for Alternative 10, the Full Build project would significantly affect 3 intersections when compared

15.L to the No Build. It lists five intersections. Table 3-2.5 indicates that building Alternative 10 would cause significant effects at 3 intersections. The Final EIS should reconcile these differences.

15.M 3. The Final EIS should clarify how "significant" is used to draw the conclusions depicted in Tables 3-2.5 and 3-2.7. The DEIS states that for the purposes of this study, significance is defined as increases > 0.02 in the Volume:Capacity (V:C) at intersections already operating at LOS E or worse. The Los Angeles Department of Transportation Guidelines define significance throughout a range of V:C that would translate to LOS of A through F (page 3-34). It is not clear how many intersections that operate at LOS better than E will experience degraded levels of service and how this affects the conclusions drawn in the tables noted above.

Responses to: **Deanna M. Wieman, Director,**
Office of External Affairs, U.S. Environmental Protection Agency
(Comment Letter number 15)

- 15.A Per EPA's request, for each of the alternatives considered in this FEIS/FEIR, more information is provided on localized air quality impacts in the vicinity of the transit stations. Additional information is provided regarding the purpose of the alternative, the traffic analysis and the consequent air quality impacts. The ability to provide this information in this FEIS is enhanced given that the AA/DEIS/DEIR reviewed the impacts of ten alternatives, while this FEIS/FEIR reviews the impacts of two alternatives, i.e., the "no project" Alternative and the Locally Preferred Alternative.
- 15.B Per EPA's request, additional information is provided in this FEIS/FEIR regarding ridership forecasting, the results of the transportation analysis, and the noise/vibration impacts and mitigation measures. The information in the FEIS is more detailed because the AA/DEIS/DEIR reviewed the impacts of ten alternatives, while this FEIS/FEIR reviews the impacts of two alternatives, i.e., the "no project" Alternative and the Locally Preferred Alternative.
- 15.C Each of the "build" alternatives in the AA/DEIS/DEIR was designed to serve a different set of activity centers in the Eastside Corridor. Service to these varying activity centers was the focus of much of the discussion during the selection of the Locally Preferred Alternative (LPA), and the MTA selected an LPA that appears to best serve the critical activity centers in the Corridor, i.e., the Little Tokyo area (with retail in the core of Little Tokyo and loft housing near the station), the retail/hospital (White Memorial) area in the First/Boyle Station area, the community retail areas near the Brooklyn/Soto and First/Lorena stations, the residential area near the Whittier/Rowan station and the major commercial area served by both the Whittier/Arizona and Whittier/Atlantic stations. These stations also represent good bus intercept locations in the corridor. Opposition to service in the Monterey Park area also contributed to the selection of the LPA.
- 15.D The MTA patronage model has been run for 1990, 2010 No-Build and 2010 with LPA scenarios. Forecast traffic volumes on freeways and major roadways parallel to and crossing the LPA have been analyzed both with and without the project. The results of the analysis, as presented in Section 3-2 of the FEIS, show that without the project, traffic within the study area is forecast to increase by approximately 16 percent on average by 2010. With the project, traffic volume in the study area is expected to drop by approximately three percent relative to 2010 No-Build conditions. Without the project, freeway service levels, which are currently LOS E and F will continue to degrade to worse LOS F conditions. The project will relieve some of the increased congestion; however, the freeways will still operate at poor service levels due to the level of regional through traffic which will continue to occur on the regional freeway system. Section 1 also provides additional information about future forecast traffic conditions in the study area.
- 15.E See Section 3-2 of this FEIS/FEIR for a detailed assessment of the transportation effects associated with the LPA and the No Build alternatives.

- 15.F The intersection of Route 101 southbound ramps with Fourth Street was not one of the 15 intersections analyzed in the AA/DEIS/DEIR. The 15 intersections included those intersections that would be expected to have the greatest increases in project-related traffic volumes and, thus, the greatest CO impacts. As noted in the microscale analysis in this FEIS/FEIR, significant impacts would not occur at any of the 15 intersections with the greatest traffic increases; therefore, significant impacts would not occur at the remaining intersections including the Route 101/Fourth Street ramps intersection.
- 15.G EMFAC7F series emission factors were used for the analysis presented in this FEIS/FEIR.
- 15.H In accordance with the *Guidance for Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters* (Guidance) as issued by EPA and NOAA in January, 1993, the MTA will include in its management practices specific measures to minimize the effects of nonpoint source pollutants that may be generated in park-and-ride areas around transit stations. Specific requirements to ensure these management practices are implemented will be included in the construction documents when invitations for bids (IFBs) are issued. As applicable, specific attention will be devoted in the construction documents to the proper handling, application, and disposal of herbicides; the design of water quality inlets for settling grits, sands, and silts; and removal of oils, gas, and grease. During the preliminary engineering and final design processes, coordination efforts will be undertaken with the Nonpoint Source Coordinator at the Los Angeles Regional Water Quality Control Board (RWQCB).
- 15.I There are no sources of surface water in the project area other than the Los Angeles River. See Section 4-10, Water Resources, for further discussion of the project's effects on surface waters.
- 15.J Waste receptacles are typically not provided inside Metro Line stations. MTA will use water/energy conserving devices as described in Section 4-12 of this FEIS/FEIR.
- 15.K Comment noted. The AA/DEIS/DEIR incorrectly stated that there would be 14 intersections significantly affected. The correct number is four. The following intersections should have been listed in addition to the two in the AA/DEIS/DEIR:
- Atlantic Boulevard at Brooklyn Avenue
 - Route 101 southbound ramps at 4th Street
- Because Alternative 4 is not the Locally Preferred Alternative (LPA), it is not discussed further in this FEIS/FEIR. This FEIS/FEIR focuses on the LPA (similar to Alternative 9B in the AA/DEIS/DEIR) and the No Build Alternative.
- 15.L Of the five intersections listed, three are correct. The following should be eliminated:
- Lorena Street at Brook Avenue

- Arizona Street at Whittier Boulevard

Because Alternative 10 is not the Locally Preferred Alternative (LPA) it is not discussed further in this FEIS/FEIR. This FEIS/FEIR focuses on the LPA and the No Build Alternative.

- 15.M The FEIS states in Section 3-2.2 how "significant" traffic impacts are defined, as follows:

For this study, an intersection is considered to be significantly affected if project traffic is projected to cause a deterioration in level of service to E or worse, or results in an increase in the Volume/Capacity ratio of 0.02 or more at an intersection projected to operate at LOS E or worse under No-build conditions.

These criteria were established by MTA for previous Metro Red Line projects and were used as the criteria for this project as well so as to maintain consistency in regional rail analysis. Tables presented in Section 3-2 document intersection Volume/Capacity ratios and levels of service with and without the project and show the exact impact of the project at each location.

Memorandum

MICROFILMED
COPY IN RMC

To :

Date : June 15, 1993

Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

243094 JUN 21 1993

File No.:
IGR/CEQA/DEIR
Los Angeles County
Metropolitan Transp.
Authority LOS ANGELES
EASTSIDE CORRIDOR

Wilford Melton-District 7

From : DEPARTMENT OF TRANSPORTATION

Vic. LA-Various

Project Review Comments

Subject :

SCH No. 91091063

Caltrans has reviewed the above-referenced document. Based on the information received, we have the following comments:

We cannot complete our review of this project without the Intersection Capacity Utilization (ICU) analysis worksheets. Table 3-2.5 summarizes the results for all the alternatives. However, without the worksheets showing volumes (existing, background and proposed), lane configurations (existing and proposed), it is impossible to check the adequacy of the analysis. We are interested in seeing the ICU analysis worksheets for the following locations which may impact our State Freeway and Highway system:

16.A

- 1. Route 5 at Brooklyn Avenue
- 2. Route 60 at Indiana Avenue
- 3. Route 60 at Whittier Boulevard
- 4. Route 60 at Lorena Avenue
- 5. Route 60 at Atlantic Avenue
- 6. Route 72 (Whittier Boulevard) at Atlantic Avenue
- 7. Route 101 at 1st Street
- 8. Route 101 at 4th Street
- 9. Route 101 at Whittier Boulevard
- 10. Route 710 at Brooklyn Avenue

At most of the above locations, we are especially interested in the projects impacts to our on/off ramps in both directions.

16.B

Page 4-8.8 and Page S-57 (Table S-5.3) referring to chemical grouting of the soils ahead of the Tunnel Boring Machine for soil stabilization. Permits will be required for locations under State Facilities that will require chemical grouting. The construction timetable should allow for the time that these reviews will take.

Mr. Jim de la Loza
Page Two
June 15, 1993

16.C | There is no mention of the Permits or Reviews by Public Agencies other than the requirement for approval from the USCOE for the Los Angeles River locations.

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Sincerely,

Original Signed By

WILFORD MELTON
Senior Transportation Planner
IGR\CEQA Coordinator
Advance Planning Branch

cc: Jim de la Loza ✓
Federal Transit Adm./L.A. County Metropolitan Trans.
Authority
818 West 7th Street
Los Angeles, CA 90017

nh\5046

Responses to: **Wilford Melton, Senior Transportation Planner,
IGR/CEQA Coordinator, Advance Planning Branch, State of California
Department of Transportation (Caltrans)
(Comment Letter number 16)**

- 16.A The MTA will make FEIS/FEIR analysis worksheets available for Caltrans review upon request.
- 16.B As the preliminary engineering and final design steps progress on the Locally Preferred Alternative (LPA), the specific requirements for chemical grouting of soils ahead of the tunnel boring machine will be defined in great detail. In accordance with Caltrans requirements, applications for permits will be submitted along with the background documentation necessary to support each of the applications. The permit applications will identify where chemical grouting is required adjacent to or underneath state owned facilities such as columns and foundations. The construction timetable will include the time required for Caltrans to review and approve the permit applications.
- 16.C The list of permit requirements provided in Table S-9 of the AA/DEIS/DEIR includes USCOE permits as well as permits from other agencies. This table has been revised for the LPA and is provided in Section S-12 of this FEIS/FEIR.

CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET
SACRAMENTO, CA 95814-5512



June 8, 1993

Mr. Jim de la Loza, Project Manager
Los Angeles County Metropolitan Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

LOS ANGELES EASTSIDE CORRIDOR DRAFT EIS REVIEW AND COMMENT

Staff of the California Energy Commission (Commission) have reviewed Metropolitan Transportation Authority's Draft Environmental Impact Report for the Los Angeles Eastside Corridor. We have no specific comments, however we are enclosing a copy of the Commission's Energy-Aware Planning Guide because it contains information which may be useful in the following ways:

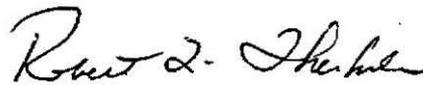
- 17.A
- o Section 4-11 Energy - The Guide provides summary energy information in the introduction to the Transportation and Land Use Section. This information may help decision makers to better understand the economic and environmental importance of energy savings to the state and the city.
 - o The Guide was designed for use by local governments, planners and the interested public. It may be useful for providing examples of projects that have been successful at, for example, providing shops and services at transit stops or designing for pedestrian access at transit facilities. These may be essential components of the locally-preferred alternative and should be discussed at workshops.
 - o Information in the Guide may be useful for educating those likely to sustain construction impacts about the full range of benefits which may be realized by the operation of a well designed transit system. The Summaries of Programs in Operation sections may help citizens visualize what transit could be in their neighborhood and enable them to better participate in the selection of a locally preferred alternative.

We hope that the Energy-Aware Planning Guide will be useful to you in developing the locally-preferred alternative. We would very much like to receive 1) a copy of the Preferred Alternative Report

Mr. Jim de la Loza
June 8, 1993
Page 2

when it is completed and 2) notices of any public workshops or meetings regarding the preferred alternative. If you have any questions regarding these comments please contact Nancy Hanson at (916) 654-3948.

Sincerely,



ROBERT L. THERKELSEN, Deputy Director for
Energy Facilities Siting and
Environmental Protection

Enclosure

Responses to: **Robert L. Therkelsen, Deputy Director for Energy Facilities Siting and Environmental Protection, California Energy Commission**
(Comment Letter number 17)

17.A MTA appreciates the information provided by the California Energy Commission.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
LOS ANGELES REGION

101 CENTRE PLAZA DRIVE
MONTEREY PARK, CA 91754-2156
(213) 266-7500
FAX: (213) 266-7600



100-001-7-1111-03

June 2, 1993

Jim de la Loza
Project Manager
City of Los Angeles
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE EASTSIDE CORRIDOR BY THE FEDERAL TRANSIT ADMINISTRATION AND L.A. COUNTY METROPOLITAN TRANSPORTATION AUTHORITY SCH #91091063 (File No. 700.190)

We have reviewed the subject document regarding the proposed project, and have the following comments:

- We have no further comments at this time.
- The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Hari Brown at (213) 266-7598.

Mark R. Pumford, Chief
Stormwater Unit

cc: Tom Loftus, State Clearinghouse

Attachments: SE

1. Soil Erosion Concerns:

- a. Every precaution should be taken to prevent water quality impacts resulting from soil erosion and increased surface runoff, especially during grading and construction activities.
- b. Adequate storm drainage facilities should be made available to minimize soil erosion.
- c. Based on the information provided, the project site is an area potentially subject to high erosion and high mud flow conditions. In addition, the site is located in an area having moderately high slope instability. Development of the site may result in additional impermeable surfaces, which could increase the volume and intensity of storm water runoff and accelerate soil erosion. Therefore, the project should include mitigation measures that will minimize the water quality impacts surrounding the site.
- d. Discharges of storm water associated with construction activity resulting in soil disturbances of five acres or more are required to submit a Notice of Intent (NOI) to be covered under the General Construction Activity Storm Water Permit to the State Water Resources Control Board. Storm water discharges from construction activity that results in a land disturbance of less than five acres, but which is part of a larger common plan of development or sale, are also required to apply.

18.A

Soil Erosion
(05/26/93)

Responses to: **Mark R. Pumford, California Regional Water Quality Control Board**
(Comment Letter number 18)

- 18.A In accordance with Regional Water Quality Control Board requirements, a notice of intent (NOI) along with a permit application and detail plans, as required, showing how discharges of storm water associated with construction activity that may result in soil disturbances will be submitted by the MTA. This will be accomplished during the final design of this project and prior to any construction activity.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814L.A.C.M.T.A.
1993 JUN 21 PM 12:39

Jun 18, 1993

JIM DE LA LOZA
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
818 WEST SEVENTH ST., STE 1100
LOS ANGELES, CA 90017Subject: EASTSIDE CORRIDOR TRANSPORTATION IMPROVEMENTS IN LOS ANGELES
SCH # 91091063

Dear JIM DE LA LOZA:

19.A

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script that reads "Christine Kinne".

Christine Kinne
Acting Deputy Director, Permit Assistance

Responses to: **Christine Kinne, Acting Deputy Director, Permit Assistance, Governor's
Office of Planning and Research**
(Comment Letter number 19)

19.A Comment acknowledged.



South Coast

AIR QUALITY MANAGEMENT DISTRICT PH 1-25

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (909) 396-2000

L.A.C.M.T.A.

June 23, 1993

Mr. Jim de la Loza
Los Angeles Metropolitan
Transportation Authority
818 West Seventh Street # 1100
Los Angeles, CA 90017

Dear Mr. de la Loza

Subject: Draft EIS/EIR: Los Angeles Eastside Corridor
SCAQMD #LAC930513-01

The South Coast Air Quality Management District (SCAQMD) has reviewed the Draft Environmental Impact Statement/Report (Draft EIS/EIR) for the proposed Los Angeles Eastside Corridor. The transit corridor will extend eastward from the Los Angeles Central Business District (CBD) towards Garfield Avenue, southward towards Telegraph Avenue and westward back to the CBD.

- 20.A | Based on the review of the Draft EIS/EIR, SCAQMD staff believes that the project impacts have not been adequately analyzed, particularly the carbon monoxide "hot spots" analysis of the park and ride lots. Additional mitigation measures to reduce the project related impacts are recommended by the SCAQMD staff.

Air Quality Setting

- 20.B | The Draft EIS/EIR uses 1989-91 data from the SCAQMD Air Quality Monitoring Stations at Los Angeles, Whittier and Pico Rivera to describe the Air Quality Setting. The 1992 data is currently available and should be included in the Final EIR (Attachment 1).

Construction Impacts

- 20.C | The construction related emissions are provided in three tables, showing quantified emissions for underground construction, tunnel boring and areal structures. Since the Draft EIS/EIR states that it is most likely that multiple construction activities would occur simultaneously, it is also likely that emissions of criteria pollutants would exceed the SCAQMD thresholds. The Final EIS/EIR should provide a reasonable estimation of activities such as tunnel boring, underground and areal construction, which are expected to occur simultaneously. The emission estimates from these activities should be added together to determine the potential impacts from construction. A separate table should be used to provide this information.
- 20.D | The Draft EIS/EIR has proposed several mitigation measures to reduce the construction emissions based on three separate construction activities. The level of emission reduction after mitigation for all construction activities should be

estimated. Additional mitigation should be proposed for reducing PM10 and NOx emissions to the greatest extent feasible. Construction phasing should be considered as one of the mitigation strategies.

20.D

The Draft EIS/EIR states that emission reduction methods found to be successful during several Metro Rail projects could be used to reduce congestion related vehicular emissions. Specific reduction methods are not provided in the Draft EIR. Streets and intersections with potential construction related congestion are analyzed in the Draft EIR without a discussion of the details of the emission reduction methods that could be used. The Final EIS/EIR should fully discuss and implement, if feasible, all emission reduction techniques used during prior Metro Rail construction which proved to be effective.

Carbon Monoxide Modeling

20.E

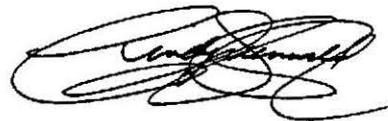
The Draft EIS/EIR considers the park and ride facilities to be potential CO "hot spots", due to "the large numbers of cold-start vehicles exiting the lots." The Draft EIS/EIS, however, has included only 250 parking spaces out of a total of 1,200 spaces at the park and ride lots for the purpose of the CO analysis. The Final EIS/EIR should clarify why only 250 parking spaces out of 1,200 spaces were utilized in estimating the potential for CO hot spots at the park and ride lots.

Conclusion

The Draft EIS/EIR's analysis of the project related impacts is not adequate, Particularly, impacts from construction related congestion and the potential for CO hot spots should be further analyzed. Additional mitigation measures proposed in this document should be considered for reducing project impacts to the greatest extent feasible.

The SCAQMD appreciates the opportunity to comment on the Draft EIS/EIR for the Los Angeles Eastside Corridor and would appreciate a response to the comments prior to the adoption of the Final EIS/EIR. If you have any questions regarding these comments, please contact Connie Day, Program Supervisor, at (909) 396-3055.

Sincerely,



Cindy S. Greenwald
Manager, Planning and
Technology Advancement

CSG:CAD:PF
Attachment

**ATTACHMENT 2
MITIGATION MEASURES
LOS ANGELES EAST CORRIDOR**

- A. Minimize Construction Activity Emissions*
- o Water construction site morning and evening in accordance with SCAQMD Rule 403.
 - o Operate street-sweepers on paved roads adjacent to site.
 - o Cover dirt in trucks during on-road hauling.
 - o Cease construction during periods when winds exceed 25 miles per hour, or during Stage 1 and 2 episodes.
 - o Spread soil binders on site, unpaved roads, and parking areas.
 - o Reestablish ground cover on construction site through seeding and watering.
 - o Wash off trucks and the wheels when leaving site.
 - o Construction equipment should be properly tuned.
 - o Avoid using on-site temporary electric power generation; use (less-polluting) power from the main power lines.
 - o Provide rideshare incentives for construction personnel.
 - o Provide transit incentives for construction personnel.
 - o Provide a flagperson as needed at construction sites.
 - o Provide paved parking areas. Traffic speeds on unpaved road surfaces should be reduced to less than 15 miles per hour to prevent dust emissions.
- B. Limit Long-Term Emissions*
- o Install automated traffic signals as appropriate.
 - o Ensure traffic flow management.
 - o Coordinate the Transportation System Management programs.
 - o Landscape with native drought-resistant plant species to reduce water consumption.
 - o Provide HOV lanes or equivalent Average Vehicle Occupancy (AVO) levels from the beginning of the project.

1992 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Carbon Monoxide							Ozone				Nitrogen Dioxide				Sulfur Dioxide							
		No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	2nd High Conc. ppm	No. Days Standard Exceeded ^{a)}			No. Days of Data	Max. Conc. in ppm	2nd High Conc. ppm	No. Days Standard Exceeded		No. Days of Data	Max. Conc. in ppm	Average Compared to Federal Standard ^{b)}		No. Days Std. Exc'd State	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	Average Compared to Federal Standard ^{c)}		No. Days Std. Exc'd State
						≥ 9.5 ppm	≥ 9.1 ppm	> 20 ppm				> .12 ppm	> .09 ppm			AAM ppm	% above std.					> .25 ppm	AAM in ppm	
1	Los Angeles	363	12	9.5	8.0	2	2	0	365	.20	.18	23	57	366	.30	.0404	.0	1	366	.05	.010	.0015	0/0	
2	V. Los Angeles	366	11	5.9	5.7	0	0	0	366	.17	.17	12	45	364	.30	.0284	.0	1	--	--	--	--	--	
3	Hawthorne	366	18	12.3	11.3	7	11	0	366	.15	.12	1	11	359	.19	.0320 ^{b)}	.0	0	366	.15	.035	.0057	0/0	
4	Long Beach	366	10	8.1	7.3	0	0	0	366	.15	.15	6	19	361	.18	.0389	.0	0	366	.11	.026	.0037	0/0	
5	Whittier	366	12	9.4	7.7	0	1	0	366	.22	.18	32	60	366	.21	.0376	.0	0	366	.03	.009	.0008	0/0	
6	Reseda	363	13	9.9	8.1	1	1	0	366	.17	.16	25	82	358	.17	.0318	.0	0	--	--	--	--	--	
7	Burbank	365	13	10.5	9.8	3	4	0	366	.22	.22	47	115	362	.19	.0501	.0	0	366	.03	.009	.0010	0/0	
8	Pasadena	362	11	7.3	7.1	0	0	0	364	.27	.24	71	128	365	.22	.0423	.0	0	--	--	--	--	--	
9	Azusa	366	6	4.9	4.3	0	0	0	366	.27	.26	91	141	366	.15	.0403	.0	0	--	--	--	--	--	
9	Glendora	--	--	--	--	--	--	--	354	.30	.29	118	164	342	.16	.0353	.0	0	--	--	--	--	--	
10	Pomona	364	12	8.3	4.9	0	0	0	366	.26	.24	56	99	362	.18	.0507	.0	0	--	--	--	--	--	
10	Diamond Bar	--	--	--	--	--	--	--	122 ^{a)}	.16 ^{a)}	.16 ^{a)}	11 ^{a)}	23 ^{a)}	--	--	--	--	--	--	--	--	--	--	
11	Pico Rivera	364	11	8.6	7.7	0	0	0	366	.26	.23	45	101	366	.27	.0443	.0	1	--	--	--	--	--	
12	Lynwood	364	28	18.8	16.4	31	36	5	366	.17	.16	4	17	366	.25	.0455	.0	0	366	.06	.014	.0031	0/0	
13	Santa Clarita	365	8	3.7	3.7	0	0	0	365	.22	.21	71	127	365	.11	.0276	.0	0	--	--	--	--	--	
14	Longster	363	9	5.4	5.3	0	0	0	366	.17	.17	25	78	359	.16	.0169	.0	0	--	--	--	--	--	
16	La Habra	363	21	9.1	8.0	0	1	1	365	.21	.19	31	52	364	.17	.0379	.0	0	366	.02	.009	.0006	0/0	
17	Anaheim	366	15	9.4	8.6	0	1	0	366	.22	.19	22	46	358	.21	.0394	.0	0	--	--	--	--	--	
17	Los Alamitos	--	--	--	--	--	--	--	366	.18	.16	9	30	--	--	--	--	--	366	.10	.013	.0011	0/0	
18	Costa Mesa	366	13	9.1	8.3	0	1	0	359	.15	.14	3	21	364	.23	.0249	.0	0	366	.02	.010	.0006	0/0	
18	Newport Beach	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
19	El Toro	363	10	7.3	4.8	0	0	0	366	.16	.16	9	31	--	--	--	--	--	--	--	--	--	--	
22	Norco	--	--	--	--	--	--	--	366	.23	.18	16	57	--	--	--	--	--	--	--	--	--	--	
23	Rubidoux	366	7	5.3	4.6	0	0	0	366	.26	.24	75	142	365	.23	.0304	.0	0	366	.02	.006	.0002	0/0	
23	Riverside	344	11	6.1	6.0	0	0	0	--	--	--	--	--	--	--	--	--	--	31 ^{a)}	.05 ^{a)}	.026 ^{a)}	.0178 ^{a)}	0/0 ^{a)}	
24	Perrie	--	--	--	--	--	--	--	364	.21	.19	83	147	--	--	--	--	--	--	--	--	--	--	
25	Lake Elsinore	--	--	--	--	--	--	--	366	.17	.16	24	87	--	--	--	--	--	--	--	--	--	--	
26	Temecula	345	5	4.0	3.6	0	0	0	351	.13	.13	2	8	332	.12	.0196	.0	0	--	--	--	--	--	
28	Hemat	--	--	--	--	--	--	--	366	.15	.14	5	45	--	--	--	--	--	--	--	--	--	--	
29	Banning	--	--	--	--	--	--	--	366	.16	.16	19	66	--	--	--	--	--	--	--	--	--	--	
30	Pala Springs	280 ^{a)}	5 ^{a)}	2.4 ^{a)}	2.0 ^{a)}	0 ^{a)}	0 ^{a)}	0 ^{a)}	341	.15	.15	21	69	277 ^{a)}	.09 ^{a)}	.0210 ^{a)}	.0 ^{a)}	0 ^{a)}	--	--	--	--	--	
30	Indio	--	--	--	--	--	--	--	366	.14	.14	8	45	--	--	--	--	--	--	--	--	--	--	
31	Blythe	--	--	--	--	--	--	--	338	.09	.08	0	0	--	--	--	--	--	--	--	--	--	--	
32	Upland	--	--	--	--	--	--	--	366	.28	.26	81	136	366	.14	.0396	.0	0	--	--	--	--	--	
33	Ontario	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
34	Fontana	--	--	--	--	--	--	--	366	.28	.25	88	144	363	.14	.0344	.0	0	365	.02	.012	.0012	0/0	
34	San Bernardino	366	7	5.9	5.1	0	0	0	366	.28	.24	85	141	360	.13	.0356	.0	0	--	--	--	--	--	
35	Redlands	--	--	--	--	--	--	--	366	.27	.23	103	159	--	--	--	--	--	--	--	--	--	--	
37	Crestline	--	--	--	--	--	--	--	366	.28	.25	103	160	--	--	--	--	--	--	--	--	--	--	

ppm - Parts Per Million parts of air, by volume.

AAM - Annual Arithmetic Mean.

-- - Pollutant not monitored. * - Less than 12 full months of data. May not be representative.

a) - The federal 1-hour standard (1-hour average CO > 35 ppm) was not exceeded.

b) - The federal standard is annual arithmetic mean NO2 greater than 0.0534 ppm.

c) - The federal standard is annual arithmetic mean SO2 greater than 80 µg/m³ (0.03 ppm). No location exceeded this standard. The other federal standards (3-hour average > 0.50 ppm, and 24-hour average > 0.14 ppm) were not exceeded either.

d) - Days maximum 1-hour average SO2 or maximum 24-hour moving average SO2 exceeded state standards (1-hour > 0.25 ppm/24-hour average > 0.04 ppm).



SOUTH COAST
AIR QUALITY MANAGEMENT DISTRICT
21865 East Copley Drive
Diamond Bar, CA 91765

**1992 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

Source/ Receptor Area No.	Location of Air Monitoring Station	Suspended Particulates PM10 ^{e)}						Particulates TSP ^{f)}				Lead ^{f)}				Sulfate ^{f)}		Visual Range	
		No. Days of Data	Max. Conc. in $\mu\text{g}/\text{m}^3$ 24-hour	Federal		Annual Averages ^{g)}		No. Days of Data	Max. Conc. in $\mu\text{g}/\text{m}^3$ 24-hour	Annual Averages		Max. Conc. $\mu\text{g}/\text{m}^3$	Max. Qtrly. Conc. $\mu\text{g}/\text{m}^3$	Quarters/Months Exceeding Standard ^{h)}		No. (%) Samples Exceeding Standard	State Standard in $\mu\text{g}/\text{m}^3$ 24-hour	No. Days of Data ⁱ⁾	No. Days Exceeding State Standard ^{j)}
				>150 $\mu\text{g}/\text{m}^3$ 24-hour	>50 $\mu\text{g}/\text{m}^3$ 24-hour	AAM Conc. $\mu\text{g}/\text{m}^3$	AGM Conc. $\mu\text{g}/\text{m}^3$			AAM Conc. $\mu\text{g}/\text{m}^3$	AGM Conc. $\mu\text{g}/\text{m}^3$			Federal Standard in $\mu\text{g}/\text{m}^3$ Qtrly. Avg.	State Standard in $\mu\text{g}/\text{m}^3$ No. Avg.				
1	Los Angeles	61	137	0	22(36.1)	48.0	44.1	62	192	83.4	76.8	.16	.11	0	0	19.4	0	--	--
2	W. Los Angeles	--	--	--	--	--	--	59	126	47.4	42.6	--	--	--	--	12.3	0	--	--
3	Northridge	54*	67*	0*	5(9.3)*	32.7*	30.2*	51*	113*	60.3*	56.9*	.05*	.05*	0*	0*	17.6*	0*	--	--
4	Long Beach	37	67	0	11(19.3)	36.6	36.6	58	120	85.1	61.7	.07	.05	0	0	22.6	0	--	--
5	Whittier	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	Reseda	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	Burbank	58	222	2(3.4)	18(31.0)	49.0	42.0	59	563	78.2	47.0	.16	.09	0	0	12.9	0	--	--
8	Pasadena	--	--	--	--	--	--	60	134	55.7	50.7	--	--	--	--	11.5	0	--	--
9	Azusa	61	107	0	24(39.3)	47.4	39.7	59	190	81.6	67.6	--	--	--	--	16.8	0	120	23
10	Glendora	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Diamond Bar	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	Pico Rivera	--	--	--	--	--	--	60	153	80.9	74.9	.15	.10	0	0	17.0	0	--	--
12	Lynwood	--	--	--	--	--	--	60	151	82.5	77.7	.11	.08	0	0	18.7	0	--	--
13	Santa Clarita	60	84	0	8(13.3)	35.3	30.9	--	--	--	--	--	--	--	--	--	--	--	--
14	Lancaster	59	68	0	5(8.3)	32.4	29.5	--	--	--	--	--	--	--	--	--	--	--	--
16	La Habra	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Anaheim	56	88	0	11(19.6)	39.6	36.7	61	130	63.2	58.5	.05	.03	0	0	16.0	0	--	--
17	Los Alamitos	--	--	--	--	--	--	60	122	67.9	63.8	--	--	--	--	16.0	0	--	--
18	Costa Mesa	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	Newport Beach	60	84	0	4(6.7)	31.3	28.8	--	--	--	--	--	--	--	--	--	--	--	--
19	El Toro	60	83	0	5(8.3)	34.4	31.6	--	--	--	--	--	--	--	--	--	--	--	--
22	Norco	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Rubidoux	61	126	0	39(63.9)	62.5	52.5	61	207	105.8	90.7	.03	.03	0	0	12.3	0	--	--
23	Riverside	--	--	--	--	--	--	61	161	86.6	77.5	.03	.03	0	0	12.1	0	--	--
24	Perris	58	115	0	24(41.4)	44.7	38.4	--	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
26	Temecula	57	88	0	2(5.5)	30.9	28.0	--	--	--	--	--	--	--	--	--	--	--	--
28	Hemet	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning	46*	89*	0*	8(17.4)*	34.3*	29.5*	--	--	--	--	--	--	--	--	--	--	--	--
30	Palm Springs	60	175	1(1.7)	4(6.7)	29.6	26.3	--	--	--	--	--	--	--	--	--	--	--	--
30	Indio	59	117	0	18(30.5)	43.4	39.2	--	--	--	--	--	--	--	--	--	--	--	--
31	Blythe	26*	242*	1(3.8)*	7(26.9)*	43.2*	32.7*	--	--	--	--	--	--	--	--	--	--	--	--
32	Upland	--	--	--	--	--	--	61	150	74.7	66.7	.04	.04	0	0	13.2	0	--	--
33	Ontario	59	649	2(3.4)	39(66.1)	78.9	62.5	--	--	--	--	--	--	--	--	--	--	--	--
34	Fontana	53*	105*	0*	31(58.5)*	56.1*	48.9*	60	186	102.1	87.5	--	--	--	--	13.4	0	--	--
34	San Bernardino	60	136	0	36(60.0)	56.7	48.7	60	217	98.4	85.0	.05	.04	0	0	12.9	0	142	55
35	Redlands	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
37	Crestline	24*	62*	0*	2(7.7)*	33.3*	30.1*	--	--	--	--	--	--	--	--	--	--	--	--

$\mu\text{g}/\text{m}^3$ - Micrograms per cubic meter of air.
 AAM - Annual Arithmetic Mean. AGM - Annual Geometric Mean.
 e) PM10 samples were collected every 4 days using the size-selective inlet high volume sampler with quartz filter media. (PM10 refers to the finer suspended particles, consisting of particles with diameter less than approximately 10 micrometers.)
 f) - Total suspended particulates, lead, and sulfate were determined from samples collected every 4 days by the high volume sampler method, on glass fiber filter media. Federal TSP standard superseded by PM10 standard, July 1, 1987.
 g) - Federal PM10 standard is AAM > 50 $\mu\text{g}/\text{m}^3$; state standard is AGM > 30 $\mu\text{g}/\text{m}^3$.
 h) - Special monitoring immediately downwind of stationary sources of lead was carried out at several locations in 1992. The maximum monthly average recorded was 0.80 $\mu\text{g}/\text{m}^3$, at Commerce - 61st Street. The maximum quarterly average recorded was 0.48 $\mu\text{g}/\text{m}^3$, at Industry - 7th Street.
 i) - No. Days of Data = total number of days sampled minus number of days with insufficient data due to high humidity (RH > 70 %).
 j) - Days with suspended particles in sufficient amount to give an 8-hour average (10 am - 6 pm, PST) visual range less than 10 miles (extinction coefficient greater than 0.23 km^{-1}) with relative humidity less than 70%.



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Responses to: **Cindy S. Greenwald, Manager, Planning and Technology Advancement,
South Coast Air Quality Management District**
(Comment Letter number 20)

20.A This FEIS/FEIR includes a more detailed analysis of potential air quality impacts associated with the Locally Preferred Alternative (LPA), including carbon monoxide "hot spots" and potential impacts at park and ride lots. Please see Sections 4-6 and 4-18 of this FEIS/FEIR for a complete discussion of air quality impacts and mitigation measures.

20.B The 1992 SCAQMD Air Quality Monitoring Station data are now included in Section 4-6 of this FEIS/FEIR.

20.C This FEIS/FEIR provides the MTA's best estimate for construction activities that are likely to occur simultaneously and compares predicted cumulative emissions to SCAQMD thresholds in a separate table. Please see Section 4-18 of this FEIS/FEIR.

20.D Curtailing construction activities during second stage smog alerts would reduce construction emissions 100 percent for those days having second stage alerts. The effect on total emissions is unquantifiable.

Provided below are estimated emissions reductions with implementation of specific measures to mitigate the impacts of grading activities.

- Application of soil stabilizers would reduce PM₁₀ from grading activities by 30 to 65 percent.
- Using groundcover would reduce PM₁₀ from grading activities by 15 to 49 percent.
- Applying stabilizers, covering, watering, or enclosing soil stockpiles would reduce PM₁₀ from this source 30 to 74 percent.
- Watering sites would reduce PM₁₀ from grading activities by 34 to 68 percent.
- Covering haul trucks or maintaining two feet of freeboard would reduce PM₁₀ from grading activities by 7 to 14 percent.
- Street sweeping would reduce PM₁₀ from soil carried onto roadways 25 to 60 percent.
- Wheel washers would reduce PM₁₀ from truck tires 25 to 60 percent.
- Applying water or soil stabilizers to unpaved roads would reduce PM₁₀ from grading activities by 45 to 85 percent.

- Limiting traffic on unpaved roads to 15 mph would reduce PM₁₀ from grading activities by 40 to 70 percent.
- Paving construction roads would reduce PM₁₀ from this source 92.5 percent.

Full implementation of PM₁₀ mitigation measures would achieve an estimated PM₁₀ emission reduction of roughly 15 percent or approximately 145 pounds per day. However, estimated PM₁₀ emissions would still exceed SCAQMD thresholds.

20.E Carbon monoxide levels have been estimated in this FEIS/FEIR for the parking facilities referred to in the comment. No violations of the National Ambient Air Quality Standards (NAAQS) have been found.



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

21

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 Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

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 P.O. BOX 1460
 ALHAMBRA, CALIFORNIA 91802-1460

243250 JUN 23 8
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June 21, 1993

IN REPLY PLEASE P-4
 REFER TO FILE.

Mr. Jim De La Loza
 Project Manager
 Metropolitan Transportation Authority
 818 West Seventh Street, Suite 1100
 Los Angeles, CA 90017-3434

Dear Mr. De La Loza:

**RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)/
 DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)-EASTSIDE CORRIDOR**

Thank you for the opportunity to provide comments on the DEIS/DEIR for the proposed Eastside Corridor Improvements. Although we have not completed the review of the DEIS/DEIR, we offer the following comments. We will forward additional comments when we complete our review.

Solid Waste

Current estimates indicate that a shortfall in permitted daily land disposal capacity in Los Angeles County will occur within the next five years. The proposed project will entail an extensive excavation of subsoils and the demolition of existing structures. These activities and other collateral developments resulting from the proposed project will result in an increased generation for solid waste which will negatively impact existing solid waste management facilities in the County.

21.A

Therefore, the EIS/EIR must identify the measures the project proponent will implement to mitigate this impact. These measures may include, but are not limited to, the implementation of waste reduction and recycling programs to divert the construction and demolition wastes from the landfills.

All mitigation measures should be done in furtherance of the solid waste diversion goals mandated by the State Assembly Bill 939 (AB 939). AB 939 requires each jurisdiction to divert 25 percent and 50 percent of their generated solid waste by the years 1995 and 2000, respectively.

Mr. Jim De La Loza
June 21, 1993
Page 2

Hazardous Waste

- 21.B | The existing hazardous waste management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The DEIS/DEIR indicated that several sites containing potentially hazardous materials were identified in most of the proposed alignment alternatives. However, the DEIS/DEIR did not specify how these hazardous wastes will be disposed. The hazardous waste generated by this project will adversely impact the existing HWM facilities. This issue should be addressed in the EIS/EIR.

Underground Tanks

- 21.C | Should any operation relating to the subject project within the County unincorporated area require the storage of materials in underground tanks or the installation or removal of underground storage tanks, this office must be contacted for issuance of the necessary permit.

Industrial Waste

- 21.D | Should any operation relating to the subject project within the County Unincorporated are require industrial wastewater discharge into the County Sanitation Districts of Los Angeles County Sewer System, this office must be contacted for issuance of necessary permits.

Methane Gas

- 21.E | Should any enclosed structure relating to the above project be located within 1,000 feet of an inactive landfill containing decomposable material, the EIS/EIR must discuss the impact this proximity to a landfill will have on the subject structure. This discussion should include the topics of subsurface lateral migration of landfill gas, migration detection and control systems, and protection systems for enclosed buildings and structures.

Mitigation Monitoring Program

- 21.F | Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works (LACDPW), Waste Management Division, will require a funding account to be established by the project proponent to pay for the required service. The amount of necessary funds will be determined at the time monitoring will be performed. The LACDPW, Waste Management Division, must be contacted to establish the funding account.

If you have any questions regarding these comments, please contact Mr. Chukwuemeka Agu of our Waste Management Division at (818) 458-2188.

Mr. Jim De La Loza
June 21, 1993
Page 3

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

Michael H. Nagao
for BRIAN T. SASAKI
Assistant Deputy Director
Planning Division

MA:my/264

Response to: **Brian T. Sasaki, Assistant Deputy Director of Planning Division,
County of Los Angeles Department of Public Works**
(Comment Letter number 21)

- 21.A Disposal of Class III soils excavated during construction will be done at the discretion of the contractor. Often, the contractor is able to sell the soil for use as fill at other sites. In the interest of cost savings and efficiency, the MTA does not limit the use of this soil by the contractor. Re-use of this soil as fill is clearly a case of waste diversion and is therefore consistent with the provisions of AB 939. See Sections 4-9 and 4-18 of this FEIS/FEIR.
- 21.B See Section 4-9.2 of this FEIS/FEIR for a discussion of sites along the Locally Preferred Alternative (LPA) that may contain potentially hazardous materials and potential disposal/remediation options for contaminated soils.
- 21.C The LPA will involve tunneling within the unincorporated area. As part of the preliminary engineering, the process for removal of identified underground storage tanks will be described along with provisions for the temporary or permanent storage of any materials that may have to be stored underground as part of the construction or operation of the system. In accordance with established procedures of the Department of Public Works, the planning division will be contacted during the final design process, and the appropriate permit applications will be prepared for review and approval prior to the initiation of any demolition or construction activities.
- 21.D As the preliminary engineering of the LPA moves forward, the amount and nature of industrial waste water that will have to be discharged into the county sanitation districts sewer system will be defined. As required, the MTA will prepare the necessary applications and documentation for permits should there be any requirement for any industrial waste water discharge into the county sewer system.
- 21.E There are no inactive landfills in the project area that would affect the project structure. Section 4-9.1 of this FEIS/FEIR discusses issues related to the presence of subsurface gases.
- 21.F The MTA anticipates negotiation of a master agreement with Los Angeles County which would include funding, as required, for a mitigation monitoring program to be undertaken by the Department of Public Works should such services be required and appropriate. In lieu of a master agreement with Los Angeles County, the MTA will negotiate a funding account with the Department of Public Works for any mitigation monitoring services required from the department.



THOMAS A. TIDEMANSON, Director

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

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June 24, 1993

IN REPLY PLEASE P-4
REFER TO FILE

Mr. Jim De La Loza
Project Manager
Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017-3434

Dear Mr. De La Loza:

**RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)/
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) - EASTSIDE CORRIDOR**

As indicated in our June 21, 1993 letter, we are forwarding additional comments on the Eastside Corridor DEIS/DEIR. Our comments are as follows:

We generally agree with the study that the Eastside Corridor project will improve the mobility needs of the region by increasing transit accessibility for residents to employment and retail centers.

22.A

We also agree with the study that the proposed project may significantly impact key intersections located within the study area and that acquisition of additional right of way for roadway widening improvements may be required for adequate mitigation. However, the study states that "the requirement to purchase right of way is inconsistent with the dedication of transit agency dollars for the provisions of mass transit service rather than to accommodate automobiles" (3-2.4 Mitigation, pages 3-61). While the Eastside Corridor project will improve mobility by increasing transit accessibility in the area, the project should ensure that impacted by the rail line extension and/or can be adequately mitigated to a before project level. We recommend that MTA be responsible for securing funding and ensuring that significantly impacted intersections/roadway be adequately mitigated.

22.B

Work Site Traffic Control Plans shall be included with submittal of design plans to our Department for review and approval. The plans shall be signed and stamped by a Registered Civil Engineer.

In addition, we recommend that the following information be submitted to our Department for review and approval:

22.C

- The Intersection Capacity Utilization (ICU) capacity analyses for the intersection of Atlantic Boulevard/Route 60 Eastbound Ramps, Arizona Avenue/Whittier Boulevard, and Atlantic Boulevard/Whittier Boulevard should be revised utilizing 1,600 vehicle per lane per hour with a ten percent yellow clearance cycle. A capacity of 2,880 vehicle per lane per hour should be used for dual left-turn lanes. ICU analyses should be submitted for existing conditions, Year 2010 no build conditions, and for the Year 2010 rail line alternatives.

Mr. Jim De La Loza
June 24, 1993
Page 2

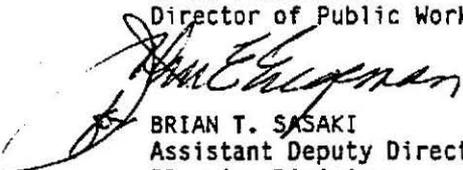
- 22.D | Mitigation is required when the proposed project together with other related projects takes the Level of Service (LOS) of an intersection to an unacceptable level (more than .90 LOS) or further degrades as existing poor LOS. Proposed mitigation for impacted intersections/roadways should be included. The need for addition right of way should be addressed.
- 22.E | Rail line station site plans should be provided which show ingress/egress and adjacent roadway striping. The need for any turn lanes should be addressed.
- 22.F | Traffic signal warrant analyses for impacted intersections and ingress/egress station driveways should be provided.
- 22.G | Programs Development Division should review the report for park-and-ride lots and other matters within their area of expertise.
- 22.H | We recommend that Caltrans and the Cities of Los Angeles, Monterey Park, and Commerce review this project for impacts within their jurisdiction.

If you have any questions, please contact Mr. Joaquin Herrera of our Traffic and Lighting Division at (818) 458-5909.

If you have any questions regarding the environmental reviewing process, please contact Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works



BRIAN T. SASAKI
Assistant Deputy Director
Planning Division

MA:my/278

Responses to: **Brian T. Sasaki, Assistant Deputy Director of Planning Division,
County of Los Angeles Department of Public Works**
(Comment Letter number 22)

22.A The MTA will mitigate significantly affected intersections. Street widening is listed as one of two options for mitigating significant affects at the Whittier/Lorena and Whittier/Indiana intersections. Please see Section 3-2 of this FEIS/FEIR for a discussion of traffic impacts and mitigation.

22.B Work Site Traffic Control Plans will be developed before the start of construction in coordination with the Los Angeles City Department of Transportation, the County of Los Angeles Department of Public Works, and other affected jurisdictions. These plans will be submitted to the Department of Public Works for review and approval.

22.C In response to a City of Los Angeles comment, the intersection analysis methodology was changed from ICU in the DEIS to Critical Movement Analysis (CMA) methodology in the FEIS. To be sure that this also meets County of Los Angeles standards and adequately addresses the issue raised in this comment, lane capacity values were used that are consistent with the values stated in this comment. The actual lane capacities which were used are 1500 vehicles per lane for two phase signals, 1425 per lane for three phase signals and 1375 per lane for signals with four or more phases. Dual left turn lanes are assigned a capacity of 2730. These values are more conservative than the values stated in the comment, and therefore result in a conservative (worst case) analysis. CMA analyses have been completed for 1990, 2010 No-Build and 2010 with Locally Preferred Alternative (LPA) scenarios, and CMA worksheets are available for review.

The MTA will make available to the Department of Public Works this FEIS/FEIR analysis worksheets upon request.

22.D The FEIS states in Section 3-2.2 how "significant" traffic impacts are defined, as follows:

For this study, an intersection is considered to be significantly affected if project traffic is projected to cause a deterioration in level of service to E or worse, or results in an increase in the Volume/Capacity ratio of 0.02 or more at an intersection projected to operate at LOS E or worse under No-build conditions. [Level of Service E corresponds to a Volume/Capacity ratio of 0.90 to 0.99.]

These criteria were established by MTA for previous Metro Red Line projects and were used as the criteria for this project as well so as to maintain consistency in regional rail analysis. Tables presented in Section 3-2 document intersection Volume/Capacity ratios and levels of service with and without the project and show the exact impact of the project at each location.

Mitigation measures have been recommended for all intersections where significant impacts are identified based on the significance criteria established by MTA for rail

projects. See Section 3-2.4 for mitigation measures. Also, see the response to comment 22.A.

- 22.E Rail station site plans showing additional detail including ingress/egress have been prepared for this FEIS/FEIR and will continue to be revised and updated as the design of the project progresses. Such plans will be provided to Los Angeles County Department of Public Works for review and all issues involving modifications of County roadways and intersections will be coordinated with the County of Los Angeles Department of Public Works during the design phase of the project.
- 22.F At stations where no parking is programmed, no additional traffic signals are projected to be needed since only minor increases in local traffic volumes are expected due to the project. Most patrons will access the stations via walking, connecting transit services, bicycle or kiss-and-ride. Only kiss-and-ride will generate new traffic around those stations. The two exceptions to this are the terminal station at Whittier/Atlantic where 1200 spaces are programmed and at the First/Lorena station where 500 parking spaces are programmed. The potential need for additional traffic signals at the access points at those stations will be evaluated as the project design continues. At this stage in the project design, such analysis is not possible since the exact location and configuration of parking area access and egress points are not known. MTA should work with the city and county to determine the need for signals at any parking/bus loading access and egress points.
- 22.G Please see Section 3-3 of this FEIS/FEIR for the results of the parking analysis.
- 22.H Caltrans, Monterey Park, the City of Los Angeles, and the City of Commerce have been given the opportunity to review the AA/DEIS/DEIR and provide input. Caltrans and all affected cities will likewise be provided this FEIS/FEIR for review.

County of Los Angeles Public Library
 7400 East Imperial Hwy., P.O. Box 7011, Downey, CA 90241-7011
 (310) 940-8461, TELEFAX (310) 803-3032

Library

SANDRA F. REUBEN
 COUNTY LIBRARIAN

MAY 20 11:23

May 17, 1993

Jim de la Loza
 Project Manager
 Metropolitan Transportation Agency
 818 West Seventh Street, Suite 1100
 Los Angeles, California 90017

**DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
 LOS ANGELES EASTSIDE CORRIDOR METROLINE PROJECT**

Dear Mr. de la Loza:

We have reviewed the Alternatives Analysis and Draft Environmental Impact Report for the Eastside Corridor project. The County of Los Angeles Public Library has two libraries located adjacent to the railway on several of the proposed routes which are listed below.

Alternative 4

Anthony Quinn Library
 3965 Brooklyn Avenue
 Los Angeles, California 90063

23.A

Alternatives 3, 5, 6-A, 6-B, 7, 8-A, 8-B, 9-A, 9-B, 10

El Camino Real Library
 4264 East Whittier Boulevard
 Los Angeles, California 90023

A quiet environment is essential to the successful operation of a public library facility. However, the information in Table S-5.1, Summary of Environmental Impacts, indicates that these libraries may be significantly impacted by noise and vibration related to Metro Red Line operations. We are, therefore, concerned that the proposed mitigation measures provide adequate relief since excessive noise and vibration could negate the viability of these sites for library service.

Serving the unincorporated areas of Los Angeles County and the cities of: Agoura Hills • Artesia • Avalon • Baldwin Park • Bell • Bell Gardens • Bellflower • Bradbury • Carson • Claremont • Compton • Cudahy • Culver City • Diamond Bar • Duarte • El Monte • Gardena • Hawaiian Gardens • Hawthorne • Hermosa Beach • Hidden Hills • Huntington Park • La Canada Flintridge • La Habra Heights • Lakewood • La Mirada • Lancaster • La Puente • La Verne • Lawndale • Lomita • Lynwood • Malibu • Manhattan Beach • Maywood • Montebello • Norwalk • Paramount • Pico Rivera • Rosemead • San Dimas • San Fernando • San Gabriel • Santa Clarita • South El Monte • South Gate • Temple City • Walnut • West Covina • West Hollywood • Westlake Village

Jim de la Loza
May 17, 1993
Page Two

If you have any questions or require further information, please contact me directly at
(310) 940-8450.

Very truly yours,



Frederick M. Hungerford
Head, Staff Services

c: David Flint
Margaret Wong
Roger Woelfel

Responses to: **Frederick M. Hungerford, Head, Staff Services,
County of Los Angeles Public Library**
(Comment Letter number 23)

23.A The El Camino Real Library operated by the County of Los Angeles Public Library is not expected to be significantly affected during construction or operation of the Locally Preferred Alternative (LPA). Mitigation measures such as resilient rail fasteners and floating slab trackbed are generally expected to reduce noise impacts to levels that are less than significant.

Alternative 4 in the AA/DEIS/DEIR was not selected as the LPA, thus the Anthony Quinn Library operated by the County of Los Angeles Public Library would not be affected by construction or operation of the LPA. The LPA is located over 4,000 feet from the facility.

See Sections 4-7, 4-8, and 4-18 of this FEIS/FEIR for a more detailed discussion of noise and vibration impacts and mitigation.



24

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

May 7, 1993

File No: 2-00.04-00
16-00.04-00

Mr. Jim de la Loza, Project Manager
MTA
818 W. Seventh St., Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

Los Angeles Eastside Corridor

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on May 3, 1993. The proposed development is located within the jurisdictional boundaries of District No. 2 and District No. 16. We offer the following comments regarding sewerage service:

24.A

The proposed project will impact several existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications which incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Calvin Jin of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities which will be impacted by the proposed project. Then, when revised plans which incorporate our sewers have been prepared, please submit copies of the same for our review and comment.

24.B

The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry

Marie L. Pagenkopp
Engineering Technician
Financial Planning &
Property Management Section

Responses to: **Marie L. Pagenkopp, Engineering Technician of Financial Planning & Property Management Section, County Sanitation Districts of Los Angeles County**
(Comment Letter number 24)

- 24.A In accordance with procedures of the County Sanitation Districts of Los Angeles County, the MTA will submit during the preliminary engineering phase a map showing the alignment of the Locally Preferred Alternative (LPA). The map will be submitted to Mr. Calvin Jin of the District Sewer Design Section in order to obtain plans for all District's facilities which will be affected by the project. As the design evolves and the information related to the District's facilities is collected and transferred to the plans, a set of detailed plans will be submitted to the District for review and comment.
- 24.B In accordance with the California Health and Safety Code, the MTA will be prepared to make payment to the Sanitation Districts of Los Angeles County, as required, for any required sewer connection fees. Payment will be made after approval of final design plans and before a permit will be issued by the Sanitation Districts to connect to the sewer. The permit will be received prior to initiation of construction of the project.

CITY OF LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

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FIRE COMMISSIONERS
485-6032

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- EVA WHITELOCK
EXECUTIVE ASSISTANT

DEPARTMENT OF FIRE
200 NORTH MAIN STREET
LOS ANGELES, CA 90012

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

June 14, 1993

Jim de la Loza, Project Manager
Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

Alternatives Analysis/Draft Environmental Impact Statement/
Draft Environmental Impact Report - Los Angeles Eastside Corridor

The following items are of major concern to this Department as they should be included in the Final Environmental Impact Report.

TRAFFIC/CIRCULATION, PAGES S-30, S-31, 4-4.17, 4-16.19
TABLE 3-2.7, PAGE 3-53

The Fire Department has existing fire stations at the following locations:

25.A

Fire Station No. 2
1962 East Brooklyn Avenue

Fire Station No. 25
2927 Whittier Boulevard

Both Fire Stations would be affected by traffic and street closures. All street intersections with a level of service of "E" or "F" decreases the level of fire protection and emergency medical services provided by the Department.

- a. PRE-CONSTRUCTION CONSIDERATIONS
- b. SUB-SIDEWALK VAULTS, PAGE 4-16.3

25.B

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Mr. Jim de la Loza
June 14, 1993
Page 2

GEOTECH, PAGES S-14 AND TABLE S-5.3, 4-8.11, 4-8.12
d. AERIAL STRUCTURES, PAGE 4-16.17
FIGURE 4-16.9, PAGE 4-16.18

There are additional current and existing standards which could be adopted to address the fire safety issues relative to the Eastside Corridor Project.

Examples of these are:

25.C

- . City of Los Angeles Fire Code
- . Title 8, Title 19, and Title 21 of the California Code of Regulations
- . Uniform Building Code
- . National Fire Protection Association Standard No. 130 which deals with Fixed Guideway Transit Systems, and the
- . Rail Construction Corporation's Metro Rail Fire/Life Safety Criteria

Current rail technologies for monorail systems provide an exit walkway between rail lines. This method will be necessary to fulfill life safety criteria and provide proper exiting to a safe location.

RAIL ALTERNATIVES, PAGES 4-5.3 TO 4-5.5
APPENDIX 5 -- PLAN AND PROFILE DRAWINGS OF RAIL TRANSIT ALTERNATIVES 6B, 8B, AND 9B
b. CROSSOVERS AND POCKET TRACK STRUCTURES, PAGE 4-16.16

25.D

Of primary concern will be the issue of emergency access to the aerial structures and transit stations. Fire lanes or access roads should be a minimum 28 feet clear to the sky to the satisfaction of the Fire Department.

Overhead clearance of the pedestrian bridge shall not be less than 14 feet.

ALTERNATIVES 6B, 8B, AND 9B would require the relocation of the traction power substation sites for the Electric Trolley Bus project. Alternate sites selected shall provide adequate Fire Department access.

Mr. Jim de la Loza
June 14, 1993
Page 3

CONCLUSION

- 25.E The Eastside Corridor Project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

Very truly yours,

DONALD O. MANNING
Chief Engineer and General Manager



Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:ASM:cec:laesicor.wp

cc: Councilman Richard Alatorre, Council District Fourteen
Battalion Chief Robert L. Aaron, Metro Rail Project
Environmental Affairs Commission
Fire Department Planning Section

Responses to: **Dal L. Howard, Assistant Fire Marshall, Bureau of Fire Prevention and Public Safety, City of Los Angeles**
(Comment Letter number 25)

25.A Section 4-18.2 discusses in detail the potential impacts of construction related street closures and lane closures. In general, only very low volume local streets are proposed to be closed for the full construction period. While such closures would result in the need to re-route emergency vehicles, detour plans will be prepared, and congestion is not anticipated on the detour routes as a result of the closures. Lane closures on arterial roadways will also occur, although such closures will be for only limited time periods. Mitigation measures are proposed for such closures to help avoid severe congestion or limit the level of congestion during peak time periods. Worksite Traffic Control Plans will be developed in cooperation with the City of Los Angeles Department of Transportation and Los Angeles County. Such plans should also be reviewed with Bureau of Fire Prevention and Public Safety to receive comments regarding impacts of temporary and long-term street closures and lane closures.

Significant project-related impacts for the Locally Preferred Alternative (LPA) are forecast at only one intersection in the City, Whittier/Lorena. That impact is forecast to be relatively minor, with a change in V/C ratio just above the minimum level considered significant. Mitigation measures are suggested for that impact, as well as other impacts in the County of Los Angeles, which would lower the project impact to less than significant levels. The rail project will also reduce traffic volume in the study area on routes parallel to the LPA as well as those crossing the LPA. Patronage model results indicate that the project will result in an approximate decrease in local traffic of three percent, with higher reductions expected immediately closely adjacent to the LPA, which will benefit emergency vehicle access.

Please see Section 4-18 of this FEIS/FEIR for a discussion of street closures and traffic impacts.

- 25.B MTA will comply with all Fire Department requirements for the provision of access to its structures.
- 25.C The Rail Construction Corporation will review applicable fire safety standards for incorporation in the project. Walkways will be provided as necessary to meet fire/life safety criteria.
- 25.D The Locally Preferred Alternative does not include aerial structures or a pedestrian bridge. Emergency access to transit stations will be provided to the satisfaction of the Fire Department. The Electric Trolley Bus Project is not presently under consideration by the MTA.
- 25.E MTA will comply with all applicable State and local codes and ordinances and the guidelines found in the Fire Protection and Fire Prevention Plan and the Safety Plan.

FROM: LA DOT

TO:

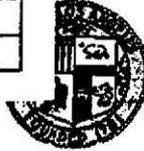
213 244 6008

JUN 25, 1993

5:11PM H207 P.01

To	Jim de la Loza	From	Olivera
Co.	213-6001	Phone #	
Dept.		Fax #	

LOS ANGELES
CALIFORNIA



TOM BRADLEY
MAYOR

DEPARTMENT OF
TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2265
FAX (213) 237-0960

26

June 23, 1993

Mr. Franklin White, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Attn: Jim de la Loza, Central Area Team

**COMMENTS ON ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT
STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE LOS
ANGELES EASTSIDE CORRIDOR**

The Department of Transportation has reviewed the April 1993 version of the above document. The following comments are submitted for your consideration. General comments are provided first, followed by comments relating to specific text in the DEIR.

Intersection Capacity Analysis

26.A

In general, the Intersection Capacity Utilization (ICU) analysis technique is not acceptable to the Department for traffic studies, in contrast to the statement on page 3-27. Department policy for intersection capacity analysis is to use the Critical Movement Analysis (CMA) technique. The Department understands that the prime consultant, Parsons Brinckerhoff Quade & Douglas, used the ICU method in the August 1992 FSEIR for the Metro Rail Mid-City Segment from Wilshire/Western to Pico/San Vicente, and therefore assumed that the same technique would be acceptable to the City for the Eastside Corridor study. Unfortunately, the Department was not consulted regarding that assumption. However, the two methods of analysis should produce comparable results and the intersection levels-of-service (LOS) should be similar. Additionally, a table should be added to Section 3-2.1.2 to show the correlation between ICU values and LOS, especially since ICU values are as high as 1.81.

Peak Period Analysis

26.B

Contrary to the statement on page 3-27, the Department was not consulted in the decision to analyze evening peak hour (P.M.) conditions only and to exclude morning peak hour (A.M.) conditions from this particular study. Department policy requires analysis of



Mr. Franklin White

-2-

June 23, 1993

26.B both the A.M. and P.M. peaks. Traffic patterns and congestion vary with the time of day, as evidenced by Table 3-2.3: the intersections of 1st & Alameda and 3rd & Alameda are currently operating at LOS E or worse in the A.M. peak but not in the P.M. peak. The Department therefore requests that the A.M. peak analysis be performed for the 63 intersections that were excluded from A.M. study to ensure that all potential impacts are examined. Although the Department prefers the CMA technique, ICU is acceptable in this case. All new data should be presented in tabular format as discussed below. It should be noted that the intersection capacity for the CMA technique is 1500 vehicles for a two-phase signal operation, 1425 for a three-phase, and 1350 for a four-or-more phase signal operation.

Significant Impact Definition

As addressed in Section 3-2.2, LADOT defines a "significant traffic impact" for all proposed projects as:

	<u>FINAL V/C RATIO</u>	<u>FINAL LOS</u>	<u>PROJECTED-RELATED INCREASE IN V/C</u>
26.C	0.00 - 0.70	A, B	equal to or greater than 0.06
	0.71 - 0.80	C	equal to or greater than 0.04
	0.81 - 0.90	D	equal to or greater than 0.02
	0.91 or greater	E, F	equal to or greater than 0.01

The statement at the bottom of page 3-33, "For this study an intersection is considered to be significantly affected if....", does not follow the above definition and may be therefore be incorrect.

Traffic Growth Factor

26.D Despite the rationale presented in Section 3-2.2.1 for selecting a traffic growth factor of 20% (a 0.9% increase per year for 20 years), the Department believes that it's standard 2% increase per year in traffic is still a valid assumption.

Data Presentation/Significantly Impacted Intersections

26.E Tables 3-2.5 and 3-2.7 are inadequate and ambiguous. The presentation of data in Table 3-2.5 makes it impossible to ascertain whether the significant impacts (denoted by X's) are due to future conditions (no-build) or due to the project. For example, consider intersection #12 and #15 from Table 3-2.5: both are significantly impacted under the no-build alternative, but only intersection #15 is impacted under Alternative 3. This impact must therefore be caused by the project, but Soto Street and Marengo

Mr. Franklin White

-3-

June 23, 1993

- Street (#15) is not listed as being a significantly impacted intersection on page 3-42. Furthermore, the differences in V/C ratios and in LOS between shaded and unshaded boxes is unclear.
- 26.E Tables 3-2.5 and 3-2.7 should be revised to include ICU/CMA values and LOS designators as in Table 3-2.3. Additionally, they should follow the standard format below:
- | <u>Existing
Conditions</u> | <u>Future w/o
Project</u> | <u>Future w/
Project</u> | <u>Future w/
Project w/
Mitigation</u> |
|--------------------------------|-------------------------------|------------------------------|--|
|--------------------------------|-------------------------------|------------------------------|--|
- 26.F A separate table should be created for each of the alternatives (#3 - #10), with separate tables for A.M. and P.M. data for clarity.
- Typical format examples can be found in the June, 1992 DEIR for the Burbank-Glendale-Los Angeles Rail Transit Project; the August, 1992 FSEIR for the Metro Rail Mid-City Segment from Wilshire/Western to Pico/San Vicente; or the May, 1992 DEIR for the Exposition Park Branch Line Rail Transit Corridor Route.
- Without the clarification of the revised format, it is not possible to determine or verify which of the intersections are significantly impacted by project traffic.
- 26.G The conclusions reached in Section 3-2.2.2 through 3-2.2.10 regarding significantly impacted intersections are therefore inconclusive.

Mitigation Measures

- All feasible mitigation measures must be identified in the EIR for every intersection that is significantly impacted by project traffic. Page 3-33 correctly states that Department guidelines require mitigation to levels of insignificance. For example, this means that if the no-build V/C ratio for an intersection is 1.06 and the with-project V/C is 1.07, then the mitigation measures will have to decrease the V/C by 0.01.
- 26.H In general, striping changes without street improvements on roadways that are not constructed to the street's designated standards are not acceptable. City standards for a Major Highway are 40-foot half widths and 10-foot sidewalks, while those for a Secondary Highway are 35-foot half widths and 10-foot sidewalks. Streets within the cut-and-cover station construction limits should be restored according to the City of Los Angeles' General Plan, where feasible.

Mr. Franklin White

-4-

June 23, 1993

26.I Because there is no provision for parking facilities between the terminal stations, most of the patrons will be accessing the station by bus or other vehicles. Special consideration should be given to addressing the impacts of vehicular loading adjacent to the station entrances. Beyond the right-of-way dedication needed to meet City street standards and to facilitate passenger loadings, 5 to 10 foot building set-backs on MTA property should be considered to create wider sidewalks to accommodate the increased pedestrian activity at Metro Rail stations.

26.J On page 3-62 mitigation measures are proposed for the intersections of Soto Street & Fourth Street, Lorena Street & Whittier Boulevard and Atlantic Boulevard & Brooklyn Avenue, but the text notes that "no feasible methods to implement" have been identified for these intersections. Thus, it should be clearly shown that the traffic problems created at these intersections are unavoidable adverse impacts of the project.

Parking Impacts

The Department is very concerned with the potential spillover parking into the neighborhood and associated impacts at the interim rail termini. The text on page 3-71 states that the impacts have not been quantified. If it is assumed that the parking demand at the terminal stations under the full length alternatives will be the approximate demand at the interim terminal stations, then the following parking shortages can be projected:

Interim Station	Spaces Available (Table 3-3.2)a/	Spaces Needed (Table 3-3.4)b/	Shortage
26.K Indiana/First	323	1100	777
Brooklyn/Indiana	778	1100	322
First/Lorena	353	1100	747
Whittier/Lorena	329	1100	771

a/ Assume best case scenario: 100% of the total existing spaces are available.

b/ Assume 1100 spaces are demanded on average at terminal stations.

Clearly, the interim terminal stations will experience parking shortages. Specific mitigation measures must be proposed for these spillover impacts, as well as for those at the full-length alternative locations.

The measures proposed on pages 3-72 and 3-73 are too general: How will the parking impacts at Brooklyn Avenue & Soto Street and Whittier Boulevard & Rowan Avenue be mitigated? Where will the

Mr. Franklin White

-5-

June 23, 1993

26.K

park-and-ride facilities at terminal stations be located and how much will they cost? Who will pay for parking enforcement of adjacent private commercial parking?

It should be noted that the following LADOT comments on preferential parking were deleted from our response to the Notice of Preparation summarized in Table 6-3.1:

26.L

"The establishment of residential preferential parking areas is frequently and systematically suggested as a mitigation measure for parking impacts. However, it may not be acceptable to impose the fees and inconveniences of a preferential parking system on the very residents these transportation system improvements would serve, especially if the residential community consists of low and moderate income families."

Preferential parking districts may be an acceptable form of mitigation if the MTA is willing to pay for the implementation and operational costs of such a system.

Construction

Section 4-16.2.3 and Table S-5.1, "Summary of Environmental Impacts" under construction impact mitigation measures should incorporate the following comments:

26.M

- Move First/Soto Station to west of Soto Street, to preclude major impacts on pedestrian and vehicular circulation.
- Move the Indiana/First Station to south of First Street, to preclude major impacts on pedestrian and vehicular circulation.
- Move the First/Boyle Station to east of Boyle Avenue, to preclude major impacts on pedestrian and vehicular circulation.
- Move the First/Lorena Station to west of Lorena Street, to preclude major impacts on pedestrian and vehicular circulation.
- The same effort that is now being made to minimize construction impacts on city streets in Hollywood should be made for any alignment through this corridor. Availability of curbside parking is critical to the vitality of the businesses in this active retail area.
- The First/Boyle Station crosses the intersection of 3rd Street and Boyle Street. The impact of decking across the intersection should be mitigated by staging the decking

Mr. Franklin White

-6-

June 23, 1993

installation so that only one of the two streets is closed at any time.

- Based on current experience with major impacts on properties adjacent to the Red Line Segment 2 station construction on Wilshire Boulevard, raised decking should not be used.
- Construction within the public right-of-way should not occur on both sides of the street or both sidewalks at the same time.
- Assign specified time durations for construction activities which have significant impacts on traffic and public access, to limit disruptions.
- Based on the experience with excavating and constructing the Hollywood/Vermont tunnel, the document should address the impacts of obstructing street circulation from the activities associated with constructing ventilation shafts and holes used for dropping fresh concrete along the entire tunnel alignment.
- 26.M • For the aerial alignment alternative, the impact of vacating Anderson Street at 4th Street would eliminate a major access point for all vehicles accessing the adjacent industrial businesses.
- The Department will prepare the Worksite Traffic Control Plans (WTCs), signal relocation plans and final restoration plans, as previously done for MOS-1 and MOS-2.
- Video surveillance cameras may be required, as well as traffic control officers, at certain station locations to mitigate construction traffic impacts.
- Truck staging areas and haul routes should be coordinated with both the Department of Transportation and the Bureau of Engineering.
- City policy for ventilation openings and emergency exits at station sites requires that they be located on LACMTA/RCC property. However, under certain conditions, openings and exits may be located on sidewalks in the public right-of-way.

Specific Comments

The following comments relate to specific text in the DEIR:

26.N

- p 1-4: Revise the text to note that the County's "limited secondary highway" is equivalent to the City's "collector street".

Mr. Franklin White

-7-

June 23, 1993

p 1-4: Revise Table 1-2.1 as follows:

	<u>Roadway</u>	<u>Highway Plan Classification</u>	<u>Number of lanes</u>
26.O	First Street		
	E/O Mission Road	Secondary	4
	W/O Mission Road	Major	4
	Fourth Street, w/o Indiana Street		
	E/O Golden State Freeway	Secondary	4
	W/O Golden State Freeway	Major	4
	Alameda Street	Major	6
	State Street		
	N/O Brooklyn Avenue	Secondary	4
	S/O Brooklyn Avenue	Collector	4

26.P | • p 2-21: Replace Figures 2-1.6 through 2-1.11 with the 11/18/91 LACTC graphics for Alignment Alternatives, which highlight important street names and eliminate background clutter.

26.Q | • p 2-29: Replace Figure 2-1.12 with the May 1992 LACTC Alternative 9 graphic.

26.R | • p 2-30: Replace Figure 2-1.13 with the May 1992 LACTC Alternative 10 graphic and change the Whittier/Atlantic station to Atlantic/Hubbard.

26.S | • p 2-40: Clearly indicate that Figures 2-4.1 to 2-4.5, dated 8/1/91, are preliminary only.

26.T | • p 3-34: It is unclear what the phrase "...the region as a whole" refers to.

26.U | • p 3-39: "The same two intersections presently operate at LOS E or worse during the morning peak hour" should be changed to the evening peak hour.

26.V | • p 3-39: Change "Route 101 northbound ramps at Fourth Street" to southbound.

26.W | • p 3-39: Change "Atlantic Boulevard at Route 60 westbound on-ramp" to eastbound ramps.

26.X | • p 3-40: For Table 3-2.3, verify if the change in ICU for intersection #27 in the P.M. peak from 0.48 to 1.50 is correct. The change seems too drastic.

Mr. Franklin White

-8-

June 23, 1993

26.Y

p 3-42: Since LADOT guidelines are not being followed completely, delete the phrases "based on LADOT guidelines" and "according to LADOT guidelines" from Section 3-2.2.2.b.

26.Z

p 3-49: Under the no-build condition, all intersections operate at LOS E or F, not IJ. Intersections should not be counted twice if they operate at LOS E or F during both the A.M. and P.M. peaks.

26.AA

p 3-61: If parking restrictions are proposed as mitigation measures, then specific locations must be identified, since restrictions may already be in place.

26.BB

p 3-61: Will the eastbound left turns be prohibited at all times or during peak hours?

26.CC

p 3-67: Change "Table 3-3-2" heading to "3-3.2".

26.DD

p 3-71: By our calculations, the numbers in Table 3-3.4 for estimated peak parking demand appear to be too low. For example, for Alternative 3, our calculations yield a value of 1298, not 1090, when following the methodology outlined in the text. Namely, 85% of the A.M. peak trips and 35% of the difference between the daily trips and the A.M. trips.

$$\begin{array}{rcl}
 .85 \times 772 & = & 656 \\
 & & + \\
 .35 \times (2606 - 772) & = & 642 \\
 & & \hline
 & & 1298
 \end{array}$$

Revised table 3-3.4 for the text as necessary.

James M. Okazaki
James M. Okazaki
Chief of Transit Programs

JHO/MM/PC:mhc
EASTDEIR

cc: Councilman Richard Alatorre, Council District 14
Mayor's Office
Keith Comrie, City Administrative Officer
William McCarley, Chief Legislative Analyst
Con Howe, City Planning
Robert Horii, Bureau of Engineering

Responses to: **James M. Okazaki, Chief of Transit Programs, City of Los Angeles
Department of Transportation**
(Comment Letter of number 26)

26.A In response to the City of Los Angeles comment, the intersection analysis methodology was changed from ICU in the DEIS to Critical Movement Analysis (CMA) methodology.

26.B The City of Los Angeles Department of Transportation was contacted in July 1992 regarding the City's preference for intersection locations and peak hours to be analyzed as part of the DEIS. The Department representatives who were contacted include Joe Kennedy, Transportation Engineer for the Central District at that time, and Helene Jacobs, Transportation Planner in the Transit Section. The list of intersections included in the study and the time periods analyzed at each intersection were chosen based on that July 1992 coordination effort. Intersections within the county were chosen in coordination with the Los Angeles County Department of Public Works, Traffic and Lighting Division, in cooperation with Chris Ramstead and Emiko Kanayama.

26.C The FEIS states in Section 3-2.2 how "significant" traffic impacts are defined, as follows:

For this study, an intersection is considered to be significantly affected if project traffic is projected to cause a deterioration in level of service to E or worse, or results in an increase in the Volume/Capacity ratio of 0.02 or more at an intersection projected to operate at LOS E or worse under No-build conditions.

These criteria were established by MTA for previous Metro Red Line projects and were used as the criteria for this project as well so as to maintain consistency in regional rail analysis. Tables presented in Section 3-2 document intersection Volume/Capacity ratios and levels of service with and without the project and show the exact impact of the project at each location.

26.D The traffic growth factor of 20 percent used in the AA/DEIS/DEIR was based on the regional travel model which was specifically developed and calibrated for rail corridor and approved by the Federal Transit Administration for use in this analysis. This model is built upon accepted regional growth forecasts from the Southern California Association of Governments (SCAG). The 20 percent growth factor is based upon detailed, locally based analysis of future traffic patterns around the Red Line project and is therefore considered more accurate than an assumed city-wide assumption of 2 percent growth per year at all intersections. The 20 percent traffic growth factor is likewise assumed for this FEIS/FEIR.

During the preparation of this FEIS/FEIR, LADOT staff were contacted regarding growth rates for the eastside area. LADOT staff responded that in that portion of the city, a one percent growth rate is usually requested for traffic analyses. Therefore,

based on current LADOT guidance, the 20 percent growth rate is consistent with LADOT preferred assumptions for East Los Angeles.

- 26.E These tables have been modified in this FEIS/FEIR to reflect the requests of the LADOT and focus on the Locally Preferred Alternative (LPA).
- 26.F The tables appearing in this FEIS/FEIR have been modified to provide greater clarity and focus on the LPA. Modified tables for the alternatives presented in the AA/DEIS/DEIR are not included in this FEIS/FEIR since the latter addresses only the LPA and the No Build Alternative. See also the response to comment 26.E above.
- 26.G The traffic analysis in this FEIS/FEIR has been modified to provide greater clarity and focus on the LPA. Please see Section 3-2 of this FEIS/FEIR. See also the response to comment 26.E.
- 26.H Mitigation measures for traffic impacts identified as significant are discussed in Section 3-2 of this FEIS/FEIR. Please see the response to comment 26.C above for a discussion of significance criteria.

As requested by the LADOT, streets within the cut-and-cover station construction limits will be restored in compliance with the guidelines of the City of Los Angeles General Plan where feasible.

- 26.I The station area planning effort, which will be conducted as part of the Community Transportation Linkages program, includes detailed review of all the issues related to station design including, but not limited to, bus loading areas, pedestrian access and circulation, sidewalk design and widths, and kiss-and-ride areas. Additional detail regarding the Community Transportation Linkages program station area planning is presented in Section 4-1 of this FEIS/FEIR.
- 26.J Measures needed to mitigate significant traffic impacts associated with the LPA are discussed in Section 3-2 of this FEIS/FEIR. Section 4-19.1 describes the unavoidable adverse impacts associated with the LPA.
- 26.K Section 3-3 of this FEIS/FEIR describes park and ride facilities and discusses parking impacts during the project's operation and mitigation measures for those impacts. Cost estimates for construction of the proposed park and ride facilities are currently not available.

With regard to preferential parking districts, the MTA will work with the communities to determine whether such districts are appropriate and desired by the community. The MTA will pay to establish the districts; permit fees are assumed to pay for their operation.

MTA will not pay for parking enforcement on adjacent private commercial parking. This is assumed to be a private sector cost.

26.L Section 3-3 of this FEIS/FEIR discusses parking impacts during the project's operation and mitigation measures for those impacts. The concerns raised in the NOP response have therefore been addressed.

26.M The 1st/Soto Street and Indiana/1st Street stations are not included in the LPA, and therefore are not being further studied.

The 1st/Boyle station was not shifted east of Boyle street as requested, but was rotated 45 degrees to preclude major impacts on pedestrian & vehicular circulation.

It was not possible to move the 1st/Lorena station west of Lorena Street as requested without resulting in unacceptable subway operating speeds between that station and the Brooklyn/Soto station.

Section 4-18 of this FEIS/FEIR identifies mitigation measures that MTA will take to minimize potential parking and business disruption impacts during construction. These measures are similar to those implemented in Hollywood. MTA is fully committed to implementing these measures in order to minimize impacts on city streets in East Los Angeles.

The 1st/Boyle station will not cross the intersection of 3rd and Boyle Streets, eliminating impacts on that intersection. Decking installation will be staged to ensure that some access is available at all times.

Raised decking will not be used.

Installation of decking will not occur on both sides of the street at once. However, once the deck is installed, construction work can be done anywhere under the deck without ordinarily disrupting the deck or automobile and pedestrian activity on the street above. The installation of large items within the station will require the removal of some of the deck at intervals, but some traffic capacity will be maintained at all times.

Traffic and construction schedules will be developed in cooperation with City of Los Angeles and County of Los Angeles, with regard to both times of day and noise levels.

This FEIS/FEIR does not include a specific analysis of the traffic impacts from fresh concrete drops and the construction of vent shafts because these activities can not be specified in sufficient detail at this time. These impacts are not expected to be significant because they would be spread out over the route and would involve relatively short times. Impacts from these activities would be not unlike utility relocations.

The LPA does not include a bridge over the L.A. River, and therefore Andersen Street will not be closed.

The MTA will cooperate with LADOT in their development of Worksite Traffic Control Plans (WTCPS), signal relocation plans and final restoration plans.

The MTA will work with LADOT to develop plans for traffic control officers and other traffic control devices at station locations to mitigate construction impacts on traffic.

Truck staging areas & haul routes will be coordinated with the Department of Transportation and the Bureau of Engineering, as requested.

MTA agrees that under certain conditions, openings and exits may be located on sidewalks in the public right-of-way.

- 26.N The text has been revised as requested.
- 26.O The table has been revised as requested.
- 26.P The figures have been replaced with clearer graphics showing the LPA.
- 26.Q This figure has been replaced with clearer graphics.
- 26.R This figure has been replaced with clearer graphics.
- 26.S The figures have been replaced with clearer graphics.
- 26.T The phrase "the region as a whole" refers to the portion of the Southern California Association of Governments (SCAG) region covering Los Angeles, Orange, Ventura, San Bernardino, Riverside and Imperial counties which is included in the regional travel demand model. The subject area generally covers the urban portion of those counties.
- 26.U A more detailed analysis of the LPA using the CMA approach requested by LADOT has been included in Section 3-2 of this FEIS/FEIR.
- 26.V Corrections noted. The text has been changed to reflect more detailed analysis of the LPA.
- 26.W Corrections noted. The text has been changed to reflect more detailed analysis of the LPA.
- 26.X The change in the PM peak ICU for intersection #27 from 0.48 to 1.50 is an error. It should read 1.049 to 1.254. Please see Section 3-2 of this FEIS/FEIR.
- 26.Y The use of LADOT guidelines has been clarified in the text of this FEIS/FEIR.
- 26.Z The number of intersections at LOS E or F has been clarified in this FEIS/FEIR.
- 26.AA MTA will work with the community to identify locations of parking restrictions if they are used as a mitigation measure.

- 26.BB These turn restrictions are not recommended as part of this FEIS/FEIR mitigation measure package.
- 26.CC Comment noted.
- 26.DD The parking impact analysis has been substantially revised and further details regarding parking effects and mitigation measures are provided in Section 3-3 of this FEIS/FEIR.



CITY OF MONTEREY PARK

320 west newmark avenue • monterey park, california 91754
• municipal services center

June 10, 1993

Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan
Transportation Authority
818 West Seventh Street
Suite 1100
Los Angeles, California 90017

Subject: Comments to EIR/EIS for Red Line Eastside Corridor
Extension (State Clearinghouse No. 91091063)

Dear Mr. de la Loza:

Attached please find the initial comments of the City of Monterey Park to the above-referenced environmental document.

27.A The City of Monterey Park recognizes the long-term benefits of regional and local mass-transit facilities. For example, the City continues to strongly support the Metrolink surface rail station adjacent to Monterey Park at California State University, Los Angeles, both monetarily and through staffing assistance.

27.B It is apparent even from the limited detail presented in the EIR/EIS, however, that the Red Line extension alternatives proposed within the City of Monterey Park (Alternatives 4 and 10 in the EIR/EIS) would have a devastating fiscal and environmental impact on the City. Accordingly, the City of Monterey Park is strongly opposed to those alternatives as described in the EIR/EIS.

Thank you for this opportunity to provide input into the selection of alternatives for this project. The City of Monterey Park will make every effort to cooperate with you in exploring solutions and alternatives which will satisfy project objectives without severely damaging the City's fiscal health and the local environment for its businesses and residents.

Sincerely yours,

Chris J. Jeffers
City Manager

CJJ:wts

Enclosure

COMMENTS TO RED LINE EIR/EIS (EASTSIDE CORRIDOR)

- 27.C 1. **Failure to Include Monterey Park in Scoping Process.** Alternatives for the Eastern Corridor extension under consideration at the time the notice of preparation for the EIR/EIS was issued in September of 1991 did not include any alignments entering or passing through Monterey Park. Monterey Park was not represented at the 18 monthly Interagency Management Committee technical meetings, which provided "critical" advice regarding the alignments selected for evaluation. (See EIR/EIS p. 6-12.) Monterey Park staff members were contacted during preparation of the EIR/EIS to obtain factual information, but at no point were city officials consulted regarding the addition of alternatives passing through Monterey Park. Alternatives 4 and 10, which enter the city, were apparently added at the suggestion of the County of Los Angeles during the scoping process. (See EIR/EIS p. 6-7.) Pending evaluation by city officials following receipt of responses to the following comments and questions, the City of Monterey Park is opposed to any alignment entering or passing through its jurisdiction.
- 27.D 2. **Lack of Fixed Project Description or Preferred Alternative.** Use of the EIR/EIS as a tool for evaluation is made difficult or impossible due to the length of the document and the large number of relatively similar alternatives presented (ten, not counting sub-alternative station and line configurations).
- 27.E a. **Document Length.** Under both CEQA and NEPA, an EIR/EIS for even a very complex project should be no more than 300 pages. (14 Cal. Code Regs. § 15141; 40 C.F.R. § 1502.7.) This EIR/EIS, by contrast, is more than 550 pages, not including hundreds of pages of other appendices and documents incorporated by reference.
- 27.F b. **Too Many Alternatives.** The information overload is due to the fact that the document attempts to describe 10 alternatives for the project, plus sub-options for rail alignments 6, 8 and 9, and alternative sites for stations B (4 options), E (5 options), F (2 options), I (2 options) and O (2 options).
- 27.G c. **Too Narrow a Range of Alternatives.** The project goals, as stated on page S-1 of the EIR/EIS, are to improve air quality and provide mobility. According to the EIR/EIS, "[c]urrent freeway and local street facilities cannot be expanded sufficiently to handle the forecasted demand for mobility." Based on these goals and constraints, the alternatives chosen for analysis include (i) minor improvements in bus service; and (ii) eight rail alignments extending 5.4 to 7.5 miles eastward from Union Station. Given the enormous expense and disruption associated with each of the rail alternatives, the EIR/EIS should have examined other means of producing equivalent gains in air quality and mobility, such as programs to buy back

- 27.G heavily-polluting older cars and programs to promote ride-sharing by automobile commuters as identified by SCAG in the Regional Mobility Plan and the Air Quality Management Plan. For instance, data presented in the AQMP indicates that the air quality gains associated with even the most beneficial of the rail alternatives (alternative 9: 8.7 ppd ROG, 453.5 ppd CO, and 58.3 ppd NOx) could be obtained at a cost of less than one million dollars under an automobile buy-back program. (See SCAG AQMP, 1991 Revision, Appendix IV-E, p. IV-21.) Similarly, there may be TDM measures (such as bus fare discounts and car-pooling incentives) that would increase regional mobility at a far smaller economic and environmental cost than the proposed alternatives. Rather than exploring a variety of true project alternatives, including air quality and TDM measures identified by SCAG, the EIR/EIS suggests that the expensive and disruptive rail options presented are a foregone conclusion.
- 27.H d. Alternatives in Monterey Park. Even assuming a rail line into Monterey Park is appropriate, the EIR/EIS should have examined environmentally superior alternatives, such as constructing Station I by tunnelling and mining rather than "cut-and-cover" methods. Furthermore, if the concern of the MTA is to better serve East L.A. Community College, then additional thought should be given to locating the station on the college grounds. A parking agreement with the college could provide for a park and ride facility on the campus.
- 27.I e. Failure to Identify a Project or Preferred Alternative. A primary or preferred alternative should have been identified in the EIR/EIS. The large number of very similar alternatives presented in the EIR/EIS preclude analysis of any one option in sufficient detail, and dilutes public controversy and input into the approval process. Further scoping, including consultation with officials of the City of Monterey Park, would have led to presentation of a more manageable and feasible set of options.
3. Parking Lot for Station I (Brooklyn/Atlantic).
- 27.J a. Inconsistent Terminology. The analysis of parking to be provided at Station I is confusing and inadequate. First, the EIR/EIS refers to the "south" parking option as "Station I-2" and the "north" parking option as "Station I-1". (See, e.g. pp. S-9, 2-18.) The schematic drawings in Appendix 5, however, label the north parking option "Station I-2" and the south option as "Station I-1" (the pages of Appendix 5 should have been numbered, so that a specific page could be referred to).
- 27.K b. Inadequate Information Re Phasing. Reference is made (pp. S-9 and 2-18) to an "initial" phase of 250 spaces, and subsequent expansion to meet demand (700 spaces for Alt 4 and 1,180 for Alt 10). Why isn't the full amount of parking necessary to meet demand provided at the outset? What

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would be the timing of the subsequent expansion? What are the impacts of the unmet demand during the initial phase? What are the construction and operating impacts of the parking facilities? These issues should be addressed in the EIR/EIS.

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- c. **North Alternative Infeasible.** The text acknowledges that the north parking location is too small to accommodate the required parking, but suggests that parking demand "would be accommodated by a combination of surface parking and parking structure (two to four levels), in conjunction with East Los Angeles Community College." There is no indication in the EIR/EIS, however, of any consultation with officials of the college (see list of persons consulted, p. 6-12), let alone an analysis or plan for providing the required parking. The EIR/EIS fails to provide any basis in fact for concluding that the college would provide parking for the station.

27.M

- d. **South Alternative Infeasible.** As the EIR/EIS discusses at p. 4-2.7, the south parking option for Station I would require a full take of the Camino Real Chevrolet dealership. The EIR/EIS, however, seriously understates the economic importance of this business to the City of Monterey Park. In fact, it is the city's largest auto dealership, generating roughly \$200,000.00 annually to the city, or roughly 6% of the city's total sales tax revenues. Substantial property tax revenues are also produced. This is by far the most significant business disruption or loss impact of any of the proposed rail alternatives, and clearly requires that Alt 4 and Alt 10 be withdrawn from consideration. While mention is made of mitigating this impact by relocating the business elsewhere within the city, no alternative site is identified, and the costs of relocation are not estimated. Even if a suitable vacant lot could be found to accommodate the relocation (which we doubt), the removal of a prime 3.5 acre commercial site from the city's commercial land inventory would be a large financial blow. The EIR/EIS disguises this significant impact by comparing the alternatives based on the number of commercial businesses displaced, rather than on the total fiscal impact of the displacement. (See Table 4-3.1, p. 4-3.5; Table 5-1, p. 5-4.)

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4. **Incorporation by Reference.** The EIR/EIS incorporates numerous studies and reports by reference. (See, e.g. pp. S-10, 1-11, 2-10, 2-34, 2-37, 3-2, 3-62) Copies of the incorporated documents do not appear to have been forwarded to the City of Monterey Park. At a minimum, relevant portions of the incorporated documents should be summarized in the EIR/EIS, so that the City can determine whether or not a copy of each report needs to be obtained and reviewed.

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5. **Planning Impacts.** Table S-5.1 on pages S-32 and S-33 indicates that Alt 4 and Alt 10 could have significant impacts on growth and development patterns in the vicinity of Station I. MTA/County financial participation in developing a local specific plan for the South Atlantic Area would be one appropriate mitigation

- 27.0 | measure.
- 27.P | 6. **Local Bus Service.** The EIR/EIS fails to mention or discuss the "Spirit" bus service operated in the Station I area by the City of Monterey Park (see Table 1-2.3). The City's transit system is complex and has been designed to operate in a timely and efficient manner. Two of the City's four transit routes would be directly affected by the proposed Station I construction. Impacts on bus routes, schedules and service should be analyzed. Mitigation for the impacts should also be explored. Additionally, possible connections between the "Sprint" buses and proposed rail stations under each alternatives should be addressed.
- 27.Q | 7. **Related Projects List.** The local related projects list (p. 2-35) does not appear to include past, present and reasonably foreseeable future projects in the City of Monterey Park. If a revised EIR/EIS is prepared, the City's planning department should be contacted to obtain an up-to-date list of projects.
- 27.R | 8. **Further Eastward Red Line Extension.** Another related project that the EIR/EIS fails to analyze is the potential for further extension of the Red Line eastward from the termini identified in Alternatives 3-10. Implementing any of these alternatives could serve as merely an interim phase in an extension further eastward, perhaps following generally the Pomona (60) Freeway. The potential for this further expansion should be discussed.
- 27.S | 9. **Operating Costs Estimates.** Are operating and maintenance costs (discussed at pp. 2-34 to 2-35) gross or net of fare revenues?
- 27.T | 10. **Screening and Selection of Alternatives.** Section 2-4, beginning at page 2-37, gives the misleading impression that all affected local agencies were involved in the alternatives selection process which began in 1987. To the contrary, the City of Monterey Park was not consulted concerning the decision to add alternatives passing through the city.
- 27.U | 11. **Terminology Not Explained.** The EIR/EIS uses transportation jargon and technical terms which are not explained, such as "revenue car miles/revenue train hours" (p. 3-2) and "knock-out panels" (p. 2-13). A glossary of technical terms should be provided to allow readers who are not transportation engineers to understand the analysis.
- 27.V | 12. **Charts and Exhibits Not Explained.** Figure 3-1.1 on page 3-3, is impossible to decipher. Are the numbers within the black arrows supposed to indicate peak hour bus volumes in thousands? Why are some routes shaded while others (e.g. 710 S.) are not? Why does the shading end where it does?
- 27.W | 13. **Questionable Travel Time Comparisons.** Information is presented on pages 3-22 through 3-26 comparing travel times from various points of origin to various destinations under the TSM alternative and each of the rail alternatives. Very

little information is given as to assumptions used in the comparison, and therefore it is difficult to assess the relevance and accuracy of the data.

27.W

a. For example, in comparing travel times with and without the proposed eastside extension, travellers should still be assumed to maximize use of other rail projects. For example, in travelling from a point in the Eastside Corridor to Pico/San Vicente in Los Angeles, the only difference will be in the time it takes to get to Union Station. From Union Station, both the bus traveller and the rail traveller will presumably take the Red Line #1 train to their destination.

b. While rail travel will undoubtedly be faster for commuters who live adjacent to one of the 5-7 stations and who work in Union Station, it may not be faster for those who must take busses or walk at either end of their trip. In the one example explained on page 3-26, the rail passenger is assumed to live within 4 minutes' walking distance of the rail station. This is an unrealistic assumption, given that only 5-7 stations will serve the 25-square mile study area. Most residents will live within walking distance of a bus line however (see the extensive bus network depicted on Figure 3-1.2), and in many cases those bus lines will drop them a short walk away from their destination. The EIR/EIS should be revised to reflect more realistic comparisons, so that the assumed mobility gains can be critically examined.

14.

Affected Intersections and Road Segments. The analyses of existing traffic volumes (Table 3-2.1), future no-project traffic volumes (Table 3-2.2), future no-project intersection performance (Table 3-2.3), project intersection impacts (Table 3-2.5), and initial segment impacts (Table 3-2.7) are incomplete.

27.X

a. **Table 3-2.1.** Item 7 on this table identifies existing conditions east of Atlantic Blvd. Brooklyn Avenue does not extend east of Atlantic; apparently the data presented applies to Riggins Street (mis-labeled as "Riggine" on Figures 1-1.2 and 1-2.1). Similarly, First Street does not extend east of Atlantic; this is a westbound SR-60 offramp. Also, traffic counts should be presented for street segments west of Atlantic as well. Due to turning movements, these segments may carry significantly different volumes than their eastside continuations.

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b. **Table 3-2.2.** See comments to Table 3-2.1 above. The analysis is not complete without data on Brooklyn Avenue, First Street, and Floral Drive west of Atlantic Boulevard.

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c. **Table 3-2.3.** At least three key intersections are omitted from the analysis, namely (i) Atlantic/Floral; (ii) Collegian/First; and (iii)

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Collegian/Floral. Also, why were the ICU analyses limited to PM peak hour? City records indicate that AM peak hour conditions may be more congested in some cases.

27.AA

- d. Table 3-2.5. The same three intersections should be added to the analysis (Atlantic/Floral, Collegian/First and Collegian/Floral). Where is the ICU/LOS information from which this table was created? It is impossible to evaluate the summary information without these calculations. AM peak hour conditions also need to be analyzed. Data on intersections operating better than LOS "E" should be presented as well. Finally, why does the intersection of Atlantic and First improve under Alt 4?

27.BB

- e. Table 3-2.7. See comments to Table 3-2.5 above. Why does the intersection of Atlantic and First not improve here, but does improve under Table 3-2.5? Will upgraded traffic signal facilities be provided where the project will adversely affect the ICUs?

15. Traffic Impact Significance Thresholds. The EIR/EIS explains on page 3-33 and 3-34 that LADOT traffic impact criteria are being ignored in favor of standards less protective of the environment, because mitigating impacts under the stricter standards would "entail diversion of transit agency dollars from the provision of mass transit service to the accommodation of automobiles." This is questionable on several grounds.

27.CC

- a. First, it assumes that mass transit is inherently a better use of money than the accommodation of automobiles. The focus, however, should be on the cost effectiveness of alternative means of achieving air quality and mobility goals. The EIR/EIS should not assume without supporting analysis that transit expenditures are necessarily more cost effective than local street improvements.
- b. Second, it is local agencies like the City of Monterey Park that pay the price for the local street impacts ignored by projects such as this. The City is responsible for maintaining adequate traffic flow on local streets, and the transit agencies have a responsibility to consider and mitigate the impact of their projects with a field of view beyond their own agency agenda. Consequently, the departure from LADOT significance thresholds is unwarranted.
- c. A similar flawed rationale is offered on page 3-61 to support the alleged infeasibility of measures needed even to mitigate the deficiencies identified under the EIR/EIS' relaxed significance threshold.

16. Significant Traffic Impacts.

- 27.DD a. Alternative 4. Section 3-2.2.3(a) at the top of page 3-56 presents conflicting information concerning traffic impacts. Fourteen intersections are estimated to be significantly impacted under Alt 4, yet only two (Soto/Fourth and Atlantic/Whittier) are listed. The text should discuss the impacts at Atlantic/Brooklyn in the City of Monterey Park, which the figure on page 3-48 indicates would be significantly impacted even under the relaxed significance thresholds used in the EIR/EIS.
- 27.EE b. Alternative 10. The discussion of Alt 10 at the bottom of page 3-59 is also internally inconsistent. The text states that three intersections are significantly impacted, and then proceeds to list five intersections. To make matters worse, Table 3-2.7 on page 3-55 indicates that only two intersections are significantly impacted under Alt 10. With these kinds of internal inconsistencies, it is impossible to understand the traffic impacts of the project.
- 27.FF c. The summary of impacts on page 3-60 needs to be revised in light of the comments made herein, particularly after AM peak hour impacts are studied.
17. Traffic Impact Mitigation. Section 3-2.4 on pages 3-60 through 3-62 identifies both generic mitigation measures and mitigation for specific intersections.
- 27.GG a. Some of the generic mitigation measures may involve additional impacts which are not addressed in the EIR/EIS. For example, increasing intersection approach capacities by restricting on-street parking would have environmental impacts (because of increased parking demand) and economic impacts on nearby businesses.
- 27.HH b. Confusingly, specific mitigation is suggested for Atlantic Boulevard at First/SR-60 WB Ramp (Alt 4), even though the impacts at this location were not considered significant by the text (p. 3-56) or Table 3-2.7 (p. 3-54). This suggests another error or inconsistency in the traffic analysis. Concerning widening the westbound ramp approach, what signal improvements are proposed to accommodate this modification? Will through-lanes align, or will split-phasing be required? What impact will this have on the progression system in place on Atlantic Boulevard?
- 27.II c. For the intersection of Atlantic Boulevard and Brooklyn Avenue in Monterey Park, the text states simply: "Second northbound and southbound left turn lanes needed; no feasible method to implement identified." No explanation is given concerning why these improvements would be infeasible. The existence of this incurable traffic flow deficiency along two major aerials should preclude further consideration of Alt 4. Yet the final evaluation chart (Table 5-1, p. 5-4) presented at the end of the EIR/EIS compares alternatives solely on the basis of impacts before

- 27.II | mitigation, and makes no distinction between curable and incurable traffic impacts.
- 27.JJ | d. Why are the impacts to Atlantic Boulevard at First Street and Brooklyn Avenue only limited to Alt 4? Alt 10 also affects these intersections. Again, insufficient information is provided in the EIR/EIS to adequately review and confirm the findings.
- 27.KK | e. The text concludes, "When implemented, the measures identified above would mitigate project impacts to insignificance." This kind of "canned" conclusion is misleading, given the admitted infeasibility of certain of the mitigation measures.
- 27.LL | 18. **Parking Utilization Survey.** Where are the 455 parking spaces around Station I (Table 3-3.1) located? Are residential on-street parking spaces included in the analysis? Also, the parking utilization analysis was apparently based on a survey conducted July 20-22, 1992. (See footnote to Table 3-3.1.) For Station I, this will greatly overstate true parking capacity, since East L.A. Community College is not in regular session during the summer. Another study must be performed during the school year when normal school traffic is present.
- 27.MM | 19. **Park and Ride Parking Demand Mitigation.** Proposed generic mitigation measures for parking impacts are suggested on pages 3-72 and 3-73. There is no discussion of the cost or feasibility of these alternatives, and no discussion of how they might apply in a particular situation. This would be a good place to add an analysis of the phased/cooperative park-and-ride parking options suggested for Station I on pages S-9 and 2-18. What mitigation will be provided for the increased cost to the City of Monterey Park to implement measures such as (i) feeder bus lines; (ii) studies of neighborhood parking intrusion; (iii) parking districts; (iv) signage; (v) rideshare programs, etc.?
- 27.NN | 20. **Existing Land Use Map.** The land use map on page 4-1.2 is hard to understand. Shading patterns used on the map do not appear to correspond to patterns on the legend. Some uses are not shown at all, such as the commercial development on the west side of Atlantic Boulevard between Brooklyn Avenue (Riggin Street) and the 60 Freeway.
- 27.OO | 21. **Impacts of Station I on Local Development.** The discussion on page 4-1.22 of impacts from the Atlantic/Brooklyn station in Monterey Park is inconsistent and misleading. At the top of the page, the EIR/EIS acknowledges that the station vicinity is "characterized by some of the lowest amounts of vacant land in the study area (3.9 acres)." At the bottom of the page, however, the text states: "Because of a sufficient pool of existing non-residential lot square feet in the [Station I] influence area, the provision of rail service could have a beneficial influence by supporting future commercial development and stimulating existing commercial markets." The latter statement not only contradicts the former, but

27.OO | it also ignores the fact that the largest auto dealership in Monterey Park would have to be shut down to make room for the station entrance and parking. In fact the project would have a serious adverse impact on the commercial base of the City of Monterey Park.

27.PP | 22. Benefit to East Los Angeles Community College. Page 4-1.22 also makes mention of the alleged benefits of providing rail access to the college. There is no factual basis for concluding that rail service to the college is necessary. Given the enormous cost of extending the line to this station and its impacts on the City of Monterey Park, at least a transportation survey of college faculty, students and administration should be conducted, and the rail alternatives should be compared in costs and benefits with bus and shuttle alternatives.

27.QQ | 23. Local Police, Paramedic and Fire Costs.
a. The discussion of municipal service cost impacts concludes without analysis that there will be no significant impacts on local police and fire service costs. Even if MTA personnel handle routine station and rail car incidents, fire, police and paramedic services from the City may be utilized for certain incidents and for areas adjacent to the stations. What about fire and police protection for the proposed park and ride lots? Police patrols required adjacent to the station entrances? Traffic control and parking enforcement during construction and ongoing operation? The cost to the City of Monterey Park of providing these services needs to be analyzed and quantified in the EIR/EIS.

27.RR | b. Coordination and cooperation between MTA security personnel and City police officers will be required. A lack of effective and professional MTA coverage in and around station areas will endanger and burden City officers. Accordingly, it is imperative that sworn officers rather than security guards be employed by MTA.

27.SS | c. The City would require a Memorandum of Understanding to be entered into prior to the commencement of construction, to cover procedures, jurisdiction, and minimum staffing levels to be provided by MTA during construction and operating phases. Mitigation should be identified for the additional costs of training City police, fire and rescue personnel to deal with station- and train-related safety equipment and risks. The City should be consulted regarding station design and security equipment proposed for Station I and adjacent parking areas. If video surveillance will be used, surveillance recordings should be made available to the Monterey Park Police Department as needed for law enforcement purposes.

27.TT | d. What services would the Monterey Park Fire Department be asked to provide? If the Department will be asked to provide any service to MTA facilities, the following concerns need to be addressed:

- 27.TT
- i. Present staffing is insufficient for a project of this nature. No City funds are available to expand current service.
 - ii. Projected ridership and potential incidents may overburden emergency medical services.
 - iii. The Fire Department does not provide training for underground firefighting.
 - iv. Mutual aid agencies (other fire and rescue departments) are not obligated to provide assistance.
 - v. Fire prevention and inspection activity needs may overburden the City's fire prevention bureau.
- 27.UU
24. **Property Acquisitions.** According to page 4-3.1, "Property acquisitions resulting from the construction of the Eastside Corridor would be confined to station entrance locations and off-street cut-and-cover construction areas for stations and crossovers." This clearly ignores vent and parking acquisitions. And while we have not performed a legal analysis, it would appear that the right-of-way for the subterranean rail tunnels would also have to be acquired.
- 27.VV
25. **Notice to Affected Property Owners.** If it has not been done already, notice of this proposed project and related public meetings and hearings should be mailed directly to owners of property potentially subject to acquisition.
- 27.WW
26. **Employee Displacement.** Table 4-3.1 contains a misleading summary of employees displaced by property acquisitions for each station alternative. The omission of displacement for parking purposes suggests that Station I would have minimal employment impacts, when in fact a large number of employees from the displaced businesses would be affected.
- 27.XX
- a. **North Parking Location.** The north entrance/parking option for Station I would displace a Chevron gas station currently operating on the half-acre site at the northwest corner of Atlantic and Brooklyn Avenue (Riggin Street). This business displacement is not discussed in the EIR/EIS (see Section 4-3.2, pp. 4-3.7 to 4-3.9). The business generates roughly \$35,000.00 in annual sales and property tax revenues to the City. Table 4-3.1 erroneously shows only one employee being affected by this option. Discussion of visual impacts on page 4-5.13 also suggests that a portion of the parking lot for the Community Thrift & Loan Bank building would be taken for the station entrance and parking lot. If that is correct, there would be significant impacts on the Bank and on the Monterey Park Redevelopment Agency's proposed "Majestic" commercial center on that site. None of these impacts is analyzed in the EIR/EIS.

- 27.YY | b. **South Parking Location.** The south entrance/parking option for Station I would, as discussed above, require condemnation of the entire 3.5 acre Camino Real Chevrolet property. Yet Table 4-3.1 shows only four displaced employees. The property owner should be consulted to determine the actual number of employees.
- 27.ZZ | 27. **Need for Monterey Park Station.** Figure 4-4.3 on page 4-4.7 shows that the station proposed for Monterey Park, Station I, would serve the lowest number of poor households without private transportation. Furthermore, there is no study in the EIR/EIS which indicates that persons proposed to be served by Station I are not adequately accommodated by existing bus service.
- 27.AAA | 28. **Vibration Impacts.** Page 4-7.13 states that Alt 4 would pass under East L.A. Community College, yet noise and vibration impacts on the college are not addressed in Table 4-7.8 or the surrounding text. Noise and vibration impacts on the Prado Center retail site should also be addressed.
- 27.BBB | 29. **Soils Conditions.** The EIR/EIS states on page 4-8.5 that no information is available on subsurface conditions for the majority of the proposed Brooklyn Avenue Alignments (east of Soto). For a project of this size, test borings should be conducted along the proposed route so that cost and hazard factors can be identified. The borings should be at appropriate regular intervals, and should extend to at least the depth of the proposed tunnel and station excavations. The failure to adequately assess soil, groundwater and hazardous waste conditions in advance of construction will prolong the excavation period and resulting impacts.
- 27.CCC | 30. **Dewatering Impacts.** The text on page 4-8.5 also indicates that much of the tunnelling east of Soto Street would occur below the local water table. According to page 4-8.9, this would require water to be pumped out and discharged into the storm drains.
- 27.DDD | a. How much water may be involved in the Monterey Park area? Where is this water proposed to be discharged? If in fact the quantity of dewatering is impossible to predict at a given location (see p. 4-9.12), then please provide the range of actual quantities discharged during prior Red Line construction.
- 27.EEE | b. According to the text, "suspended solids would be removed in siltation basins and, where necessary, hydrocarbons would be removed in oil/water separators." Where would these basins and separators be located? What kind of equipment and procedures are involved in this process?
- 27.EEE | c. The mitigation proposed for dewatering impacts (p. 4-9.13) is compliance with "applicable" requirements of several RWQCB orders and an NPDES permit. Since these requirements were imposed prior to the addition of alternatives passing through Monterey Park, they may need to be updated

- 27.EEE | to anticipate or apply to construction activities in Monterey Park.
- 27.FFF | 31. **Subsurface Gas/Tunnel Fire Hazard.** No discussion is given to the safety record of past Red Line excavations. There was at least one major tunnel fire in Los Angeles within the past 36 months. The experience with that fire should be discussed, and an analysis should be made of the risk of a similar fire in the proposed Eastside extension.
- 27.GGG | 32. **Hazardous Waste Sites.** Table 4-8.1 shows that Alt 4 and Alt 10 (the two which pass through Monterey Park) involve by far the most potential hazardous waste sites. Which of the identified potential sites are located in Monterey Park, or would affect soils extracted from the station excavation in Monterey Park?
- 27.HHH | 33. **Maximum Credible Earthquake.** Page 4-6.8 states that a magnitude 6.8 earthquake on the Elysian Park Thrust is the maximum credible earthquake. The Monterey Park police department reports that it frequently hears experts predict a magnitude 8.0 earthquake in Southern California within the next 20-30 years.
- 27.III | 34. **Energy Consumption.** The cursory one-page discussion of energy impacts on page 4-11.1 fails to quantify or discuss the energy required to construct and operate the rail alternatives or the energy savings alleged to occur because of substituting rail trips for car trips. Generation of the electricity used by the trains and hazards associated with electric rail should also be discussed.
- 27.JJJ | 35. **Security Incidents.** Data should be presented regarding the recent experience of crime incidence along existing Red Line and Blue Line routes.
- 27.KKK | 36. **Community Facilities.** The discussion of community services on page 4-14.1 must be revised to include services provided by the City of Monterey Park.
- 27.LLL | 37. **Section 4(f) Historic Sites.** The text on page 4-15.2 conflicts with the data in Table 4-15.2. The text says that Alt 8 would involve the fewest historic sites (2) and Alts 3 and 9B would affect the most. The table, by contrast, indicates that Alts 7 and 8A would affect only one site, and Alts 3, 9B and 10 each would affect the most (7 sites).
- 27.MMM | 38. **Subsoil Extraction.** One of the most significant environmental effects of the rail alternatives would appear to be the extraction, transport, and discarding of soil and rock from station and tunnel excavations. The EIR/EIS makes no attempt to quantify this impact, stating only that the amount of material withdrawn is "substantial" (p. 4-8.6) and could, unless contaminated, be sold or deposited in a Class III landfill.
- a. What is the total amount of soil excavated under each rail alternative? What is the impact on declining landfill space? What percentage of excavated material from past Red Line excavations was sold vs. sent to a

landfill?

27.MMM

- b. What amount of material would be extracted at the Monterey Park (Station I) location? How many double-load tractor trailer trips would be required to export this material? How many truck loads per day would occur during the peak excavation period? Where would the trucks queue up awaiting loads? What mitigation is proposed for the wear-and-tear on road surfaces?
- c. What landfills will be used to receive the material? How far away are they? What haul routes are proposed through Monterey Park? What are the traffic impacts of these truck trips?

39. Extent of Surface Excavation. The EIR/EIS presents incomplete and inconsistent information regarding surface excavation required for Station I (Atlantic/Brooklyn).

27.NNN

- a. Will an additional 250 feet of Atlantic Boulevard have to be torn up to install a track crossover at Station I? Appendix 5 shows a crossover at Station I for Alt 10, but not for Alt 4. Table 4-16.1 and Table 4-16.15 indicate no crossover at Station I. The text fails to indicate one way or the other.
- b. Section 4-16.1.2 on page 4-16.14 states innocuously that stub-end tail tracks east of the Atlantic station will be constructed by cut-and-cover methods. Does this mean that under Alt 10 an additional 2000 feet of Atlantic Boulevard, extending nearly to Brightwood Street, would have to be torn up? No discussion of the impacts of such extended surface excavation is presented.
- c. Page 4-16.14 also mentions that "pocket tracks" at various points along the line would be constructed by cut-and-cover methods. Yet the EIR/EIS makes no attempt to indicate the number, size, location, or impacts associated with these track features.

27.OOO

40. Support of Adjacent Structures. The text states on page 4-16.4 that MTA will monitor adjacent buildings for movement and subsidence during construction. What specific procedures and equipment would be used? How effective have these measures been in previous Red Line construction? Has there been any unexpected damage to adjacent structures? Will special support issues arise if the line passes under the Pomona (60) Freeway?

27.PPP

41. Location of Staging Areas. The text mentions on page 4-16.16 that 2,500 to 5,000 sq. yd. staging sites will be needed for construction of each station. Where would the staging site for Station I be located? What would be the impact to adjacent homes and businesses?

- 27.QQQ
42. Construction Impacts on Traffic. The general discussion of construction methods indicates that Atlantic Boulevard would be reduced to only two lanes of traffic for a period of three years.
- a. The analysis of impacts at specific station sites is grossly inadequate. The EIR/EIS offers nothing more than an "X" in a table (Table 4-16.2) marking whether or not a particular study intersection may be significantly impacted. Likely impacted intersections such as Atlantic/Floral, Collegian/Floral and Collegian/First are not analyzed. This kind of shallow analysis tends to downplay the potentially severe local effects of the construction gridlock.
 - b. A detailed traffic study should be performed showing construction impacts on levels of service. Traffic may be diverted onto surrounding local streets, increasing noise and congestion. These impacts, though not permanent, must be weighed against the supposed mobility gains from the project.
 - c. The new construction traffic impact study should look at AM peak conditions as well as PM, and include peak (school year) East L.A. Community College parking and traffic assumptions.
- 27.RRR
43. Construction Air Quality Impacts. Air emissions from construction are deceptively understated in the EIR/EIS by being broken down into station-by-station emissions. (See pp. 4-16.28 through 4-16.31.) Although the text acknowledges that more than one station could be under construction at one time, it claims that the proximity and distribution of work is too speculative to predict. Data from previous Red Line construction as to the total amount of equipment and manpower in use during peak construction periods should be provided. This would provide a rough basis for calculation of project impacts. Contrary to the terminology used on page 4-16.31, these are project impacts, not cumulative impacts under CEQA. The EIR/EIS should also examine the impacts of project construction in combination with impacts from construction and operation of related projects.
- 27.SSS
44. Utility Disruption/Relocation.
- a. Will any utility service be disrupted during construction? What has been the past experience with Red Line construction? What mitigation measures are planned?
 - b. The 81-inch concrete storm drain in Atlantic Boulevard is one of the largest utilities that the proposed rail line construction would encounter. A specific discussion should be provided concerning how this utility will be handled during construction.

27.TTT | 45. **Coordination with City.** If any construction goes forward in the City of Monterey Park, construction plans, utility relocation plans, work schedules, dust and erosion control procedures, traffic control plans, and haul routes should be submitted to the City for advance review and approval. A 24-hour hot line should be set up for the City's use in emergencies. The City should be included at all pre-construction meetings and construction progress meetings. The City building and fire officials must review all plans, including street access points and driveways for parking facilities, and landscaping plans.

27.UUU | 46. **Business Disruption.** No information, other than the number of businesses affected, is given in the EIR/EIS. Discussion and analysis of disruption and proposed mitigation for specific businesses around Station I in Monterey Park should be included. Apart from the impact to private business owners, there is an impact on the Monterey Park Redevelopment Agency's multi-million dollar investments in redevelopment projects in the vicinity of Station I. There is no factual basis in the EIR/EIS to suggest that the alleged long-term benefits of the rail line would outweigh the adverse impacts of the extended construction period and the loss of revenue-producing properties.

The City would also encourage the MTA to develop a Business Disruption Compensation Program to assist those businesses trying to survive the losses created by the Red Line construction.

27.VVV | 47. **Mitigation Monitoring.** A mitigation monitoring program should be developed and circulated for public review and comment.

48. **Summary of Unavoidable Impacts.** The summary of unavoidable significant impacts on page 4-18.1 should be revised in light of the above comments. Among other things:

27.WWW | a. **Traffic.** The conclusion that significant traffic impacts for all rail alternatives is unavoidable appears to be inconsistent with the analysis in the EIR/EIS. Specifically, the discussion of mitigation measures on pages 3-61 and 3-62 suggests that only some of the rail alternatives require mitigation which is deemed infeasible.

27.XXX | b. **Fiscal.** The loss of the Camino Real Chevrolet dealership would have an impact of \$200,000.00 annually on the City of Monterey Park. In addition, police, paramedic and fire service costs would increase because of the rail station and parking development.

27.YYY | c. **Solid Waste.** The summary fails to acknowledge the impacts of excavated material on limited landfill capacity.

27.ZZZ | 49. **Impacts Not Found Significant.** Based on the above comments, the conclusion that impacts on "(8) safety and security ... and (10) construction impacts - traffic,

- 27.ZZZ | parking, air quality and utilities" are not significant (p. 4-18.2) needs to be reexamined.
- 27.AAAA | 50. **Growth-Inducing Impacts.** The discussion of growth-inducing impacts on page 4-18.2 should include an analysis of future rail line extensions (or linked services) from the tail ends under consideration.
- 27.BBBB | 51. **Financial Analysis and Evaluation of Alternatives.** (Chapter 5, pp. 5-1 to 5-8.)
- 27.CCCC | a. The text states that the Red Line is the MTA's "top priority" and that the MTA has already "committed to implementing the Eastside Extension." This may explain why much of the EIR/EIS analysis (particularly the narrow range of alternatives considered) appears to be a justification of a foregone conclusion rather than a good faith analysis of alternatives.
- 27.DDDD | b. The side-by-side comparison of alternatives (Table 5-1) is presented in a manner which precludes a meaningful evaluation of the "no project" and "TSM" alternatives. For example, these alternatives are shown as having annual operating and maintenance costs of \$94 million, based on the costs running the Red Line segments west of Union Station. The appropriate comparison would be between \$0 annually for the TSM and No-Project alternatives as compared to \$23-31 million in incremental operating costs for each of the rail alternatives. Similarly, several of the impact categories show "N/A" for the TSM and No-Project alternatives, when "0" would be the appropriate basis for comparison (this would be the case, for example, with "number of intersections with significant impacts under CEQA" and "number of potential pre-existing hazardous waste sites near rail alignments").
- 27.EEEE | c. Setting aside the operational air emissions benefits, which the EIR/EIS acknowledges are "small" (p. 4-6.7) and the questionable travel time savings (see above comment re assumptions), the No-Project and TSM alternatives are clearly environmentally superior. They would avoid the numerous unavoidable impacts associated with the rail alternatives, and at a tremendous cost savings to the public. The EIR/EIS is flawed in failing to identify the environmentally superior alternative.
- 27.FFFF | d. When economic costs are considered, the advantages of the TSM and No-Project alternatives are even more striking. For example, the annual operating costs of the rail alternatives alone far exceed the dollar value of the travel time saved as presented in Table 5-1.
- 27.FFFF | e. As noted above, other far less expensive alternatives, not considered in the EIR/EIS, may be able to achieve the same air quality and mobility benefits projected for the rail alternatives.

52. **Lines Ending Short of Monterey Park are Superior.** If a rail project nevertheless is to go forward, then, given the impacts discussed above and the poor cost-benefit ratio of extending the rail line into Monterey Park, line configurations which end short of Monterey Park are environmentally superior.

a. **Alternative 10.** Alt 10 is essentially the same as Alt 3, but with an added leg extending north into Monterey Park. As shown on the summary table on page 5-3, the additional 1.2 mile leg would cost nearly \$300,000,000.00, but would serve only 2,000 additional (round-trip) daily riders. The extra leg therefore would cost \$150,000.00 per added rider, compared with a unit cost of \$50,000.00 per rider for the first 5.8 miles. The EIR/EIS failed to consider the reduced marginal benefits of the extension into Monterey Park, or to consider possible alternatives such as adding shuttle bus service between East L.A. Community College and the Whittier/Atlantic terminus for Alt 3.

b. **Alternative 4.** Similarly, with Alt 4, the line makes a lengthy (and therefore extremely costly) detour in order to reach Monterey Park. The EIR/EIS presents insufficient information to make a determination, but it would appear that the marginal benefit from the detour into Monterey Park is far outweighed by the costs and environmental impacts. Alternatives similar to Alt 4, but ending at Brooklyn/Eastern, or proceeding directly from Brooklyn/Eastern to Whittier/Goodrich should have been considered.

53. **Recirculation Required.** Based on the inadequacies noted above, the EIR/EIS must be revised and recirculated. Alternatives entering the City of Monterey Park should be eliminated unless a configuration acceptable to city officials can be devised.

27.GGGG

27.HHHH

Responses to: **Chris J. Jeffers, City Manager, City of Monterey Park**
(Comment Letter number 27)

- 27.A MTA appreciates the City of Monterey Park's support for regional and local mass-transit facilities, including its monetary and staffing support for the Metrolink rail station at California State University, Los Angeles.
- 27.B The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.
- 27.C As stated in the comment, the City of Monterey Park was not included in the Interagency Management Committee meetings because at the time that committee was formed, the MTA was not considering any alignments through the City of Monterey Park. The MTA regrets that the City of Monterey Park was not included earlier in the process. However, the city was provided the opportunity to comment on the alignments considered in the AA/DEIS/DEIR, and the city's comments on the AA/DEIS/DEIR were a major factor in the decision not to select alternatives through the city.
- 27.D As shown in the AA/DEIS/DEIR, a number of options appeared to be reasonable and feasible for the provision of improved transit service to the Eastside Corridor. The MTA made an effort to ensure that the community had a broad range of alternatives to review and evaluate. The AA/DEIS/DEIR was designed to evaluate these multiple alternatives. Based on comments received during the federal and state scoping process, two alternatives were added (Alternatives 4 and 10) that would provide service to the East Los Angeles Community College and the City of Monterey Park. Sub-alternatives were identified in an effort to review techniques for reducing community impacts, e.g., multiple off-street station options.
- It became clear to the MTA during the preparation of the AA/DEIS/DEIR and the selection of the Locally Preferred Alternative that the alternatives and sub-alternatives presented were very different (rather than similar as suggested by the comment) in their service characteristics and impacts, and the MTA made every effort to identify these differences to aid the reader in the review of the alternatives. The AA/DEIS/DEIR was designed to aid rather than obscure this evaluation process, and the MTA hopes that it succeeded in this effort.
- It is important to note here that the stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.
- 27.E Inclusion of the number of alternatives and sub-alternatives in the AA/DEIS/DEIR did serve to lengthen the environmental document, but it also allowed for the review of multiple reasonable and feasible alternatives and sub-alternatives.
- 27.F See Responses to comments 27.D. and 27.E.

27.G The MTA has ongoing programs designed to review and implement TDM measures. Promotion of the buy-back program, while useful in reducing air emissions, is not designed to improve the mobility and access for a given area. As identified in the AA/DEIS/DEIR, the Eastside Corridor is very transit-dependent (although this is less true for the Monterey Park alternatives 4 and 10). Car-pooling options would therefore be less effective for this Corridor. Reduction in bus fares also would not be expected to be as effective in increasing the use of transit, since a high percentage of residents are already dependent on public transportation. The heavy-rail alternative was selected to improve regional access and reduce travel times for the residents and employees in this highly transit-dependent Corridor.

27.H MTA appreciates the suggestions regarding a station at the East Los Angeles Community College. As noted above, the Locally Preferred Alternative does not include an alignment or stations within the City of Monterey Park, and does not serve the Community College. The station identified in the AA/DEIS/DEIR for Monterey Park was located so as to serve not only the Community College but also the retail establishments along Atlantic Boulevard.

27.I While identification of a preferred alternative is acceptable under the California Environmental Quality Act, the National Environmental Policy Act regulations require that all alternatives be treated equally. Federal Transit Administrative regulations and procedures call for the selection of a locally preferred alternative after a draft Environmental Impact Statement is circulated.

Based on a number of community comments and recommendations (as shown in this Chapter of this FEIS/FEIR) and the information in the AA/DEIS/DEIR, the MTA Board was able to differentiate between the alternatives and select a Locally Preferred Alternative. See also responses to comments 27.C. and 27.D.

27.J Comment acknowledged.

27.K The Brooklyn/Atlantic Station is not part of the Locally Preferred Alternative. The MTA intends to provide sufficient parking to accommodate demand as it increases from the initial phase through the forecast year 2010; the intent for phasing is to identify the possibility of providing parking spaces via joint development, so that the costs for parking can be partially offset and the spaces can serve more than one use. The visual, traffic and air quality impacts of parking facilities are discussed in Sections 4-5, 3-3 and 4-6 of the AA/DEIS/DEIR and sections 3-2, 3-3 and 4-6 of this FEIS/FEIR.

27.L The Brooklyn/Atlantic Station is not part of the Locally Preferred Alternative. The AA/DEIS/DEIR is based on conceptual plans for a number of alternatives. More specific engineering and planning supports the analysis of the Locally Preferred Alternative (LPA) in this FEIS/FEIR.

27.M The AA/DEIS/DEIR did recognize that acquisition of the Camino Real automobile dealership would represent a significant fiscal impact for the City of Monterey Park.

This impact was among the reasons for not selecting Alternatives 4 or 10 as the Locally Preferred Alternative.

- 27.N Copies of reports incorporated in the AA/DEIS/DEIR by reference were publicly available at MTA offices during the AA/DEIS/DEIR review period. In order to provide a concise report that facilitates the reader's ability to evaluate the alternatives, the AA/DEIR/DEIS includes only that information from the report that is sufficient to provide an understanding of the project background or relevant to the AA/DEIR/DEIS analyses.
- 27.O Because the Locally Preferred Alternative does not include Station I and would not result in significant impacts on growth and development patterns in the vicinity of that station location, mitigation is not necessary.
- 27.P The Locally Preferred Alternative does not include Station I and does not traverse the area served by the Spirit bus service. The potential for connections of local transit services to the Locally Preferred Alternative (LPA) stations is discussed in Section 3-1 of this FEIS/FEIR.
- 27.Q The list of related projects in the AA/DEIS/DEIR was based on projects with completed EIRs within 0.4 miles of the station locations. The LPA does not pass through the City of Monterey Park and none of the station study areas include portions of the City of Monterey Park.
- 27.R A further eastward Red Line extension is beyond the scope of the currently proposed project. The potential for a future expansion is not clearly defined at this time and therefore is not discussed as a related project.
- 27.S Operating and maintenance costs are gross costs.
- 27.T Please see response to comment 27.C, above.
- 27.U The AA/DEIS/DEIR was written with the intention of being understood by a non-technical audience. In response to this comment, an extra effort was made to avoid the use of technical terms and to define them where their use is necessary in this FEIS/FEIR.
- 27.V Graphics have been revised for this FEIS/FEIR to provide greater clarity. In Figure 3-3.1 of the AA/DEIS/DEIR, the numbers in the black arrows indicate the number of express buses (not passengers) during the AM peak hour on I-10, I-5 and Route 60. Shading was provided on major routes to graphically represent the magnitude of flow on those routes.
- 27.W Travel patterns and commuting times associated with the LPA, as compared to existing conditions, are further discussed in Section 3-1 of this FEIS/FEIR. The TSM alternative is no longer under consideration and therefore is not discussed in this FEIS/FEIR. Travel time comparisons are meant to illustrate the differences between

alternatives relative to each other, not to serve as a precise measure of future conditions.

Bus transit service will remain the primary transit mode for the majority of the transit riders in the region. Bus service will not be removed from the transit system but will be modified in the LPA study area to provide effective bus/rail interface connections. Feeder bus service will provide connections to the LPA for local and regional trips as well as serving shorter trips. Patrons may still utilize bus service if they find the bus mode more attractive than rail. The LPA will provide a transit alternative which may be faster and more comfortable than bus transit. Region wide travel demand forecasts support this conclusion.

27.X Because the Brooklyn/Atlantic station is not included in the LPA, traffic conditions in this area are not further discussed in this FEIS/FEIR. Street name corrections have been made in this FEIS/FEIR where applicable.

27.Y See response to comment 27.X, above.

27.Z See response to comment 27.X, above.

27.AA See response to comment 27.X, above. Data for the CMA analysis conducted for the LPA as part of this FEIS/FEIR will be available for review at the MTA offices, as they were for the AA/DEIS/DEIR.

The Atlantic/First intersection under Alternative 4 should have been included in the list of intersections predicted to operate at LOS E or worse in Table 3-2.5

27.BB See response to comments 27.X and 27.AA, above. See Section 3-2.4 for a discussion of mitigation measures for traffic impacts caused by the project.

27.CC The FEIS states in Section 3-2.2 how "significant" traffic impacts are defined, as follows:

For this study, an intersection is considered to be significantly affected if project traffic is projected to cause a deterioration in level of service to E or worse, or results in an increase in the Volume/Capacity ratio of 0.02 or more at an intersection projected to operate at LOS E or worse under No-build conditions.

These criteria were established by MTA for previous Metro Red Line projects and were used as the criteria for this project as well so as to maintain consistency in regional rail analysis. Tables presented in Section 3-2 document intersection Volume/Capacity ratios and levels of service with and without the project and show the exact impact of the project at each location.

Mitigation measures have been recommended for all intersections where significant impacts are identified based on the significance criteria established by MTA for rail projects. See Section 3-2.4 for mitigation measures.

The implementation of local intersection improvements may temporarily result in localized, short-term air quality benefits due to enhanced traffic flows achieved through reduced congestion. Such improvements will not, however, result in the reduction of and may even increase vehicle trips or vehicle miles travelled. Increases in automobile travel will adversely affect emissions and air quality in the longer term, while transit projects such as the Red Line will result in a net decrease in vehicle trips, vehicle miles travelled and emissions per state and federal air quality mandates. SCAG regional and subregional travel forecasts conducted for the Regional Comprehensive Plan Mobility Element indicate that alternatives which emphasize improvements to existing surface transportation systems will fail to meet federal mobility and air quality mandates.

27.DD The statement on page 3-56 of the AA/DEIS/DEIR should read as follows:

"compared to No-build conditions, station access traffic is expected to result in significant impacts at four intersections: Soto Street at Fourth Street; Route 101 SB Ramps at Fourth Street; Atlantic Boulevard at Brooklyn Avenue; and Atlantic Boulevard at Whittier Avenue."

The LPA would not affect these intersections or any other intersections in the City of Monterey Park.

27.EE The statement on page 3-59 of the AA/DEIS/DEIR should read as follows:

"compared to No-build conditions, station access traffic under Alternative 10 is expected to result in significant impacts at three intersections: Boyle Street at First Street; Route 101 SB Ramps at Fourth Street; and Atlantic Boulevard at Whittier Avenue."

27.FF The summary of impacts in the AA/DEIS/DEIR has been corrected according to responses 27.DD and 27.EE, above.

27.GG Secondary impacts of all traffic-related mitigation measures such as the potential reduction in parking supply due to intersection improvements are noted in the FEIS.

27.HH Mitigation may be applied to impacts that are less than significant. Because the LPA would not result in impacts on Atlantic Boulevard at First/SR-60 WB Ramp, this intersection is not analyzed in this FEIS/FEIR.

27.II Because the LPA would not result in impacts on the Atlantic Boulevard/Brooklyn Avenue intersection, this intersection is not analyzed in this FEIS/FEIR.

27.JJ Because the LPA would not result in impacts on Atlantic Boulevard at First Street and Brooklyn Avenue, these intersections are not analyzed in this FEIS/FEIR.

27.KK Because alternatives 4 and 10 were not selected as the LPA, traffic impacts on intersections in Monterey Park associated with those alternatives would not occur

and mitigation measures for those impacts are not further discussed in this FEIS/FEIR.

- 27.LL Because station I is not included in the LPA, parking utilization in the area of this station is not further discussed in this FEIS/FEIR.
- 27.MM The LPA does not include any stations within the City of Monterey Park and therefore would not result in parking impacts in the city. Mitigation measures for parking impacts specific to the LPA are discussed in greater detail in Section 3-3.4 of this FEIS/FEIR.
- 27.NN Because the LPA does not pass through the City of Monterey Park and would not result in any land use impacts on the city. Land use maps for the LPA, provided in Section 4-1, were refined and clarified.
- 27.OO The environmental impacts associated with alternatives that include Station I and the expressed local opposition to those alternatives were among many reasons for the selection of the Locally Preferred Alternative, which does not include Station I. The apparent inconsistency can be clarified by recognizing that the first statement refers to vacant land zoned for residential use while the second statement refers to commercially zoned vacant land.
- 27.PP The AA/DEIS/DEIR states on page 4-1.22 that Station I could result in a potentially beneficial influence by providing direct access to east Los Angeles City College but does not conclude that rail service to the college is necessary. Station I is not included in the Locally Preferred Alternative.
- 27.QQ The LPA does not pass through or include any stations within the City of Monterey Park and therefore would not result in any increased municipal service costs for the City of Monterey Park. See Section 4-16 of this FEIS/FEIR for a discussion of municipal services impacts for the LPA.
- 27.RR MTA agrees that coordination and cooperation between MTA security personnel and local police officers will be required. MTA will provide full-time qualified police coverage of the system once completed, consistent with Red Line policy.
- 27.SS The LPA does not pass through or include any stations within the City of Monterey Park and therefore would not require a Memorandum of Understanding with the city.
- 27.TT The Locally Preferred Alternative does not pass through the jurisdictional boundaries of the City of Monterey Park and therefore the Monterey Park Fire Department would not be asked to provide regular services for the project.
- 27.UU Please refer to Section 4-3 of this FEIS/FEIR for a discussion of property acquisitions and where tunnel easement requirements. Potential acquisitions for vent shafts along tunnel line sections are discussed in Section 4-18.1.3 of this FEIS/FEIR. Permanent loss of parking lots is shown in Table 4-3.1 in this FEIS/FEIR and temporary loss of parking spaces is addressed in Section 4-3.

27.VV In order to inform the local residents and businesses of the proposed project, MTA posted a public notice in local newspapers (i.e., *Los Angeles Times*, *Eastside Journal*, *Eastern Group*, *La Opinion*, *Los Angeles Journal*) including the dates and locations of AA/DEIS/DEIR public hearings. Public notices were posted 45 days in advance of the public hearing dates. In addition, flyers announcing the dates and locations of the public hearing were personally distributed to all residents and businesses along the affected routes.

27.WW Station I is not included in the LPA and therefore no employee displacement impacts are expected at this location. The property acquisition/displacement analysis presented in Section 4-3 of this FEIS/FEIR includes acquisition required for parking facilities.

27.XX The LPA does not include a station at Brooklyn/Atlantic and would therefore not affect either the Chevron gas station located on the northwest corner of Brooklyn and Atlantic Avenues or the Community Thrift and Loan Bank building.

27.YY The LPA does not include a station at Brooklyn/Atlantic and would therefore not affect the Camino Real Chevrolet property.

27.ZZ The LPA does not include a station at Brooklyn/Atlantic. The low number of poor households without private transportation and adequacy of local bus service around Station I (Brooklyn/Atlantic) were contributing factors to the selection of an alternative that did not include this station.

27.AAA The LPA does not pass under East L.A. Community College or the area near the college and therefore would not result in noise or vibration impacts on college buildings.

The noise and vibration analysis for the AA/DEIS/DEIR accounted for the tunnel depth, distance from potentially affected buildings to the tunnel, general soil characteristics, train operation parameters in the adjacent portion of the alignment, and characteristics of the affected buildings, including their sensitivity to noise and/or vibration. Based on this data the analysis indicated that there would be no significant impacts on buildings of the college campus if alternative 4 had been selected. Similarly, significant impacts on the Prado Center retail center would not be expected.

27.BBB Soil borings along the LPA and in adjacent areas were undertaken as part of the preliminary engineering program to identify subsurface soil conditions, potential hazards, if any, and other relevant geotechnical information required for the tunnel alignment and configuration. Areas that have the potential for hazardous materials such as abandoned oil fields, were subjected to extensive soil boring tests. The results of these tests are summarized in Section 4-9 of this FEIS/FEIR, along with the identification of ground water and hazardous waste conditions and appropriate measures to either avoid or mitigate hazardous waste problems.

The soil boring program will be even more extensive during the final design phases in order to ensure that the subsurface soil conditions will be fully known prior to the completion of the final design work for the tunnel and stations.

27.CCC The LPA does not enter and would not require dewatering in the City of Monterey Park.

Because the area involved in the LPA alignment is several miles from the site where water was present in previous Red Line construction (MOS-1) and had to be pumped and treated prior to its discharge into the Los Angeles River in accordance with established Water Quality Control Board requirements, the volumes of MOS-1 water discharge are not relevant to the proposed project. It is important to note, however, that the water volumes estimated in the MOS-1 preliminary engineering and final design analyses were not present, in fact, when the construction contractor began excavation in the vicinity of Union Station. Because the water volumes were significantly less than anticipated, the measures taken by the contractor were more than adequate.

27.DDD Siltation basins and oil/water separators would be located in close proximity to the materials being removed. At this point in the project's preliminary engineering, the locations of basins and separators have not been identified. The specific procedures and types of equipment involved would depend on the volume of water to be removed and also have not been defined at this point in the project's engineering.

27.EEE Because the LPA does not enter the City of Monterey Park, updating requirements to apply to construction in Monterey Park was not necessary.

27.FFF In regard to subsurface gas/tunnel fire hazards, the experience of MTA is that no previous MTA tunnel fires or hazards have resulted from methane gas or any subsurface gas conditions. The tunnel fire in 1990 that occurred in the vicinity of the construction at Union Station stemmed from the use of wooden lagging to support the tunnel excavation. The fire was caused by a welder's torch which apparently caused hot metal to fall down onto the wooden lagging which resulted in a fire several hours later after the workers had left the site. Immediately after the fire, the practice of contractors using wooden lagging at station and tunnel construction sites was prohibited by the Rail Construction Corporation which is the arm of MTA that is responsible for the construction program.

27.GGG The LPA does not enter the City of Monterey Park, and therefore would not affect or be affected by any potential hazardous waste sites in Monterey Park.

27.HHH In terms of maximum credible earthquakes, the Elysian Park thrust fault is projected to have a magnitude of no greater than 6.8 by experts at Cal Tech and elsewhere. The reference to magnitude 8.0 earthquakes is on the San Andreas fault which passes no closer than 40 miles to downtown Los Angeles. The probable effects of a magnitude 8.0 earthquake on the San Andreas fault would be much less than a

6.8 earthquake with an epicenter in the vicinity of the tunnel alignment identified as part of the LPA.

- 27.III Previous Metro Rail energy consumption analyses have demonstrated that the differences between rail and no build alternatives are not significant enough to warrant detailed analyses. For example, the 1987 *Los Angeles Rail Rapid Transit Project DEIS/DEIR* showed a savings of approximately 3,000 billion BTU with rail transit compared to a base consumption level of 643,635 billion BTU. Consequently, Section 4-11 of the AA/DEIS/DEIR focused on identifying opportunities for energy conservation during operation of the system.

The electrical rail will be covered and is located away from boarding platforms, thus it is not expected to present a hazard to system riders.

- 27.JJJ Experience with security issues along the existing Red and Blue lines has contributed to the development of MTA's current security system. Please see Section 4-13 of this FEIS/FEIR for a discussion of security issues.

- 27.KKK The LPA does not pass through the City of Monterey Park and therefore effects on community services provided by the city are not expected to occur.

- 27.LLL The AA/DEIS/DEIR text should have indicated that Alternatives 7 and 8A would require the fewest "uses" of 4(f) sites and Alternatives 3, 9B and 10 would involve the greatest number of sites.

- 27.MMM The amount of material to be excavated at each station and tunnel segment is estimated in Section 4-18 (Construction Impacts) of this FEIS/FEIR.

The Atlantic/Brooklyn station (Station I) discussed in the AA/DEIS/DEIR within Monterey Park is not included within the LPA.

Section 4-18 of the FEIR/FEIS estimates the number of truck trips required to haul excavated material by station and tunnel segment and describes potential haul routes. Disposition of Class III soils excavated during construction will be at the discretion of the contractor. Often, the contractor is able to sell the soil for use as fill at other sites. In the interest of cost savings and efficiency, the MTA does not limit the use of this soil by the contractor. Therefore the ultimate destination of excavated material cannot be determined. The construction traffic impact analysis in Section 4-18.2 of this FEIS/FEIR includes trucks required to remove material from the site.

- 27.NNN Station I (Brooklyn/Atlantic) is not included in the LPA and therefore is not further discussed in this FEIS/FEIR.

- 27.OOO Support of adjacent structures would be accomplished by use of excavation support systems, in conjunction with proper excavation and bracing procedures. As described in Section 4-18 of this FEIS/FEIR, a soldier pile and timber lagging

sheeting system would be used. The construction equipment required is also discussed in Section 4-18.

Past experience has demonstrated the overall effectiveness of these measures. Where damage has occurred, MTA has negotiated settlements. The current Red Line system was constructed under the I-110 freeway without any complications.

27.PPP Station I (Brooklyn/Atlantic) is not included in the Locally Preferred Alternative and therefore no further construction planning or analysis beyond that provided in the AA/DEIS/DEIR has been undertaken.

27.QQQ Further detailed analysis of construction impacts on intersection LOS were conducted for the LPA and are discussed in Section 4-18.2 of this FEIS/FEIR. The analysis covers all potentially affected intersections in the vicinity of the stations, examines LOS changes, and includes peak AM, peak PM, and school year traffic condition assumptions.

27.RRR This FEIS/FEIR provides the MTA's best estimate for the construction activities that are likely to occur simultaneously and compares the predicted cumulative emissions to the SCAQMD thresholds in a separate table. Please see Section 4-18 of this FEIS/FEIR.

The total emissions resulting from simultaneous construction activity is considered a project impact under the California Environmental Quality Act (CEQA). The term "cumulative" was used in the AA/DEIS/DEIR to convey that these impacts were the sum of multiple construction activities. The addition of impacts associated with the construction and operation of related projects is not expected to result in any significant increase in air quality impacts due the limited number and small scale of related projects near station sites. In addition, these related projects are expected to be completed before construction of the eastern extension begins. Please see Section 2-8 of this FEIS/FEIR for a discussion of related projects.

27.SSS Please see Section 4-18.6 of this FEIS/FEIR for a complete discussion of utility disruption and relocation. There have been no significant disruptions to utility service associated with past Red Line construction.

An 81-inch storm drain does not exist at the Whittier/Atlantic station. An 18-inch storm drain does exist at the site and will be protected during construction.

27.TTT The LPA does not involve any construction activity within the City of Monterey Park, thus no coordination is required.

27.UUU The LPA does not include Station I (Brooklyn/Atlantic) and does not involve any construction within the City of Monterey Park, therefore business disruption in the city would not occur.

27.VVV Under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for a public

review period or for public hearings related to this mitigation monitoring plan. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

Consistent with the spirit of this comment, however, the MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project.

- 27.WWW Comment noted. Please see Section 3-2 of this FEIS/FEIR for a discussion of traffic impacts associated with the LPA.
- 27.XXX The LPA does not include a station at Brooklyn/Atlantic and does not enter the City of Monterey Park, thus the city would not be subject to potential negative fiscal impacts.
- 27.YYY See response 27.MMM, above.
- 27.ZZZ The conclusion as to what impacts are not significant has been reexamined in this FEIS/FEIR in light of a more focused analysis of the LPA and comments received regarding the AA/DEIS/DEIR. Please see Section 4-19.2 of this FEIS/FEIR for an identification of impacts found not to be significant under CEQA.
- 27.AAAA The MTA is responsible for developing a transit system for the Los Angeles County portion of the Southern California Association of Governments' (SCAG) regional transportation planning area. The MTA has developed a 30-Year Integrated Transportation Plan that establishes a framework of transportation policies and projects designed to address current and projected mobility needs in Los Angeles County. The elements of this plan, including future rail line extensions, are designed to respond to and alleviate the negative effects associated with growth, not to induce growth. Thus, the discussion of growth-inducing impacts related to this project does not include an analysis of future rail line extensions.
- 27.BBBB The AA/DEIS/DEIR considered eight rail alternatives, a transportation systems management alternative, and a no-build alternative. The LPA emerged from an analysis of these alternatives and reflects a great degree of public input.
- 27.CCCC Comment noted. Although the suggested changes to Table 5-1 may, in some cases, be appropriate, the table does not preclude meaningful comparison of the alternatives presented in the AA/DEIS/DEIR.

- 27.DDDD Environmentally adverse effects as well as environmentally beneficial effects were considered in selecting an environmentally superior alternative in the AA/DEIS/DEIR. Although the No Build and TSM Alternatives would result in the fewest adverse environmental effects, they would not result in the beneficial effects on transit services and air quality that are anticipated with the rail alternatives. The conclusion is that the net effect of the rail alternatives is environmentally superior.
- 27.EEEE The decision to proceed with a rail project is based on a variety of considerations of which economic cost is one. Other benefits that are considered in this decision include achieving regional transportation goals, accomplishing air quality improvements associated with implementation of transportation control measures, and the improvement of transportation service to an extremely transit dependent portion of the region.
- 27.FFFF The MTA has assessed a full range of alternatives designed to meet that project's goals, as described in the Draft and Final EISs/EIRs.
- 27.GGGG The LPA does not resemble alternatives 4 and 10 from the AA/DEIS/DEIR and does not pass through the City of Monterey Park.
- 27.HHHH The AA/DEIS/DEIR and its public review meet all the NEPA and CEQA requirements and does not require recirculation. Comments expressed by City of Monterey Park officials were among the many reasons that contributed to the selection of the LPA, which does not enter the City of Monterey Park.

28

CITY OF MONTEREY PARK

320 west newmark avenue • monterey park, california 91754
• municipal services center



L.A.C.M.T.A.
JUN 22 AM 11:31

June 18, 1993

Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan
Transportation Authority
818 West 7th Street
Suite 1100
Los Angeles, Ca 90017

Re: Eastside Corridor Project - June 30th MTA Board Meeting

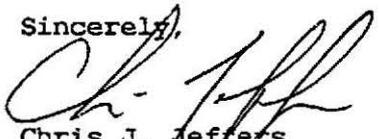
Dear Mr. de la Loza:

28.A

At the community meeting held at the Brightwood Elementary School in Monterey Park on June 10, 1993, MTA representatives indicated that the MTA Board would be meeting on June 30, 1993 to select a Locally Preferred Alternative for the Eastside Corridor Red Line extension. The City of Monterey Park remains strongly opposed to the alternatives involving a station at Atlantic and Brooklyn Ave/Riggin Street in Monterey Park (Alternatives 4 and 10 in the AA/EIR/EIS.

The City of Monterey Park hereby requests that it be provided with a copy of the staff report and agenda package for the June 30th MTA Board meeting as soon as they become available, together with a copy of all written comments, communications and reports presented to the Board in connection with their selection of a Locally Preferred Alternative.

These materials should be forwarded to my attention at the City; alternatively, if you prefer, I would be happy to send someone to pick them up from your offices. Thank you.

Sincerely,

Chris J. Jeffers
City Manager

CJJ:lmb

CJLA37

Responses to: **Chris J. Jeffers, City Manager, City of Monterey Park**
(Comment Letter number 28)

28.A Comments expressed by City of Monterey Park officials were among the many reasons contributing to the selection of the Locally Preferred Alternative, which does not include a rail alignment through the City of Monterey Park.

Community Redevelopment Agency

29

of the City
of Los Angeles

354 South Spring Street
Suite 800
Los Angeles
California 90013-1258
213 977 1600

Telecopier
Number 213 977 1665

Date

L.A.C.M.T.A. File Code
1993 JUN 23 AM 10:30

June 22, 1993

Mr. Jim de la Loza
Project Manager
Central Area Team
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, California 90017

LA

Dear Jim:

Thank you for the opportunity to comment on the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIR/DEIS) for the Los Angeles County Eastside Corridor. The following is our comments and concerns regarding the report:

4th/Santa Fe Optional Station

29.A

CRA strongly supports the inclusion of a station at 4th and Santa Fe (Metro Rail Yards) regardless of the route ultimately chosen. This station will serve an important function in providing transit service to the eastern and southern portions of Downtown and the western most portions of Boyle Heights, and would provide important joint development opportunities.

Parking

29.B

The DEIR indicates that the transit system would provide parking only at the ultimate terminus stations. Interim terminus and other stations would not be provided with any parking by the system even though the DEIR acknowledges that "Rail patrons driving to and parking at a station may require increased parking in the local station vicinity" (page 3-62). The DEIR instead indicates various mitigation measures (page 3-72) which are all left up to local jurisdictions and communities to implement. The DEIR should more thoroughly assess the lack of system-provided parking at stations.

29.C

Also, under 3.33, "Cumulative Impacts", it is stated that "...new development within the study area would be required to provide adequate parking ...". Under the proposed "Land Use/Transportation plan" being developed by the City and MTA, as well as under TDM and CMP provisions, it is anticipated that parking requirements in station areas will be reduced, a desirable goal but one which will likely diminish the parking available for system park-and-ride.

James M. Wood
Chairman

C: 1993
E: 1993
Pastor Thomas Kigome, Jr.
Frank Kawahara
Monica Lozano
Dennis H. Luoa

Redevelopment Areas (4-1.2.3)

29.D

In addition to the two Boyle Heights revitalization Areas, the CRA is conducting a 15-month Revitalization Study for the East Side (Boyle Heights & El Sereno). The study has developed a series of development-guiding principals and a number of Implementation Strategy recommendations, one of which is to initiate a redevelopment feasibility study for the Boyle Heights community. These guiding principals should be included as part of your mitigation requirements.

Station Construction Methods (4-16.1.1)

29.E

Given the narrow rights of way, access difficulties and built up conditions in the Eastside, MTA/RCC should look at and consider mining as an alternate method of station construction.

LA

29.F

Noise Control (4-16.5.2 a)

Consideration should be given to tapping commercial power (as will be done in Hollywood) rather than operating generators in noise-sensitive areas.

Thank you again for this opportunity. If you have any questions, please call me at 977-1729.

Sincerely,



Sina Zarifi
Transportation Planner

cc: Don Spivack, CRA
Dan Beal, CRA
Al Santillanes, CRA
Andy Altman, CRA
Rudy Bocanegra, CRA

Responses to: **Sina Zarifi, Transportation Planner, Community Redevelopment Agency of City of L.A. (Comment Letter number 29)**

29.A The Locally Preferred Alternative (LPA) includes a station in the Little Tokyo area under Santa Fe Avenue at Third Street.

29.B Parking would be provided for the Initial Operable Segment end-of-the-line station (First/Lorena) and the ultimate end-of-the-line station (Whittier/Atlantic). Section 3-3 of this FEIS/FEIR assesses the impacts on parking in the vicinity of stations where parking would not be provided as part of the project.

29.C It is possible that local or regional agencies may change existing policies regarding parking, which would allow or mandate fewer parking spaces for automobiles at transit stations. If this occurs, it will affect new development projects, not existing developments. It would also not affect the provision of parking at the proposed park-and-ride stations, since the programmed station parking is not based on city code, but instead is based on the anticipated demand for park-and-ride as derived from the patronage model.

Also, if special transit station parking requirements are ultimately imposed for purposes of reducing incentives to automobile travel, it is likely that other policies will also be implemented simultaneously which will discourage auto travel to and from local land uses. For example, mixed-use development may be encouraged through zoning regulations, which would reduce the need for off-site trips by residents and would reduce the need for parking at retail developments. New developments will also likely be encouraged to implement physical and operational measures which encourage use of transit such as preferred high occupancy vehicle parking, shuttle system amenities, transportation coordinators, etc. Therefore, although the parking requirements may be reduced for new development, the demand for parking should also be reduced due to land use policies, and overall parking for transit should not be affected.

29.D The Eastside Neighborhoods Revitalization Study consists of a set of revitalization principles to guide the revitalization process for all of the Boyle Heights and El Sereno communities; implementation strategy recommendations to initiate the revitalization process; and revitalization opportunities for the residential, commercial and industrial sectors. The revitalization opportunities include concepts and specific recommendations for rehabilitation, in-fill development, adaptive reuse, mixed-use development, new development and public improvements.

The MTA will review and discuss the revitalization principles, implementation strategy recommendations and the revitalization opportunities with the Community Redevelopment Agency of the City of Los Angeles. They will be incorporated, as appropriate, in the development of conceptual station master plans for each of the stations in the Boyle Heights community.

29.E The feasibility of mined stations has been examined by the RCC and rejected due to subsidence and cost considerations.

29.F

See Section 4-7 for a discussion of noise impacts from ancillary equipment and mitigation measures for those impacts.



EAST LOS ANGELES COLLEGE

1301 Brooklyn Avenue, Monterey Park, California 91754-6099 • 213-265-8650

Omero Suarez, Ph.D.
President

June 3, 1993

Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan
Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

After reviewing the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) for the Los Angeles County Eastside Corridor, we are pleased that Alternatives 4 and 10 include a station that would serve the campus of East Los Angeles College. The college not only serves 15,000 students each semester and an additional 10,000 persons through Community Services Programs annually but, is the major cultural center for Eastside corridor residents.

30.A Of all the proposed alternatives, my staff and I have determined that Alternative 10 - Brooklyn Avenue/Whittier Boulevard/East Los Angeles Community College is the preferred route. This route directly serves the college community, but does not involve interference with the grounds or facilities of the college.

Additionally, because Alternative 10 includes Brooklyn Avenue until Indiana Street and then south along Whittier Boulevard, it is felt that the route would reach a greater number of community residents offering them transportation to the college.

Alternative 4 offers the second best choice for inclusion of Metro Rail service to the college. This route is acceptable; however, it does involve interference with the grounds and facilities of the college and therefore may pose interruption of service to our college community and/or monetary considerations on the project.

We hope that East Los Angeles College will play an important role in the choosing of the Alternative to best serve this great community.

Sincerely,

Omero Suarez, Ph.D.
President

OS:nm

Responses to: **Omero Suarez, Ph.D., President of East Los Angeles College**
(Comment Letter number 30)

30.A The MTA has selected a Locally Preferred Alternative (LPA) that is most similar to Alternative 9B. Alternatives 4 and 10 were not selected partly because of strong local opposition. Although the LPA would not provide direct access to the East Los Angeles College, it will still serve college employees, students and visitors who may use a combination of the Red Line and local buses to travel to and from the college.

Los Angeles Unified School District

SIDNEY A. THOMPSON
Superintendent of Schools

Business Services Division

DAVID W. KOCH
Business Manager

Environmental Review File
Metro Rail - Eastern Extension

C. DOUGLAS BROWN
Deputy Business Manager

BOB NICOLINI
Director of Facilities Planning &
Real Estate

243130 JUN 28 8
MICROFILMED

June 23, 1993

Mr. Jim de la Loza
Los Angeles County Metropolitan
Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

Re: Eastside Corridor - Metro Rail

31.A

The following are the Los Angeles Unified School District's comments to the EIR/EIS for the above-referenced project. Unfortunately, the District was not involved in the scoping process for this project, and must now address issues which should have been already covered in this document.

PROPOSED ALTERNATIVES

31.B

The District's preferred alignment is along Whittier Blvd, Alternatives 7 or 8. That line would serve the greatest number of school sites, providing transportation for our students and staff. The second preference is the alignment along First Street, Alternatives 5 or 6. The least preferable alignments are those which follow Brooklyn Avenue, since those alternatives would serve the fewest number of schools. Additionally, alignments #3, 9, and 10 would include an interim terminus station which is too close to the District's Ramona High School. Such a station at this location would result in significant adverse impacts.

OPTIONAL STATIONS

31.C

If one of the (least-desirable) Brooklyn Avenue alternatives is selected, the District would urge that the Metropolitan Transportation Authority (MTA) select Option 3 for the Brooklyn/Soto station. We strongly oppose Option 1 which would bring the station within 80 feet of Sheridan Street School. The impacts during construction would endanger the health of the students and disrupt the learning process. Because the school is on multi-track calendar, it would not be possible to construct the station at a time when the school is not in session. In addition to construction impacts, a station north of Brooklyn at this location would exacerbate existing problems of traffic congestion and the lack of available parking spaces at this crowded school.

- 31.D Our understanding is that a preferred alignment alternative will be selected by the MTA Board before the FEIS/FEIR is considered. Once a specific alignment has been designated, the District will be in a position to more thoroughly evaluate the impacts on the affected schools. It is essential that the District have an opportunity at that time to participate in the development of the specific measures which will be made part of the final EIS/EIR.

OPERATIONAL IMPACTS

Traffic

- 31.E According to the document, several intersections in the vicinity of our schools will experience increased vehicular traffic because of this project. Feeder buses and other vehicles delivering passengers to and from the stations along the route will add to the traffic volume. The District is concerned that this additional traffic could endanger the students walking to and from school and impact traffic circulation around our school sites.
- 31.F The pollutants emitted by these additional vehicles will further deteriorate the already poor air quality and affect the health of our students. Please refer to our comments to the Air Quality issue set forth below, and in the attachment.
- 31.G Crossing guards may be needed at those schools where the additional traffic (especially station traffic) would impact existing student walk routes. State and local warrants (guidelines) should be followed in determining whether crossing guards will be required. Once an alignment has been selected, the District is to be consulted as to where crossing guards should be placed. Please provide a mitigation measure to stipulate that the lead agency will follow state or local warrants in order to make a determination of where crossing guards should be provided; if it is determined there should be crossing guards in areas near schools, the lead agency should arrange for this without further request from the Los Angeles Unified School District.
- 31.H The project's impact on traffic circulation around school sites in the vicinity of the proposed stations was not addressed in the document. The projected additional traffic could delay buses, disrupt the pick-up and drop-off of students, and otherwise endanger students. Of particular concern are the schools which will be in the vicinity of the interim terminus of the line. As acknowledged in the document on Page 3-72, the interim terminus would be expected to experience additional traffic and invasion into adjacent neighborhoods because of the lack of parking facilities.
- 31.I The Final EIR must address traffic circulation and provide measures to ensure that our schools which are already located in areas of high traffic congestion will not be further impacted. Once an alignment has been selected, the District must be involved in determining what measures are to be taken to maintain proper traffic flow around our schools.

Parking
31.J According to the document, the lack of on-street parking is already a problem in the vicinity of the proposed stations at Brooklyn/Soto and Whittier/Rowan and will be even further impacted by the additional traffic the project is expected to bring to the area. If an alignment encompassing either or both of those stations is selected, the availability of on-street parking at Sheridan Street School and Rowan Avenue School will be especially threatened. The lack of sufficient on street parking is already a problem at Sheridan Street School, and any loss of parking spaces would have a very significant impact.

31.K According to the document, the streets surrounding the interim terminus may be expected to suffer a loss of available street parking, as provisions have not been made to accommodate those riders. Reference is made to Page 3-72 of the EIR/EIS. If Station C or Q is selected as the interim terminus, the parking around Romona High School or Lorena Street School could be adversely impacted.

31.L Measures must be incorporated into the project to ensure that there is no loss of parking in the vicinity of our schools. The document references the establishment of preferential parking districts within residential neighborhoods adjacent to stations. The District must be involved in the decision making regarding the establishment of those districts.

Air Quality

Please see the attached comments on air quality which are provided by the District's Environmental Health and Safety Branch.

31.M Of particular concern are the traffic-related air emissions which might occur should an interim terminus station be built near Ramona High School. This school serves not only expectant mothers, but infants and older children. Thus, while most of our schools are "sensitive receptors", this particular school serves a group of students who are especially sensitive to air emissions.

Noise/Vibration

Please see the attached comments on noise which are provided by the District's Environmental Health and Safety Branch.

31.N District staff has reviewed the report on Noise and Vibration Impacts prepared by the acoustical consultants, in order to determine impacts on project vibration at schools. We ask that the criterion for allowable groundborne vibration levels be decreased from 75 (dB) to 70 (dB) at schools, and mitigation measures adjusted accordingly. This would put schools in the same category as churches. Students are more sensitive and responsive to the effects of vibration than are adults. Operational vibration, even at very low levels, can be a continuing, if intermittent, interference to the learning environment at schools.

Security

31.O

The District has previously expressed concern that the stations may attract loiterers and truant students. We hope to work cooperatively with the MTA to ensure that students do not hang out in the stations during school hours. We would ask that the transit police communicate directly with the schools in the vicinity of the stations, and report any suspected truants. In turn, the District officers would welcome access to the station areas to check for truant students.

CONSTRUCTION IMPACTS

31.P

According to the document, construction activities cannot be expected to be confined to the station site. Because construction activities can disrupt the learning environment and endanger the health and safety of students, the existence of school sites must be considered in the selection of construction sites. Tunneling activities associated with line and crossover construction, other project-related construction activities as well as the required staging sites should not be proximate to any of our schools.

31.Q

Is the MTA considering the use of consolidated excavation sites? If so, what are the proposed locations of these sites? If any are close to schools, please advise us of this at the earliest possible opportunity, and before distribution of the Final EIR. At the minimum, these sites should be identified in the Final EIR.

31.R

Where the construction of a station and the associated tunneling impacts our schools, sufficient measures must be incorporated to protect the learning environment and health of our students and staff. Until an alternative alignment is selected and the exact location of station sites determined, the District is unable to fully evaluate the extent of the impacts our schools will be subjected to during the construction phase. As we have discussed, the District must be involved in the determination of appropriate measures to ensure that those measures will be adequate.

Traffic

31.S

According to the document, Worksite Traffic Control Plans will be developed with LADOT and will involve closure of traffic lanes and sidewalk access. We ask that the District be consulted about those plans to protect the access to our schools for buses and to protect evacuation routes. It is essential that safe and convenient student walk routes be maintained.

We ask that the Traffic Control Plans include measures to minimize delays to RTD bus routes, as many of the District's older students take the RTD to school, and timely arrival is important.

Haul Routes

- 31.T On page 4-16.39 reference is made to the routing of construction equipment and vehicles so as to least disturb sensitive receptors. The text states that this should be a measure to be considered. The District is strongly against haul routes passing any of our schools. If routes past schools cannot be avoided, we ask for limitations on the number of trucks and hours of operation so as to ensure that the learning environment at the schools will not be disrupted. The staging of trucks must not be allowed in the vicinity of school sites.

Parking

- 31.U According to the document, construction activities will remove existing spaces. In the vicinity of Sheridan School, the existing parking will be fully utilized during construction and at Rowan School the area parking will be significantly impacted. The measure providing for off-site replacement of the parking lost during construction does not satisfactorily address the potential parking problems at our schools. Measures must be incorporated to ensure the availability of parking around our school sites during the construction phase of the project.

- 31.V Also, there is no mention of where construction workers will be parking. Where those vehicles will affect the availability of parking around school sites, a measure should be included for mandatory off-site, off-street parking for workers, with arrangements for transporting those employees to the construction sites.

Air Quality

Please see attached comments from the District's Environmental Health and Safety Branch.

- 31.W In addition to the equipment involved in the construction activities, the project-related additional truck traffic will add to the already poor air quality in the project area. Under our discussion for traffic related construction impacts, we requested that haul routes not pass school sites. If this is not feasible, please add to the measures provided on page 4-16.32 that all trucks carrying excavated material be covered. Please also provide a mitigation measure for periodic cleaning of impacted school sites, as necessary, to keep them free from construction dirt and dust. Of special concern is fugitive dust and "black residue" on school benches and open-air lunch areas.

Noise

Please see the attached comments from the District's Environmental Health and Safety Branch.

- 31.X Measures, such as those listed on page 4-16.38, will have to be incorporated to bring construction noise levels within District thresholds. This may necessitate the construction of noise walls and barriers around stationary equipment, and limiting the noisiest activities (such as pile driving) to hours when classes are not in session.

- 31.X | Noise at Ramona High School would be a particular problem, and would need extraordinary mitigation measures due to the sensitive population.

Vibration

Reference is made to our comments under Operational Vibrations. The criterion for allowable groundborne vibration levels should be set at 70 (dB) at schools.

- 31.Y | Principals at District schools have experienced problems with sink holes on school sites, which resulted from other construction projects, especially after heavy rainfall. Mitigation measures should be provided to prevent this, and to provide prompt repair of any damage should sink holes occur as a result of this project.

Safety and Security

- 31.Z | This issue, though addressed separately for when the line is operational, is not covered for the construction phase, where construction sites may be attractive nuisances. The District is concerned that where construction sites are in the vicinity of our schools or along student walk routes, those sites be properly secured. The District should be consulted in planning for evacuation routes and emergencies that may occur during the construction.

- 31.AA | To protect the safety of students walking to and from school, crossing guards must be provided along student walk routes where construction activities or project-related traffic could endanger our students.

ENFORCEMENT OF MITIGATION MEASURES

- 31.BB | This is a particular concern of District staff, since complaints about unsafe conditions or about construction-related problems are not always handled expeditiously. Where such conditions affect children, extraordinary care must be taken. Can you provide mitigation measures to ensure that the Rail Construction Corporation, or responsible party, respond quickly to concerns of school site administrators?

Thank you for your consideration of our concerns. District staff and school site administrators are enthusiastic about this project. We look forward to working with MTA staff to ensure that an alignment is selected which will be compatible with area schools, and to participate in developing mitigation measures which might be necessary to minimize adverse impacts.

Very truly yours,

Joan Friedman
JFH

Joan Friedman
Environmental Review Unit

JF:ldf

Attachment

INTER-OFFICE CORRESPONDENCE
LOS ANGELES UNIFIED SCHOOL DISTRICT

TO: Elizabeth Harris, Realty Agent
Facilities Planning and Real Estate Branch

FROM: Janice Sawyer *Janice*
Environmental Health and Safety Branch

SUBJECT: DRAFT EIR: LOS ANGELES EASTSIDE CORRIDOR

Date
June 21, 1993

Per your request, the Environmental Health and Safety Branch has reviewed the draft environmental impact report for the above-referenced project.

Our review revealed the following concern:

- AIR QUALITY

In order to determine the air quality impacts on adjacent District sites, the following must be provided:

31.CC

- Model input and output files for CAL3QHC
- Cartisan grids for all links and receptor combinations
- Calculations for emission factors from EMFAC7EP which must include hot and cold start percentages for vehicle fleet mix

- CONSTRUCTION NOISE IMPACTS

31.DD

Complying with local noise ordinances will negatively impact District schools which are adjacent to the stations. This is because local ordinances limit noise levels during night and early morning hours. Therefore, the noisy operations are limited to daytime hours when school is in session.

The construction of the proposed stations can result in high noise levels above criteria. Although construction noise impacts may be localized and short-term, it may result in disruptions to the learning environment of adjacent schools.

If you have any questions, please feel free to call me at ext. 7371.

JS:js

Jim de la Loza

-7-

June 23, 1993

c: Ms. Quezada
Mr. Slavkin
Mr. Thompson
Dr. Zacarias
Mr. Brown
Ms. Browning
Mr. Gerst
Dr. Isaacs
Mr. Koch
Mr. Kreis
Mr. Leichty
Ms. Mezeri
Mr. Mueller
Mr. Niccum
Ms. Peich
Mr. Quihuis
Ms. Stockwell
Ms. Templeman
Ms. Wong

Responses to: **Joan Friedman, Environmental Review Unit, L.A. Unified School District (Comment Letter number 31)**

- 31.A The purpose of the public review period for the AA/DEIS/DEIR is to allow for input such as that provided by the Los Angeles Unified School District. The expressed concerns raised with regard to the scope of the document are addressed below.
- 31.B The MTA has selected a Locally Preferred Alternative that most closely follows Alternative 9B. The selection of the Locally Preferred Alternative (LPA) is discussed in Section 2-4 of this FEIS/FEIR. As described in that section, the LPA alignment was modified to avoid tunnelling beneath Ramona High School and the associated impacts.
- 31.C With the selected LPA, the Brooklyn/Soto station would be located off-street to the southeast of Brooklyn Avenue and Soto street approximately 1,300 feet away from the Sheridan Street School building (station option 3). Selection of this off-street station would minimize construction and parking related impacts to the school. The other station options discussed in the AA/DEIS/DEIR are no longer under consideration for the LPA Brooklyn/Soto station.
- 31.D In accordance with FTA guidelines, the MTA Board of Directors selected an LPA after considering the AA/DEIS/DEIR conclusions and public comments received on that document. As described in Section 4-16, potentially significant impacts on LAUSD schools are not expected to result from the proposed project.
- MTA will work with LAUSD with regard to walk routes in the vicinity of station construction and the provision of crossing guards where warranted to ensure student safety.
- 31.E Overall, operation of the project will reduce vehicle trips and will therefore result in a cumulative reduction in the potential of vehicular and pedestrian accidents. Additional transit vehicles providing feeder bus services to stations will also reduce the number of automobiles using the street system. Please see Section 3-2 of this FEIS/FEIR for a discussion of traffic impacts and mitigation.
- 31.F Overall, operation of the project will reduce vehicle trips and will therefore result in a cumulative reduction in the amount of vehicle emissions. Please see Section 4-6 of this FEIS/FEIR for a discussion of air quality impacts associated with operation of the project.
- 31.G During final design, MTA will discuss site and street specific Worksite Traffic Control Plans with LAUSD prior to developing them with the City of Los Angeles Department of Transportation and appropriate Los Angeles County agencies to accommodate required pedestrian and traffic movements. These plans will review the need for traffic control officers. Please see Sections 4-16, Community Facilities, and 4-18.2, Construction Traffic.

31.H Parking facilities would be provided at First/Lorena, the interim terminus under IOS-2. Parking facilities would not be provided at First/Boyle, the interim terminus under IOS-1. Potential parking impacts and appropriate mitigation for all station areas are discussed in Section 3-3 of this FEIS/FEIR.

The project's impact on traffic circulation is discussed in Sections 3-2 and 4-18.2 of this FEIS/FEIR and includes affected intersections around schools.

31.I Sections 3-2 and 4-18.2 of this FEIS/FEIR discuss potential traffic impacts at all affected intersections and streets and includes mitigation measures where required.

LAUSD will be consulted regarding mitigation measures in proximity to schools where there are significant impacts.

31.J No parking will be lost within three blocks of Sheridan Street School during construction. However, operation of the system is projected to result in an increased demand for parking that will exceed the supply. Please see Section 3-3 of this FEIS/FEIR for a discussion of parking mitigation measures.

The Rowan Street School is approximately 1/4 mile from the Whittier/Rowan station and therefore would not be affected by loss of parking spaces resulting from construction or increased demand during operation.

31.K Stations C (First/Indiana) and Q (Whittier/Lorena) are not included in the LPA, thus potential parking impacts at schools near these locations are no longer relevant. Please see Section 3-3 of this FEIS/FEIR for a discussion of parking impacts and mitigation within the vicinity of the stations included in the LPA. It should also be noted that of the two interim terminal stations proposed, First/Lorena (IOS-2) would have provisions for parking while First/Boyle (IOS-1) would not.

31.L Please see Section 3-3 of this FEIS/FEIR for a discussion of parking impacts and mitigation within the vicinity of stations included in the LPA. LAUSD will be notified according to standard practices regarding the potential implementation of any preferential parking districts within which LAUSD property falls.

31.M The LPA does not include a station at First/Indiana near Ramona High School. The nearest station to the school is First/Lorena, several blocks away from Ramona High School. Analysis has indicated that there would be no air quality impacts associated with operation of the project. Please see Sections 4-6 and 4-18.3 for a discussion of air quality impacts and mitigation.

31.N This comment requests that schools be treated similarly to churches with respect to the appropriate vibration criterion used. Although the commentor's point is well taken, neither the analogy nor the evaluation is quite correct. The request is specifically that a vibration criterion of 70 dB be used for schools. The vibration criterion for churches given in Table 4-7.3 of the AA/DEIS/DEIR is a range of 70 to 75 dB, whereas the criterion for schools is 75 dB. Consequently, schools are being treated similarly to churches in the manner discussed below.

An appropriate vibration criterion for a particular building is dependent on the normal use of the affected building spaces and the existing ambient noise and vibration conditions inside the building. Ambient conditions play a substantial role, because the perceptibility of vibration to building inhabitants is dependent somewhat on the typical ambient interior noise as well as ambient vibration. Ambient interior vibration, if high enough, may mask vibration generated by external sources (e.g., transit trains).

The normal use of the building space is important because certain levels of vibration, although perceptible, may still be acceptable as long as they are not high enough to be disruptive. It should be noted that vibration levels of 70 dB or less would generally not be perceptible, whereas 70 to 75 dB would be just barely perceptible. It should also be kept in mind that the duration of and frequency of occurrence of train vibration would be minimal during the typical school day. The vibration from a train passby during the day would typically last 5 seconds and occur approximately every 10 minutes (trains in both directions included), or less than 1% of the time. In a typical class period of 45 minutes, there would be at most four train passbys.

A church, being a place of worship, is more sensitive to noise and vibration than are schools. In general, churches are designed to minimize awareness of the outside world. Due to their typically massive construction, most churches are usually quite effective in reducing exterior noise and vibration. Also, special attention goes into the design and construction of churches to produce quiet building ventilation. The result is usually a very quiet interior ambient environment where groundborne noise and vibration would be more perceptible than under higher interior ambient noise conditions.

As noted above, the vibration criterion for churches is a range of 70 to 75 dB. Where higher exterior noise conditions exist and/or the church's exterior construction would not adequately reduce exterior noise, higher vibration levels would be less noticeable and more acceptable due to the resulting higher interior ambient noise environment. The upper end of the 70 to 75 dB range would be appropriate for churches under these circumstances.

Schools are normally constructed less substantially than churches. Consequently, even when removed from traffic noise, interior ventilation noise can be clearly noticeable, although not necessarily disruptive. Schools also have numerous other interior sources of sound, such as student-teacher dialogue, bells, playground noise, students walking in hallways, and school related vehicles. In addition, all of the schools potentially affected by the LPA are located on busy streets with high ambient noise levels.

A vibration level of 75 dB from subway trains would not be disruptive to students' normal activities in school. We are unaware of any studies that would lead to the conclusion professed by the commentator that students (presumably in grades K to 12) are more or less sensitive to vibration than the average adult (presumably age

20 to 60). Consequently, a vibration level of 75 dB or less is appropriate for schools.

- 31.O As part of their duties, transit security officers will work cooperatively with the school district regarding any suspected truants. In addition, LAUSD officers will have full access to the station areas.
- 31.P All construction activities and staging would occur at the station sites. None of these sites is located closer than 850 feet from a school. Please see Section 4-16 of this FEIS/FEIR for a discussion of project construction impacts on schools.
- 31.Q The MTA may consolidate excavation activities, however, the consolidated excavation site would be one of the seven station construction sites identified and described in Section 4-18.1 of this FEIS/FEIR. None of these sites is located closer than 850 feet from a school. Please see Section 4-16 of this FEIS/FEIR for a discussion of project construction impacts on schools.
- 31.R Please see Section 4-16 of this FEIS/FEIR for a discussion of the project's impacts on schools and mitigation measures for those impacts and response to comment 31.I regarding LAUSD involvement in mitigation measures.
- 31.S In developing Worksite Traffic Control Plans, access and safety issues related to schools will be considered and discussed with LAUSD.
- Traffic mitigation measures in the Worksite Traffic Control Plans for the project would minimize bus service delays.
- 31.T The RCC will develop preferred haul route plans for each construction package which entails removal of excavated material. The haul route plans shall prohibit the use of local residential streets. The haul route plans shall also avoid utilizing streets on which schools are located. In the case of a potential haul route past a school, where there are no nearby alternative arterial streets which provide access to east-west freeways, trucks shall be prohibited from hauling past the schools during normal school hours.
- Staging of construction vehicles would not be allowed adjacent to schools.
- 31.U Please see Section 3-3 of this FEIS/FEIR for a discussion of parking impacts and mitigation.
- 31.V To avoid significant adverse affects of construction worker parking demand, off-street parking for workers will be provided in the vicinity of the Little Tokyo, First/Boyle, Brooklyn/Soto, and Whittier/Rowan stations. An alternative for these stations would be to provide a shuttle service for construction workers to and from a more distant off-site parking facility.
- 31.W Please see the response to comment 31.T concerning haul routes and Section 4-18.3 for a discussion of mitigation measures for air quality impacts during

construction. Trucks carrying excavated material will be covered in compliance with the suggestion from the SCAQMD. MTA will consult with LAUSD if truck haul routes pass schools.

- 31.X The analysis of construction noise impacts, presented in Section 4-18.4 of this FEIS/FEIR, recognizes the sensitivity of school children. Noise limits (i.e., maximum allowable) for construction near schools are indicated in this section. These noise limits are consistent with the protection of the school learning environment and recognize the general ambient noise to which schools are typically exposed.

No station area is closer than 850 feet from an LAUSD school site. Therefore, construction noise and vibration impacts on schools are not expected to be an issue. Pile driving is prohibited on Metro Rail projects; piles are pre-drilled, not driven. Construction noise mitigation measures are also discussed in Section 4-18.4. See also Section 4-16 for a discussion of project impacts on schools.

As there is no longer a station located within the vicinity of Ramona High School, measures would not be required as requested by the commentor.

- 31.Y There is nothing in the geotechnical reports done for the project to suggest that sink holes would be a problem. Documented damage caused by construction would be compensated.

- 31.Z Please see Section 4-16 of this FEIS/FEIR for a discussion of safety and security of construction sites in regard to schools. During final design, site and street specific Worksite Traffic Control Plans would be developed in cooperation with the City of Los Angeles Department of Transportation to accommodate required pedestrian and traffic movements. MTA will work with LAUSD to ensure safe walk routes for students including the provision of crossing guards where warranted. The need for evacuation routes and emergency plans will also be discussed with LAUSD.

- 31.AA Please see the response to comment 31.G concerning crossing guards.

- 31.BB The RCC maintains a telephone hot-line that is available 24 hours a day. In addition, it is expected that RCC and LAUSD will agree on emergency procedures that would be applicable in extraordinary situations, and this agreement will be developed during a pre-construction consultation.

- 31.CC Backup data for the analyses presented in this FEIS/FEIR will be provided separately upon request.

- 31.DD The noise and vibration criteria used for construction of the LPA are RCC System Design Criteria limits, unless there are local criteria or standards that are more restrictive. The RCC System Design Criteria limits on construction noise at schools apply at all times, including school hours. These limits are consistent with federal standards.

There are no LAUSD schools closer than 850 feet from a station construction site. As described in Section 4-16, the proposed project is not expected to result in significant construction noise impacts on schools. Construction noise limits will be incorporated into contract documents in order to minimize construction site noise. Please see Sections 4-7, 4-8, 4-18.5 and 4-18.6 of this FEIS/FEIR for further discussion of noise and vibration impacts and mitigation for operational and construction period impacts, respectively.

COMMUNITY ORGANIZATIONS

Boyle Heights

Chamber of Commerce

32



(213) 888-2685

P.O. Box 33598, Los Angeles, California 90033-9998

24278! JUN 17 83

June 10, 1993

Jim De La Loza, Program Manager
Metropolitan Transportation Authority
818 W. Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. De La Loza,

32.A

The Boyle Heights Chamber of Commerce would like to reaffirm its previous endorsement of the Metro Line, Alternative 9. Historically, the areas affected by this route have been the Centers of Commerce on the Eastside of Los Angeles. However, businesses along this route must be provided with assistance during the construction phase. Alternative 9 would provide citizens accessibility to the three large commercial strips along Brooklyn Avenue, First Street and Whittier Boulevard. An increase in patrons along the commercial areas would improve business and assist the local economy.

Additionally, a stop at First Street and Boyle Avenue will enable Los Angeles residents and tourists to conveniently visit Mariachi Plaza, a future cultural center.

Thank you.

Sincerely,


Steve Barba,
President

cc: Lawrence Garcia

Responses to: **Steve Barba, President, Boyle Heights Chamber of Commerce**
(Comment Letter number 32)

32.A The MTA appreciates Boyle Heights Chamber of Commerce's support for the Metro Line. The MTA has selected a Locally Preferred Alternative (LPA) that is similar to Alternative 9B and includes a station at First Street and Boyle Avenue. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Mitigation measures have been identified in this FEIS/FEIR to reduce the impact of construction on businesses. Measures include noise/vibration criteria, air emissions controls, traffic/pedestrian control plans, signage, business outreach efforts, and a construction hotline. Please see Section 4-18.7 of this FEIS/FEIR for additional discussion of business impacts and mitigation measures.

Eastside Neighborhood Revitalization Study
Citizens Advisory Committee

June 21, 1993

Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan
Transit Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 900017

**RE: RESPONSE TO ALTERNATIVES ANALYSIS/DEIS/
DEIR FOR THE EASTSIDE CORRIDOR**

Response

- 33.A The subject report is deficient in its failure to mention the Eastside Neighborhoods Revitalization Study, as part of Chapter 4, Land Use and Development. We are confident that this oversight can be corrected. More significant, the Eastside Neighborhoods Revitalization Study states the Revitalization Principles, Implementation Strategies and Revitalization Opportunities to upgrade the Boyle Heights and El Sereno communities.
- 33.B We are therefore requesting that the identified revitalization principles, strategies and opportunities be adhered to in the planning and implementation of the metro-rail for the Eastside Corridor as it affects the Boyle Heights community. Furthermore, they should be used to direct and enhance mitigation measures, particularly with regards to development and revitalization efforts around proposed metro-rail stations. Finally, we request that future detail planning of the metro-rail including selection of the preferred route, detail engineering, station design and development of mitigation measures involve discussions and meetings with the Eastside Study Citizens Advisory Committee.

Background

The Eastside Neighborhoods Revitalization Study was initiated on July 12, 1989 through a City Council motion by Councilman Richard Alatorre. The study was funded by the Community Redevelopment Agency of the City of Los Angeles and approved by the City Council on January 2, 1990. (Attachment A,B) The study itself was actually started in January, 1992 and was assisted by Eastside Study Citizens Advisory Committee, appointed by Councilman Richard Alatorre.

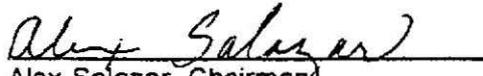
June 21, 1993
Page 2

The study covers approximately 10 square miles and includes the Boyle Heights and El Sereno Community. (Attachment C) The scope of the study was to identify community issues and revitalization goals; evaluate opportunities to revitalize residential, commercial and industrial sectors as well as opportunities to generate jobs and to maintain on-going community participation in all revitalization efforts.

The study did identify a variety of revitalization opportunities, an implementation strategy and a set of revitalization principles to guide future development and revitalization efforts. (Attachment D)

The study was completed on June 16, 1993 with a final presentation to the community at large. Approval of the study and its recommendations are scheduled for the Community Redevelopment Agency Board of Commissioners in July, 1993 and by the Los Angeles City Council in September, 1993.

Sincerely,


Alex Salazar, Chairman
Eastside Study Citizens Advisory Committee

Attachment A

M O T I O N

With the designation of an Economic and Employment Incentive Zone, a public commitment to economic development and job production has been established for Eastside communities within the City of Los Angeles. Based on the designation of this Zone, the potential for commercial revitalization should be enhanced. There exists a broader need for revitalization to complement economic development and job production with sound housing and stable neighborhoods.

The Zone designation will be a useful tool in revitalization of the area, however additional strategic planning must be developed in order to make full use of the zone's potential and to identify supplemental activities which may be needed. It is my objective to encourage revitalization, with an appropriate predictable funding base, to contribute to the overall well being of the Eastside Community.

I, THEREFORE, MOVE, that the Community Redevelopment Agency prepare a comprehensive revitalization strategy for the Eastside with the participation of residents and business persons from the community and in cooperation with appropriate City Departments.

I FURTHER, MOVE that this motion be forwarded to the Community Redevelopment Agency for appropriate action, including the identification of required funding, the preparation of the necessary schedule, and the completion of tasks needed to permit the preparation of a strategy including a draft outline of the major components of a strategy to guide future revitalization in the Eastside communities of the City.

July 12, 1989

PRESENTED BY: _____

Richard Alatorre
Councilman, 14th District

SECONDED BY: LINDSAY

CAP235

COM. REDEVELOP. and HOUSING

JUL 12 1989

Attachment B

FILE NO. 89-1550

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

Your COMMUNITY REDEVELOPMENT AND HOUSING Committee

reports as follows:

PUBLIC COMMENTS: YES

COMMUNITY REDEVELOPMENT AND HOUSING COMMITTEE report regarding Council Motion (Alatorre-Lindsay) concerning a requested study for the purpose of identifying a comprehensive revitalization strategy for the Eastside area.

Recommendation for Council Action as recommended by the Community Redevelopment Agency:

APPROVE report submitted by the Community Redevelopment Agency in connection with Council Motion (Alatorre-Lindsay) concerning a requested study for the purpose of identifying a comprehensive revitalization strategy for the Eastside Area.

SUMMARY

On December 11, 1989, the Community Redevelopment and Housing Committee considered and approved a report submitted by the Community Redevelopment Agency in connection with Council Motion (Alatorre-Lindsay) concerning a requested study for the purpose of identifying a comprehensive revitalization strategy for the Eastside Area.

The feasibility study is scheduled to be developed over a 12 month period. The amended FY 89-90 Agency budget allocates \$496,473 for preparation of the study (\$258,000 of this money is to be provided for professional and technical consultant services, and the remaining \$238,473 is for Agency direct labor cost). Community participation and Council office involvement will be integral to the feasibility study process.

The study will be developed within four primary phases. The first phase consists of defining community goals and objectives for the area, the second phase consists of gathering the physical, social and economic data, the third phase is the development of program strategies and alternatives, and the fourth phase is the preparation of a final report which includes recommendations and implementation actions. The study's funding will be presented to the City Council for review and direction.

Respectfully submitted,

COMMUNITY REDEVELOPMENT AND HOUSING COMMITTEE

REPT.
ADOPTED

JAN 02 1990

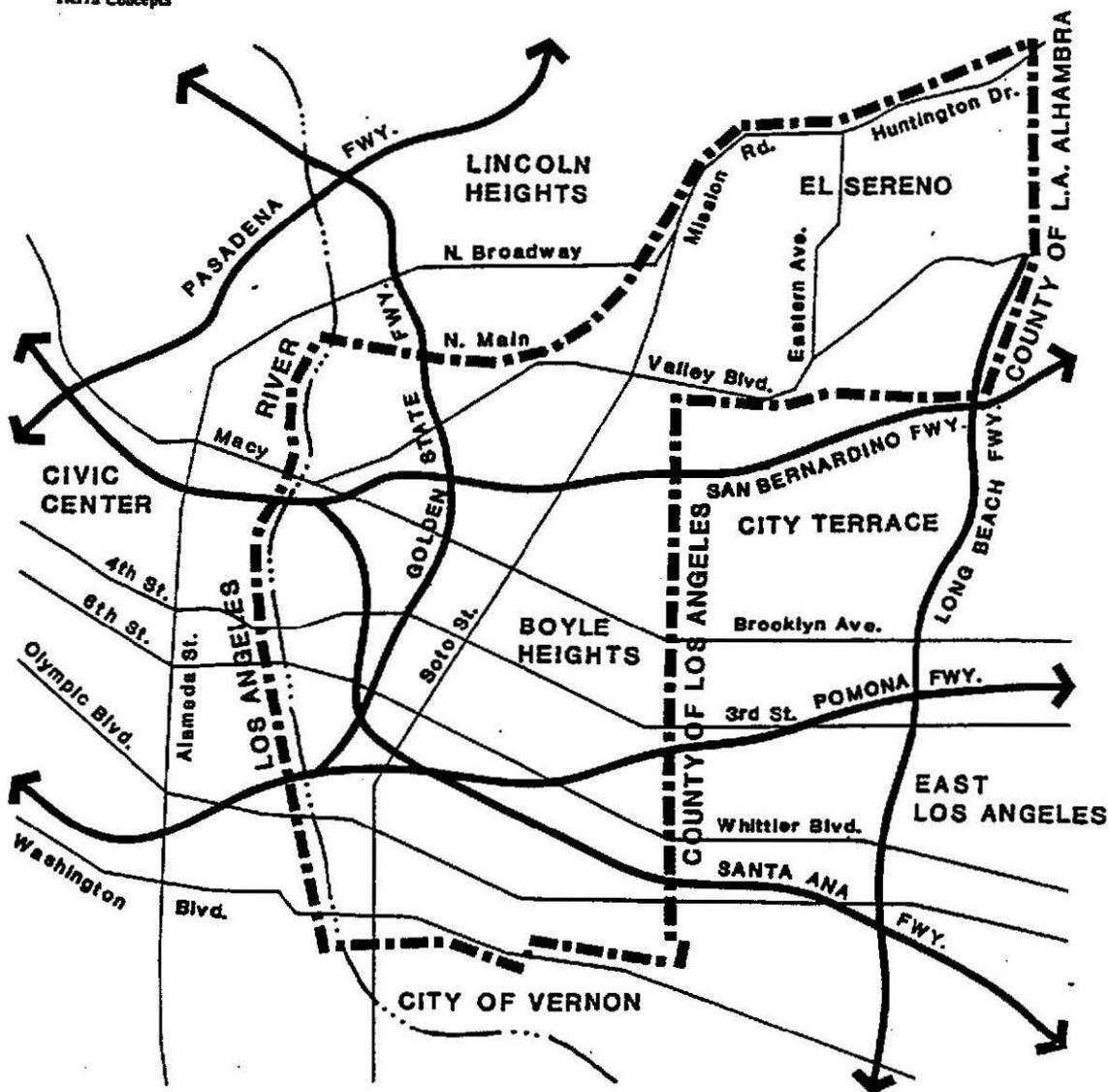
WA
RC:am
12-12-89
JD 14

Attachment C

EASTSIDE NEIGHBORHOODS REVITALIZATION STUDY

BPI COLLABORATIVE TEAM
BARRIO PLANNERS, INC.
Meza & Madrid Development, Inc.
Michael Popwell Associates
Tierra Concepts

Community Redevelopment Agency of the City of Los Angeles



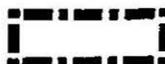
 STUDY AREA



Exhibit 1

BUSINESSES AND INDIVIDUALS

A Division of
Foodmaker, Inc.
100 N. Barranca Avenue
Suite 200
West Covina, CA 91791-1600
818/858-0668
FAX: 818/858-0379



June 21, 1993

Mr. Jim De La Loza
Central Area Team
Los Angeles Metropolitan
Transportation Authority
818 West 7th Street, Suite 1100
Los Angeles, CA 90017

Dear Mr. De La Loza:

We recently learned that the Los Angeles Metropolitan Transportation Authority is proposing to build the eastside corridor project station of the Metro Rail in East Los Angeles. My name is Rudy Alba. I am the Area Manager of the JACK IN THE BOX restaurant located on the corner of Eastern and Brooklyn in East Los Angeles.

I would like to inform you that JACK IN THE BOX opposes the construction of the Metro Rail station at the above-mentioned corner. We have been a part of this community for the last 24 years. We employ 45 people including management. This particular JACK IN THE BOX is a great job resource in a low income community and is considered a landmark by many of us who reside here. The property is well kept and adds value to the area.

36.A

There is no restaurant that projects a better image on Brooklyn Avenue. We have invested thousands of dollars to keep and maintain this location in top shape. This JACK IN THE BOX location generates about \$1.3 to \$1.5 million dollars in yearly sales and creates thousands of dollars in tax revenue for the City of Los Angeles.

JACK IN THE BOX has been one of the leaders in the inner-city, building several restaurants in low income areas. The most recent restaurant opened on Indiana and Third Avenue and another at Central Avenue and Vernon in South Central Los Angeles.

I am requesting that you please reconsider another corner. I would suggest it be the opposite corner on Eastern and it will serve the same purpose. Again, the possible closure of this location will affect the 45 employees, the community at large and the image of Brooklyn Avenue.

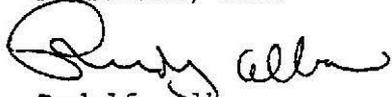
Mr. De La Loza, I would like to meet with you at your convenience

to further discuss this very urgent issue.

Thank you for your time and I look forward to hearing from you.

Sincerely,

FOODMAKER, INC.



Rodolfo Alba
Area Manager
JACK IN THE BOX Division

RA:jao

cc: A. Flores, Region Manager
E. Morrow, Real Estate Legal
P. Schultz, Div. I Vice President

Responses to: **Rodolfo Alba, Area Manager, Jack in the Box Division,
West Covina, Ca.**
(Comment Letter number 36)

36.A The MTA Board has selected a Locally Preferred Alternative that does not include a station at the corner of Eastern and Brooklyn Avenues, therefore the project would not adversely affect the Jack In the Box restaurant at that corner.

Tarjeta de Respuesta/Response Card

¡Queremos saber sus opiniones!
We would like to know your opinions!

37

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

37.A

I SENT A LETTER TO MR. JIM DE LA LOZA REGARDING THE
CONCERN THAT OUR COMPANY HAS ABOUT YOUR PROPOSAL
OF BUILDING A STATION RIGHT WHERE THE JACK IN THE BOX
IS NOW. I REQUESTED TO MEET WITH YOUR OFFICIALS.

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name RUDY ALBA (ALL
ME)

Organización/Organization JACK IN THE BOX

Domicilio/Address 100 - N. BARRANCA

Ciudad/City/Zip SUITE 200
W. COVINA CA 91791

Teléfono/Telephone 818-858-0668 E2

Responses to: **Rudy Alba, Jack in the Box, , West Covina, Ca.**
(Comment Letter number 37)

37.A The MTA Board has selected a Locally Preferred Alternative that does not include a station at the corner of Eastern and Brooklyn Avenues, therefore the project would not adversely affect the Jack In the Box restaurant at that corner.

To Eastside L.A.: James De La Losa 243015 JUN 188
of MTA,

MICROFILMED
COPY IN 9/80

You know that I approve alternative
Alt. 9 will serve the East L.A. community much
better than any other alternatives.

SEGMENT 3

- Union Station
- River Yard Station 0-2
- Boyle Heights Station K
- Brooklyn/ Soto Station B-3
- 1st St./ Indiana Station C

38.A

- with an entrance portal at 3rd St. as well

SEGMENT 4

- Rowan/ Whittier Station D
- Arizona/ Whittier Station E-4

Commerce Station (ideal) J
-OR-
Atlantic/ Whittier (O.K.) F-2

Station C should
a main entrance on
1st St. and a
another entrance
on 3rd St.

Antonio Allah

Responses to: **Antonio, Allah, 130 8th Street, #203, Long Beach, Ca. 90813**
(Comment Letter number 38)

38.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA and Section 2-4 for a discussion of the rationale for selecting the LPA.

Queremos saber sus opiniones!
We would like to know your opinions!

39

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

39.A I AM A SENIOR CITIZEN AND WANT THE
RED LINE RAIL TO COME DOWN WHITTIER BLVD. TO
MONTABELLO SO OUR SENIORS CAN GO TO LOS ANGELES
AND TO OTHER CITIES. I DO NOT DRIVE. I LIVE NEAR WHITTIER

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

SENIOR CENTER
MONTABELLO

Nombre/Name FELICITAS B. CO

Organización/Organization HOME

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Domicilio/Address 213-C No. Maple

Ciudad/City/Zip Montebello Ca

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Teléfono/Telephone (415) 7207905

Tarjeta de Respuesta/Response Card

Queremos saber sus opiniones!
We would like to know your opinions!

40

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

40.A I work at White Memorial Medical Center and would like
to see the new Alternative #9 Union Station to First and Boyle
and to Brooklyn and Soto where the old Johnson Market was and to
Indiana to Rowan and Whittier to Whittier and Atlantic. This must continue int

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Nombre/Name Montebello and Whitt

Organización/Organization Joseph Coria

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Domicilio/Address 414 N. Boyle Ave

Ciudad/City/Zip Los Angeles Ca.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Teléfono/Telephone 213- 2605750

Responses to: **Felicitas B. Coria**
(Comment Letter number 39)

39.A The Locally Preferred Alternative (LPA) travels along Whittier Boulevard as far as Atlantic Avenue. See Section 3-1 of this FEIS/FEIR for a discussion of transit services that would serve the LPA.

Responses to: **Joseph Coria**
(Comment Letter number 40)

40.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes the stations requested in the comment. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA and Section 2-4 for a discussion of the rationale for selecting the LPA.

MTA will conduct a multi-modal study of the best means of extending mass transit through the San Gabriel Valley and the southeast area of the county.

Tarjeta de Respuesta/Response Card

¡Queremos saber sus opiniones!
We would like to know your opinions!

41

41.A Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

*Why is the route being given more linkages than on Area 1
I am a resident of Montebello and live in Boyle Heights.
we must be more linkages of the Red line going into Montebello,
Montgomery Park, Whittier, Pico Rivera - we represent over 50% of the population*

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name *Joseph Correa*
Organización/Organization *Chambers*
Domicilio/Address *213-1/2 Maple*
Ciudad/City/Zip *Montebello, Ca.*
Teléfono/Telephone *(213) 260-5955*

Tarjeta de Respuesta/Response Card

Queremos saber sus opiniones!
We would like to know your opinions!

42

42.A Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

*THIS PROJECT WILL BE AN ASSET TO THIS COMMUNITY AND I FEEL THAT WE
OUGHT TO GIVE IT TO THEM! AS LONG AS YOU KEEP YOUR PROMISES TO KEEP THE STREET
CLEAN FREE FROM CRIME ENOUGH SECURITY AND REPLACE THE PARKING
SPACE*

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name *ROSARIO DE ALBA*
Organización/Organization *Botica Del Sur*
Domicilio/Address *2331 BROOKLYN*
Ciudad/City/Zip *LOS ANGELES, CA 900*
Teléfono/Telephone *(213) 260-7554*

Responses to: **Joseph Coria**
(Comment Letter number 41)

41.A The allocation of MTA staff efforts and funding among various projects requires major policy consideration by the MTA Board and is not within the scope of this document. The proposed project represents a significant commitment of resources to the eastside by MTA.

Responses to: **Rosario De Alba**
(Comment Letter number 42)

42.A The MTA appreciates your support for the Red Line East project. This FEIS/FEIR discusses the impacts this project may have on the surrounding community and defines mitigation measures to minimize or eliminate these affects. Please see Sections 4-5, 4-13, and 3-3 of this FEIS/FEIR for a discussion of station appearance, security, and parking, respectively.

43.A

ATT. Jim de la Loza MTA Project Manager
 writing to ask you to STOP the METRO
 Red line from running through E.L.A.
 or Boyle Heights, Stop the tunneling thru
 E.L.A. or Boyle Heights. we dont want our
 homes, schools, streets, church, libraries,
 Hospitals clinics play grounds, police,
 fire stations, etc etc etc torn down,
 you know that a METRO Red line is of
 no use to use in L.A. use the Freeway
 which are already there, No more destroy
 lives this is our neighborhoods our
 homes, use money to build better homes
 fix our homes schools pay the budget
 no Metro Red line Thank you

Mrs Amparo Flores
 AMPARO FLORES
 3118 WABASH AV.
 Apt. 12
 Los Angeles 9006
 Calif

243016 JUN 1988

Responses to: **Amparo Flores**
(Comment Letter number 43)

43.A The purpose of the Red Line East project is to provide greater mobility to the residents of the eastern corridor and to provide the greater Los Angeles area with improved transit access to this area. After the short-term negative impacts of construction, the MTA hopes the project will provide greater opportunities and improve the quality of life within the corridor. The purpose of this FEIS/FEIR is to identify and provide mitigation measures for the environmental impacts of the project upon the surrounding community.

The Locally Preferred Alternative is located entirely underground and would only require the taking of property in the immediate vicinity of the station sites. The MTA has attempted to minimize the number of required takes and avoid displacing vital community assets. Please see Section 4-3 of this FEIS/FEIR for a discussion of land acquisition impacts and mitigation.

Queremos saber sus opiniones!
We would like to know your opinions!

44.A Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

I am in favor of the Eastside Metro Rail; however, I am not with the station at Whittier + Atlantic. The Summary Draft EIR indicates possible stations at the Golden Gate or across the street at the southeast corner. The oral presentation made reference to the Great Western Bank and lots behind it.

- 44.B Por favor póngame en la lista de correspondencia.
Please put me on your mailing list. *I am on list.*
- Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Nombre/Name A. L. Garcia
Organización/Organization Resident
Domicilio/Address 650 S. Hillview Av
Ciudad/City/Zip LA 90022
Teléfono/Telephone _____

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

on Hillview. As a resident of Hillview, I encourage the MTA to place the station on the south side of Whittier Blvd, preferably at the Golden Gate site. It appears that less # of residents would be impacted at that site, particularly because the Jim's Bus Stop and U.S. Post office are on that side. The site at Great Western Bank, with the exception to the two lots, is right next to homes, and further from the commercial area.

44.C Secondly, I oppose "park + ride" parking lots, such lots would increase traffic in LA and not deter traffic (autos) thus defeating the Metro Rail goal.

Responses to: **A.L. Garcia**
(Comment Letter number 44)

- 44.A The MTA appreciates Mr. Garcia's support for the Red Line Eastern Extension.
- 44.B Under the Locally Preferred Alternative, the Whittier/Atlantic station entrance will be placed along the south side of Whittier Boulevard utilizing the Golden Gate Theater site. The Great Western Bank and its adjacent parking lot would also be acquired, along with one single-family residential unit behind the bank. Section 4-3 of this FEIS/FEIR discusses acquisitions for each station area.
- Prior to project approval, MTA will have entered into a covenant which will ensure the preservation of the Golden Gate Theatre. The building will be integrated into the station area plan developed through the Community Transportation Linkages program. For further discussion of the project's effects on this structure, see Sections 4-14,4-15 and 4-17 of this FEIS/FEIR.
- 44.C Park and ride lots would make the Red Line system a viable transit option for a greater number of people in the eastside corridor, thereby reducing the amount of traffic in the corridor. For a discussion of the traffic and parking impacts of the park and ride lots, please see Sections 3-2 and 3-3, respectively, of this FEIS/FEIR.

Queremos saber sus opiniones!
We would like to know your opinions!

45

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

45.A I urge you to adopt Alternative 5 or 6 for Eastside Corridor because police, post office, library and over 100 medical facilities exist on First Street, people need ^{easy} access to pub services.

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name LEO HAYASH
Organización/Organization B.A. CHAMBER
Domicilio/Address 7620 PENNSYLVIA
Ciudad/City/Zip L.A. CA. 900
Teléfono/Telephone (213) 264-449

Queremos saber sus opiniones!
We would like to know your opinions!

46

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

46.A I don't like it. There are quite a few schools on Brooklyn, Both public & Catholic, also there are lot of Churches. In case of an earthquake or oth disaster, how are we suppose to pick the children

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name M Hernandez
Organización/Organization
Domicilio/Address 2000 Brooklyn
Ciudad/City/Zip Monterey Park, CA
Teléfono/Telephone

Queremos saber sus opiniones!
We would like to know your opinions!

47

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

47.A I am against the Metro line on Brooklyn Ave, because the impact for the traffic during construction is going make all of us who have the business on Brooklyn Ave and all business run behind the 7th St market.

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name Amy Hays
Organización/Organization
Domicilio/Address 455 Brooklyn
Ciudad/City/Zip 90035
Teléfono/Telephone (213) 261-6103

Responses to: **Leo Hayashi**
(Comment Letter number 45)

45.A Selection of the Locally Preferred Alternative (LPA) was based on a number of considerations, including the number of community facilities along the alignment. Of the 10 alternatives considered in the AA/DEIS/DEIR, alternative 9B (which was modified to become the LPA) had the greatest number of community facilities located within .04 miles of the stations. Please see Section 4-16 of this FEIS/FEIR for a discussion of community facilities and Section 2-4 for a discussion of the rationale for selecting the LPA.

Responses to: **M. Hernandez.**
(Comment Letter number 46)

46.A The Locally Preferred Alternative (LPA) would be located just south of Brooklyn Avenue with a station located off-street at Brooklyn/Soto. Construction and operation of the LPA would take place underground except at the station sites, thus churches and schools located along Brooklyn Avenue are not expected to be significantly affected by the project. Please see Section 4-16 of this FEIS/FEIR for a discussion of impacts and mitigation relating to community facilities.

In the event of an earthquake or other natural disaster, the system would not impede the pick up of children from local schools. In fact, subways tend to fair quite well in conditions of seismic shaking, and may expedite the pick up of children. For example, in the 1985 Mexico City earthquake subway service was the only form of mass transit operating immediately after the quake. Please see Section 4-9 of this FEIS/FEIR for a discussion of seismic issues.

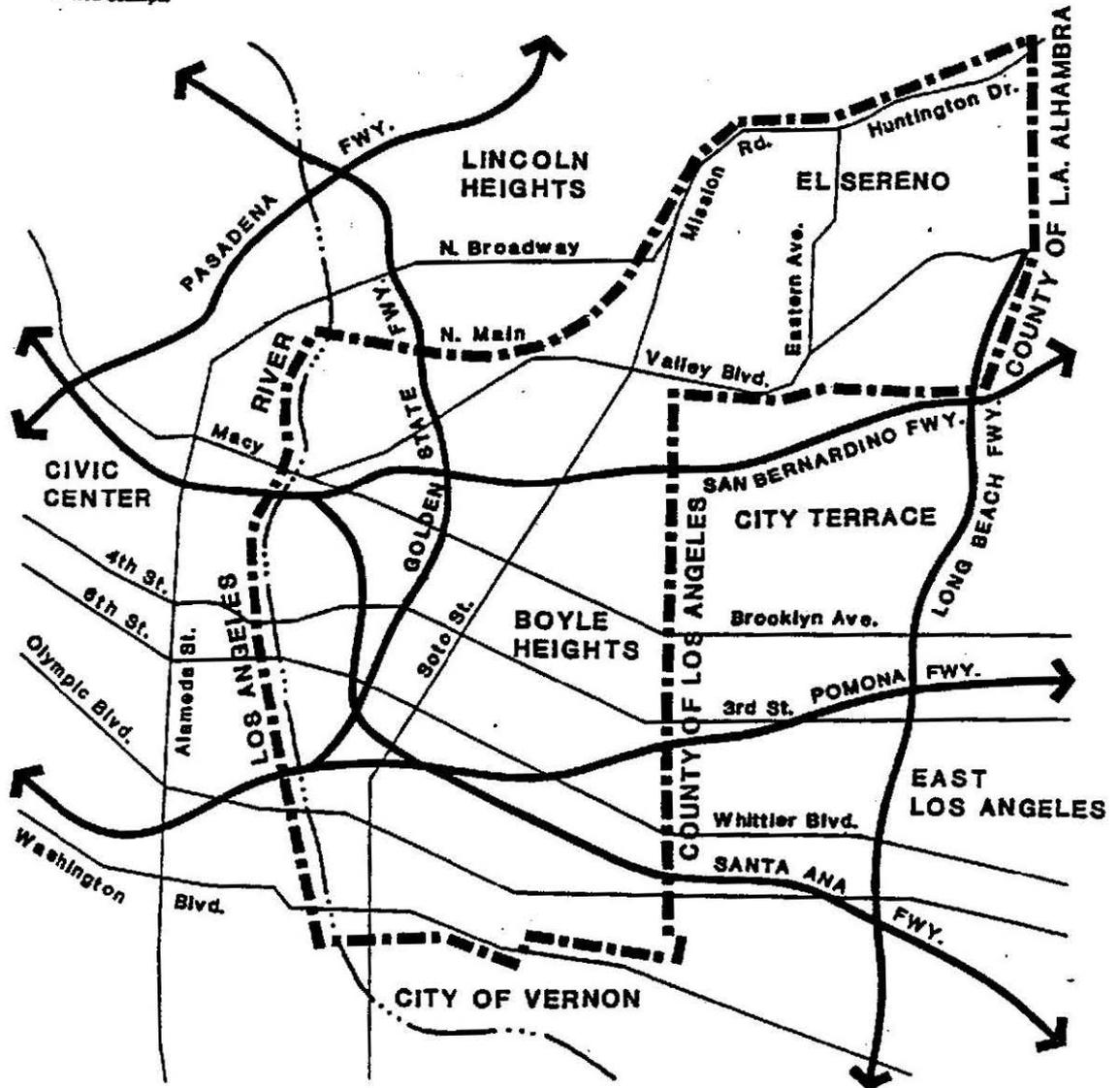
Responses to: **Amy Heyele**
(Comment Letter number 47)

47.A The Brooklyn/Soto station in the Locally Preferred Alternative was located off-street in order to, among other things, avoid impacts to businesses along Brooklyn Avenue during construction. Brooklyn Avenue will remain open throughout the construction period, thus access to businesses will remain unimpaired. Should the project result in any negative impacts to businesses along Brooklyn, the MTA has developed a number of measures to minimize the affect of construction activity. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of potential business impacts and mitigation.

EASTSIDE NEIGHBORHOODS REVITALIZATION STUDY

BPI COLLABORATIVE TEAM
BARRIO PLANNERS, INC.
Meza & Madrid Development, Inc.
Michael Popwell Associates
Tierra Concepts

Community Redevelopment Agency of the City of Los Angeles



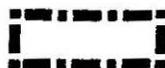
 STUDY AREA

Exhibit 1



Responses to: **Alex Salazar, Chairman, Eastside Study Citizens Advisory Committee,
Eastside Neighborhood Revitalization Study**
(Comment Letter number 33)

33.A The Eastside Neighborhoods Revitalization Study has been reviewed and its principles are discussed in Section 4-1 of this FEIS/FEIR.

33.B Through its Community Transportation Linkages programs, MTA will coordinate current and on-going planning and economic development initiatives with the Eastside Neighborhood Revitalization Study as well as City and County Community Plans and the Eastside Enterprise Zone Program. See Section 4-1 of this FEIS/FEIR for further discussion of these MTA programs.

JAPANESE AMERICAN CITIZENS LEAGUE

CHICAGO • FRESNO • LOS ANGELES • SAN FRANCISCO • SEATTLE



JACL

WASHINGTON D.C.

RECEIVED
RAC
243221 JUN 23 8
June 22, 1993

National Headquarters
San Francisco, CA

Pacific Southwest District Office
244 So. San Pedro Street, Suite 507
Los Angeles, CA 90012-3832
(213) 626-4471
FAX (213) 626-4282

Mr. Jim de la Loza
Central Area Team
Los Angeles County Metropolitan Transportation Authority
818 West Seventh Street, Suite 1100
Los Angeles, California 90017

Re: CONSIDERATION FOR THE METRO RED LINE STATION IN LITTLE TOKYO AS PART OF THE EASTSIDE CORRIDOR PROJECT

Dear Mr. de la Loza:

I respectfully submit for your consideration my comments on the proposed yard station options which include the Little Tokyo area as part of the Metro Red Line Eastside Corridor Project in central Los Angeles County, extending eastward from the Los Angeles Central Business District to just east of Atlantic Boulevard.

34.A

While I believe the Alternative Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report represents a responsible effort to present numerous alternative proposals to best serve all the major commercial businesses in the Eastside corridor, the Metro Red Line Eastside Corridor Project should consider the proposals which include the Little Tokyo area.

This project will permanently change the economic and social landscape in the region as we know it today and the Little Tokyo area should be a participant in that growth as it has over the past century. Established in the mid-1880's, Little Tokyo continues to be an integral part of the Los Angeles Central Business community as well as for the Southern California region serving as a focal point for tourism and a cultural center for the Japanese American community.

34.B

The proposed Metro Red Line yard station in Little Tokyo as a transit center with mixed-use land development, will encourage business and employment opportunities as well as providing the possibilities of affordable senior housing and the expansion of the cultural arts. The development should include a police sub-station because of the proximity of the site to the Los Angeles County Jail facilities and the transients which frequent the area.

34.C

One area that should be clarified to the community is the environmental impact as well as the tax modifications that will follow the development. While the extensive benefits of the Metro Red Line development can be recognized, the drop in business and tourism to Little Tokyo since the Los Angeles riots has been significant. The mitigation efforts relative to these concerns should be made for the edification of the community.

I appreciate having the opportunity to submit my comments and concerns to the MTA on the Eastside corridor project. Thank you for your consideration.

Sincerely,

Jimmy Takeshi
Regional Director

Responses to: **Jimmy Tokeshi, Regional Director, Japanese American Citizens League**

(Comment Letter number 34)

- 34.A The MTA has selected a Locally Preferred Alternative that serves Little Tokyo with a station under Santa Fe Avenue at Third Street.
- 34.B MTA will provide full time police coverage of the system once completed, consistent with Red Line policy. As part of its Community Transportation Linkages program, the MTA will identify possible sites for police sub-stations where appropriate at station sites.
- 34.C Environmental impacts and proposed mitigation measures associated with the Little Tokyo station and surrounding community are discussed in this FEIS/FEIR.

Property tax rates are determined by Proposition 13 and would not change as a result of the project. Property tax losses resulting from the Locally Preferred Alternative (LPA) are discussed in Section 4-2 of this FEIS/FEIR.



March 3, 1993

PRESIDENT

Marshall McNott

LOS ANGELES COMMITTEE
FOR THE HOMELESS

CHAIRPERSON

Mayor Tom Bradley

CO-CHAIRPERSONS

Willard Chamberlain
Frank Dale
Peter de Wetter
Congressman David Dreier
Edsel Dunford
J. Hart Lyon
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Tony Dow
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Cathie Sherriff-Forstmann
Chief Daryl Gates
Supervisor Kenneth Hahn
Laurence Hall
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Dr. Edward Hill
Olivia Newton- John
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Yong Tsun Lee
Barry London
Ed Maniafico
Barry Manilow
Thomas McEuen
Ed McMahon
Ron Merenstein
Donna Mills
Dr. Lloyd Ogilvie
Wayne Ratkovich
Paige Rense
Ray Remy
Dr. George Regas
Henry Salvatori
Dr. Robert Schuller
Dr. Robert Seiple
Sidney Sheldon
Christina Ferrare-Thomopoulos
Grant Tinker
Abigail VanBuren
Dennis Weaver
Elizabeth Whitsett
Sam Yorty

35.A

Mr. Jim de la Loza
Project Manager
Central Area Team
Metro
818 West Seventh Street
Los Angeles, CA 90017

Dear Mr. de la Loza:

I, too, am sorry I've been unable to attend your first two Public Workshops for the Blue Line Connection Preliminary Planning Study.

Unfortunately, each Wednesday morning we have an executive staff meeting from 8:30 to 10:30 (or later).

I reviewed the materials you sent to me. I'm sure my comments would be as others you've received, i.e., priorities should be given to those high density areas where highest passenger usage would be projected. Additional consideration would include the proximity to other train lines, etc.

I'm a pragmatist. I would defer to the analysts who have given their projections for what is now happening along planned routes, what is expected to happen in the next twenty years and where the maximum ridership might be expected to need and want trains.

Sincerely,

Marshall McNott
President
Los Angeles Mission Foundation

MMV

Los Angeles Mission Foundation

P.O. Box 5330 • Los Angeles, CA 90055 • (213) 893-6900, (213) 629-1227, Fax (213) 893-6909

SUPPORTING THE LOS ANGELES MISSION AND THE ANNE DOUGLAS CENTER

Responses to: **Marshall McNott, President, Los Angeles Mission Foundation**
(Comment Letter number 35)

35.A In selecting a Locally Preferred Alternative, the MTA Board considered a number of factors including patronage potential, provision of service to transit dependent populations and connections with other public transit systems.

JOHN & SONS, INC.
550 N. GOLDEN CIRCLE DRIVE
SANTA ANA, CALIFORNIA 92705

RECORDED
COPY IN RMC

243305 JUN 24 8

June 23, 1993

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Los Angeles County Metropolitan
Transit Authority
818 West Seventh St., 11th Floor
Los Angeles, California 90017

Attn: Mr. Jim De La Loza
Project Director

Re: East Side Metro Extension Project

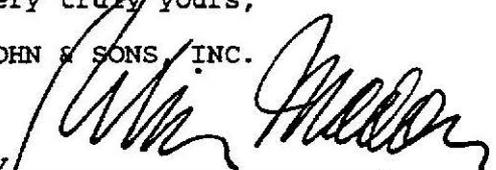
Dear Mr. De La Loza:

48.A

The undersigned, Minoru Inadomi, as President of John & Sons, Inc., is happy to endorse the construction of a project that will benefit both Little Tokyo and most importantly, the community of East Los Angeles. The study identifying Route 9b as providing service to Little Tokyo, First Street, Brooklyn Avenue and Whittier Blvd. is by far the most diverse and accessible to the public. Naturally, I am interested in the Little Tokyo/Santa Fe station at the Yards as it would benefit residents of the "LOFT" Area and the community of Little Tokyo.

Very truly yours,

JOHN & SONS, INC.

By 
Minoru Inadomi
President

MI/bn

Responses to: **Minoru Inadomi, President, John & Sons, Inc. Santa Ana, Ca.**
(Comment Letter number 48)

48.A The MTA appreciates John & Sons' support for the proposed project. The MTA Board has selected a Locally preferred alternative similar to Alternative 9B and with a Little Tokyo station under Santa Fe Avenue at Third Street.

Responses to: **David Kiya**
(Comment Letter number 49)

49.A The Locally Preferred Alternative includes an off-street station behind the abandoned Johnson's Market south of Brooklyn Avenue. This station location was chosen in order to, among other things, avoid impacts to businesses along Brooklyn Avenue. Brooklyn Avenue will remain open throughout the construction period, thus access to businesses will remain unimpaired. Should the project result in any negative impacts to businesses along Brooklyn, the MTA has developed a number of measures to minimize the affect of construction activity. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of potential business impacts and mitigation.

L.A.C.M.T.A.

June 22, 1993

To whom This may concern ^{1993 JUN 24 AM 11:30} On Behalf of
 the M.T.A. I Margarita C. Martinez
 a Senegal Hispanic Woman age 34 years old
 Did attend your Meeting last night on about
 June 22, 1993 Open House public meeting
 Resurrection Church 3324 Opal Street Los Angeles
 Ca 90063 I did not understand very much
 about your alternative analysis Draft Environmental
 Impact Statement Report. However I do feel
 this MTA Corridor System will be a great
 success throughout the Greater Los Angeles City
 East Los Angeles Boyle Heights Area However I'm a
 Senegal Parent on AFDC Welfare with two Children
 Daughter One Sixteen year old and a 3 year Son
 I do attend Garfield adult School 5 days a week
 for four hours a day trying to get my education
 for the next 16 months my goal is to receive
 a es. ed or High School Diploma in the future
 However I'm hoping that with this MTA project
 that maybe someday in the near future I
 can gain employment out of this project
 I was unable to stay for the end of this meeting
 last night I had my 3 year old Son with
 me. he was very tired this was no place
 for Children to attend there for there was
 no Child care facility available I would have
 loved to stay for the Hearing However I would
 like very much to be informed and updated
 on these plans for our future and I will give
 my support to your plans Sincerely Margarita C
 Martinez
 (213) 780-2988
 706 N Bonnie Beach Place
 Los Angeles Ca 90063.

50.A

Daughter

50.B

Responses to: **Margarita Martinez**
(Comment Letter number 50)

50.A The MTA appreciates Margarita Martinez' support for the proposed project.

50.B The proposed project will generate a number of job opportunities during its construction and operation.

Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. MTA will publish notices in local newspaper regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

DATE: JUNE 17, 1993

TO: THE METRO TRANS. AUTHORITY
 ENRIQUE LOZA, PRJ. MANAGER

FROM: HENRIQUE (L. M. MEDRANO) PH-213-26-2957
 1000 WILSON DR., L. A. CALIF. 90063

SUBJECT: A N N O U N C E M E N T S

- 51.A 1. IS PROPERTY GOING TO BE TAKEN FROM HOMEOWNERS
- 2. HOW MUCH PROPERTY WILL BE REQUIRED, & HOW MANY PEOPLE WILL LOSE THEIR HOMES.
- 3. I WOULD LIKE A DETAIL (F R E E) MAPS, OF ALL THAT IT WILL ENCOMPASS.
- 51.B 4. EXECUTIVE SUMMARY OF AA (DEIS/DEIR STUDY) SHOULD BE BE F R E E -TO ANYBODY THAT WANTS ONE, THIS HAD ALREADY BEEN PAID, FROM OUR TAX MONEY, & A SURCHARGE ON THE TAX OF \$20.00 IS OFFENSIVE--BECAUSE IT HAS ALREADY BEEN PAID FOR.

AS I UNDERSTAND THAT A SECRET MEETING WAS HELD AT THE BRAVO MEIRO SCH., LAST NIGHT TUES. JULY 26, 1993 & THAT THE COMMUNITY WAS NOT INVITED & PROBABLY THE PROPOSALS WERE SETTLED--IS THIS CORRECT? THE COMMUNITY WAS NOT ASKED TO GIVE THEIR VIEWS/CONCERNS OR OPINIONS--IF THIS CORRECT--I FEEL THAT THE COMMUNITY WAS WRONGED.

AND WHY ARE WE HAVING THE OPEN HS. & PUBLIC HEARING, IS IT JUST TO MAKE A FOOL OF US?

51.C I GOT MY NOTICE FROM YOUR OFC., YESTERDAY TUES. 6-16-93, WHY WASN'T THIS SENT WITH PLENTY OF TIME, I MISSED THE 6-10-93 HEARING--IT IS LIKE YOU REALLY DONT WANT US HERE, BUT PER THE LAW, YOU SENT THE LETTER--BUT LATE--I ALMOST DIDN'T GET IT. IT IS YOU LIKE YOU'RE JUST GOING THRU THE MOTIONS--& YOU REALLY DON'T WANT OUR HEAR US. LIKE ONLY CERTAIN PEOPLE SET THE RULES, & FLUSH THE COMMUNITY DOWN YOU KNOW WHERE--HEY WE PAY FOR THIS--

51.D THE METRO RED LINE EASTSIDE CORRIDIOR, SHOULD NOT DISTURB ANYBODY--IT SHOULD GO OVER THE POMONA OR SAN BERNARDINO FREEWAY--THERE IS SPACE & ROOM THERE--UNLESS CERTAIN CORPS. ARE GOING OR ALRADY ARE MAKING \$\$\$\$\$\$--& THE COUNTY IS WORKING AGAINST THE PEOPLE & FOR THE CORP. ELITE.

Responses to: **L.M. Medrano**
(Comment Letter number 51)

- 51.A The proposed project would require residential property acquisitions as described in Section 4-3 of this FEIS/FEIR. Appendix 6 shows the areas of acquisition for each station in the Locally Preferred Alternative.
- 51.B A copy of the AA/DEIS/DEIR was available for review at the MTA office located at 818 West Seventh Street, Los Angeles, CA 90017 (phone 213-623-2294) and at all public libraries in the eastern corridor. In addition, free copies of the executive summary were also available at the MTA office.
- 51.C In addition to four public hearings, a number of meetings were held with a variety of groups such as local community groups, businesses and organizations. The public hearings were advertised in local newspapers and through notices. MTA encourages comments from the community and regrets any late notification of public hearings. Community input was a major factor in the selection of the Locally Preferred Alternative (LPA).
- 51.D During preliminary planning for the Eastside Corridor, conversion of the I-10 transitway into a rail line was explored but was rejected in favor of the alternatives considered in the AA/DEIS/DEIR. One of the purposes of the eastern extension is to establish a new transit corridor that would link a number of activity centers on the Eastside. An alignment over the Pomona or San Bernadino freeways would not accomplish that objective.

June 23, 1993

MICROFILMED
COPY IN RMC

243356 JUN 25 88

Dear James De la Loza

I am writing to you because I do not want the Red Line to go through Brooklyn Avenue because the tunnel would go a little ways in to the Evergreen Cemetery, maybe not that much but to me it would be a tragedy because I buried my son there in June 1991 - and I also have a plot for myself next to my son.

52.A

I don't think anyone has a right to dig one inch in to any cemetery for what ever purpose. I called the Evergreen Cemetery and they told me they knew nothing of your plans. I think out of respect to our loved ones that are buried there and respect for their families, friends, you should choose another route. Please help us.

The families and friends are not aware of the tunnel going in a little way into the cemetery - but sure if they knew they would speak up.

Sincerely
Ernestina Montellano
(213) 2619319

Responses to: **Ernestina Montellano**
(Comment Letter number 52)

52.A In response to public concern, the MTA modified the alignment of Alternative 9B so that it would not pass under Evergreen Cemetery. The modified Alternative 9B was selected as the Locally Preferred Alternative.

FACSIMILE MAIL TRANSMITTAL

Roger C. Palmer, Ph.D.
3261 Sawtelle Blvd., Suite 204
Los Angeles, CA 90066

310/390-4884 (voice)
310/390-9270 (fax)

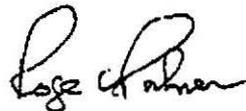
DATE: June 23, 1993
TO: Mr. Jim De La Loza
FAX: 213-244-6008
RE: Routing of Red Line Subway and Evergreen Cemetery

Number of pages including this transmittal: 1

53.A

It has been brought to me attention that consideration is being given to the possible routing of a subway tunnel under Evergreen Cemetery in East Los Angeles. I am interested in this matter for two reasons. First, a close friend was buried there not long ago and second, I have a plot (on lot # 6254) for future use.

I object to tunneling under Evergreen Cemetery, no matter how many feet below the surface, due the possible mishaps that could impact the sanctity of the graves. As a Roman Catholic I believe that I remain connected to those who have gone before and am responsible to ensure the tranquility of their final resting place.



Responses to: **Roger Palmer, Ph.D.**
(Comment Letter number 53)

53.A In response to public concern, the MTA modified the alignment of Alternative 9B so that it would not pass under Evergreen Cemetery. The modified Alternative 9B was selected as the Locally Preferred Alternative.

SNYDER & ARCHULETTA
 A PROFESSIONAL CORPORATION
 ATTORNEYS AT LAW

THIRTY-SEVENTH FLOOR, IBM TOWER, WELLS FARGO CENTER
 355 SOUTH GRAND AVENUE, SUITE 3768, LOS ANGELES, CALIFORNIA 90071-3101 / TELEPHONE (213) 628-8882
 FAX (213) 628-3506

May 10, 1993

Mr. Jim De La Loza
 Central Area Team
 LOS ANGELES COUNTY METROPOLITAN
 TRANSPORTATION AUTHORITY
 818 West 7th Street, Suite 1100
 Los Angeles, California 90017

RE: Draft AA/DEIS/DEIR, L. A. County Eastside Corridor.

Dear Mr. De La Loza,

Thank you for providing a copy of the Executive Summary of the above-referenced AA/DEIS/DEIR.

This office represents a number of concerned Eastside business-persons, interested in the routing of the Eastside Corridor, and has been requested to review the full documentation in this matter.

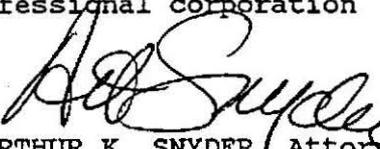
Please provide to us a complete copy of the AA/DEIS/DEIR at your early convenience, along with a schedule of deadlines to comment to the various agencies involved.

Thank you for your assistance.

Very truly yours,

SNYDER & ARCHULETTA
 a professional corporation

By


 ARTHUR K. SNYDER, Attorney at Law

AKS:cg

Responses to: **Arthur K. Snyder, Attorney at Law**
(Comment Letter number 54)

54.A Comment noted. The requested information was provided.

MICROFILMED
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242471 JUN 10 83

T.A. NELSON, P.E.
CONSULTING ENGINEER
TRANSPORTATION CONSULTANT

2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

June 9, 1993

Jim de la Loza
LACMTA
818 W. Seventh St., Suite 1100
Los Angeles, CA 90017

Dear Mr. de la Loza:

Upon completing a brief review of the Eastern Corridor AA/DEIS/DEIR, I offer the following comments.

- Page xiv — The page numbering is incorrect for Summary of Impacts. 55.A
- Page 2-20 to 28 — Irrespective of which rail transit alternative is selected, a station at the Red Line yard should be built. This area west of the L.A. River will become an important traffic generator as commercial, light industrial, and/or residential uses are redeveloped. To serve future as well as present ridership, a direct route along Whittier Blvd., to be in position for eventual, noncircuitous extensions toward the City of Whittier, seems to be a preferable alternative. 55.I
- Page 3-61 — Another mitigation of station access impacts could be accomplished by prudent location of the station entrances and parking lots. For example, the intersection of Atlantic and Whittier Blvds. is expected to be heavily impacted by traffic. This would be reduced through intercepting bus and park-and-ride traffic coming from the east (perhaps the major contribution) before reaching the intersection by selecting the NE location (page 2-18) for the facilities. 55.C
- Page 4-5.17 — The aerial alternatives over the L.A. River require no mitigation for views of the south side of either the 4th St. or 6th St. Bridge. Alternatives 6B, 8B, and 9B would provide Red Line passengers with a respite from below-ground monotony by affording them vistas of the downtown skyline far outweighing the partial loss by the few who presently can look at the north side of each bridge. 55.D
- Page 4-9.7 — The possible obstruction of water flow, and/or compromise of the structural integrity of the L.A. River channel, should not be an insurmountable problem, since Metrolink's Downey Bridge is under construction upstream, apparently having received approvals. 55.
- Page 4-11.1 — References to energy consumption are incorrect. Energy can be used through conversion from one form to another, but it cannot be consumed. Propulsion energy is also conserved during train acceleration by constructing tunnel inverts to slope downward from stations. 55.F
- Page 4-16.15 — The object in Fig. 4-16.8 appears to be part of a tunnel mining machine rather than a tunnel boring machine. 55.G

Sincerely,

Tom Nelson

Electric Utility Operations
Manufacturing Quality Control
of Power System Equipment

Railroad Transportation
Coal by Rail
Fixed Guideway Transit

Responses to: **Tom Nelson, Consulting Engineer, Transportation Consultant**
(Comment Letter number 55)

- 55.A Correction noted.
- 55.B The MTA Board has selected a Locally Preferred Alternative (LPA) that includes a station west of the Los Angeles River at the intersection of Santa Fe Avenue and Third Street (not in the Metro Rail Yards). The LPA follows Whittier Boulevard east of Indiana Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA alignment and stations.
- 55.C Comment noted. The southwest corner of the Whittier/Atlantic intersection was selected for the station site at that location. This site is larger than other alternatives and provides advantages in terms of accommodating bus and parking facilities. Mitigation will be provided for impacts associated with the station, as described in this FEIS/FEIR.
- 55.D An aerial alignment over the Los Angeles River is no longer under consideration; the Locally Preferred Alternative would pass under the Los Angeles River.
- 55.E The comment appears to apply to an aerial structure over the Los Angeles River channel as opposed to a tunnel underneath the channel. Because the Locally Preferred Alternative (LPA) is a subway configuration underneath the river, a response is appropriate but only as it applies to the subsurface configuration. The tunnel will pass some 30-40 feet under the river channel and will not obstruct the channel water flow. Special precautions will be taken as part of the tunneling work to insure that the structural integrity of the concrete river channel is not compromised. The specific measures will be developed during the preliminary engineering phase of the work and detailed in the final design which will follow the preliminary engineering.
- 55.F Comment noted.
- 55.G The object that appears in Figure 4-16.8 of the AA/DEIS/DEIR is a tunnel boring machine. The machine consists of a shield which is forward of the operator's compartment which, in turn, is forward of the power plant which drives the tracks, the conveyor, and other appurtenances. The digger or boring attachments are inside the shield and work at its face when digging or boring in soil. The digger and boring attachments may be interchanged by the construction contractor using the machine. As the machine appears it does have a digger attachment mounted inside the shield at its face, and it is fitted to dig in soft earth or sandy materials. However, if rock or other hard materials were to be encountered, the digger would be fitted with the boring attachments so that the machine could cut through hard rock material.



1993 JUN -8 10 11:01

VICTOR ROBLES & ASSOCIATES

Licensed Contracting & Consulting

CA Lic.# 297378

P.O. Box 33107

Los Angeles, CA 90033

(213) 263-0836

JUNE 4, 1993

LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY
818 WEST SEVENTH STREET
SUITE 300
LOS ANGELES, CALIF. 90017

ATTENTION: MR. DE LA LOZA

RE: PUBLIC FORUM
AA/DEIR/DEIS

JUST THIS SHORT NOTE TO EXPRESS SOME IDEAS, FEELINGS AND GIVE YOU AN IDEA OF WHAT SOME OF THE KIND OF CITIZEN COMMENTS YOU WILL BE HEARING AT THE PUBLIC FORUMS YOU WILL BE HOLDING. FIRST, LET ME INTRODUCE MYSELF.

I AM VICTOR ROBLES, WHO LIVES IN BOYLE HEIGHTS, SINCE I WAS THREE. MY PARENTS DECIDED TO INVEST IN THE AREA AND BOUGHT TWO NICE HOMES THAT I HAVE MAINTAINED, MY BROTHER LIVES IN ONE AND MY FAMILY LIVES IN THE OTHER. I AM A GENERAL CONTRACTOR IN THE AREA, MAINTAINED MY BUSINESS IN THE AREA THAT I SERVE PROUDLY. I AM AN APPOINTED MEMBER TO THE CITIZENS ADVISORY COMMITTEE FOR BOYLE HEIGHTS, EAST LOS ANGELES CHAMBER OF COMMERCE, BOYLE HEIGHTS CHAMBER OF COMMERCE AND JUST TO NAME A FEW.

I HAVE BEEN PRESENT AT MOST OF YOUR PRESENTATIONS TO OUR VARIOUS FUNCTIONS AND DO PLAN TO ATTEND SOME OF YOUR PUBLIC HEARINGS AND FOR THAT REASON I AM FORWARDING QUESTIONS I FEEL ARE NECESSARY TO ANSWER.

56.A

1. How will property values be affected in the general path or directly above the sitting line?

56.B

2. What direct impact will the path of travel have on properties sitting above the line?

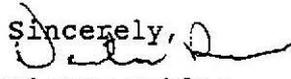
56.C

3. What are the normal depth of tunnels, and are they environmentally sound?

Page Two

- 56.D | 4. Will your construction incorporate with local disaster plans and give details.
- 56.E | 5. Safety guidelines due to proximity to schools, hospitals, and residential everyday traffic.
- 56.F | 6. Are homes or businesses going to be displaced by this project?
- 56.G | 7. With the ongoing projects you have already completed and are in progress, how can our local residents and businesses start benefiting now for economic reasons, or will business be hurt when the projects start?
- 56.H | 8. Will property taxes go up or down?
- 56.I | 9. What security measures both short and long term are being planned to protect access ways from vandalism or becoming transitory missions?
- 56.J | 10. Are vendor options being considered in the terminals, either permanent or temporary?
- 56.K | 11. What will determine the final path of the system?

Well, I hope this will shed some light on some of the questions that are there in the community and we all are hoping we get some answers. Thank you for your time and I hope I have the pleasure of meeting you sometime. I await your reply.

Sincerely,


Victor Robles
V. Robles and Associates

Responses to: **Victor Robles, Victor Robles & Associates**
(Comment Letter number 56)

- 56.A It is not anticipated that property values would be affected for those properties above the tunnel line sections.
- 56.B No significant impacts to properties above tunnel line sections are expected to occur. Potential noise and vibration impacts upon these properties are discussed in Sections 4-7, 4-8, 4-18.4, and 4-18.5 of this FEIS/FEIR.
- 56.C Tunnel depths for the Locally Preferred Alternative (LPA) generally range from 45 feet as it passes under the Los Angeles River to approximately 110 feet as it passes under State Route 60 (Pomona) freeway. Appendix 4 contains plan and profile drawings for the tunnel sections of the LPA which illustrate tunnel depths.
- Since the tunnels are never less than 45 feet from the surface, noise and vibration impacts are minimal (see Sections 4-7, 4-8, 4-18.4, and 4-18.5 of this FEIS/FEIR). Geotechnical issues concerning tunnels are discussed in Section 4-9.
- 56.D The construction requirements will incorporate the applicable provisions of local safety plans. The process for arriving at the construction requirements begins with preliminary engineering, which occurs some 18-30 months prior to the award of a construction contract. During preliminary engineering there will be extensive coordination with the Los Angeles City Fire Department and other officials responsible for disaster planning and implementation. The specific requirements of the local disaster plans will be identified as they relate to subsurface construction. At the end of preliminary engineering, specific requirements will be identified for the final designers to incorporate in their detailed design plans. The requirements will also be incorporated into the construction contract documents as well as the design plans to ensure that they are fulfilled by the construction contractor.
- 56.E Please see Section 4-16 of this FEIS/FEIR for a discussion of safety relating to community facilities and Section 4-18.2 for a discussion of construction traffic.
- 56.F Residences and businesses would be displaced under the Locally Preferred Alternative, as discussed in Section 4-3 of this FEIS/FEIR.
- 56.G Businesses within the eastern corridor will begin benefitting from the project once it has been completed. The MTA's Community Transportation Linkages program, described in Section 4-1 of this FEIS/FEIR, is designed to help expand local economic development opportunities. In addition, the MTA has made an effort to minimize the impacts of construction activities on local businesses through design of the project and mitigation measures. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of construction impacts on businesses.
- 56.H Property tax rates are determined by Proposition 13 and would not change as a result of the project.

- 56.I MTA will provide full time police coverage of the system once completed, consistent with Red Line policy.
- 56.J In the past, retail vendors have not been allowed in the terminals. However, the MTA, through its Community Transportation Linkages program, is providing planning for retail in the vicinity of station sites.
- 56.K Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the LPA. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

¡Queremos saber sus opiniones!
We would like to know your opinions!

57



Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

57.A I commute to work from Montebello to Boyle Heights every day. I like to see subway station at First & 4th street. Go for ALT 5 OR 6

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name KAZUO SHIBATA

Organización/Organization

Domicilio/Address 1613 FIRVALZ AVE

Ciudad/City/Zip MONTEBELLO, CA. 901

Teléfono/Telephone (213) 721-4096

Tarjeta de Respuesta/Response Card

¡Queremos saber sus opiniones!
We would like to know your opinions!

58



Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

58.A IN MY OPINION ALTERNATE #14 IS THE MOST DESIREABLE CHOICE

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name OSCAR SINGE

Organización/Organization

Domicilio/Address 1540 ROLLINS DR

Ciudad/City/Zip LOS ANGELES, CA 901

Teléfono/Telephone 213/263-2640

Tarjeta de Respuesta/Response Card

¡Queremos saber sus opiniones!
We would like to know your opinions!

59



Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

59.A TO RED LINE PLEASE ADOPT ALTERNATIVE 5 OR 6 FOR EASTSIDE CORRIDOR FIRST STREET IS THE BEST CHOICE

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name Shigeko Sugate

Organización/Organization SHIGEKO SUG

Domicilio/Address 134 S. EVERETT

Ciudad/City/Zip L.A. CA. 901

Teléfono/Telephone

Responses to: **Kazuo Shibata**
(Comment Letter number 57)

57.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA. The LPA does include a station at Brooklyn Avenue and Soto Street.

Responses to: **Oscar Singer**
(Comment Letter number 58)

58.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

Responses to: **Shigeko Sagata**
(Comment Letter number 59)

59.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The alignment does serve portions of First Street with stations at First/Boyle and First/Lorena. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

El jefe de respuestas/response card

¡Queremos saber sus opiniones!
We would like to know your opinions!

60



Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

60.A | Nosotros vemos como un apoyo a nuestro beneficios
La línea 6 por su recorrido en favor a nuestros
negocios y beneficios propios y de la comunidad por el traspor

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name ESTELA TORRE

Organización/Organization Mercado

Domicilio/Address 3425 1st St LA

Ciudad/City/Zip _____

Teléfono/Telephone 269-2535

Responses to: **Estela Torre**
(Comment Letter number 60)

60.A The Locally Preferred Alternative (LPA) may contribute to increased sales to businesses around station locations. In addition, implementation of the LPA would provide new transit connections between East Los Angeles and other areas in the Los Angeles region served by the Metro System as well as several neighborhoods within East Los Angeles.

La Alternativa Local Preferida (LPA) beneficiaria negocios localizado en la vecinidad de las estaciones. Además, la alternativa contribuiría a nuevas conexiones transitas entre los barrios del este de Los Angeles y el resto de la Ciudad de Los Angeles.

June 19, 1993

LA COUNTY TRANSPORTATION COMM
818 W 7TH STREET RM 1100
LOS ANGELES, CA 90099-5269

Dear Commission:

- 61.A My family has lived on Brooklyn Avenue for over forty-one years, and we do not feel that Alternative Routes 4 or 10 are practical or cost effective. We feel the underground subway is a rather extreme alternative for the particular transportation needs in our area. Additional bus service, or even the light metro rail would better suit our area's needs, and cause less disruption to the daily activities in our community. Also, the building of a station on Atlantic and Brooklyn/Riggin would further add to the parking problem that already exists, as the area is already saturated with students attending East Los Angeles College. Traffic congestion would also be increased with the added number of cars in the area. The safety of pedestrians, particularly children is also a major concern of ours.
- 61.B We also feel that as a homeowner, that the property values will decrease tremendously if a subway is built. The homeowners in Monterey Park have worked hard to purchase their homes, and to maintain them.
- 61.C The area the route would impact; has one major hospital, three churches, one junior highschool, one public library, one community college, seven elementary schools, all on Brooklyn Avenue. There are several schools near Brooklyn Avenue that children have to cross in order to get to their school. We feel that with the subway that there is the danger of fire or cave-in's in or near the areas of construction, and even after completion. Any major construction would severely disrupt the lives of the community and the residents.
- 61.D Please, do not consider using Alternative Routes 4 or 10, for the reasons stated above. Another route, or mode of transportation would be much better suited for our area's needs.

Respectfully yours,

Elvin Trujillo

The Hernandez & Trujillo Families
2000 Brooklyn Avenue
Monterey Park, CA 91754

Responses to: **The Hernandez & Trujillo Families**
(Comment Letter number 61)

61.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA does not enter the City of Monterey Park. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

61.B See response to comment 61.A above.

61.C Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Since the LPA does not enter the city of Monterey Park, the facilities identified will not be affected. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

It is important, however, to note that there is a minimal danger of fire or cave-in at or near areas of construction. There is likewise a minimal danger related to fire or cave-ins while the transit system is in operation. Special precautions related to handling of hazards, methane gas, and other potential causes of fire will be incorporated into the plans and construction requirements during the preliminary engineering and final design processes. The tunnel construction will range from 45 to 110 feet below surface. It will employ tunnel boring machines which move forward only after erecting reinforced concrete tunnel liners which come in three- or four-foot sections. Thus, the likelihood of cave-ins or differential settlements occurring as part of the tunnel construction is extremely unlikely. Special construction measures that have previously proven successful, such as the use of soldier piles to support excavation, will be utilized at station construction sites. Special precautions will be required of the construction contractor in terms of the ongoing safety program to insure that any potential for fire, cave-in, or other hazard is addressed on a continuing basis.

61.D See response to 61.A above.



**INTEROFFICE
MEMO**

Los Angeles County
Metropolitan
Transportation
Authority

818 West Seventh Street
Suite 300
Los Angeles, CA 90017

213.623.1194

6/23/93

Jim,

I do not recall if the last day to comment on the Eastside EIR was yesterday or today, but yesterday I received these letters from a friend who works at Uta Elementary School.

Being that Uta is along First Street, imagine my surprise when they chose an alignment going down First St! (I'm being sarcastic, ok?)

Anyway, I do not know if these kids will get to see their name on records as residents who commented on the EIR, but since they took the time to write their letters I thought I would forward them to you.

Herando Alvarez

Utah Elementary School
255 N. California St
Los Angeles, Ca 90033
June 15 1993

NITA
John J. & J. E.
Project Manager
75 W. 7th St
Los Angeles, Ca 90011

Dear John & J. E.,
We've received the EIC options for the
Eastern Corridor - 2nd to 10th.
We've reviewed the options and we
are pleased with the results. We
will be reviewing the options and we
will be back to you for further
information.

Signature

Utah Elementary School
255 N. Clarence St.
Los Angeles, CA 90033
June 15, 1993

Mtd
Jim De la Loza
Project Manager
818 W. 7th St.
Los Angeles, CA 90017

Dear Mr. De la Loza:

~~Dear~~
We've discussed the options for the
eastern Corridor in class.

We are in favor of Alternative 5 because
it will pass close to my home and
school and

I will be able to use it.
We do not like the idea of a
station west of the LA River
because it will be too far to

Sincerely

Paulo Andrade

Utah Elementary school
255 N. Clarence St.
Los Angeles, CA 90033
June 15 1993

M.T.A
Jino de la Loza
project manager
818 W. TU St
Los Angeles CA 90017
~~Los Angeles CA 90017~~

Dear Mr. de la Loza
We've discarded the option for the
Eastside Corridor in class
We are in favor of Alternatives
because it will pass close to my
home and school and I will
be able to use it
We do not like the idea of a stat
west of the LA River because
it will be too far to walk

Alex Rodriguez

Utah Elementary School
255 N. Clarence St.
Los Angeles, CA 90033
June 15, 1993

MTA
Jim De la Loza
Project Manager
818 W. 7th St.
Los Angeles, CA 90017

Dear Mr. De la Loza

We've discussed the options for the
Eastside Corridor in class.
We are in favor of Alternative 3
because it will pass to my home and so
and I will be able to use it
we do not like the idea of a station west
of the LA River
because it will be too far to walk

Sincerely
X. Cristan

from Union Elementary school
255 N. Clarence St
Los Angeles, CA 90033
June 15 1993

Mrs De la Rosa
Project Manager
918 W 7th St
Los Angeles CA 90017

Dear Mrs De la Rosa

~~Dear Mrs De la Rosa~~
We've discussed the ~~typical~~ ~~problem~~ ~~for~~ ~~the~~
Eastside resident in and
we are aware of ~~the~~ ~~problems~~ ~~of~~
Denise
the wife ~~has~~ ~~been~~ ~~to~~
now ~~has~~ ~~and~~ ~~school~~ ~~and~~
I will be all ~~to~~ ~~use~~ ~~to~~
We do not like the idea
~~of~~ ~~the~~ ~~project~~ ~~most~~ ~~of~~
~~the~~ ~~business~~

Sincerely

Utah Elementary school
255 N. C. Lawrence st.
Los Angeles, CA. 90033
June 15, 1993

mta
Jim De la Loza
Project Manager
818 W. 7th St
Los Angeles ca 90017

Dear Mr De la Loza

We've discussed the options for the
Eastside corridor to close.
We are favor of alternat we 5 because
it will pass close to my home and school
and will be able to see it.
We do not like the idea of a station
West of the LA River
because it will be far to walk

Rodolfo

Mariella Valencia

1
Urban Elementary School
255 N. Claremont ST
Los Angeles, CA 90033
June 15, 1993

MTA Jim De la Jara
Project Manager
818 W 7th ST
Los Angeles CA 90017

Dear Jim - De la Jara
We've discussed the options for the
Eastside corridor in detail
we are in favor of alternative 5 because
it will pass close to my home and school and
I will be able to use it
we do not like the idea of a station west
of the La Brea
Sincerely, ~~Mariella~~ Mariella Valencia

Utah Elementary School
255 N. Clarence St.
Los Angeles, CA 90033
June 15, 1993

MFA

Tim De la Loya
Project Manager
815 W. 7th St
Los Angeles CA 90017

Dear Mr. De la Loya:
We've discussed the
options for the
Eastside Corridor in class.
We are in favor of
Alternative 5 because
it will pass close to my
home and school and
I will be able to use it.
We do not like idea of station
west of the La B River
because it will be too far to walk

Sincerely
Iris Garcia

Utah Elementary school
255 N. Clouise st.
Los Angeles CA 90033
June 15, 1993

Mta
Jim Dela Lora
Project Manager
818 W. 7th St.
Los Angeles CA 90017

Dear Mr. Dela Lora:

We've discussed the options for
the Eastside Corridor in class.

We are in favor of Alternative 5
because it will pass close to
my home and school and I will
be able to use it.

We do not like the idea of a station
west of the LA River
because it will be too far
to walk.

✓ Belen Uinas Rega Gonzalez

Utah Elementary school
255 N. Clarence St.
Los Angeles, CA. 90033
June 15, 1993

Mta
Jim De la Loza
project manager
818 W. 7th St.
Los Angeles C.A. 90017

Dear, Mr. De la Loza:

We've discussed the options for the
Eastside Corridor in class.

We are in favor of Alternative 5 because
it will pass close to my home and school.
I will be able to use it.

We do not like the idea of a station west
of the L.A. River because it will be far
to walk.

Emmy Bonilla

Utah Elementary school
255 N. Clarence St.
Los Angeles, C.A. 90033
June 15, 1993

MTA
Jim de la Loza
Project manager
818 W. 7th St.
Los Angeles, CA. 90017

Dear Mr. De la Loza
We've discussed the options for the
options for the Eastule Corridor in cl
we are in favor of alternatives
because it will pass close to my
home and school and I will be
able to use it.
We do not like the idea of
a station west of the LA River
because it will be too far
to walk.

Sincerely
x Maria Bermeja

Utah Elementary School
255 N. Clarence St.
Los Angeles, CA 90033
June 15 1993

M+A
Jin De la Loza
Project Manager
818 W. 7th St.
Los Angeles ca. 90017

Dear Mr. De la Loza:
We've discussed the options for the
Eastside Corridor in class.
We are in favor of Alternative 2
because it will pass close
to my home and school and
it will be able to use it.
We do not like the idea of a
station West of the LA River
because it will be too far to
walk.

Sincerely
Glad

Utah Elementary school
255 N. Clarence St.
Los Angeles CA 90033
June 15, 1993

MTA

Jim De la Loza
Project Manager
818 W. 7th St
Los Angeles CA 90017

Dear Mr. De la Loza:

We've discussed the options for the Eastside Corridor in class. We are in favor of Alternative 5 because it will pass close to my home and school and I will be able to use it. We do not like the idea of a station west of the LA River because it will be too far to walk.

Sincerely
Lorena Muñoz

Utah Elementary School
255 N. Clarence St.
Los Angeles, Ca 90033
June 15 1993

M. T. A.
Jim de la Loza
Project Manager
818 W. 7th St
Los Angeles, Ca 90017

Dear Mr. de la Loza
We've discussed the option for the
Eastside Corridor in class.
We are in favor of alternative 5 because
it will pass close to my home and
school and I will be able to use it.
We do not like the idea of a station
west of the River
because it will be too far to walk.

Sincerely

Pector

Utah Elementary school
255 N. Claremont St.
Los Angeles, CA 90033
June 15, 1993

MTA
Jim De la Lanza
Project Manager
818 W. 7th St
Los Angeles, CA 90017

Dear Mrs. De la Lanza:

We've discussed the options for the Eastside Corridor in class.

We are ~~unfavorable~~ unfavorable of Alternative 5 because it will pass close to my home and school and I will be able to use it. We do not like the idea of a station west of the LA River because it will be too far to walk.

Sincerely
L Lina

Jose Ruperio

UTAH Elementary School
255 N. Clarence St.
Los Angeles, CA 90033
Junio 15, 1993

Project Manager
818 W. 7th St.
Los Angeles, CA 90017

Dear Mr. Luis Lopez:

We've discussed the options for the
Eastside Corridor in class.

We are in favor of Alternative 5 because
it will pass close to my home and school
we will be able to use it.

We do not like the idea of a station
near the LA River
because it will be too far to walk.

X Jose Ruperio Ruperio

Manuel V.

Utah Elementary School
255 N. Calhoun ST
Los Angeles, CA 90033
June 5, 1993

MTA J.M. De la Loza
Project manager
818 W. 7th St
Los Angeles CA, 90017

Dear Mr De la Loza
we've discussed the options
for East side corridor in
davis. we are in favor of
alternative 5 because
it will pass close to my
and hotel and I will be
able to use it
we don't like the idea of
a station west of the La
River because it will be too
far to walk

x Manuel V.

Joaquín

UTAH ELEMENTARY School
255 N. Clarence St.
LOS Angeles, CA 90033
June 15, 1993.

MTA
Jim De la Loza
Project Manager
818 W. 7th St
Los Angeles, CA 90017.

Dear Mr. De La Loza
We've discussed the options for the
Eastside Corridor in class.
We are in favor of Alternative 5 because
it will pass close to my home and school and
I will be able to use it.
We don't like the idea of a station west of the LA River
because it will be too far to walk.

Sincerely,

X Joaquín

Utah elementary school
255 N. Clarence St.

Los Angeles CA 90033

June 15, 1993

MTA

Jim Dela Loza
Project Manager
818 W. 7th St.

Los Angeles CA 90017

Dear Mr. Dela Loza:

We discussed the options for the
eastside corridor in class.

We are in favor of Alternative 5 because
it will pass close to my home and school.
I will be open to me it

We do not like the idea of a station west
of the LA River because it will be too far
to walk

~~Xandy~~

Utah Elementary school
255 N. Clarence St. Los Angeles,
Ca. 90033 June 15, 1993

MTA
Jim De la Loza
Project manager
818 W. 7th St.
Los Angeles, Ca 90017

Dear Mr. De la Loza:
We've discussed the options for the
Eastside Corridor in class.
We are in favor of alternatives because
it will pass close to my home and school
and I will be able to use it.
We do not like the idea of station west
of the LA River
because it will be too far to walk.

Sincerely

Danny Omar Tovel

Responses to: **Gerardo Alvarez**
(Comment Letter number 62)

62.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA does not pass beneath First Street adjacent to the Utah Elementary school. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

WHITE MEMORIAL

MEDICAL CENTER

63.A

Thank you for this opportunity to discuss the Metro Red Line East Side Corridor Project. This project has potential positive impact on the community of East Los Angeles. It will provide a permanent impact in East Los Angeles.

63.B

White Memorial Medical Center has reviewed the Environmental Impact Report (EIR) of the East Los Angeles Red Line Extension. White Memorial Medical Center is very supportive of a Red Line station at the corner of Brooklyn and State streets. In reviewing the EIR, the Red Line would impact White Memorial Medical Center with the patient population being serviced and with the employee population.

1720
Brooklyn
Avenue
Los Angeles
California
90033
Telephone
213/268-5000

■ White Memorial Medical Center is a 377 bed licensed health care center. During 1992 White Memorial Medical Center discharged 15,660 inpatients, and saw 97,726 outpatients.

■ White Memorial Medical Center main entrance is located on Brooklyn.

■ White Memorial Medical Center currently owns the south-east corner of Brooklyn and State and would be willing to negotiate with the MTA leasing of the land for building the Red Line Station.

■ White Memorial Medical Center employs over 2000 employees.

■ White Memorial Medical Center is supportive of the Electric Trolley on First Street. The electric trolley is planned to start by the end of 1993. This will provide First Street with monies to enhance the street environment, with additional/remodeled lighting, trees, walkways, and storefronts. With the Red Line on First Street and the Electric Trolley will be a duplication of two transportation systems on one street. Brooklyn is a major business and transportation street in east Los Angeles. With a Red Line station at Brooklyn and State it would provide increase in residents using the businesses on Brooklyn providing additional revenues to the area and the City of Los Angeles.

■ White Memorial Medical Center is developing a Foundation that will provide a federally funded health clinic for the residents of east Los Angeles who do not have medical insurance. This will be increasing the number of outpatients seen at White Memorial Medical Center.

■ White Memorial Medical Center is implementing a pre-natal clinic.

■ White Memorial Medical Center has just opened a new 100,000 square foot medical office building on the north east corner of Brooklyn and Boyle. This will provide easy access to the citizens of east Los Angeles to physicians and outpatient services including the new Imaging Center.

■ White Memorial Medical Center church is located at the corner of Brooklyn and State and would be positively impacted by the Red Line station.

■ White Memorial Elementary School is located at the corner of Brooklyn and Boyle and would also benefit from the Red Line Station.

■ White Memorial Medical Center currently has the following outpatient clinics:

- Allergy
- Birth Control
- Cardiology
- Childbirth Education
- Clinical Laboratory
- Diagnostic Imaging
- Eye Medical Group
- Family Health
- Obstetrics/Gynecology
- Occupational Medicine
- Oncology Radiation
- Orthopedic
- Otolaryngology/Head & Neck Surgery (Ear Nose & Throat)
- Partial Hospitalization (Outpatient Mental Health)
- Pediatrics
- Physical Rehabilitation (Physical Therapy, Occupational Therapy and Communicative Disorders)
- Same Day Surgery

■ There is a licensed child care center at the corner of Brooklyn and State that is open to the community. The MTA could provide monies to the center to enlarge the center and receive accreditation by the National Association for the Education of Young Children. This would provide a child care center that will be comparable to the Chatsworth and Sylmar Metrolink stations at a savings to the MTA of \$400,000.

■ White Memorial Medical Center has 258 employees who use public transportation to get to work but also to do shopping and increases the revenue to the City of Los Angeles. With the Red Line this number will increase, which will improve the air quality and congestion of east Los Angeles. This will help the Southern California area meet the Clean Air Act.

Zip Code	Number of Employees
90033	74
90031	5
90032	17
90034	4
90035	2
90026	7
90063	15
90023	16

■ White Memorial Medical Center has increased ridership on the Metrolink by 100% with the starting of the San Bernardino and Riverside Metrolink Lines. With the Red Line station at Brooklyn and State this ridership will increase providing additional income to the MTA and the City of Los Angeles, and County of Los Angeles.

■ White Memorial Medical Center currently subsidizes all employees \$15.00 per month to use public transportation. White Memorial Medical Center is supportive of public transportation in all forms for the East Los Angeles community. The last Average Vehicle Ridership Survey, White Memorial Medical Center has 258 employees who were using public transportation.

■ White Memorial Medical Center will work with the MTA on emergency vehicle movement during construction.

■ White Memorial Medical Center administration will work with the MTA on noise/dust abatement during construction.

If First and Boyle is chosen by the MTA Board of Directors

- 63.C ■ White Memorial Medical Center has three small entrances on Boyle, 1) Emergency Services, 2) Employees Only, 3) Service Entrance. This will provide a patient flow problem. Services are designed around the Brooklyn Main Entrance, not a Boyle entrance. The MTA will need to provide monies to White Memorial Medical Center for the needed remodeling for a patient entrance on Boyle.
- (What about subsidize employees that will need to be hired to facilitate this entrance.)
- 63.D ■ Heavy pedestrian access on Boyle would be in danger due to the emergency vehicles that would be entering the Medical Center at the newly remodeled Emergency Services Center also on Boyle.
- 63.E ■ MTA will need to design the First and Boyle station with an entrance/exit facing Pennsylvania Street. The MTA will provide pedestrian access/walkway from the station to White Memorial Medical Center. Included in this pedestrian walkway should be,
- easy walking surface,
 - benches for patients to sit and rest,
 - security from 5:30 AM to 10:00 PM,
 - easy curbs for disabled individuals.
- 63.F ■ MTA will need to provide monies to White Memorial Medical Center for remodeling the parking area so that access to parking lots will be on Michigan or State Streets, not on Boyle. Thereby reducing possible pedestrian accidents on Boyle.
- 63.G ■ MTA will provide monies to White Memorial Medical Center for Child Learning Center. This would allow the center to enlarge the current licensed facility to provide care for more children. MTA will provide scholarships to 10 children for 5 years.
- 63.H ■ MTA will provide monies to White Memorial Medical Center to expand our outpatient programs for prenatal care, infant and child development programs to for teenage/disadvantaged mothers.
- 63.I ■ MTA will need to analyze parking on Boyle. With the additional space a walkway will need, it will impact the Boyle street parking.

Responses to: **White Memorial Medical Center**
(Comment Letter number 63)

- 63.A The MTA appreciates White Memorial Medical Center's support for the Metro Red Line Eastern Extension Project. MTA is dedicated to ensuring that the project provides permanent benefits to East Los Angeles.
- 63.B Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). While the LPA does not include a station at Brooklyn/State, it does include a station at First/Boyle that would serve the White Memorial Medical Center. Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.
- 63.C The First/Boyle station entrance would be located on the north side of First Street, mid-block between Boyle and Bailey Streets. The Boyle Street entrances to White Memorial Medical Center would be within approximately 600 feet of the First/Boyle station entrance. The Brooklyn Main Entrance would still be accessible as the primary hospital entrance.
- 63.D The entrance for the First/Boyle station would be located at First and Bailey. Therefore, pedestrians using the Red Line station at First/Boyle are not expected to be in danger from emergency vehicles entering and exiting White Memorial Medical Center on Boyle Street. In addition, these vehicles must be equipped with proper sirens and follow other safety procedures.
- 63.E No significant impacts to White Memorial Medical Center as result of the Metro Red Line Eastern Extension have been determined; therefore, no mitigation is required. However, as part of MTA's station area Community Transportation Linkages programs, a plan for improving pedestrian walkways near the First/Boyle station will be developed with public input via Station Area Advisory Committees (SAACs). See Section 4-3 for further discussion of the Community Transportation Linkages program.
- 63.F The First/Boyle station would not affect access to parking lots on Boyle Street; therefore, the suggested mitigation measure is not warranted. See Section 4-3 for a discussion of the Community Transportation Linkages program, which will explore potential community improvements in the vicinity of each station site.
- 63.G MTA is responsible for mitigating impacts associated with the project. Although laudatory, providing funding and scholarships to the Child Learning Center go well beyond this requirement and cannot be justified as a project expense.
- 63.H Providing funding for White Memorial Medical Center outpatient programs does not mitigate any impacts associated with the project. Therefore, MTA will not provide the requested funding, as it cannot be justified as a project expense.
- 63.I See Section 3-3 for a discussion of potential station area parking impacts and proposed mitigation measures.

Tarjeta de Respuesta/Response Card

¡Queremos saber sus opiniones!
We would like to know your opinions!

Por favor tome un momento para anotar sus ideas y sus comentarios sobre la extensión del Metro al Este de Los Angeles.
Please take a moment to note your ideas or comments regarding the Eastern Extension of the Metro System to East Los Angeles.

64

64.A

Have you studied South America's most cost effective + effi
cient above ground subway system called LIGERINE (speedy line) in Curitiba
Brazil? (Time mag. Apr. 93 issue) Served 2 million cost 270 million US dollars

Por favor póngame en la lista de correspondencia.
Please put me on your mailing list.

Estoy interesada/o en una presentación privada para el grupo que yo represento.
I am interested in a private briefing for the group I represent.

Para más información, favor de llamar al Metro del Este de Los Angeles (213) 244-6834.
For more information, please call the East Los Angeles Metro Hot Line (213) 244-6834.

Nombre/Name Dean ZELLMAN

Organización/Organization _____

Domicilio/Address 2306 Brooklyn Av

Ciudad/City/Zip Los Angeles, CA 90008

Teléfono/Telephone (213) 261-2119

Responses to: **Dean Zellman**
(Comment Letter number 64)

64.A MTA has not studied South America's elevated rail system. Preliminary planning for the Eastside Corridor included evaluation of above ground options. However, community input resulted in the elimination of above ground alignments.

EASTSIDE CORRIDOR BEST ALTERNATIVE

65.A

Alternative 9B

2008
Seg. 1
2010
Seg. 2
2010
Seg. 3

- River Yard Station O-2
(potential park & ride location.)
- Boyle Heights Station K, L
- Soto/ Brooklyn Station B-1
- First/ Indiana Station C
(move south a little so the main entrance can be located on First Street with elevator, escalator, and stair access. A secondary entrance can be located on Third Street with only stair and escalator access.)
This should not be the temporary terminus
- Rowan/ Whittier Station D
(This should be the temporary terminus with a crossover track.)
- Arizona/ Whittier Station E-4
- Goodrich/ Whittier Station J
- Garfield/ Whittier Station X
- Montebello/ Beverly Station X
- Rosemead/ Whittier Station (park & ride potential)

Responses to: **Anonymous**
(Comment Letter number 65)

65.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

**EASTSIDE
COMMUNITY
TRANSPORTATION
ORGANIZATION**

May 21, 1993

Chair

Esther Castillo Long

Committee Members

Eva Castillo Mr. A.R. De La Cruz
Nellie Castillo Director, Central Area
Al Enriques METROPOLITAN TRANSPORTATION AUTHORITY
Ignacio Flores 818 West Seventh Street, Suite 1100
Emilia Medina Los Angeles, California 90017
Pedro Rosado
John Silva
Luis Tamayo
Sal Veas
Blasa Yanez

Dear Mr. De La Cruz:

This letter is to update you on the current status of the Eastside Community Transportation Organization (ECTO) as it pertains to the selection of the Metro Rail line through Boyle Heights.

Our organization has continued in its effort to obtain an additional 1,000 petitions seeking the selection of the "Alternate Route #6" Metro Rail line from Downtown Los Angeles proceeding through Boyle Heights ending in East Los Angeles at Atlantic Boulevard.

66.A

These 1,000 signatures makes our total petitions submitted to be approximately 10,000 (1,000 enclosed with this letter).

As you can see, we are very determined in seeing that "Alternate Route #6" be the final selection by the Committee.

Our organization would appreciate your advising us of any and all future community meetings, presentations, public forums and the date that this item will come before the newly formed Metropolitan Transportation Authority for a final decision.

Thank you for your continued assistance in this most important matter affecting not only our community but the entire City of Los Angeles.

Sincerely,

Esther Castillo Long
ESTHER CASTILLO LONG
Chair

Enclosures

P.O. BOX 32097 • LOS ANGELES, CA 90032 • TEL. (213) 224-8611

Attached to this letter were 71 pages of petitions;
these have not been reproduced here but are in the project files.

Responses to: **Esther Castillo Long, Chair, Eastside Community Transportation Organization**
(Comment Letter number 66)

66.A MTA appreciates the involvement of the Eastside Community Transportation Organization and the residents of Boyle Heights and East Los Angeles who signed the petitions. MTA has considered these petitions; however, based on the AA/DEIS/DEIR and all of the community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING

Monterey Park, California

Thursday, June 10, 1993



REPORTED BY
MARIA GARCIA CUMNOCK
C.S.R. No. 5192



HCR

HUNTINGTON COURT REPORTERS

THE HUNTINGTON BUILDING SUITE 100
1450 WEST COLORADO BLVD.
PASADENA, CA 91105
818/792-6777 213/268-5102
FAX 818/792-8710

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING
THURSDAY, JUNE 10, 1993
BRIGHTWOOD SCHOOL CAFETORIUM
1701 BRIGHTWOOD AVENUE
MONTEREY PARK, CALIFORNIA

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING HELD ON
THURSDAY, JUNE 10, 1993, 7:05 P.M., AT BRIGHTWOOD SCHOOL
CAFETORIUM, 1701 BRIGHTWOOD AVENUE, MONTEREY PARK,
CALIFORNIA, PURSUANT TO NOTICE.

APPEARANCES:

- HUMBERTO FLORES, ADMINISTRATIVE LAW JUDGE
- LAWRENCE GARCIA, METROPOLITAN TRANSPORTATION AUTHORITY
- JAMES DE LA LOZA, METROPOLITAN TRANSPORTATION AUTHORITY

SPEAKERS AT PUBLIC HEARING:

- JUDY CHU, COUNCILMEMBER, CITY OF MONTEREY PARK
- MARIE PURVIS, MAYOR PRO TEM, CITY OF MONTEREY PARK
- JANN TALARICO, MONTEREY PARK CHAMBER OF COMMERCE
- BROOKE MORRIS, MAJESTIC REALTY COMPANY
- CHRIS JEFFERS, CITY OF MONTEREY PARK
- MARSHA SPIRA, MEMBER OF THE PUBLIC
- GERARDO ALVAREZ, MEMBER OF THE PUBLIC

1 MONTEREY PARK, CALIFORNIA THURSDAY, JUNE 10, 1993

2 7:05 A.M.

3
4 MR. GARCIA: GOOD EVENING. MY NAME IS LARRY
5 GARCIA. WE ARE WITH THE MTA, LOS ANGELES COUNTY
6 METROPOLITAN TRANSPORTATION AUTHORITY. WE WOULD LIKE TO
7 WELCOME YOU THIS EVENING, AND WE HOPE THAT YOU HAVE HAD AN
8 OPPORTUNITY TO LOOK AT THE DISPLAYS THAT WE HAVE WITH REGARD
9 TO THE METRO RAIL EASTSIDE CORRIDOR STUDY, WHICH IS LOOKING
10 AT TRANSPORTATION MODES GOING FROM UNION STATION TOWARDS
11 ATLANTIC BOULEVARD.

12 FOR THIS PUBLIC HEARING PROCESS, WE WILL BE
13 RELYING ON MR. HUMBERTO FLORES WHO WILL BE MODERATING THIS
14 PUBLIC HEARING. LET ME INTRODUCE YOU TO HIM, AND HE CAN
15 TAKE IT FROM HERE AND EXPLAIN SOME OF THE RULES OR HOW THE
16 PROCESS WILL GO.

17 JUDGE FLORES: THANK YOU VERY MUCH.

18 GOOD EVENING, LADIES AND GENTLEMEN. MY NAME
19 IS HUMBERTO FLORES. I AM AN ADMINISTRATIVE LAW JUDGE, AND I
20 HAVE BEEN ASSIGNED TO CONDUCT THE HEARING BEFORE THE LOS
21 ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY. THE
22 ISSUE FOR TONIGHT IS THE EASTSIDE CORRIDOR.

23 BEFORE WE GO ON, I WOULD LIKE TO INTRODUCE
24 MR. JIM DE LA LOZA, WHO IS THE PROJECT MANAGER FOR THE
25 EASTSIDE CORRIDOR, AND HE WILL MAKE A PRESENTATION ON THIS

1 PARTICULAR ISSUE.

2 MR. DE LA LOZA.

3 MR. DE LA LOZA: THANK YOU.

4 AGAIN, I AM JIM DE LA LOZA. I AM THE PROJECT
5 MANAGER FOR THE METROPOLITAN TRANSIT AUTHORITY, THE EASTSIDE
6 CORRIDOR PROJECT, AND I AM GOING TO MOVE OVER TO THE
7 DRAWINGS THAT I HAVE UP HERE TO EXPLAIN.

8 THE MTA'S METRO RED LINE PROJECT THAT YOU SEE
9 HERE IN RED, THIS IS LOS ANGELES COUNTY, CENTRAL BUSINESS
10 DISTRICT, AGAIN THE EXISTING RED LINE ON THIS SEGMENT HERE.
11 THE METRO RED LINE IS A HEAVY RAIL TRANSIT SYSTEM. IT'S
12 COMPLETELY SUBTERRANEAN. IT'S AN UNDERGROUND SUBWAY SYSTEM.
13 IT IS DIVIDED INTO THREE COMPONENTS, MOS-1, 2 AND 3.

14 BASICALLY THEY THE ARE FIRST SEGMENT, WHICH
15 IS CURRENTLY IN OPERATION, AND THE SECOND SEGMENT, WHICH IS
16 RIGHT NOW BEING CONSTRUCTED, AND THE THIRD SEGMENT WHICH
17 THESE DRAWINGS ARE PART OF.

18 GENERALLY THERE ARE 10 ALTERNATIVES BEING
19 EVALUATED IN THE ENVIRONMENTAL IMPACT STATEMENT/ALTERNATIVES
20 ANALYSIS/ENVIRONMENTAL IMPACT REPORT THAT WE HAVE BEEN
21 REVIEWING WITH THE COMMUNITY. THE FIRST TWO SEGMENTS ARE
22 NO-BUILD ALTERNATIVES, BASICALLY.

23 THE FIRST SEGMENT, NO-BUILD, IS WHAT HAPPENS
24 IF WE DON'T DO ANYTHING. WE ANALYZE THE IMPACTS OF THAT.

25 THE SECOND ALTERNATIVE IS WHAT IS CALLED THE

1 TRANSPORTATION SYSTEMS MANAGEMENT, AND BASICALLY IT IS A
2 LOW-COST ALTERNATIVE, BASICALLY INCREASING BUSES, MAYBE SOME
3 HIGH OCCUPANCY VEHICLES, WHICH ARE SOME OF WHAT WE SEE IN
4 THE EL MONTE BUSWAY, AND SOME MINOR IMPROVEMENTS IN THE
5 CORRIDOR.

6 ALTERNATIVES 3 TO 10 ARE THE ALTERNATIVES YOU
7 SEE UP ON THE WALL, AND THOSE ARE ALL BUILD ALTERNATIVES.
8 THERE ARE DIFFERENT WAYS OF EXTENDING THE METRO RED LINE
9 FROM UNION STATION, WHERE IS CURRENTLY ENDS, TO THE EASTSIDE
10 USING A NUMBER OF CORRIDORS INCLUDING BROOKLYN, FIRST
11 STREET, AND WHITTIER BOULEVARD, ALL ENDING IN THE AREA OF
12 ATLANTIC BOULEVARD.

13 THE PROCESS THAT WE HAVE GONE THROUGH IS THE
14 FEDERAL ALTERNATIVES ANALYSIS PROCESS WHICH STARTED OUT WITH
15 PROJECT SCOPING. BASICALLY DURING THAT PHASE, WE WENT OUT
16 TO THE COMMUNITY; WE DISCUSSED THE POTENTIAL ALTERNATIVES
17 WITH THE COMMUNITY; WE IDENTIFIED THE NEEDS; AND WE DEFINED
18 THE PRELIMINARY SET OF ALTERNATIVES. THOSE ALTERNATIVES
19 WERE REFINED AGAIN THROUGH A COMMUNITY PROCESS. THOSE
20 REFINED SETUP ALTERNATIVES ARE WHAT YOU SEE UP ON THE WALL.

21 THE DOCUMENT THAT WE RELEASED FOR PUBLIC
22 REVIEW IS THE ALTERNATIVES ANALYSIS, ENVIRONMENTAL IMPACT
23 STATEMENT, AND ENVIRONMENTAL IMPACT REPORT. THE REASON ONE
24 IS AN ENVIRONMENTAL IMPACT STATEMENT AND THE OTHER IS AN
25 ENVIRONMENTAL IMPACT REPORT IS ONE IS THE FEDERAL PROCESS.

1 THE ENVIRONMENTAL IMPACT STATEMENT IS A FEDERAL PROCESS, AND
2 THE ENVIRONMENTAL IMPACT REPORT IS THE STATE CEQA PROCESS.

3 BASICALLY WE ARE HERE IN THE MIDDLE -- I'M
4 SORRY. WE WENT THROUGH THE ANALYSIS OF ALTERNATIVES.

5 MOVING ON TO THE PREPARATION OF THE DOCUMENT
6 THAT'S OUT FOR PUBLIC REVIEW, RELEASE FOR 45-DAY REVIEW
7 PERIOD OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT, MOVING
8 ON TO WHAT IS BEING CALL THE SELECTION OF THE LOCALLY
9 PREFERRED ALTERNATIVE.

10 THE SCHEDULE FROM THIS POINT ON IS WE ARE
11 EXPECTING TO TAKE THE ALTERNATIVES TO THE MTA BOARD ON JUNE
12 30, AT THE MTA BOARD MEETING ON JUNE 30. AT THAT POINT THE
13 MTA BOARD WILL CONSIDER SELECTING ONE OF THESE ALTERNATIVES.
14 NOW, THAT SELECTION IS BASED ON A NUMBER OF CRITERIA,
15 INCLUDING COMMUNITY SUPPORT.

16 THE ENVIRONMENTAL IMPACT REPORT ANALYZES THE
17 POTENTIAL ENVIRONMENTAL IMPACTS OF THE ALTERNATIVES THAT WE
18 HAVE IDENTIFIED. ANOTHER PART OF THAT IS WHAT IS THE
19 COMMUNITY SUPPORT FOR THAT PROJECT.

20 BASICALLY, AFTER THE LOCALLY PREFERRED
21 ALTERNATIVE IS SELECTED, WE MOVE ON TO A NUMBER OF OTHER
22 PHASES. I WOULD SAY WE MOVE ON TO THE PRELIMINARY
23 ENGINEERING. BASICALLY WE TAKE THE ALTERNATIVE THAT HAS
24 BEEN SELECTED, AND WE DO PRELIMINARY ENGINEERING ON THAT
25 ALTERNATIVE, AND WE ANSWER ALL QUESTIONS RAISED DURING THE

1 45-DAY REVIEW PERIOD. THAT'S WHY COMMENTS TODAY ARE VERY
2 IMPORTANT.

3 THERE ARE A NUMBER OF WAYS YOU CAN MAKE
4 COMMENTS. YOU CAN MAKE COMMENTS VERBALLY HERE, OR YOU CAN
5 WRITE TO THE MTA WITH YOUR COMMENTS. WE ALSO HAVE A
6 HOTLINE. PEOPLE CAN CALL AND MAKE THEIR COMMENTS OVER THE
7 MTA HOTLINE. WE HAVE FLIERS THAT HAVE A HOTLINE NUMBER
8 THERE. WE HAVE BEEN DISTRIBUTING THIS IN THE COMMUNITIES.
9 AGAIN, THERE'S A NUMBER OF WAYS TO MAKE COMMENTS.

10 THIS PORTION OF THE PUBLIC HEARING IS
11 BASICALLY FOR US TO REALLY SIT DOWN AND LISTEN TO WHAT YOUR
12 COMMENTS ARE. WE WILL BE AVAILABLE AFTER THE PUBLIC
13 HEARING, AS WE WERE PRIOR TO THE PUBLIC HEARING, TO DISCUSS
14 ANY OF THE ALTERNATIVES AND GET INTO REAL DETAIL OF THE
15 ALTERNATIVES. BUT THIS IS A FORMAL PUBLIC HEARING, AND WE
16 ARE HERE TO LISTEN TO YOUR COMMENTS, WHICH WILL BE PART OF
17 THE ENVIRONMENTAL IMPACT STATEMENT, AND WE WILL ANSWER THOSE
18 COMMENTS IN THAT DOCUMENT. THANK YOU.

19 JUDGE FLORES: I WOULD LIKE TO OPEN THIS
20 HEARING UP TO THE MEMBERS OF THE PUBLIC. I HAVE RECEIVED A
21 NUMBER OF REQUESTS TO SPEAK. I WILL JUST CALL THEM IN THE
22 ORDER RECEIVED.

23 THE FIRST PERSON WOULD BE JUDY CHU, CITY
24 COUNCILMEMBER FOR THE CITY OF MONTEREY PARK.

25 MS. CHU: MY NAME IS JUDY CHU, AND I'M A CITY

1 COUNCILMEMBER OF MONTEREY PARK. I AM HERE TO SAY THAT
2 ALTERNATIVES 4 AND 10 ARE UNACCEPTABLE, IN PARTICULAR
3 BECAUSE THEY CALL FOR THE TAKING OF TWO PRIME BUSINESSES
4 FROM THE CITY: EL CAMINO REAL CHEVROLET AND THE CHEVRON GAS
5 STATION. IF THESE BUSINESSES ARE TAKEN, IT WILL HAVE A VERY
6 SERIOUS, NEGATIVE FINANCIAL IMPACT TO THE CITY.

7 CAMINO REAL CHEVROLET HAS ALWAYS BEEN ONE OF
8 OUR TOP SALES TAX PRODUCERS, AND IF THEY GO, IT WOULD MEAN A
9 LOSS OF \$230,000 ANNUALLY FOR THE CITY. THIS BUSINESS IS
10 THE ONLY NEW AUTO DEALERSHIP THAT WE HAVE.

67.A

11 ALSO, THE CHEVRON GAS STATION PROVIDES
12 \$35,000 IN SALES TAX ANNUALLY, AND THAT WOULD BE A
13 TREMENDOUS LOSS. BY THE WAY, I DO WANT TO POINT OUT THAT
14 YOUR EIR UNDERESTIMATES THE AMOUNT OF SALES TAX LOST TO THE
15 CITY; SO I HOPE THAT WOULD BE CORRECTED.

16 IF CAMINO REAL CHEVROLET WERE TAKEN AWAY, IT
17 WOULD BE DIFFICULT FOR THAT BUSINESS TO BE RELOCATED
18 ANYWHERE ELSE WITHIN THE CITY. WE JUST DON'T HAVE 3.5 ACRES
19 TO HAVE IT REMAIN WITHIN THE CITY, AND THAT WOULD MEAN THAT
20 THERE WOULD BE A PERMANENT LOSS OF THIS PARTICULAR BUSINESS.
21 THAT WOULD BE A VERY SIGNIFICANT LOSS ALSO BECAUSE WITH A
22 STATION LOCATED IN THAT AREA, THERE WOULD BE GREATER DEMANDS
23 ON POLICE, EMERGENCY AND FIRE SERVICES.

24 THERE WOULD BE UNDOUBTEDLY GREATER TRAFFIC
25 CONGESTION, GREATER PARKING NEEDS AND MANY MORE PEOPLE IN

67.A

1 THAT AREA IN THE DAYTIME. SO THERE WOULD BE GREATER DEMAND
2 ON SERVICES, YET FEWER REVENUES TO DEAL WITH THESE PROBLEMS.

3 NOT ONLY THAT, THERE WOULD BE A GREAT DEAL OF
4 FINANCIAL HARDSHIPS FOR OUR LOCAL BUSINESSES DURING THE
5 SHORT-TERM CONSTRUCTION PROCESS. THESE YEARS ARE VERY
6 DIFFICULT FOR OUR CITIES TO MAKE IT FINANCIALLY, AND WE'VE
7 INVESTED A GREAT DEAL OF MONEY IN THAT AREA. WE HAVE SPENT
8 ABOUT 14 MILLION ON ATLANTIC SQUARE THROUGH OUR COMMUNITY
9 REDEVELOPMENT PROJECT, AND WE HAVE ALSO INVESTED ABOUT 4
10 MILLION IN THE LEO'S STEREO AREA. THE CONSTRUCTION OF THE
11 STATION WOULD SEVERELY IMPACT THAT AREA FINANCIALLY.

12 AS A CITY, WE HAVE BEEN VERY, VERY HARD HIT
13 BY THE BUDGET DEFICIT OF THE STATE. FOR THE LAST TWO YEARS
14 WE HAVE LOST NEARLY \$2 MILLION TO THE STATE. THIS YEAR WE
15 ANTICIPATE A LOSS OF ABOUT 2.3 MILLION IN BOTH CITY AND CRA
16 FUNDS. WE HAVE CUT BACK IN OUR BUDGET TREMENDOUSLY, BUT WE
17 CAN'T CUT BACK ANY FURTHER WITHOUT SERIOUSLY AFFECTING THE
18 QUALITY OF OUR SERVICES.

19 SO I WOULD URGE YOU TO NOT CREATE FURTHER
20 FINANCIAL HARDSHIP TO OUR CITY. IN MY OPINION, THE LOSS OF
21 THOSE TWO BUSINESSES WOULD BE DEVASTATING. SO PLEASE DO NOT
22 FOLLOW ALTERNATIVES 4 AND 10, PARTICULARLY AS IT RELATES TO
23 THOSE BUSINESSES.

24 JUDGE FLORES: THANK YOU VERY MUCH.

25 NOW I WOULD LIKE TO CALL THE HONORABLE MARIE

1 PERVIS, MAYOR PRO TEM OF THE CITY OF MONTEREY PARK.

2 MS. PURVIS: GOOD EVENING. I AM MARIE PURVIS,
3 MAYOR PRO TEM AND ALSO A BUSINESS OWNER IN THE CITY OF
4 MONTEREY PARK. I DON'T WANT TO REPEAT EVERYTHING JUDY SAID.
5 I DIDN'T KNOW WHAT SHE WAS GOING TO SAY, BUT EVERYTHING SHE
6 SAID IS TRUE. PLUS THE COUNTY, IN THE LAST FOUR YEARS, HAS
7 BEEN TAKING PROPERTY FROM THE CITY OF MONTEREY PARK TO PUT
8 UP FACILITIES IN NORTHWEST SECTION OF MONTEREY PARK BECAUSE
9 WE ARE SO CENTRALLY LOCATED BY FREEWAYS.

10 WE HAVE LOST A LOT OF PROPERTY THAT WAS AND
11 COULD HAVE BEEN AND WAS -- IN FACT, THE AMERON BUILDING,
12 WHICH NOW GOES TO THE SHERIFF'S DEPARTMENT, PROPERTY THAT
13 COULD HAVE PRODUCED SALES TAX WITH RESTAURANTS AND WHAT HAVE
14 YOU BECAUSE OF THEIR LOCATIONS. THERE ARE FOUR COUNTY
15 FACILITIES THERE NOW THAT WE SERVICE BUT RECEIVE NO SALES
16 TAX OR PROPERTY TAX FROM.

17 ONE IS THE SHERIFFS, WHICH JUST TOOK OVER
18 AMERON. YOU ARE LOOKING AT ME VERY SURPRISED. ONE IS THE
19 JUVENILE COURTS. THAT WAS MONTEREY PARK PROPERTY. WE HAVE
20 THE SYBIL BRAND INSTITUTE, AND I BELIEF THERE IS ALSO A
21 MEN'S JAIL, A CENTER DOWN THERE, A PRISON.

22 WE HAVE GIVEN A LOT. MONTEREY PARK IS THE
23 LOWEST SALES TAXED BASED CITY IN THE SAN GABRIEL VALLEY. IF
24 YOU TAKE ALTERNATIVE 4 OR 10 AND DO THAT TO MONTEREY PARK,
25 YOU WILL NOW KILL US ON THE SOUTH END OF TOWN. WE DON'T

1 HAVE TOO MUCH, AND WE HAVE BEEN TRYING TO REDEVELOP OUR CITY
2 SO THAT WE COULD HAVE REVENUES TO PAY FOR THE SERVICES.

68.A

3 IF YOU GO THROUGH WITH ALTERNATIVE 4 AND 10,
4 YOU WILL JUST ABOUT FINISH US OFF. SO PLEASE. I AM ASKING
5 YOU TO RECONSIDER. DO NOT USE THOSE TWO ALTERNATIVES AND
6 HURT THE CITY OF MONTEREY PARK ANY FURTHER. AND ALSO I AM
7 WONDERING WHY, AT THE LAST MINUTE, THIS AREA 4 AND 10 WERE
8 PUT INTO YOUR PROPOSAL. BECAUSE UP TILL A FEW WEEKS AGO, IT
9 WAS NOT CONSIDERED, MONTEREY PARK.

68.B

10 THEY WERE GOING TO DO THE COLLEGE UP THERE BY
11 THE FREEWAY, BUT THEY HAD NOT TALKED ABOUT COMING THROUGH
12 OUR CITY, RIGHT THROUGH OUR COMMERCIAL AREA. AND I AM
13 WONDERING WHY SUCH SHORT NOTICE TO MONTEREY PARK. WAS IT AN
14 AFTERTHOUGHT? I AM SURE YOU HAVE YOUR REASONS, BUT I
15 QUESTION THE LENGTH OF TIME THAT YOU HAVE GIVEN US, AND I
16 ASK THAT YOU GIVE THE CITY ADEQUATE TIME AND WORK WITH THE
17 CITY. IT'S A GOOD PROGRAM, BUT I FEEL THAT WHERE YOU ARE
18 PROPOSING IS GOING TO BE VERY HARMFUL TO OUR CITY. THANK
19 YOU.

68.C

20 JUDGE FLORES: THANK YOU VERY MUCH.

21 ALL RIGHT. I NOW CALL JANN TALARICO, A
22 MEMBER OF THE CHAMBER OF COMMERCE, REPRESENTING THE CHAMBER
23 OF COMMERCE.

24 MS. TALARICO: GOOD EVENING. I AM JANN TALARICO,
25 AND I AM THE EXECUTIVE DIRECTOR FOR THE MONTEREY PARK

69.A

1 CHAMBER OF COMMERCE. THE CHAMBER WOULD LIKE TO TAKE A
2 POSITION. WE ARE OPPOSED TO ALTERNATIVE 4 AND 10 WITHIN THE
3 CITY OF MONTEREY PARK. THE CITY, AGAIN, CANNOT AFFORD TO
4 LOSE ANY COMMERCIAL TAX PROVIDING PROPERTY ON ATLANTIC
5 BOULEVARD.

69.B

6 WE SUGGEST THAT A ROUTE BE EXPLORED THAT
7 UTILIZES THE PARKING FACILITY AT EAST LOS ANGELES COLLEGE.
8 THIS WOULD ALLOW THE RED LINE TO SERVE THE COLLEGE AS WELL
9 AS THE COMMUNITY OF MONTEREY PARK WITHOUT NEGATIVE IMPACT,
10 DISRUPTING THE BUSINESSES ON ATLANTIC BOULEVARD.

69.A

11 THE CHAMBER HAS SURVEYED THE MERCHANTS OF THE
12 BUSINESS COMMUNITY ALONG THE AFFECTED ROUTES, AND THEY
13 STRONGLY BELIEVE THAT CONSTRUCTION ALONG ATLANTIC BOULEVARD
14 WOULD DEVASTATE THEIR LIVELIHOODS. YOUR SERIOUS
15 CONSIDERATION OF THESE FACTORS WOULD BE GREATLY APPRECIATED.
16 THANK YOU.

17 JUDGE FLORES: THANK YOU.

18 I NOW CALL BROOKE MORRIS FROM MAJESTIC REALTY
19 COMPANY.

20 MR. MORRIS: GOOD EVENING. THANK YOU FOR THE
21 OPPORTUNITY TO ADDRESS YOU THIS EVENING. I AM BROOKE MORRIS
22 FROM MAJESTIC REALTY COMPANY. OUR COMPANY IS BOTH A
23 PROPERTY OWNER IN TOWN AND THE MASTER DEVELOPER OF THE
24 REDEVELOPMENT PROJECT AREA AFFECTED BY THE CHEVRON STATION
25 DOWN BY RIGGIN, COLLEGIATE, ATLANTIC, AND FIRST STREET.

1 CURRENTLY WE ARE ABOUT TO UNDERTAKE PLANS TO
2 REDEVELOP THAT PARCEL OF PROPERTY, APPROXIMATELY 3.2 ACRES,
3 WITH A NEW COMMERCIAL CENTER. THE CENTER IS ESTIMATED TO
4 GENERATE IN THE NEIGHBORHOOD OF \$170,000 A YEAR NET TO THE
5 CITY IN SALES TAX REVENUE.

70.A

6 YOU'VE HEARD SOME ESTEEMED MEMBERS OF THE
7 CITY COUNCIL AND MEMBERS OF THE COMMUNITY SPEAK TONIGHT
8 ABOUT ALTERNATES 4 AND 10. I SHARE THEIR FEELINGS REGARDING
9 THOSE ROUTES. HAVING SAID THAT, I RECOGNIZE THAT IF SUCH
10 ROUTES WERE MODIFIED SO THAT THE STATIONS WERE MOVED, THEY
11 WOULD HAVE LESS OF AN IMPACT ON ATLANTIC. IT COULD HAVE A
12 FAVORABLE IMPACT TO THE CITY IN TERMS OF THE USE OF
13 TRANSPORTATION AND BRINGING NEW SHOPPERS TO THE COMMUNITY
14 WHICH, IN FACT, SUPPORT THE BUSINESSES.

70.B

15 I ALSO RECOGNIZE, HAVING DONE MANY EIR'S
16 IN MY CAREER, THAT THERE IS SUCH A THING AS UNAVOIDABLE
17 IMPACTS, DESPITE THE TESTIMONY THAT THE STATION COULD STILL
18 BE BUILT IN THIS LOCATION.

19 I WOULD REQUEST THAT IF THAT WERE THE CASE,
20 THAT THE STAFF CONSIDER THE FOLLOWING: FIRST OF ALL, DURING
21 CONSTRUCTION ON WILSHIRE BOULEVARD, THE NATURE OF THE
22 CONSTRUCTION -- AND YOU GENTLEMEN PROVIDED AN EXHIBIT THIS
23 EVENING WITH THE CRANES IN THE ROAD, AND THE BUSINESSES
24 ESSENTIALLY HAVE NO ACCESS. MANY OF THESE BUSINESSES WERE
25 NOT ABLE TO SUSTAIN CUSTOMER BASE AND, IN FACT, CLOSED AND

1 DID NOT REOPEN.

70.B

2 IN THIS SITUATION, I WOULD REQUEST THAT YOU
3 CONSIDER THE FOLLOWING: EITHER MODIFY THE CONSTRUCTION
4 PROCESS SO GOOD ACCESS AND CUSTOMER TRAFFIC CAN BE
5 MAINTAINED TO THE BUSINESSES SO THAT SUSTAINABLE SALES LEVEL
6 IS MAINTAINED SO THEY CAN REMAIN IN OPERATION. IF THAT
7 CANNOT BE DONE, ADEQUATE FINANCIAL ASSISTANCE OUGHT TO BE
8 DESIGNED IN YOUR CONSTRUCTION BUDGETS SO THESE BUSINESSES
9 CAN BE SUPPORTED DURING THE PERIOD OF CONSTRUCTION.

70.C

10 ALSO, IRRESPECTIVE OF THOSE TWO, YOU SHOULD
11 EMBARK TO HAVE SOME WORKSHOPS WITH THE PROPERTY OWNERS IN
12 THE AREA AND THE CITIZENS IN THE AREA. BECAUSE I THINK SOME
13 OF YOU THAT HAVE BEEN INVOLVED IN CONSTRUCTION KNOW THAT
14 THERE ARE SEVEN WAYS TO SKIN A CAT WHEN IT COMES TO
15 DEVELOPING THE PROPERTY, STAGING THE MATERIALS, DEVELOPING
16 TRANSPORTATION ROUTES AND SO ON THAT COULD BE DONE MOST
17 EFFECTIVELY.

18 SO IF YOU WOULD CONSIDER IMPLEMENTING THOSE
19 PROCEDURES INTO YOUR PROCESS, IF, IN FACT, ALTERNATIVE 4 AND
20 10 ARE SELECTED ABOVE THE OBJECTIONS OF THE COMMUNITY, I
21 THINK YOU WOULD MITIGATE YOUR IMPACT AND POTENTIALLY COULD
22 HAVE A SUCCESSFUL CONCLUSION TO THE STATION LOCATION HERE.
23 THANK YOU VERY MUCH.

24 JUDGE FLORES: THANK YOU, SIR.

25 I NOW CALL CHRIS JEFFERS FROM THE CITY OF

1 MONTEREY PARK.

2 MR. JEFFERS: GOOD EVENING. MY NAME IS CHRIS
3 JEFFERS. I AM THE CITY MANAGER FOR THE CITY OF MONTEREY
4 PARK. I WOULD LIKE TO SUBMIT TO THE BOARD IN THE HEARING
5 PROCESS OUR COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT
6 REPORT.

7 IN THE DOCUMENTS PROVIDED FOR YOU, YOU WILL
8 FIND THE INITIAL COMMENTS OF THE CITY OF MONTEREY PARK TO
9 THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE RED LINE
10 EASTSIDE CORRIDOR EXTENSION. THE CITY HAS INITIALLY
11 VERIFIED WHAT WE FEEL ARE 53 DEFICIENCIES RELATED TO THE
12 DOCUMENT.

71.A

13 OUR OFFICIAL COMMENTS CENTER AROUND WHAT WE
14 FEEL ARE THREE MAJOR DEFICIENCY AREAS: PROJECTED FINANCIAL
15 IMPACT AND COSTS TO THE CITY PROPER, LOCAL BUSINESSES AND
16 RESIDENTS, BOTH SHORT AND LONG-TERM; TWO, THE PROJECTED
17 ENVIRONMENTAL IMPACT TO THE CITY, TO LOCAL BUSINESSES AND
18 RESIDENCES, AGAIN, SHORT AND LONG-TERM; AND, FINALLY, THE
19 LACK OF INVOLVEMENT BY MTA OF THE CITY OF MONTEREY PARK INTO
20 THE DEVELOPMENT OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR
21 THE RED LINE EASTSIDE CORRIDOR EXTENSION.

71.B

22 ALTERNATIVES FOR THE EASTSIDE CORRIDOR
23 EXTENSION UNDER CONSIDERATION AT THE TIME THE NOTICE OF
24 PREPARATION FOR THE EIR WAS ISSUED, IN SEPTEMBER OF 1991,
25 DID NOT INCLUDE ANY ALIGNMENTS ENTERING OR PASSING THROUGH

1 MONTEREY PARK. MONTEREY PARK WAS NOT REPRESENTED AT THE
2 INTER-AGENCY MANAGEMENT COMMITTEE TECHNICAL MEETINGS, THOUGH
3 THE CITIES OF WEST HOLLYWOOD AND BEVERLY HILLS WERE, WHICH
4 PROVIDED CRITICAL ADVICE REGARDING THE ALIGNMENT SELECTED
5 FOR EVALUATION.

71.B

6 MONTEREY PARK STAFF MEMBERS WERE CONTACTED
7 DURING THE PREPARATION OF THE DRAFT EIR ONLY TO OBTAIN
8 FACTUAL INFORMATION, BUT AT NO POINT WERE CITY OFFICIALS
9 CONSULTED REGARDING THE ADDITION OF ALTERNATIVES PASSING
10 THROUGH MONTEREY PARK.

11 ALTERNATIVES 4 AND 10 WHICH ENTER THE CITY
12 WERE APPARENTLY ADDED AT THE SUGGESTION OF EITHER THE COUNTY
13 OF LOS ANGELES OR THE CITY OF LOS ANGELES DURING THE SCOPING
14 PROCESS.

71.C

15 PENDING THE EVALUATION BY CITY OFFICIALS
16 FOLLOWING RECEIPT OF RESPONSES TO THE FOLLOWING COMMENTS AND
17 QUESTIONS, THE CITY OF MONTEREY PARK IS OPPOSED TO ANY
18 ALIGNMENT ENTERING OR PASSING THROUGH ITS JURISDICTION. THE
19 CITY OF MONTEREY PARK RECOGNIZES THE LONG-TERM BENEFITS OF
20 REGIONAL AND LOCAL MASS TRANSIT FACILITIES. FOR EXAMPLE,
21 THE CITY CONTINUES TO STRONGLY SUPPORT THE METRO LANE
22 SURFACE RAIL STATION ADJACENT TO MONTEREY PARK AT CAL STATE
23 UNIVERSITY OF LOS ANGELES BOTH MONETARILY AND THROUGH STAFF
24 ASSISTANCE.

25 IT IS APPARENT, EVEN FROM THE INITIAL DETAIL

71.C

1 PRESENTED IN THE DRAFT EIR, HOWEVER, THAT THE RED LINE
2 EXTENSION ALTERNATIVES PROPOSED WITHIN THE CITY OF MONTEREY
3 PARK, ALTERNATIVES 4 AND 10, WOULD HAVE DEVASTATING FISCAL
4 AND ENVIRONMENTAL IMPACT ON THE CITY. ACCORDINGLY, THE CITY
5 OF MONTEREY PARK IS STRONGLY OPPOSED TO THOSE ALTERNATIVES
6 AS DESCRIBED IN THE DRAFT EIR.

7 IN CLOSING, WE APPRECIATE THE OPPORTUNITY TO
8 PROVIDE INPUT INTO THE SELECTION OF THE ALTERNATIVES FOR
9 THIS PROJECT AT THIS TIME. THE CITY OF MONTEREY PARK WILL
10 MAKE EVERY EFFORT TO COOPERATE WITH YOU IN EXPLORING
11 SOLUTIONS AND ALTERNATIVES THAT WOULD SATISFY PROJECT
12 OBJECTIVES WITHOUT SEVERELY DAMAGING THE CITY'S FISCAL
13 HEALTH AND LOCAL ENVIRONMENT FOR ITS BUSINESSES AND
14 RESIDENCES. THANK YOU.

15 JUDGE FLORES: THANK YOU.

16 I NOW CALL MARSHA SPIRA. I HOPE I PRONOUNCED
17 THAT CORRECTLY.

18 MS. SPIRA: THAT'S CORRECT. THANK YOU. 72

72.A

19 MARSHA SPIRA, AND I AM JUST ONE OF THE PUBLIC
20 WHO IS WONDERING WHY YOU DELAYED SO LONG IN NOTIFYING THE
21 PUBLIC OF YOUR INTENTIONS. WE IN MONTEREY PARK ARE
22 CONCERNED ABOUT THE IDEA THAT THE SALES TAX PRODUCING
23 PROPERTY WILL BE REMOVED FROM US, AND CERTAINLY WE HAVE THE
24 RIGHT TO KNOW THAT YOU WERE GOING TO BE CONSIDERING THIS.

25 AND THE ONLY WAY WE FOUND OUT WAS THROUGH A

72.A | 1 NEWSPAPER THAT ISN'T THAT WELL DISTRIBUTED. CAN YOU
2 RESPOND?

3 JUDGE FLORES: IT'S MY UNDERSTANDING THAT THE
4 RESPONSES ARE GOING TO BE IN WRITTEN FORM TO THE PEOPLE WHO
5 HAVE FILLED OUT THESE REQUESTS TO SPEAK. HOWEVER, THE STAFF
6 WILL BE AVAILABLE AFTER THE MEETING TODAY TO ANSWER ANY
7 QUESTIONS.

8 IS THERE ANYONE ELSE WHO WISHES TO MAKE
9 COMMENTS ON THIS PARTICULAR ISSUE? NO ONE ELSE. THIS GOES
10 AGAINST THE GENERAL RULE THAT A MEETING EXPANDS TO THE TIME
11 ALLOTTED. SO APPARENTLY THERE ARE NO MORE WHO WISH TO SPEAK
12 ON THE ISSUE? ALL RIGHT.

13 ARE THERE ANY CLOSING STATEMENTS THAT YOU
14 WISH TO MAKE, MR. DE LA LOZA?

15 MR. DE LA LOZA: I THINK THAT THE COMMENTS THAT WE
16 RECEIVE DURING THIS PERIOD, ESPECIALLY FROM COMMUNITY AND
17 ELECTED OFFICIALS, IS VERY IMPORTANT TO US, AND IT WILL BE
18 AN IMPORTANT FACTOR IN ANY DECISION ON THIS. I THINK THAT
19 WE WILL WORK AS CLOSELY AS WE CAN WITH THE COMMUNITY AND
20 WITH THE ELECTED OFFICIALS.

21 WE ARE GOING TO STICK AROUND. WE WILL BE
22 HERE FOR A LONG TIME. WE ARE WILLING TO MEET WITH ANY OF
23 YOU INDIVIDUALLY AND GO INTO LENGTH AND IN DETAIL ON THE EIS
24 OR ANY COMMENTS THAT YOU HAVE OR ANY DISCUSSION YOU WOULD
25 LIKE TO HAVE AFTER THE PUBLIC HEARING. AGAIN, THANK YOU.

1 JUDGE FLORES: ALL RIGHT. IT IS ALSO MY
2 UNDERSTANDING THAT IN ADDITION TO YOUR RIGHT TO SPEAK TODAY,
3 YOU ALSO HAVE A RIGHT TO MAKE WRITTEN COMMENTS UNTIL JUNE
4 22, 1993. JUNE 23RD. I HAVE BEEN CORRECTED.

5 WHAT I WOULD LIKE TO DO NOW IS TAKE A
6 15-MINUTE BREAK, AND MAYBE THE STAFF CAN ANSWER SOME OF YOUR
7 QUESTIONS NOW AND TO POSSIBLY SEE IF ANYMORE CITIZENS COME
8 IN WHO ARE INTERESTED AND WHO MAY WISH TO MAKE COMMENTS
9 LATER ON IN THIS HEARING. THANK YOU VERY MUCH.

10 (A BRIEF RECESS WAS TAKEN.)

11 JUDGE FLORES: BACK ON THE RECORD.

12 I WOULD NOW CALL MR. GERARDO ALVAREZ WHO
13 WISHES TO SPEAK ON THE SUBJECT.

73.A 14 MR. ALVAREZ: MY NAME IS GERARDO ALVAREZ. I AM
15 HERE TO VOICE MY SUPPORT FOR ALTERNATIVE NO. 5. I FEEL THAT
16 OF THE ALTERNATIVES, IN MY OPINION, IT'S THE BEST, A LARGE
17 PART OF IT PLAIN RIDERSHIP. I KNOW THERE ARE NUMEROUS
18 FACTORS THAT AFFECT THE DECISION OF AN ALTERNATIVE, BUT ONE
19 OF THE THINGS THAT I SEE IS WHEN I LOOK AT THE ALTERNATIVES
20 GOING DOWN BROOKLYN OR THE ALTERNATIVES GOING DOWN WHITTIER
21 AND THE ALTERNATIVES GOING DOWN FIRST STREET, FIRST STREET
22 AND -- I MEAN, BROOKLYN AND WHITTIER BOTH HAVE ONE BUS LINE.
23 FIRST STREET HAS TWO. JUST LOOKING AT THOSE TWO, I WOULD
24 SAY OFF THE TOP OF MY HEAD THE OBVIOUS ONE TO HAVE -- THE
25 LINE WITH THE MOST RIDERSHIP BE THE ONE ALONG FIRST STREET.

73.B

1 ALTERNATIVE 9, I DO NOT LIKE THE IDEA OF THE
2 STATION AT THE RAIL YARD. I UNDERSTAND IT IS FOR MULTI-
3 DEVELOPMENT PURPOSES, BUT I DO NOT SEE THAT ACTUALLY TAKING
4 PLACE IN THE FUTURE.

5 I WOULD LIKE TO SAY THAT TRADITIONALLY YOU
6 DON'T SEE TOO MUCH STUFF DEVELOPING ON THE EASTSIDE, AND TO
7 USE THAT SAYING, "WELL, WE'LL DEVELOP IT LATER ON," IT MIGHT
8 NOT REALLY TAKE PLACE TOO.

9 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

10 ARE THERE ANY OTHER PRIVATE CITIZENS WHO WISH
11 TO SPEAK ON THIS ISSUE TONIGHT? ALL RIGHT. WE WILL RECESS
12 AGAIN UNTIL ANY FURTHER CITIZENS WISH TO COME FORWARD.
13 THANK YOU.

14 (A BRIEF RECESS WAS TAKEN.)

15 JUDGE FLORES: WE ARE BACK ON THE RECORD.

16 IT IS NOW 9:00. NO OTHER CITIZENS HAVE COME
17 FORWARD TO SPEAK ON THE ISSUES. THEREFORE, THESE
18 PROCEEDINGS ARE ADJOURNED FOR TONIGHT.

19 (AT 9:00 P.M. THE PROCEEDINGS WERE ADJOURNED.)
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25

1 STATE OF CALIFORNIA)
) SS
2 COUNTY OF LOS ANGELES)
3
4

5 I, MARIA GARCIA CUMNOCK, CERTIFIED SHORTHAND
6 REPORTER NO. 5192, HEREBY CERTIFY THAT THE ATTACHED
7 TRANSCRIPT OF PUBLIC HEARING IS A CORRECT COPY OF THE
8 ORIGINAL TRANSCRIPT OF PROCEEDINGS TAKEN BEFORE ME ON JUNE
9 10, 1993, AS THEREON STATED.

10 I DECLARE UNDER PENALTY OF PERJURY, UNDER THE
11 LAWS OF THE STATE OF CALIFORNIA, THAT THE FOREGOING IS TRUE
12 AND CORRECT.

13 EXECUTED THIS 28TH DAY OF JUNE, 1993, AT
14 PASADENA, CALIFORNIA.

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16 
17 MARIA GARCIA CUMNOCK
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Responses to: **Judy Chu, Councilmember, City of Monterey Park.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

67.A The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative (LPA), which does not pass through the City of Monterey Park. The LPA does not include a station at Brooklyn/Atlantic and would not affect either the Chevron gas station or the Camino Real Chevrolet property at this location.

Responses to: **Marie Pervis, Mayor Pro Tem, City of Monterey Park.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

68.A The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.

68.B The MTA regrets that the City of Monterey Park was not included earlier in the process. However, the City was provided the opportunity to comment on the alignments considered in the AA/DEIS/DEIR, and the city's comments on the AA/DEIS/DEIR were a major factor in the decision not to select alternatives through the City of Monterey Park.

68.C The MTA appreciates the support of the City of Monterey Park for the Red Line Eastern Extension. The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.

Responses to: **Jann Talarico, City of Monterey Park Chamber of Commerce.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

69.A The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.

69.B Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA does not include a station at Brooklyn/Atlantic near East Los Angeles College and thus does not utilize the existing parking facility. Parking will however be provided at the First/Lorena and Whittier/Atlantic stations. Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

Responses to: **Brooke Morris, Majestic Realty Company.**
Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park

70.A Stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative (LPA), which does not pass through the City of Monterey Park. Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the LPA. Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

70.B Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of off-street station locations for Brooklyn/Soto and Whittier/Arizona, rather than locating the stations within the street right-of-way. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR in order to reduce the adverse affects on local businesses from station construction. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. In addition, sidewalks that provide pedestrian access to businesses will be maintained at a width of 10 feet during the construction period where feasible. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of business disruption impacts and mitigation.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce. As part of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule.

70.C To provide an opportunity for community input, the MTA has created and is staffing a Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs). The primary mission of the RAC is to advise the MTA on its mitigation program and structure a series of strategies focused on maximizing benefits associated with the Eastern Extension and minimizing construction impacts. The SAACs were formed to provide public input regarding site specific station construction impacts and planning issues.

Responses to: **Chris Jeffers, City Manager, City of Monterey Park.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

71.A Please see the responses to comment letter 27, above.

71.B Please see the response to comment 27.C, above.

71.C The stated opposition from the City of Monterey Park to alternatives 4 and 10 was one of many reasons for the selection of the Locally Preferred Alternative, which does not pass through the City of Monterey Park.

Responses to: **Marsha Spira.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

72.A The addition of alternatives that involved Monterey Park occurred as an outcome of the scoping process, during which suggestions to serve the East Los Angeles Community College were made. The city was provided the opportunity to comment on the alignments considered in the AA/DEIS/DEIR, and the city's comments on that document were a major factor in the decision not to select alternatives through the City of Monterey Park.

Responses to: **Gerardo Alvarez.**
**Public Hearing: Thursday, June 10, 1993; Brightwood School, 1701
Brightwood Avenue, Monterey Park**

73.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). As shown in Table 3-1.6 in the AA/DEIS/DEIR, Alternative 9 emerged with the highest projected ridership. Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

73.B Comment noted. The station in the yard included in the AA/DEIS/DEIR has been moved to the intersection of Santa Fe and Third Street as part of the LPA.

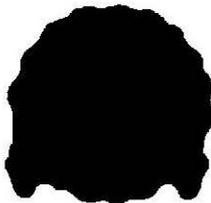
CERTIFIED COPY

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING

Los Angeles, California

Tuesday, June 15, 1993



REPORTED BY
MARIA GARCIA CUMNOCK
C.S.R. No. 5192



HCR

HUNTINGTON COURT REPORTERS

THE HUNTINGTON BUILDING SUITE 100
1450 WEST COLORADO BLVD.
PASADENA, CA 91105
818/792-6777 213/268-5102
FAX 818/792-8710

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING
TUESDAY, JUNE 15, 1993
ST. ALPHONSUS
532 SOUTH ATLANTIC BOULEVARD
LOS ANGELES, CALIFORNIA

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING HELD ON TUESDAY,
JUNE 15, 1993, 6:00 P.M., AT ST. ALPHONSUS, 532 SOUTH
ATLANTIC BOULEVARD, LOS ANGELES, CALIFORNIA, PURSUANT TO
NOTICE.

APPEARANCES:

- HUMBERTO FLORES, ADMINISTRATIVE LAW JUDGE
- LAWRENCE GARCIA, METROPOLITAN TRANSPORTATION AUTHORITY
- JAMES DE LA LOZA, METROPOLITAN TRANSPORTATION AUTHORITY

SPEAKERS AT PUBLIC HEARING:

- REV. JOSEPH D. PINA, ST. ALPHONSUS AND U.N.O.
- JUVENTINO GOMEZ, ST. ALPHONSUS AND U.N.O.
- FRANK TENA, U.N.O.
- ERMOHENES FAJARDO, MEMBER OF THE PUBLIC
- EDUARDO SANCHEZ, U.N.O.
- ANTHONY E. LOWERY, MEMBER OF THE PUBLIC
- JOSE LUIS GARCIA, MEMBER OF THE PUBLIC

1 LOS ANGELES, CALIFORNIA, TUESDAY, JUNE 15, 1993

2 6:00 P.M.

3
4 MR. GARCIA: FIRST OF ALL, I WANT TO WELCOME YOU
5 HERE TO THE PUBLIC HEARING AND THANK ST. ALPHONSUS PARISH
6 FOR BEING KIND ENOUGH TO HOST THE PUBLIC HEARING FOR US.

7 MY NAME IS LARRY GARCIA. I'M WITH THE LOS
8 ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY. THE
9 PURPOSE OF THIS PUBLIC HEARING IS TO GET YOUR COMMENTS ON
10 THE PROPOSED TRANSPORTATION RAIL ALIGNMENTS THAT WE HAVE FOR
11 THE EASTSIDE CORRIDOR STUDY.

12 THE PRESIDING JUDGE IS HUMBERTO FLORES, WHO
13 WILL BE PRESIDING OVER THE PUBLIC HEARING FROM HERE ON OUT
14 TO MAKE SURE THE PROCESS GOES ALONG, AND HE WILL EXPLAIN HOW
15 IT WORKS.

16 JUDGE FLORES: ALL RIGHT. IT'S CLOSE TO 6:00 OR A
17 LITTLE BIT PAST 6:00. I NOW CALL THE HEARING BEFORE THE LOS
18 ANGELES COUNTY METROPOLITAN TRANSIT AUTHORITY. THE ISSUE
19 FOR THIS HEARING IS THE EASTSIDE CORRIDOR.

20 I AM HUMBERTO FLORES, AS YOU HAVE BEEN TOLD.
21 I AM THE ADMINISTRATIVE LAW JUDGE ASSIGNED TO CONDUCT THIS
22 HEARING, AND I WOULD LIKE TO INTRODUCE JIM DE LA LOZA, WHO
23 IS THE PROJECT MANAGER FOR THE EASTSIDE CORRIDOR, WHO WILL
24 MAKE A PRESENTATION BEFORE TAKING COMMENTS. THANK YOU VERY
25 MUCH.

1 MR. DE LA LOZA: THIS IS A BRIEF PRESENTATION JUST
2 TO FAMILIARIZE YOU WITH WHAT WE ARE HERE FOR.

3 THE EASTSIDE CORRIDOR IS A TRANSPORTATION
4 ALTERNATIVES ANALYSIS/ENVIRONMENTAL IMPACT STATEMENT/DRAFT
5 ENVIRONMENTAL IMPACT REPORT FOR WHAT WE ARE CALLING THE
6 EASTSIDE CORRIDOR. THE GENERAL BOUNDARIES ARE UNION STATION
7 EASTWARD, ROUTE 60 TO THE SOUTH, ROUTE 10 TO THE NORTH TO
8 THE VICINITY OF ATLANTIC BOULEVARD.

9 WHAT I HAVE IS A GENERAL OUTLINE OF THE
10 PROJECT STUDY PROCESS. GENERALLY WE STARTED OFF IN
11 SEPTEMBER OF 1991 WITH PROJECT SCOPING. WE HAD A NUMBER OF
12 PUBLIC MEETINGS WHERE WE IDENTIFIED ISSUES AND OBJECTIVES
13 FOR THE PROJECT. WE MOVED ON SOME PRELIMINARY ALTERNATIVES.
14 WE MOVED ON TO A SCREENING AND REFINING OF THE ALTERNATIVES
15 THAT WERE DEVELOPED DURING THE PROJECT SCOPING PROCESS
16 LEADING TO COMMISSION APPROVAL, COMMUNITY MEETINGS WHERE WE
17 PRESENTED THOSE ALTERNATIVES, AND THERE WERE SOME
18 REFINEMENTS BASED ON COMMUNITY INPUT.

19 WE HAVE MOVED ON TO THE ANALYSIS OF THE
20 ALTERNATIVES AND THE PREPARATION OF THE A.A., AND I AM
21 ABBREVIATING THIS. THIS IS THE ALTERNATIVES ANALYSIS/DRAFT
22 EIS/DRAFT EIR FOR THE EASTSIDE CORRIDOR. WE PREPARED THE
23 DOCUMENT. THE DOCUMENT IS OUT FOR PUBLIC REVIEW CURRENTLY.
24 THAT'S WHY WE ARE HERE. WE ARE CONDUCTING FOUR PUBLIC
25 HEARINGS TO SOLICIT PUBLIC INPUT ON THE DRAFT DOCUMENT.

1 BASED ON PUBLIC COMMENTS, WE WILL MOVE ON TO
2 DO WHAT IS CALLED A SELECTION OF THE LOCALLY PREPARED
3 ALTERNATIVES. OF THE 10 ALTERNATIVES IN THE REPORT, ONE OF
4 THEM IS A NO-BUILD ALTERNATIVE; ONE IS TRANSPORTATION
5 SYSTEMS MANAGEMENT, WHICH BASICALLY MEANS LOW-COST
6 ADDITIONAL BUSES, ADDITIONAL H.O.V. AND SO ON, AND EIGHT
7 PROPOSALS FOR EXTENDING THE EXISTING RED LINE TO THE EAST
8 SIDE.

9 I THINK YOU ALL HAVE TAKEN A LOOK AT THE
10 ALTERNATIVES WE HAVE, AND THESE ARE THE ALTERNATIVES
11 PRESENTED IN THE DRAFT DOCUMENT. AND BASICALLY THIS IS A
12 MAP SHOWING THE FULL EIGHT BUILD-OUT ALTERNATIVES AND WHERE
13 THE STATIONS ARE. THEY ARE SEPARATED FOR REVIEW, AND THEY
14 ARE SEPARATED IN THE DOCUMENT WHICH YOU ARE REVIEWING.

15 BASICALLY I WANT TO GO THROUGH QUICKLY HOW WE WILL
16 GET TO THE SELECTION OF THE L.P.A., OR THE LOCALLY PREFERRED
17 ALTERNATIVE. THE LOCALLY PREPARED ALTERNATIVE WILL BE
18 SELECTED BASED ON THE PROJECT IMPACTS THAT ARE IDENTIFIED IN
19 THE DOCUMENT. THE DOCUMENT IDENTIFIES IMPACTS CAUSED BY THE
20 DIFFERENT ALTERNATIVES. WE WILL REVIEW THAT ALONG WITH THE
21 COMMUNITY. AGAIN COMMUNITY SUPPORT, COMMUNITY SUPPORT FROM
22 RESIDENTS, COMMUNITY ORGANIZATIONS, ELECTED REPRESENTATIVES,
23 PUBLIC AGENCIES AND LOCAL BUSINESSES.

24 WE WANT TO GET THAT INPUT IN. WHAT WE WILL
25 DO IS MAKE A PRESENTATION TO THE MTA STAFF ON JUNE 30, THE

1 JUNE 30 MTA STAFF MEETING. THE MTA WILL THEN SELECT A
2 LOCALLY PREFERRED ALTERNATIVE AND THEN APPROVE THE MOVING
3 FORWARD TO THE PRELIMINARY ENGINEERING. THAT IS THE NEXT
4 PHASE OF THIS PROJECT. WE WILL TAKE WHAT ALTERNATIVE IS
5 SELECTED AND MOVE ON TO A HIGHER LEVEL OF ENGINEERING ON
6 THAT PROJECT. AND, AGAIN, THAT'S GENERALLY WHAT WE ARE
7 TALKING ABOUT, IN TERMS OF THE PROJECT.

8 THE EASTERN EXTENSION, ALONG WITH TWO OTHER
9 EXTENSIONS, THE NORTH HOLLYWOOD AND WHAT IS CALLED THE
10 MID-CITY EXTENSIONS, THIS IS A PROJECT SCHEDULE. I GUESS
11 THE MAIN POINT BASICALLY IS THAT THE PROJECT WILL INITIATE
12 REVENUE OPERATIONS BY THE YEAR 2000. THAT IS OUR GOAL; THAT
13 IS OUR SCHEDULE. WE ARE ON SCHEDULE NOW. THIS PROJECT IS
14 MOVING TO OPERATIONS BY THE YEAR 2000.

15 THE PURPOSE OF THIS MEETING IS REALLY TO HEAR
16 FROM YOU. WE WILL BE HERE AFTER THE MEETING TO ANSWER ANY
17 OTHER QUESTIONS. WE ARE WILLING TO MEET WITH YOU, AND RIGHT
18 NOW WHAT WE REALLY WANT TO DO -- THE PURPOSE FOR THIS
19 MEETING IS TO GET PUBLIC INPUT. WE CAN RECEIVE PUBLIC INPUT
20 A NUMBER OF WAYS. ONE OF THEM IS HERE AT THIS PUBLIC
21 ORIENTATION. YOU CAN ALSO WRITE TO US, AND I BELIEVE THE
22 EXECUTIVE SUMMARY HAS THE DIRECTIONS FOR WRITING AND
23 EXPRESSING YOUR COMMENTS, AND GENERALLY I THINK THAT'S THE
24 PRESENTATION.

25 NOW I WILL TURN IT OVER TO YOU.

1 JUDGE FLORES: ALL RIGHT. I HAVE RECEIVED NUMEROUS
2 REQUESTS TO SPEAK AT THIS HEARING, AND I AM JUST GOING TO
3 TAKE THEM IN THE ORDER RECEIVED.

4 THE FIRST SPEAKER WILL BE REVEREND JOSEPH D.
5 PINA OF ST. ALPHONSUS AND UNITED NEIGHBORHOODS ORGANIZATION.

6 REVEREND PINA: THANK YOU VERY MUCH.

7 THERE WILL BE SEVERAL SPEAKERS FROM UNITED
8 NEIGHBORHOODS ORGANIZATIONS-ST. ALPHONSUS; SO I AM JUST ONE
9 OF SEVERAL SPEAKERS.

10 AS WE HAVE DONE OUR INVESTIGATIONS AND AS WE
11 HAVE DONE OUR STUDYING OF THE PROPOSED PROJECT OF THE MTA --
12 AND WE HAVE STUDIED THESE AND WE HAVE LOOKED THEM OVER --
13 THE ONE THAT SEEMS TO BE MOST ASSOCIATED WITH THE NEEDS OF
14 OUR COMMUNITY SEEMS TO BE NO. 9, THE ONE THAT TOUCHES
15 BASICALLY ALL PARTS OF OUR COMMUNITY.

74.A

16 THE OTHER ONES ARE NICE, BUT THEY DON'T ALL
17 TOUCH OUR COMMUNITY. THIS PARTICULAR ONE GOES FROM THE
18 CITY. IT HITS BOYLE; IT HITS FIRST STREET; IT HITS INDIANA;
19 AND THEN IT GOES TO THE COUNTY, ROWAN AND WHITTIER. IT JUST
20 SPEAKS WELL TO ALL OF OUR COMMUNITY. SO WE WANT TO BE ON
21 RECORD OF SUPPORTING NO. 9. VERY, VERY IMPORTANT FOR US.

74.B

22 BUT WE WOULD LIKE TO TAKE IT A STEP FURTHER
23 THAN THAT. UNITED NEIGHBORHOODS ORGANIZATION-ST. ALPHONSUS,
24 U.N.O., WOULD LIKE TO MAKE IT KNOWN TO THE MTA THAT WE HAVE
25 ALREADY SUPPORTED AN AGREEMENT WITH EL GALLO GIRO. YOU ARE

74.B

1 TALKING ABOUT A PLACE ON WHITTIER AND ATLANTIC. WE HAVE
2 ALREADY MADE AN AGREEMENT WITH THEM THAT HAS ALREADY BEEN
3 PASSED BY THE REGIONAL PLANNING THAT THEY WANT TO BUILD A
4 MEXICAN DELI, MAKE IT A MAJOR CORPORATION ON THE CORNER OF
5 WHITTIER AND ATLANTIC USING THE GOLDEN GATE THEATRE AS A
6 THEATRE ARTS PROJECT. SO WE NEED TO LET YOU KNOW THAT THAT
7 IS WHAT WE ARE GOING TO BE SUPPORTING, AND WE WANT THAT TO
8 BE ON RECORD.

9 SO WHAT WE WANT TO SUGGEST IS THAT YOU MOVE
10 IT FURTHER, MAYBE TO GOODRICH AND WHITTIER, WHICH IS ALSO
11 PART OF ONE OF YOUR ALTERNATIVES. BUT WE WOULD LIKE TO TAKE
12 IT EVEN A LITTLE FURTHER, IF YOU TAKE IT TO EVEN THE K-MART
13 SECTION, WHICH WOULD BE A BUILT-IN PARKING LOT IN THAT AREA,
14 EVEN GOING AS FAR AS GERHART AND WHITTIER. WE WOULD JUST
15 LIKE TO BE ON RECORD SAYING THAT.

74.C

16 ANOTHER THING THAT IS VERY IMPORTANT FOR US
17 IS THAT WE KNOW THAT THERE IS GOING TO BE SOME DISPLACEMENTS
18 HAPPENING IN THIS. HOMES ARE GOING TO BE DISPLACED. THERE
19 IS THAT POSSIBILITY, WHETHER THEY BE SINGLE DWELLING HOMES
20 OR SOME APARTMENTS. WHAT WE NEED TO HAVE YOU ADDRESS IS:
21 WHAT IS YOUR PLAN FOR RELOCATION OF OUR PEOPLE IN THIS
22 PARTICULAR PROCESS? THAT'S ONE QUESTION.

74.D

23 ANOTHER QUESTION IS: WHAT ARE YOU GOING TO
24 DO TO REPLACE OUR HOMES THAT ARE GOING TO BE TAKEN OUT? AND
25 IN RELATIONSHIP TO THAT, WE ARE LOOKING AT NOT JUST ONE ROOM

74.D

1 OR ONE BEDROOM APARTMENTS FOR SINGLES; WE WANT THINGS TO BE
2 VERY FAMILY ORIENTATED. EAST LOS ANGELES IS A HIGH DENSITY
3 AREA BASED ON FAMILY. SO WE WANT THE MTA TO LOOK AT THIS IN
4 WHATEVER PLANNING YOU DO. WHATEVER POLICY IT IS YOU ARE
5 MAKING, LOOK AT FAMILY AS THE CRUCIAL FOUNDATION FOR WHAT
6 YOU DO. SO WE WANT TO KNOW WHAT YOUR PLANS ARE FOR THAT IN
7 THE FUTURE.

74.E

8 WE ARE ALSO CONCERNED ABOUT THE FACT THAT
9 THERE MAY BE SOME PEOPLE ON FIXED INCOMES, SENIOR CITIZENS.
10 WE KNOW THAT THERE IS A LAW THAT SAYS OR THERE IS POLICY
11 THAT SAYS THAT IF YOU MOVE A PARTICULAR SENIOR CITIZEN OUT
12 OR A FIXED-INCOME PERSON OUT, YOU MAY MOVE THEM TO A
13 PARTICULAR AREA, BUT YOU ONLY HAVE TO SUBSIDIZE THEM FOR
14 FOUR YEARS.

15 WELL, THEY'RE FIXED INCOME. THEIR INCOME IS
16 NOT GOING TO GO UP ANY FURTHER. WHAT IS IT THAT YOU ARE
17 LOOKING AT, YOU KNOW, TO HELP THOSE PEOPLE WHEN YOU DISPLACE
18 THEM? AND WE ARE AWARE THAT THAT'S GOING TO HAPPEN. SO WE
19 NEED TO ADDRESS THOSE PARTICULAR ISSUES.

74.F

20 A FINAL ONE I WANT TO GO THROUGH IS -- AND
21 THIS IS VERY IMPORTANT FOR US -- WHO IS GOING TO MONITOR
22 THIS PROJECT? WHO IS GOING TO LOOK OVER IT? WHO IS GOING
23 TO WATCH-DOG IT? WHAT PART IS THE COMMUNITY GOING TO BE IN
24 BEING A WATCH DOG OVER THIS COMMUNITY? AND WE ARE NOT
25 TALKING ABOUT ADVISORY COMMITTEES. WE ARE NOT TALKING ABOUT

74.F

1 THAT TYPE OF RELATIONSHIP.

2 WE ARE TALKING ABOUT POWER. WE ARE TALKING
3 ABOUT WHEN THINGS AREN'T GOING RIGHT. MITIGATIONS AND
4 THINGS AREN'T GOING RIGHT. WHAT POWER IS THE COMMUNITY
5 GOING TO HAVE TO SAY, "HEY, THIS IS WHAT WE WANT. THIS IS
6 WHAT WE NEED. WE NEED TO BE PART OF THE NEGOTIATIONS."

7 SO THOSE THREE THINGS WE THINK ARE VERY, VERY
8 IMPORTANT, AND I WILL LET MY OTHER U.N.O. REPRESENTATIVES
9 SPEAK THEIR PIECE. THANK YOU.

10 JUDGE FLORES: THANK YOU VERY MUCH.

11 THE NEXT SPEAKER IS JUVENTINO GOMEZ ALSO OF
12 U.N.O.

13 MR. GOMEZ: THANK YOU. CAN EVERYBODY HERE ME
14 CLEARLY?

75

75.A

15 I HAD SEVERAL QUESTIONS. I AM ALSO -- WELL,
16 BEFORE WE GET STARTED, I AM ALSO WITH ST. ALPHONSUS-U.N.O.
17 AND AM VERY CONCERNED WITH WHAT HAPPENS WITHIN THE EAST L.A.
18 COMMUNITY AS A WHOLE. WE ARE HAPPY WITH THIS METRO RED
19 LINE. I THINK IT'S NEEDED. I THINK IT'S GOING TO DO GREAT.
20 BUT WITH THAT ALSO IN MIND, I HAVE SOME CONCERNS. WE HAVE
21 SOME CONCERNS.

22 I DON'T KNOW WHAT RELATIONSHIP METRO RED LINE
23 HAD, BUT BACK IN THE NORTHEAST AREA, WE HAD A TAYLOR YARD
24 INCIDENT WHERE THE TAYLOR YARD BROUGHT A NUMBER OF JOBS TO
25 THE AREA OR A NUMBER OF JOBS WERE AVAILABLE BUT NONE OF THEM

75.B

1 TO THE COMMUNITY. WHAT EMPLOYMENT OPPORTUNITIES WILL BE
2 AVAILABLE TO OUR COMMUNITY, BE IT THIS METRO RED LINE? WHAT
3 JOBS WILL BE OUT THERE FOR OUR PEOPLE? IF THERE IS GOING TO
4 BE TRAINING PROGRAMS, WHAT TYPE OF TRAINING PROGRAMS WILL
5 OUR PEOPLE WILL BE PLACED ON? AND IF THEY ARE PLACED ON
6 TRAINING PROGRAMS, ARE THEY GOING TO COMPLETE THESE PROGRAMS
7 TO BE ABLE TO START WORK ON THIS PROJECT, TO BE PART OF THIS
8 PROJECT? AS YOU ALL KNOW, WE NEED JOBS. SO WHAT
9 ACCOMMODATIONS IS THE METRO RED LINE GOING TO DO FOR THE
10 PEOPLE IN THESE COMMUNITIES?

75.C

11 AND MY LAST QUESTION: WHAT ARE THE FUTURE
12 PLANS FOR THE METRO RED LINE ONCE THEIR PROJECT IS
13 COMPLETED? IN OTHER WORDS, YOU GO AS FAR AS WHITTIER AND
14 GOODRICH OR GERHART. WHAT I WOULD LIKE TO SEE IS WHITTIER
15 AND GARFIELD. THAT'S WHAT I WOULD LIKE TO SEE. BUT ONCE
16 THIS IS COMPLETED, THEN WHAT? DOES IT STOP THERE? WILL IT
17 CONTINUE TOMORROW? WILL IT CONTINUE IN 10 YEARS? AND IF IT
18 CONTINUES, WHERE IS IT GOING TO GO? THAT'S BASICALLY IT.

19 THANK YOU.

20 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

21 I HAVE A THIRD CARD HERE OF -- I AM NOT SURE
22 I CAN READ THE LAST NAME. FRANK --

23 MR. TENA: TENA?

24 JUDGE FLORES: TENA. ALL RIGHT, SIR.

25 MR. TENA: MY NAME IS FRANK TENA. WE WELCOME YOU.

76.A

1 I'M FROM U.N.O. I ALSO WANT TO COMMENT ON THE ROUTE THAT IS
 2 GOING TO TAKE, AND I ALSO CONCUR WITH FATHER JOE THAT 9 IS
 3 THE ALTERNATIVE ROUTE THAT WE WOULD LIKE TO SEE AND CONCUR,
 4 TOO, AS FAR AS GARFIELD. WE WOULD LIKE TO SEE IT GO.

76.B

5 BUT OUR MAIN CONCERN IS OUR BUSINESS PEOPLE
 6 THAT YOU ARE GOING TO INTERRUPT WITH ALL THIS CONSTRUCTION.
 7 HOW ARE YOU GOING TO SUPPORT THEM? HOW ARE YOU GOING TO SEE
 8 THAT THEY STAY IN BUSINESS? IF THEY DO LOSE THEIR
 9 BUSINESSES, WHAT ARE YOU GOING TO DO ABOUT IT? HOW ARE YOU
 10 GOING TO KEEP THEM WORKING? WE ARE CONCERNED ABOUT OUR
 11 BUSINESS PEOPLE ON ALL THE ROUTES YOU ARE GOING TO TAKE AND
 12 CLEAR AS FAR AS YOU ARE GOING TO GO. AND WE WOULD LIKE TO
 13 SEE WHAT YOU CAN DO FOR THEM.

14 WE DON'T WANT TO SEE OUR PEOPLE GOING OUT OF
 15 BUSINESS IN OUR NEIGHBORHOODS. THERE'S A LOT OF SENIOR
 16 CITIZENS HERE THAT DON'T HAVE -- HOW DO YOU WOULD SAY? --
 17 THE LUXURY OF GOING SHOPPING TO MONTEBELLO OR WHEREVER.
 18 THEY RELY ON ALL THE BUSINESSES IN THEIR AREA. SO WE WOULD
 19 LIKE YOU TO CONSIDER THAT. THANK YOU.

20 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

21 THE NEXT SPEAKER IS ERMOHENES FAJARDO.

22 MR. FAJARDO: (THROUGH THE INTERPRETER) I WOULD
 23 LIKE TO MAKE MY COMMENTS IN ENGLISH. IS THAT ALL RIGHT?

24 MR. FLORES: YES.

25 MR. FAJARDO: LAST TIME YOU CAME, YOU SAID YOU WERE

1 GOING TO TALK ABOUT THE EFFECTS OF THE LANE OF THE CABLES
2 AND THE HIGH TENSION WIRES THAT WERE GOING TO BE PUT UP, AND
3 BEFORE YOU COMPLETED YOUR PROJECTS, THAT YOU WOULD GIVE US
4 AN ANALYSIS OF HOW THESE HIGH TENSION MAGNETIC FIELDS WOULD
5 AFFECT PEOPLE THAT ARE LIVING IN THOSE AREAS SO WE WOULD
6 KNOW TO WHAT DEGREE PEOPLE IN THOSE AREAS WOULD BE AFFECTED
7 IN ALL.

8 AND AS FOR THE OTHER COMMENTS THAT WERE MADE
9 BY THE FATHER AND THE OTHERS, I DO SUPPORT THEIR POSITION
10 ABOUT HOW THIS WILL AFFECT THE SENIORS AND THE WORKING
11 PEOPLE AND THE OTHERS AND THE LOW-INCOME PEOPLE THAT ARE
12 LIVING IN THIS AREA. AND I WOULD ALSO LIKE TO THANK YOU FOR
13 HAVING THE VISION OF LOOKING TOWARDS US OVER HERE, BUT I
14 WISH YOU HAD STARTED THIS 10 YEARS AGO. THAT'S ALL. THANK
15 YOU.

16 JUDGE FLORES: THANK YOU.

17 ALL RIGHT. I DON'T HAVE ANY OTHER ACTUAL
18 REQUESTS TO SPEAK. ARE THERE ANY OTHER CITIZENS AT THIS
19 HEARING WHO WISH TO SPEAK AT THIS TIME? WILL YOU PLEASE
20 COME FORWARD?

78

21 MR. SANCHEZ: (THROUGH THE INTERPRETER) GOOD
22 AFTERNOON TO EVERYONE. I WOULD ALSO LIKE TO SUPPORT WHAT
23 THE GENTLEMAN FROM THE U.N.O. GROUP SAID.

24 JUDGE FLORES: BEFORE YOU GO ON, FOR THE RECORD
25 YOUR NAME IS EDUARDO SANCHEZ; IS THAT CORRECT?

78.B

1 MR. SANCHEZ: (THROUGH THE INTERPRETER) YES, SIR.
2 I AM ALSO A MEMBER OF THE U.N.O. GROUP. AND
3 I WOULD ALSO LIKE TO MAKE EMPHASIS ON THE FACT THAT WE WOULD
4 LIKE THAT TRAINING TO TAKE PLACE FOR THE JOBS AND FOR THOSE
5 JOBS TO STAY IN OUR COMMUNITY. BECAUSE JUST AS I NEED WORK,
6 I AM SURE THERE ARE MANY OTHERS OF US WHO ALSO NEED WORK,
7 AND WE WOULD LIKE TO KNOW WHEN THOSE TRAININGS WILL BEGIN,
8 WHERE THEY WILL TAKE PLACE, AND IF YOU REALLY ARE GOING TO
9 PROVIDE THOSE TRAININGS AND THOSE JOBS FOR US. AND I WOULD
10 SAY THAT'S THE MOST IMPORTANT THING AT THIS MOMENT, IS THE
11 JOBS. I THINK THAT'S ALL. THANK YOU.

12 MR. FLORES: THANK YOU VERY MUCH, SIR. I SHOULD
13 HAVE SAID MEMBERS OF THE COMMUNITY.

14 WE HAVE ANOTHER MEMBER OF THE COMMUNITY:
15 ANTHONY E. LOWERY.

16 MR. LOWERY: SHE TOLD ME TO SPEAK SLOWLY, AND I
17 WILL TRY TO BECAUSE I AM A VERY FAST SPEAKER.

18 I AM NOT A MEMBER OF THE EAST L.A. SECTOR
19 BECAUSE I LIVE IN LONG BEACH, BUT BECAUSE I SEE HOW THE
20 TRAIN HAS REALLY GREAT IMPACT AND HOW GOOD THE TRAINS SERVE
21 THE LONG BEACH AREA -- IN FACT, I WOULDN'T BE ABLE TO BE
22 HERE TODAY IF IT WEREN'T FOR THE TRAIN BECAUSE IT WOULD TAKE
23 ME TWO HOURS TO BE HERE ON THE BUS. **79**

79.A

24 I REALLY FEEL THIS IS PROBABLY ONE OF YOUR
25 BEST IDEAS SO FAR BECAUSE EAST L.A. IS SO TIGHT AS FAR AS

1 FAMILY IS CONCERNED AND STUFF LIKE THAT. NOW, I THINK THAT
2 ALTERNATIVE 9 IS ONE OF THE BEST ONES, AND I REALLY WANT TO
3 PUSH THAT. LIKE THIS GUY SAYS, IT SERVES A LOT OF THE
4 BUSINESS AREAS THAT ARE ALONG THE STRIP LIKE ON BROOKLYN,
5 FIRST, INDIANA AND WHITTIER. AND THAT'S A NICE TRIP RIGHT
6 THERE. I GO THERE ALL THE TIME.

7 RIGHT NOW I TOOK THE 18 BUS, AND IT TOOK ME
8 ABOUT AN HOUR TO GET HERE BECAUSE THERE WAS A LOT OF
9 TRAFFIC. ON THE TRAIN, PROBABLY ABOUT 10 MINUTES, I GUESS.
10 ALL THESE OTHER ALTERNATIVES WHICH ARE GOING TO GO TO EAST
11 L.A. COLLEGE, NOW, THAT IS ONLY GOING TO BE FULL DURING
12 SCHOOL YEAR TIME, AND THAT'S GOING TO BE MORNING AND NIGHT.
13 IT'S ONLY LIKE A RUSH HOUR TRAIN, AND THAT'S KIND OF STUPID
14 BECAUSE YOU WANT THIS TRAIN TO REALLY BE IN SERVICE ALL THE
15 TIME. YOU WANT TO HAVE IT FULL ALL THE TIME.

16 SO LET'S FORGET ABOUT EAST L.A. COLLEGE AND
17 LET'S HAVE THE TRAIN GO LIKE ALTERNATIVE 9, OR SOME OF THESE
18 OTHER ALTERNATIVES THAT GO ON FIRST AND BROOKLYN, DOWN
19 INDIANA TO WHITTIER. I THINK THAT'S ONE OF THE BEST. I
20 DIDN'T REALIZE THERE WAS A SHOPPING CENTER PAST ATLANTIC; SO
21 I THINK THAT'S A GOOD EXTENSION AS WELL, TO HAVE A STATION
22 THERE WHERE THE COMMERCE -- THE SHOPPING CENTER IS THERE?
23 SO THAT'S MY BEST ALTERNATIVE. I THINK ALTERNATIVE 9 IS THE
24 BEST. LET'S GO FOR THAT. I HOPE YOU GUYS ALL AGREE. THANK
25 YOU.

1 JUDGE FLORES: THANK YOU VERY MUCH.

2 ARE THERE ANY OTHER MEMBERS OF THE COMMUNITY
3 WHO WISH TO SPEAK? ALL RIGHT. THEN LET'S TAKE A SHORT
4 RECESS FOR NOW, AND YOU CAN TALK WITH MEMBERS OF THE STAFF
5 AT THIS TIME. THEY MAY ANSWER ANY QUESTIONS YOU MIGHT
6 HAVE. SO WE ARE OFF THE RECORD.

7 (A BRIEF RECESS WAS TAKEN.)

8 MR. GARCIA: I NEED TO ASK YOU RIGHT NOW IF THERE
9 ARE ANY SPEAKER CARDS THAT YOU TOOK THAT YOU NEED TO FILL
10 OUT AND YOU WOULD LIKE TO MAKE ADDITIONAL COMMENTS, PLEASE
11 TURN IT IN NOW. OR IF YOU WANT TO GRAB A CARD LIKE THE
12 GENTLEMAN IN THE BACK IS DOING IN ORDER TO PUT YOUR NAME
13 DOWN SO THAT YOU CAN PROVIDE US WITH SOME COMMENTS, WE WOULD
14 APPRECIATE IT. IF THERE ARE ANY CARDS, PLEASE TURN THEM IN
15 TO THE FRONT.

16 JUDGE FLORES: ARE THERE ANY OTHER PEOPLE OR
17 MEMBERS OF THE COMMUNITY WHO WISH TO SPEAK ON THE ISSUE
18 TONIGHT?

19 THE FIRST SPEAKER WHO WISHES TO SPEAK TODAY
20 ON THE ISSUE IS JOSE LUIS GARCIA.

21 MR. GARCIA, WOULD YOU STEP TO THE MICROPHONE.

22 MR. GARCIA: SURE.

23 THE REASON THAT I AM HERE TODAY -- I AM MADE
24 AWARE OF THE CORRIDOR THAT IS PRESENTED FOR THIS LINE, AND I
25 WANT TO MAKE SURE THAT THIS IS SOMEWHERE WRITTEN THAT I

80.A

1 DON'T FEEL THAT EAST L.A. IS GETTING A FAIR SHARE. I CAN
2 SEE THE AMOUNT OF MILES THAT ARE GOING THROUGH THE WEST ALL
3 THE TIME. WHEN IT'S SOMETHING TO THE BENEFIT, IT ALWAYS
4 GOES TO THE WEST, AND WHEN IT'S SOMETHING THAT IS NOT A
5 BENEFIT, IT ALWAYS COMES TO THE EAST, PARTICULARLY A LARGE
6 COMMUNITY.

7 AT THIS POINT WE WOULD LIKE TO SEE IN OUR
8 COMMUNITY, EAST L.A., TO PUT MAYBE A PORTION OF THE WEST
9 SIDE AND PUT THEM ON THE EAST SIDE. THERE WILL BE NO MORE
10 EXPENSES. WE WOULD HAVE TO ASK FOR NO MORE MONEY, BUT JUST
11 TO CHANGE MAYBE A PORTION OF THE LINES TO THE OTHER SIDE. I
12 WANT TO MAKE SURE THAT IT'S STATED.

13 (MR. GARCIA SPEAKING IN SPANISH.)

14 JUDGE FLORES: HOLD ON, SIR.

15 MR. GARCIA: (THROUGH THE INTERPRETER) I THINK IT
16 WOULD ALSO BE GOOD IF PEOPLE SPOKE IN SPANISH SO WE COULD
17 UNDERSTAND WHAT IS BEING SAID TO US.

80.A

18 I FEEL MUCH MORE COMFORTABLE SPEAKING IN
19 SPANISH. I WOULD LIKE TO HAVE IT WRITTEN THE FACT THAT VERY
20 OFTEN ALL THE BENEFITS END UP IN THE WEST SIDE. AND WHEN
21 THERE IS SOMETHING THAT IS NOT POSITIVE, THEN IT ENDS UP IN
22 EAST LOS ANGELES. I WOULDN'T LIKE TO TRY AND GET MORE MONEY
23 FROM A PLACE WHERE IT DOESN'T EXIST, BUT ON THESE LINES THAT
24 EXIST AND THAT ARE SHOWN ON THIS MAP, I WOULD SAY THAT WE
25 COULD CUT AWAY SOME OF THE RED LINE THAT EXISTS ON THE

80.A

1 WESTERN AREA AND ADD IT TO THE EASTERN AREA. I WOULD LIKE
2 IT TO BE A BALANCED THING. THE SAME DISTANCE TO THE WEST AS
3 TO THE EAST. THANK YOU VERY MUCH.

4 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

5 ALL RIGHT. I HAVE BEEN TOLD THAT MR.

6 FAJARDO, WHO HAD SPOKEN EARLIER THIS EVENING, WISHES TO
7 CLARIFY SOME OF HIS COMMENTS.

77.B

8 MR. FAJARDO: (THROUGH THE INTERPRETER) I WAS
9 ASKED TO GIVE MY OPINION ON WHAT I PREFER, AND I WOULD
10 PREFER A METRO THAT GOES UNDERGROUND BECAUSE THE TROLLEY BUS
11 THAT GOES ON LAND CREATES A WEB OF LINES. IT AFFECTS THE
12 STREETS, AND MORE POSTS HAVE TO BE SET UP TO SUSTAIN THE
13 NETWORK OF CABLES. I AM REFERRING TO THIS BECAUSE I KNOW
14 THAT THESE MAGNETIC FIELDS DO AFFECT PEOPLE BIOLOGICALLY,
15 PSYCHOLOGICALLY AND, FINALLY, PHYSICALLY.

77.C

16 AND THE OTHER ISSUE THAT I WOULD LIKE TO
17 STATE VERY CLEARLY IS THAT RIGHT NOW WE ARE BEING TOLD THAT
18 THERE WILL BE JOBS FOR EAST LOS ANGELES. I DON'T WANT TO
19 REALLY MAKE A COMPARISON, BUT IT DOES SEEM LIKE WHEN
20 POLITICIANS GO OUT ON THEIR CAMPAIGNS, THEY PROMISE US
21 EVERYTHING, BUT ONCE THEY ARE IN POWER, THEY DENY US
22 EVERYTHING.

23 I WOULD ALMOST LIKE TO ASK FOR A CONTRACT IN
24 WHICH YOU SAY "WE ARE OFFERING THESE JOBS TO YOU, AND WE
25 GUARANTEE THESE TO YOU BECAUSE WE ARE ENTERING YOUR AREA."

77.C

1 BECAUSE ONCE CONSTRUCTION BEGINS, YOU CAN SAY, "WELL, YOU
2 ARE NOT PREPARED." WELL, THIS, THAT, AND THE OTHER, OR "WE
3 NEED PROFESSIONALS TO DEAL WITH CERTAIN EQUIPMENT" AND SO
4 FORTH. BECAUSE THIS IS PRETTY MUCH WHAT HAS HAPPENED TO OUR
5 PEOPLE OVER HERE ON THE EAST SIDE.

6 SO I WOULD ALMOST LIKE TO ASK YOU FOR A
7 CONTRACT IN WHICH YOU SAY ALL OF THE JOBS ARE FOR THE PEOPLE
8 ON THE EAST SIDE. AND IF NOT, THEN WE WOULD TAKE THE
9 POSITION THAT WE WOULDN'T ACCEPT THIS UNTIL YOU GUARANTEED
10 THAT ALL THESE JOBS WERE FOR US. THAT'S ALL. THANK YOU.

11 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

12 ARE THERE ANY OTHER MEMBERS OF THE COMMUNITY
13 THAT WISH TO SPEAK ON THIS ISSUE? THERE ARE NO OTHER
14 SPEAKERS.

15 I WOULD LIKE TO LET EVERYONE KNOW THAT THEY
16 DO HAVE A RIGHT TO MAKE WRITTEN COMMENTS UNTIL JUNE 23,
17 1993. SO IF YOU, FOR SOME REASON OR ANOTHER, DO NOT WISH TO
18 MAKE ORAL STATEMENTS TODAY, YOU CAN MAKE WRITTEN COMMENTS,
19 AND THERE WILL BE ADDRESSED, STAMPED ENVELOPES WHICH WILL BE
20 PROVIDED FOR THIS.

21 WE WILL TAKE ANOTHER RECESS. ALL RIGHT.
22 THANK YOU VERY MUCH.

23 (A BRIEF RECESS WAS TAKEN.)

24 JUDGE FLORES: WE ARE BACK ON THE RECORD IN THIS
25 HEARING.

77.C

1 IS THERE ANYONE ELSE WHO WISHES TO STATE
2 ANYTHING FOR THE RECORD? I THINK THAT WE HAVE HAD QUITE A
3 FEW PEOPLE WHO HAVE COME FORWARD. NO ONE ELSE? ALL RIGHT.

4 MR. FAJARDO WISHES TO SAY A FEW MORE WORDS?

5 MR. FAJARDO: YEAH.

6 JUDGE FLORES: ALL RIGHT.

7 MR. FAJARDO: (THROUGH THE INTERPRETER) WHAT I
8 ASKED WAS I DO HAVE THE MORAL RIGHT TO ASK ABOUT EMPLOYMENT
9 FOR MY COMMUNITY. IF ONE OF YOU HERE FROM THIS DEPARTMENT
10 IS IN A POSITION TO SAY SO, I'D LIKE YOU TO TELL ME IF THESE
11 JOBS, ARE, INDEED, GOING TO STAY IN OUR COMMUNITY. BECAUSE
12 I WOULDN'T LIKE TO JUST COME HERE AND BE HEARD AND THEN FIND
13 OUT BY THE END OF THE PROJECT THAT WE WERE LEFT OUT OF THE
14 JOBS.

15 JUDGE FLORES: IT IS MY UNDERSTANDING THAT ALL OF
16 THE QUESTIONS THAT HAVE BEEN POSED THIS EVENING WILL BE
17 ANSWERED IN WRITTEN FORM BY THE STAFF AT SOME POINT TO THE
18 PEOPLE WHO POSED THE QUESTIONS.

19 MR. FAJARDO: (THROUGH THE INTERPRETER) BUT IS
20 THERE A POSSIBILITY THAT THEY WILL STAY IN THE COMMUNITY?

21 JUDGE FLORES: THE QUESTIONS WILL BE ANSWERED IN
22 WRITTEN FORM. AT THIS TIME I DON'T THINK THERE IS ANYONE
23 HERE WHO IS CAPABLE OF ANSWERING THAT PARTICULAR QUESTION,
24 BUT IT WILL BE ANSWERED.

25 MR. FAJARDO: THANK YOU.

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JUDGE FLORES: ALL RIGHT. THANK YOU.

ANYONE ELSE? ALL RIGHT. NO ONE ELSE. WE
WILL RECESS AGAIN.

(A BRIEF RECESS WAS TAKEN.)

JUDGE FLORES: WE ARE BACK ON THE RECORD.

IT SEEMS THAT THERE ARE NO MORE MEMBERS OF
THE COMMUNITY WHO WISH TO SPEAK. SO WE ARE GOING TO ADJOURN
THE HEARING FOR TONIGHT. THANK YOU VERY MUCH.

(AT 8:00 P.M. THE HEARING WAS ADJOURNED.)

Responses to: **Reverend Joseph D. Pina, United Neighborhoods Organization-St. Alphonsus.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

74.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

74.B The Golden Gate Theatre located at the Whittier/Atlantic station site will remain intact. Upon completion of the project, the MTA may be interested in entering a joint development agreement concerning the Golden Gate Theatre. In addition, a parking facility is planned for the Whittier/Atlantic station.

74.C The MTA will follow all existing federal, state, and local relocation policies and laws, assisting in the relocation of all displaced tenants, homeowners, businesses, and non-profit organizations. Please see Section 4-3 of this FEIS/FEIR for a discussion of relocation impacts and mitigation.

74.D Federal law requires payments to eligible tenants and homeowners displaced by federal projects for comparable replacement housing. Eligible homeowners receive these housing payments in addition to the fair market value of their homes. This would allow families to be relocated to a comparable living arrangement. Please see Section 4-3 of this FEIS/FEIR for a discussion of residential relocation impacts and mitigation.

74.E MTA will comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, including provisions for senior citizens. Please see Section 4-3 of this FEIS/FEIR for a discussion of residential relocation impacts and mitigation.

74.F The MTA will use Resident Engineer directives and, if necessary, stop work orders to ensure contract provision compliance.

The Review Advisory Committee and Station Area Advisory Committees have been formed to offer advice and/or assist with monitoring compliance with the construction mitigation program.

Responses to: **Juventino Gomez, United Neighborhoods Organization.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

75.A The MTA appreciates the support of the United Neighborhoods Organization for the Red Line Eastern Extension.

75.B Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity

would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas.

MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA will target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth employment and training program to public high schools near the Locally Preferred Alternative (LPA).

- 75.C A further eastward Red Line extension is beyond the scope of the currently proposed project. The potential for a future expansion is not clearly defined at this time and therefore is not discussed as a related project.

Responses to: **Frank Tena, United Neighborhoods Organization.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

- 76.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA. A further eastward Red Line extension is beyond the scope of the currently proposed project.

- 76.B Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of off-street station locations for Brooklyn/Soto and Whittier/Arizona, rather than locating the stations within the street right-of-way. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR in order to reduce the adverse affects on local businesses from station construction. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. In addition, sidewalks that provide pedestrian access to businesses will be maintained at a width of 10 feet during the construction period where feasible. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of business disruption impacts and mitigation.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce.

As part of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule.

Responses to: **Ermohenes Fajardo.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

77.A MTA appreciates the commentor's support for the proposed Eastern Extension. Please see Section 4-3 of this FEIS/FEIR for a discussion of residential relocation impacts and mitigation.

77.B The Locally Preferred Alternative is entirely underground.

77.C Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. It is important to note however, that MTA must work within the legal framework for third party contracting. As set forth in UMTA Circular 4220.1B, "Grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals..."

Responses to: **Eduardo Sanchez, United Neighborhoods Organization.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

78.A Comment noted.

78.B Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas. MTA will publish notices in local newspaper regarding contracting and procurement for construction of the project.

Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA will target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth employment and training program to public high schools near the Locally Preferred Alternative (LPA).

Responses to: **Anthony E. Lowery.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

79.A The MTA appreciates the support of Mr. Lowery for the Red Line Eastern Extension. Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Jose Luis Garcia.**
Public Hearing: Tuesday, June 15, 1993; St. Alphonsus, 532 South Atlantic Boulevard, Los Angeles

80.A The allocation of MTA staff efforts and funding among various projects requires major policy consideration by the MTA Board and is not within the scope of this document. The proposed project represents a significant commitment of resources to the eastside by MTA.

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING

Thursday, June 17, 1993
International Institute
435 South Boyle Avenue
Los Angeles, California



REPORTED BY
MARIA GARCIA CUMNOCK
C.S.R. No. 5192



HCR

HUNTINGTON COURT REPORTERS

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING
THURSDAY, JUNE 17, 1993
INTERNATIONAL INSTITUTE
435 SOUTH BOYLE AVENUE
LOS ANGELES, CALIFORNIA

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING HELD ON
THURSDAY, JUNE 17, 1993, 6:00 P.M., AT INTERNATIONAL
INSTITUTE, 435 SOUTH BOYLE AVENUE, LOS ANGELES, CALIFORNIA,
PURSUANT TO NOTICE.

APPEARANCES:

HUMBERTO FLORES, ADMINISTRATIVE LAW JUDGE
LAWRENCE GARCIA, METROPOLITAN TRANSPORTATION AUTHORITY
JAMES DE LA LOZA, METROPOLITAN TRANSPORTATION AUTHORITY

SPEAKERS AT PUBLIC HEARING:

-ANTONIO ALLAH, MEMBER OF THE PUBLIC
-ADELINE YOONG, REPRESENTING CONGRESSWOMAN LUCILLE
ROYBAL-ALLARD
-MARGARET MENDOZA, MEMBER OF THE PUBLIC
-SAL MOTA, MEMBER OF THE PUBLIC
-ESTHER CASTILLO LONG, REPRESENTING EASTSIDE COMMUNITY
TRANSIT ORGANIZATION
-JEFF FARBER, REPRESENTING LOS ANGELES FAMILY HOUSING
CORPORATION
-PAT MOSER, MEMBER OF THE PUBLIC
-VLADIMIR CERNA, REPRESENTING EAST L.A. POPULAR EDUCATION
CENTER
-ALFREDO PEREZ, REPRESENTING NEIGHBORHOOD HOUSING SERVICES
-JOHN SILVA, MEMBER OF THE PUBLIC

1 HERE. THE METRO RED LINE IS A SUBWAY SYSTEM. CURRENTLY WE
2 HAVE OPENED UP THE FIRST SEGMENT OF THE METRO RAIL IN THE
3 DOWNTOWN AREA. IT EXTENDS FROM UNION STATION TO THE
4 MONTEREY PARK AREA. THIS PROJECT HERE IS A STUDY THAT LOOKS
5 AT THE CORRIDOR BETWEEN UNION STATION, GOING EASTWARD TO
6 ATLANTIC AND BETWEEN ROUTE FREEWAY 60, 10 AND 60 FREEWAY.

7 WHAT WE HAVE BACK THERE AND WHAT IS
8 IDENTIFIED IN THE REPORT THAT HAS BEEN OUT FOR PUBLIC REVIEW
9 ARE EIGHT ALTERNATIVES FOR THIS CORRIDOR.

10 THE FIRST ALTERNATIVE IS THE NO-BUILD
11 ALTERNATIVE. BASICALLY: WHAT HAPPENS IF WE DON'T BUILD THE
12 SYSTEM? WHAT ARE THE IMPACTS?

13 THE SECOND ALTERNATIVE IS CALLED THE
14 TRANSPORTATION SYSTEMS MANAGEMENT, AND THAT'S A LOW-COST
15 ALTERNATIVE TO BUILDING A RAIL LINE. BASICALLY WHAT THAT
16 SAYS IS: WHAT IF WE IMPROVE THE BUS SERVICE? WE HAVE TO DO
17 SOME LINE IMPROVEMENTS IN THIS CORRIDOR. WHAT WOULD BE THE
18 IMPACTS?

19 WE ALSO LOOK AT EIGHT WHAT ARE CALLED BUILD
20 ALTERNATIVES, EIGHT EXTENSIONS OF THE METRO RED LINE OF THE
21 SUBWAY SYSTEM. ONE THING TO POINT OUT IS WE ARE TALKING
22 ABOUT A SUBWAY SYSTEM. IT'S COMPLETELY UNDERGROUND.

23 THE AREAS IN YELLOW HERE ARE THE ALTERNATIVES
24 OF THE STATION LOCATIONS OF THE VARIOUS ALTERNATIVES.
25 BETWEEN EACH STATION THE CONSTRUCTION IS BASICALLY A TUNNEL

1 CONSTRUCTION. IT OCCURS UNDERGROUND. YOU ARE NOT AWARE OF
2 IT ABOVE-GROUND. GENERALLY, THE ONLY CONSTRUCTION THAT WILL
3 BE VISIBLE IS AT THE STATION LOCATION ITSELF.

4 THE DOCUMENT THAT WE WILL BE VIEWING IS
5 CALLED AN ALTERNATIVE ANALYSIS/DRAFT ENVIRONMENTAL IMPACT
6 STATEMENT/DRAFT ENVIRONMENTAL IMPACT STATEMENT. BASICALLY
7 THE DOCUMENT IDENTIFIES WHAT THE POTENTIAL ENVIRONMENTAL
8 IMPACT WOULD BE OF THE 10 ALTERNATIVES.

9 WHAT WE ARE HERE TO DO IS TO REVIEW AND
10 RECEIVE COMMENT FROM THE COMMUNITY ABOUT THE PROJECT AND THE
11 PROPOSED POTENTIAL IMPACTS. THE DOCUMENT IDENTIFIES THE
12 IMPACTS THAT WE'VE IDENTIFIED, AND WE WANT TO HEAR FROM YOU
13 IF THERE IS SOMETHING WE HAVE MISSED OR HOW YOU FEEL ABOUT
14 THE PROJECT ITSELF.

15 BASICALLY WE HAVE GONE THROUGH A NUMBER OF
16 PHASES. WE STARTED OUT WITH PROJECT SCOPING IN SEPTEMBER OF
17 1991. WE WORKED WITH THE COMMUNITY TO IDENTIFY THE VARIOUS
18 OPTIONS. THOSE ALTERNATIVES WERE SCREENED AND REFINED TO
19 BRING IT UP WITH THE 10 ALTERNATIVES THAT ARE IN THE REPORT
20 NOW. THAT OCCURRED IN APRIL OF 1992. THE ANALYSIS OF THE
21 ALTERNATIVES STARTED AFTER THAT POINT.

22 WHEN WE IDENTIFIED THE TEN ALTERNATIVES, WE
23 STARTED ANALYZING WHAT THE IMPACTS WOULD BE. WE PREPARED
24 THE REPORT THAT HAS BEEN OUT FOR CIRCULATION NOW, AND IT'S
25 OUT FOR A 45-DAY REVIEW PERIOD.

1 WE WILL, AT THE END OF THE 45-DAY REVIEW
2 PERIOD, RESCHEDULE THE COMMISSION. THE MTA BOARD OF
3 DIRECTORS WILL CONSIDER SELECTING WHAT IS CALLED THE LOCALLY
4 PREFERRED ALTERNATIVE; THAT IS, OUT OF THESE 10
5 ALTERNATIVES, THEY WILL SELECT ONE ALTERNATIVE FOR US TO
6 MOVE FORWARD WITH AND DO THE PRELIMINARY ENGINEERING ON IT.

7 BASICALLY THE SCHEDULE -- I THINK WE WILL
8 START HERE. THE LOCALLY PREFERRED ALTERNATIVE WILL BE
9 SELECTED ON JUNE 30TH BY THE COMMISSION FOR THE MTA. THE
10 BOARD OF DIRECTORS WILL BE SELECTING THE LOCALLY PREFERRED
11 ALTERNATIVE. THERE'S A VARIETY OF STEPS THAT FOLLOW,
12 INCLUDING WE MOVE FORWARD AT THAT POINT TO DO PRELIMINARY
13 ENGINEERING AND ANSWER ALL THE QUESTIONS THAT WERE RAISED
14 DURING THIS 45-DAY REVIEW PERIOD. ANY COMMENTS THAT WE
15 RECEIVE IN WRITING OR AT THESE PUBLIC MEETINGS WE WILL
16 ANSWER IN THE FINAL ENVIRONMENTAL IMPACT REPORT WHICH WE
17 EXPECT TO BE AVAILABLE IN APRIL OF 1994.

18 GENERALLY, AGAIN, THE PURPOSE OF THIS MEETING
19 IS TO HEAR FROM YOU. WE WERE AVAILABLE BEFORE THE MEETING.
20 WE WILL BE AVAILABLE AFTER THE MEETING TO ANSWER ANY
21 QUESTIONS YOU HAVE REGARDING ANY OF THE ALTERNATIVES OR THE
22 PROJECTS SCHEDULED. AGAIN, THIS PROJECT IS PART OF WHAT WE
23 CALL THE THIRD SEGMENT OF METRO RED LINE. IT IS SCHEDULED
24 TO BE IN OPERATION BY THE YEAR 2000. ACCORDING TO OUR
25 SCHEDULE NOW, WE WILL INITIATE CONSTRUCTION SOMEWHERE AROUND

1 1996, AND WE WILL BE DOING ENGINEERING BETWEEN NOW AND UNTIL
2 THEN. THANK YOU.

3 JUDGE FLORES: ALL RIGHT. NOW I WOULD LIKE TO
4 ENCOURAGE MEMBERS OF THE PUBLIC TO COME FORWARD TO SPEAK ON
5 THE ISSUE. I HAVE RECEIVED SOME REQUESTS TO SPEAK, AND I AM
6 GOING TO CALL PEOPLE IN THE ORDER THAT I RECEIVED THEM.

7 THE FIRST IS ANTONIO ALLAH.

8 MR. ALLAH: CAN I BE LAST?

9 JUDGE FLORES: YOU WOULD RATHER BE LAST?

10 MR. ALLAH: I WOULD RATHER BE LAST.

11 JUDGE FLORES: MR. ALLAH, GET UP THERE AND SPEAK.
12 SOMEBODY HAS TO SPEAK.

13 MR. ALLAH: THE REASON WHY I WANT TO BE LAST IS
14 BECAUSE OF THE FACT THAT I WANT TO MAKE SURE I HEAR
15 EVERYBODY, WHAT THEY HAVE TO SAY. THEN I WOULD MAKE MY
16 POINTS FROM THERE.

17 BUT ANYWAY, I WAS SPEAKING TO SOMEONE ABOUT
18 THE PARKING. I FORGOT WHERE SHE IS NOW. BUT SHE MENTIONED
19 THAT A LOT OF PARKING SPACES WILL BE LOST ALONG THE STREETS
20 OF BROOKLYN AND FIRST OR WHITTIER OR WHATEVER ALTERNATIVE IS
21 GOING TO BE USED. THE PARKING IS GOING TO BE MESSED UP,
22 WHERE PEOPLE RIGHT NOW ARE ABLE TO PARK THEIR CAR ON THE
23 SIDE OF THE STREET, GET OUT OF THE CAR AND GO TO THE STORE
24 AND COME RIGHT BACK OUT AND GET IN THEIR CAR. AND PEOPLE
25 DON'T WANT TO HAVE TO GO TO A WAY-OFF PARKING LOT TO PARK.

81.A

81.A

- 1 AND I WAS LOOKING THROUGH HERE. LET ME SEE.
2 WHERE WAS IT AT? I'M SORRY. IT SAYS ALTERNATIVE 9B --
3 WHICH IS MY FAVORITE ALTERNATIVE, BY THE WAY -- SAYS IT IS
4 GOING TO TAKE UP -- I HAVE LOST MY PLACE. I'M SORRY. IT'S
5 GOING TO TAKE UP A LOT OF PARKING SPACES. SO I THINK THEY
6 SHOULD CONSIDER PARKING ALONG THE STREETS AS WELL AS PARKING
7 ON THE SIDE.

81.B

8 INCIDENTALLY, ANOTHER THING I AM VERY
9 INTERESTED IN IS THEY'RE GOING TO TAKE A LOT OF HOUSES AS
10 WELL. 20 HOUSING PROJECTS OR MORE WILL BE TAKEN UP IN ORDER
11 TO PLACE THE STATIONS IN THESE LOCATIONS, STATION LOCATIONS.
12 AND WHAT I WOULD LIKE TO -- I SPOKE TO THIS GUY RIGHT HERE
13 NAMED MR. PEREZ FOR THE LOS ANGELES NEIGHBORHOOD HOUSING
14 SERVICES, INCORPORATED, TO BUILD HOUSES EITHER AROUND
15 STATIONS OR ABOVE OR NEAR OR SOMETHING LIKE THAT TO REPLACE
16 THE HOUSING THEY ARE GOING TO TEAR DOWN WHEN THEY PUT THESE
17 STATIONS IN.

18 BECAUSE YOU'RE TALKING ABOUT A LOT OF
19 FAMILIES HERE. AND THAT'S KIND OF COLD, YOU KNOW, PEOPLE
20 WHO DON'T MAKE THAT MUCH, WHO ARE LOW-INCOME FAMILIES, AND
21 THEY HAVE TO MOVE OUT OF THEIR HOUSE, AND THEY HAVE NOWHERE
22 ELSE TO GO. THEY ARE HOMELESS AND HAVE NOTHING ELSE TO DO.
23 SO I THINK YOU SHOULD CONSIDER BUILDING HOUSING ALONG WITH
24 THE PROJECT THAT YOU CREATE.

25 ALSO, AT THE INDIANA AND FIRST STATION, THE

81.C

1 TEMPORARY TERMINUS, I THINK THEY SHOULD EXTEND THAT TO
2 WHITTIER AND ROWAN BECAUSE WHITTIER -- IT NEEDS A RAIL LINE.
3 IF YOU CONSIDER ALTERNATIVE 9B, WHICH IS MY FAVORITE
4 ALTERNATIVE, LET'S EXTEND THAT AND PUT A CROSSOVER TRACK AT
5 WHITTIER AND ROWAN INSTEAD OF INDIANA AND FIRST. AND YOU
6 CAN SERVE WHITTIER BY THE YEAR 2000. 2010, THAT'S TOO LONG.

7 SO WHITTIER AND ROWAN SHOULD BE THE TEMPORARY
8 TERMINUS, AND ATLANTIC AND WHITTIER SHOULD BE, LIKE, THE
9 SECOND TERMINUS. I WOULD LIKE YOU TO CONSIDER THAT. THANK
10 YOU.

11 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

12 NOW I WOULD LIKE TO CALL ADELINE YOONG
13 REPRESENTING COUNCILWOMAN LUCILLE ROYBAL-ALLARD.

14 MS. YOONG: MY NAME IS ADELINE YOONG, AND I AM
15 HERE ON BEHALF OF CONGRESSWOMAN LUCILLE ROYBAL-ALLARD. I AM
16 HERE TO READ THE CONGRESSWOMAN'S STATEMENT OF THE
17 ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT
18 STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE METRO
19 RED LINE EASTSIDE CORRIDOR.

20 THANK YOU FOR THE OPPORTUNITY TO DISCUSS THE
21 METRO RED LINE --

22 JUDGE FLORES: EXCUSE ME. I'VE JUST BEEN ASKED
23 THAT IF YOU ARE GOING TO READ, PLEASE READ SLOWLY BECAUSE IT
24 IS BEING TRANSCRIBED BY THE REPORTER; SO, THEREFORE, WE NEED
25 TO MAKE SURE THAT ALL OF YOUR STATEMENT IS ON THE RECORD.

1 MS. YOONG: I HAVE WRITTEN TESTIMONY TO SUBMIT AS
2 WELL. DO YOU WANT ME TO SUBMIT IT?

3 JUDGE FLORES: WHY DON'T YOU GO AHEAD AND READ
4 THE STATEMENT, BUT READ IT SLOWLY.

5 MS. YOONG: I WILL START FROM THE BEGINNING.

6 THANK YOU FOR THE OPPORTUNITY TO DISCUSS THE
7 METRO RED LINE EASTSIDE CORRIDOR PROJECT. THIS PROJECT IS
8 ONE OF PARTICULAR SIGNIFICANCE TO ME NOT ONLY BECAUSE THE
9 EASTSIDE EXTENSION WAS A PROJECT THAT WAS HARD FOUGHT AND
10 HARD WON BY OUR COMMUNITY, BUT BECAUSE THIS PROJECT WILL
11 PERMANENTLY CHANGE THE LANDSCAPE OF THE EAST LOS ANGELES
12 AREA AS WE NOW KNOW IT TODAY.

13 I AM HERE TO EXPRESS MY PREFERENCE FOR
14 ALTERNATIVE 9B, YARD STATION OPTION O2, BECAUSE IT BEST
15 SERVES ALL THE MAJOR COMMERCIAL BUSINESS IN THE EASTSIDE
16 CORRIDOR. MORE IMPORTANTLY, HOWEVER, I AM HERE TODAY TO
17 ENSURE THAT THE CHANGES THE METRO RED LINE PROJECT WILL
18 BRING ARE ONES THAT WILL BENEFIT OUR COMMUNITY. MY
19 STATEMENT TODAY WILL FOCUS ON THE ADVERSE IMPACTS THAT WILL
20 INEVITABLY ACCOMPANY THE CONSTRUCTION OF THE EASTSIDE
21 EXTENSION AND THE MEASURES THAT MTA SHOULD IMPLEMENT TO
22 MITIGATE THESE FACTORS. SPECIFICALLY, I WILL COMMENT ON 13
23 IMPACT CATEGORIES.

24 1: IN THE AREA OF TRANSIT IMPACT MITIGATION
25 MEASURES, MTA SHOULD TAKE THE FOLLOWING ACTIONS:

82.B

1 A: A BUS/RAIL INTERFACE PLAN NEEDS TO BE -
2 PREPARED FOR THE EASTSIDE EXTENSION. PUBLIC MEETINGS SHOULD
3 BE HELD TO DETERMINE THE BEST ROUTES TO SERVICE THE
4 COMMUNITY.

5 B: BUS SERVICE ALONG THE ARTERIAL IMPACTED
6 BY CONSTRUCTION MUST BE INCREASED, AND THESE BUSINESSES
7 SHOULD BE LINKED TO THE NEAREST COMPLETED, OPERATIONAL RED
8 LINE STATION.

9 C: SHUTTLE BUS SERVICE BETWEEN TEMPORARY
10 REMOTE PARKING LOTS AND THROUGH ADJACENT NEIGHBORHOODS TO
11 BUSINESSES DIRECTLY ON THE RAIL STATION CONSTRUCTION SITES
12 NEED TO BE PROVIDED.

13 2: MITIGATION MEASURES FOR TRAFFIC IMPACTS MUST
14 TAKE INTO ACCOUNT CONSTRUCTION CONSEQUENCES ON BOTH THE FLOW
15 OF AUTOMOTIVE AND PEDESTRIAN TRAFFIC.

16 A: MTA SHOULD MAINTAIN FOUR LANES OF TRAFFIC
17 DURING PEAK HOURS, AND AT LEAST ONE LANE IN EACH DIRECTION
18 MUST BE OPEN TO TRAFFIC AT STATION SITES AT ALL TIMES.

82.C

19 B: TRAFFIC CONTROL OFFICERS HAVE TO BE
20 STATIONED DURING THE MORNING AND EVENING RUSH HOURS AT ALL
21 INTERSECTIONS OPERATING AT LEVEL OF SERVICE "E" OR WORSE.

22 C: DELIVERY OF OUTSIZE CONSTRUCTION
23 MATERIALS MUST NOT OCCUR DURING WEEKDAY RUSH HOURS OR PRIME
24 EVENING OR WEEKEND SHOPPING HOURS.

25 D: NO MATERIAL STORAGE SHOULD BE ALLOWED ON

1 BROOKLYN AVENUE, WHITTIER BOULEVARD, FIRST STREET, ARIZONA
2 STREET, INDIANA STREET OR ATLANTIC BOULEVARD. ALL MATERIAL
3 LAYDOWN AND DELIVERY, VEHICLE STORAGE AND CONCRETE POURING
4 MUST BE CONDUCTED FROM AN OFF-STREET LOCATION ACCEPTABLE TO
5 THE MTA AND ADVISORY COMMITTEE.

6 E: ALL CONTRACTORS SHOULD BE REQUIRED TO
7 LEASE OFF-STREET PARKING IN REMOTE LOTS.

8 F: ALL BUS STOPS IN THE STUDY AREA SHOULD
9 HAVE COVERED SHELTERS TO ENSURE OPTIMUM BUS/RAIL INTERFACE.

82.C

10 G: EACH STATION SHOULD INCORPORATE UNIQUE
11 STATION AREA STREET LIGHTING. STATION AREA LIGHTING PLANS
12 MUST BE PROVIDED TO AREA MERCHANTS AND RESIDENTS FOR REVIEW
13 AND SHOULD REFLECT THE UNIQUE CHARACTER OF THE STATION AREA.

14 H: A PEDESTRIAN PLAN FOR EACH STATION MUST
15 BE DEVELOPED AS PART OF THE PRELIMINARY ENGINEERING.

16 I: ALL SIDEWALKS SHOULD BE 10 FEET WIDE AT
17 ALL TIMES.

18 J: STREET LIGHT SIGNALS MUST BE SYNCHRONIZED
19 AND ADJUSTED AS NEEDED.

20 K: ON-STREET PARKING SHOULD BE MAINTAINED TO
21 AVOID IMPACTS ON MERCHANTS.

82.D

22 3. ALL DISPLACED PARKING MUST BE REPLACED.

23 4. THE MTA AND THE LOCAL PLANNING AGENCY, IN

82.E

24 COOPERATION WITH THE COMMUNITY, ELECTED OFFICIALS AND LOCAL
25 BUSINESSES, MUST DEVELOP STATION AREA MASTER PLANS FOR THE

82.E

1 AREAS ADJACENT TO THE RAIL STATIONS. THESE MASTER PLANS
2 SHOULD BE DEVELOPED ACCORDING TO THE LOCAL COMMUNITY'S
3 DESIRES. THE PLAN SHOULD INCLUDE, BUT NOT BE LIMITED TO,
4 PEDESTRIAN CIRCULATION PLAN, ECONOMIC REVITALIZATION
5 STRATEGY, AND PLANNING AND URBAN DESIGN GUIDELINES
6 COMPATIBLE WITH THE EXISTING CHARACTER OF THE STATION AREA
7 COMMUNITIES. MTA MUST WORK WITH THE NECESSARY AGENCIES AND
8 ELECTED OFFICIALS TO MAKE ANY ZONING REVISIONS DESIRED BY
9 INDIVIDUAL COMMUNITIES.

10 5. WHILE THE ECONOMIC BENEFITS OF THE PROJECT ARE
11 PLENTIFUL, EXTREME CARE MUST BE TAKEN TO ENSURE THAT
12 EXISTING BUSINESSES ALONG AND NEAR THE SELECTED ALIGNMENT
13 ARE MINIMALLY IMPACTED AND SURVIVE TO BENEFIT FROM THE RAIL
14 PROJECT.

82.F

15 A: MTA MUST DEVELOP A BUSINESS PROGRAM TO
16 PROVIDE TECHNICAL ASSISTANCE TO BUSINESSES IN THE
17 SURROUNDING AREA WITH PRIORITY GIVEN TO MERCHANTS DIRECTLY
18 ALONG THE ALIGNMENT. MORE SPECIFICALLY, AGGRESSIVE
19 MARKETING AND PROMOTION CAMPAIGNS; THAT IS, PRINT AND RADIO
20 ADS, FLIERS, ET CETERA, DESIGNED TO MAINTAIN BUSINESS VOLUME
21 DURING PROJECT CONSTRUCTION SHOULD BE DEVELOPED AND
22 IMPLEMENTED. IF NECESSARY, MTA SHOULD SUBSIDIZE IMPACTED
23 MERCHANTS ALONG THE ALIGNMENT.

24 B: ALL STATION SITES MUST HAVE OPPORTUNITIES
25 FOR COMMERCIAL JOINT VENTURES. MTA NEEDS TO WORK WITH LOCAL

82.F

1 DEVELOPERS TO OFFER THE OPPORTUNITY FOR THE JOINT
2 DEVELOPMENTS TO BE COMPLETED ON STATION OPENING.

3 C: IF LOCAL ENTREPRENEURS CANNOT SECURE BANK
4 LOANS TO CONSTRUCT THE NEEDED JOINT DEVELOPMENT, THE MTA
5 SHOULD PROVIDE PROPERLY SECURED LOAN GUARANTEES TO ALLOW
6 JOINT DEVELOPMENT CONSTRUCTION.

7 D: THE MTA SHOULD APPOINT A JOINT
8 DEVELOPMENT CONTACT PERSON FOR THE PROJECT AND/OR STATION
9 SITE. NAMES OF CONTACTS MUST BE DISPLAYED IN A PROMINENT
10 AND PERMANENT LOCATION AT EACH CONSTRUCTION SITE WITH A
11 BILINGUAL, THAT IS, ENGLISH OR SPANISH, EXPLANATION OF THEIR
12 ROLE.

13 E: MTA NEEDS TO PROVIDE BUSINESS RELOCATION
14 ASSISTANCE TO ALL BUSINESSES FRONTING ANY RED LINE
15 CONSTRUCTION SITE PRIOR TO THE START OF CONSTRUCTION. IN
16 ADDITION, BUSINESSES CHOOSING RELOCATION ASSISTANCE SHOULD
17 HAVE THE RIGHT TO RELOCATE TO THE ORIGINAL LOCATION
18 FOLLOWING THE CLOSE OF PHASE I STATION CONSTRUCTION.

19 F: ANY DISPLACED COMMERCIAL ENTERPRISES
20 SHOULD BE OFFERED THE OPPORTUNITY TO RETURN AS PART OF A
21 JOINT DEVELOPMENT.

22 G: MTA SHOULD PAY BUILDING OWNERS WHOSE
23 TENANTS CHOOSE TO RELOCATE THEIR FAIR NET BUILDING PROFIT.
24 FOR THE PERIOD DURING WHICH PHASE I STATION CONSTRUCTION
25 CONTINUES.

82.F

1 H: NO CATERING TRUCKS SHOULD BE ALLOWED
2 WITHIN 500 FEET OF A CONSTRUCTION SITE TO ENSURE FAIR
3 COMPETITION WITH NEIGHBORHOOD EATING ESTABLISHMENTS.

4 6. RESIDENTIAL AND BUSINESS DISPLACEMENTS AND
5 RELOCATIONS ARE NECESSARY OUTCOMES OF THIS WORTHWHILE
6 PROJECT.

82.G

7 A: MTA MUST ENSURE THAT ANY AND ALL
8 BUSINESSES, NONPROFIT GROUPS, FAMILIES OR INDIVIDUALS
9 DISPLACED BY THE CONSTRUCTION WILL RECEIVE FULL, HUMANE AND
10 FAIR RELOCATION TO A STRUCTURE OF A COMPARABLE VALUE AND
11 LOCATION AT NO EXPENSE TO THEMSELVES. A COMMITTEE COMPRISED
12 OF COMMUNITY REPRESENTATIVES, ELECTED OFFICIALS AND MTA
13 STAFF SHOULD BE ESTABLISHED TO DETERMINE THE ADEQUACY OF
14 RELOCATION ASSISTANCE OFFERS. DECISIONS SHOULD BE SUBJECT
15 TO APPEAL BEFORE THE MTA BOARD.

16 B: RENT SUBSIDIES SHOULD BE EXTENDED FOR A
17 PERIOD OF 10 YEARS.

18 C: MTA SHOULD PROVIDE SEED MONEY OF NOT LESS
19 THAN \$5 MILLION TO A NONPROFIT ORGANIZATION TO BUILD
20 REPLACEMENT HOUSING.

82.H

21 7. THE FOLLOWING NEIGHBORHOOD COMMUNITY MITIGATION
22 MEASURES SHOULD BE IMPLEMENTED TO ENSURE THAT PROPERTY
23 VALUES NEAR STATIONS ARE NOT ADVERSELY IMPACTED.

24 A: ALL SINGLE FAMILY RESIDENCES, APARTMENTS
25 OR OTHER RESIDENTIAL STRUCTURES WITHIN ONE-QUARTER MILE OF

1 ANY STATION SHOULD RECEIVE ONE 24-INCH BOX TREE PLANTED
2 BETWEEN THE CURB AND THE SIDEWALK.

82.H

3 B: CURB CUTS FOR WHEELCHAIRS MUST BE
4 PROVIDED AT ALL CORNERS WITHIN A ONE-QUARTER MILE RADIUS OF
5 EACH STATION SITE.

6 C: --

7 THE TRANSLATOR: EXCUSE ME. I CANNOT REALLY HEAR
8 YOU. I'M SORRY. I CANNOT CONTINUE TO INTERPRET BECAUSE I
9 CANNOT REALLY HEAR YOU. I'M INTERPRETING YOU
10 SIMULTANEOUSLY. I'M SORRY TO INTERRUPT. I JUST REALLY
11 CANNOT HEAR YOU.

12 JUDGE FLORES: APPARENTLY THERE WAS SOMETHING WRONG
13 WITH THE MICROPHONE. GO AHEAD. WE CAN HEAR YOU NOW.

14 MS. YOONG: ALL RIGHT.

82.H

15 POINT C: EACH STATION DESIGN SHOULD INCLUDE
16 \$1 MILLION WORTH OF PEDESTRIAN IMPROVEMENTS, THAT IS, WIDER
17 SIDEWALKS, ARTWORK, SPECIAL PAVERS, ET CETERA, WITHIN
18 ONE-QUARTER MILE OF THE STATION.

19 8. VISUAL AND AESTHETICS MITIGATION MEASURES TO
20 MAINTAIN AND IMPROVE EXISTING CHARACTER OF IMPACTED AREA
21 SHOULD INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

82.I

22 A: IF AN ALTERNATIVE IS ADOPTED WHICH
23 INVOLVES SITE F-1 OF THE WHITTIER/ATLANTIC STATION, MTA MUST
24 ENSURE THAT DESIGN OF THE STATION IS CONSISTENT WITH THE
25 GOLDEN GATE THEATRE AND THE SURROUNDING AREA'S EXISTING

1 VISUAL CHARACTER.

82.I

2 B: IF AN ALTERNATIVE IS ADOPTED WHICH
3 INVOLVES THE CONSTRUCTION OF A BRIDGE CROSSING LOS ANGELES
4 RIVER, THE BRIDGE MUST BE DESIGNED TO BE AS AESTHETICALLY
5 COMPATIBLE WITH EXISTING BRIDGES ACROSS THE RIVER AS
6 POSSIBLE.

7 C: ALL TEMPORARY CONSTRUCTION FENCING AND
8 SAFETY BARRIERS SHOULD BE PAINTED BY NEIGHBORHOOD YOUTHS
9 THROUGH AN MTA-FUNDED YOUTH ART PROGRAM.

82.J

10 D: TWO DAILY GRAFFITI ABATEMENT EFFORTS, TO
11 INCLUDE SURROUNDING BLOCKS, SHOULD BE ENACTED.

12 E: ALL EASTERN EXTENSION FACILITIES AND
13 STATION SITES SHOULD BE PART OF THE METRO RAIL ART PROGRAM.
14 THE ART PROGRAM FUNDING SHOULD BE EQUAL TO THAT OF MOS-1.

15 F: THE ART PROGRAM MUST INCLUDE A LOCAL
16 ADVISORY COMMITTEE TO ENSURE LOCAL ARTISTS ARE PROVIDED AN
17 OPPORTUNITY TO PARTICIPATE.

18 9. NOISE AND POLLUTION FROM CONSTRUCTION ACTIVITY
19 SHOULD BE ALLEVIATED THROUGH APPROPRIATE MEASURES INCLUDING,
20 BUT NOT LIMITED TO, THE FOLLOWING:

82.K

21 A: NO CONSTRUCTION WORK ABOVE GROUND WITHIN
22 ONE-QUARTER MILE OF RESIDENTIAL STRUCTURES. HEAVY
23 CONSTRUCTION ABOVE GROUND MUST BE LIMITED FROM 3:00 P.M. TO
24 7:00 P.M. FOR AREAS BY BUSINESS DISTRICTS.

25 B: NOISE MUST NOT EXCEED 75 DBA BETWEEN THE

1 HOURS OF MIDNIGHT AND 6:00 A.M. EVEN DURING SPECIAL
2 EXCEPTION CONSTRUCTION ACTIVITY.

3 C: CONSTRUCTION SITES, SURROUNDING AREAS
4 AND WALKING SURFACES MUST BE CLEANED FOUR TIMES A DAY AND BE
5 FREE OF REFUSE, DIRT AND DEBRIS. IN ADDITION, STREET AND
6 WALKING SURFACES WITHIN ONE BLOCK OF THE SITE MUST BE
7 WATERED DOWN TWICE EACH DAY.

82.K

8 D: MUCK HAUL TRUCKS MUST HAVE FITTED,
9 SECURED TARP OVER THEIR LOADS AND THEIR WHEELS WASHED
10 SUFFICIENTLY TO AVOID TRACKING DIRT AND MUD THROUGH THE
11 COMMUNITY.

12 E: IF AN ALTERNATIVE IS ADOPTED WHICH
13 INVOLVES YARD STATION OPTION O-2, MTA MUST HAVE THE MUCK
14 REMOVED AND TRANSPORTED BY RAIL AT THE METRO RAIL YARD TO
15 REDUCE TRUCK TRAVEL THROUGH COMMUNITIES.

16 F: CONTRACTORS MUST BE NOT BE ALLOWED TO
17 DRILL DROPHOLES AT LOCATIONS OTHER THAN AT STATION SITES.

18 10: MITIGATION PROGRAMS OF SCHOOLS, CHURCHES AND
19 SENIOR CENTERS SHOULD INCLUDE, BUT NEED NOT BE LIMITED TO,
20 THE FOLLOWING:

82.L

21 A: MTA MUST EXTEND ITS TOPS YOUTH EMPLOYMENT
22 PROGRAMS TO ALL HIGH SCHOOLS IN THE STUDY CORRIDOR UNTIL
23 CONSTRUCTION IS COMPLETED DURING FINAL ENGINEERING.

24 B: IN ADDITION TO TOPS, MTA NEEDS TO HIRE
25 100 YOUTHS EACH SUMMER TO PROVIDE COMMUNITY SERVICE WORK

1 DURING CONSTRUCTION INCLUDING MAINTAINING, CONSTRUCTION SITE
2 CLEANLINESS AND PLANTING TREES.

3 C: ALL CHILDREN OF PRIMARY AND SECONDARY
4 SCHOOL AGE RESIDING WITHIN THE STUDY AREA SHOULD BE PROVIDED
5 SPECIAL AFTER SCHOOL TUTORING IN A MATH/SCIENCE PROGRAM
6 DURING THE PHASE I STATION CONSTRUCTION PERIOD.

82.L

7 D: ALL CHILDREN OF SECONDARY SCHOOL AGE MUST
8 BE ELIGIBLE FOR COLLEGE SCHOLARSHIPS LEADING TO ELIGIBILITY
9 TO WORK AT AGENCIES LIKE THE MTA. \$100,000 PER YEAR SHOULD
10 BE ALLOCATED FOR THOSE SCHOLARSHIPS UNTIL CONSTRUCTION IS
11 COMPLETED DURING FINAL ENGINEERING.

12 E: MTA SHOULD PROVIDE FREE SHUTTLE SERVICE
13 FOR SCHOOLS, CHURCHES AND SENIOR CENTERS WITHIN ONE-HALF
14 MILE RADIUS OF ANY CONSTRUCTION SITE.

82.M

15 F: MTA MUST PROVIDE AIR CONDITIONERS AND
16 DOUBLE-PANED WINDOWS FOR SCHOOLS, CHURCHES AND SENIOR
17 CENTERS WITHIN ONE-QUARTER MILE RADIUS OF ANY CONSTRUCTION
18 SITE.

19 11. SAFETY AND SECURITY MEASURES ARE VITAL DURING
20 AND FOLLOWING CONSTRUCTION.

82.N

21 A: FULL-TIME THREE-SHIFT CONSTRUCTION
22 SECURITY SHOULD PATROL SURROUNDING BLOCKS SEVEN DAYS PER
23 WEEK.

24 B: MTA MUST PROVIDE FULL-TIME POLICE OFFICER
25 COVERAGE OF THE SYSTEM ONCE COMPLETED TO A LEVEL EQUAL TO

1 THE SECURITY PROVIDED FOR THE BLUE-LINE IN 1990-1992.

2 C: A POLICE SUBSTATION SHOULD BE LOCATED
3 WITHIN A STATION SITE.

4 D: MTA MUST PROVIDE CROSSING GUARDS AND
5 FENCE OFF ANY CONSTRUCTION AREAS WITHIN A ONE-MILE RADIUS OF
6 ANY SCHOOLS.

7 E: MTA MUST DEVELOP RAIL SAFETY PROGRAMS FOR
8 ELEMENTARY SCHOOL CHILDREN. IN ADDITION, MTA MUST DEVELOP
9 PUBLIC SERVICE ANNOUNCEMENTS AND ADVERTISEMENTS ON RAIL
10 SAFETY TO BE AIRED AND PRINTED IN BOTH ENGLISH AND SPANISH
11 MEDIA CHANNELS.

12 12: ONE OF THE MOST SOUGHT AFTER AND LONG AWAITED
13 BENEFITS THAT THE RED LINE PROJECT WILL GENERATE IS THAT OF
14 JOBS.

15 A: IN ORDER TO ENSURE THAT LOCAL EASTSIDE
16 RESIDENTS HAVE THEIR FAIR SHARE OF JOBS ON THE PROJECT, MTA
17 MUST ESTABLISH A JOB TRAINING PROGRAM. MTA SHOULD WORK
18 WITH TRADE UNIONS TO INITIATE JOB TRAINING PROGRAMS SO THAT
19 AREA RESIDENTS WILL HAVE THE NECESSARY SKILLS FOR EMPLOYMENT
20 ON THE PROJECT.

21 B: MTA SHOULD ADOPT A 30 PERCENT LOCAL
22 EMPLOYMENT GOAL.

23 C: MTA MUST MEET A GOAL OF 5 PERCENT FOR
24 CONTRACTS TO BE AWARDED TO AREA BUSINESSES.

25 13: MITIGATION MEASURES ARE ONLY AS GOOD AS THEIR

82.N

82.O

82.P

1 STRICT ENFORCEMENT. -THEREFORE, MTA MUST DEVELOP APPROPRIATE
2 FINES AND PENALTIES FOR ALL CONTRACTORS FAILING TO MEET ANY
3 OF THEIR RESPONSIBILITIES. A COMMITTEE SHOULD BE CREATED TO
4 MONITOR MITIGATION AND CONSTRUCTION ACTIVITY, REVIEW
5 CONSTRUCTION IMPACTS, PROVIDE MITIGATION RECOMMENDATIONS AND
6 IMPOSE FINES. THE COMMITTEE SHOULD BE COMPRISED OF
7 COMMUNITY REPRESENTATIVES, ELECTED OFFICIALS AND MTA STAFF.
8 BUDGET, STAFF AND FULLY EQUIPPED OFFICE SPACE SHOULD BE
9 SUPPLIED FOR USE BY THE COMMITTEE.

82.Q

10 ULTIMATELY, THE METRO RED LINE EASTSIDE
11 EXTENSION WILL BRING THE TRANSIT-DEPENDENT POPULATIONS IN
12 THE EAST LOS ANGELES AREA A TRANSPORTATION SYSTEM THAT IS
13 TIMELY, AFFORDABLE AND SAFE. OUR JOB NOW IS TO ENSURE THAT
14 THE PROJECT IS BUILT TO BENEFIT THE COMMUNITIES IT WAS
15 DESIGNED TO SERVE.

16 ONCE AGAIN, I THANK YOU FOR THE OPPORTUNITY
17 TO EXPRESS MY CONCERNS OF THE PROJECT'S IMPACTS AND TO
18 SUGGEST MEASURES TO MITIGATE THESE FACTORS.

19 JUDGE FLORES: THANK YOU VERY MUCH. ONE OF THE
20 REASONS I HAD YOU READ THE DOCUMENT WAS BECAUSE I THOUGHT IT
21 WAS IMPORTANT FOR MEMBERS OF THE COMMUNITY TO HEAR FROM
22 THEIR ELECTED OFFICIAL.

23 THE NEXT PERSON WHO WISHES TO SPEAK IS MR.
24 PAT MOSER.

25 MR. MOSER: I WOULD LIKE TO SPEAK LAST.

1 JUDGE FLORES: WE ARE GOING TO ALLOW YOU TO SPEAK
2 LAST.

3 MR. MOSER: I HAVE A REASON.

4 JUDGE FLORES: THE NEXT SPEAKER IS MARGARET
5 MENDOZA. **83**

83.A

6 MS. MENDOZA: THANK YOU. I SIMPLY HAVE ONE
7 QUESTION: WILL THE COMMUNITY BE ADVISED OF THE CRITERIA
8 THAT THE MTA BOARD WILL USE IN ORDER TO MAKE ITS FINAL
9 SELECTION?

10 JUDGE FLORES: ALL RIGHT. IT IS MY UNDERSTANDING
11 THAT QUESTIONS THAT YOU HAVE TONIGHT WILL BE ANSWERED IN
12 WRITTEN FORM AT A LATER DATE. OR IF YOU WISH TO STAY AFTER
13 THE PROCEEDINGS ARE OVER, POSSIBLY A STAFF MEMBER WOULD BE
14 AVAILABLE TO ANSWER THE QUESTION FOR YOU. BUT AT THIS
15 POINT, WHAT WE WOULD ALSO LIKE, BESIDES QUESTIONS, ARE
16 COMMENTS FROM THE FOLKS IN THE AUDIENCE AND COMMUNITY
17 MEMBERS.

18 MS. MENDOZA: THANK YOU VERY MUCH.

19 JUDGE FLORES: THANK YOU. **84**

20 THE NEXT SPEAKER WHO HAS REQUESTED TO SPEAK
21 IS SAL MOTA.

84.A

22 MR. MOTA: HI. I'M JUST HERE TO REQUEST THAT MTA
23 CONSIDER ROUTE 6 ON THE LINE. THAT'S ALL.

24 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

25 THE NEXT SPEAKER IS ESTHER CASTILLO LONG FROM

1 THE EASTSIDE COMMUNITY TRANSIT ORGANIZATION.

2 MS. LONG: THANK YOU VERY MUCH.

3 GOOD EVENING, BOARD MEMBERS AND COMMUNITY
4 MEMBERS AND RESIDENTS AND BUSINESS PEOPLE THAT ARE HERE THIS
5 EVENING. I AM A LOCAL RESIDENT OF THE AREA. I WAS BORN
6 HERE IN BOYLE HEIGHTS; SO I AM QUITE CONCERNED WITH WHAT IS
7 GOING ON IN THE DISTRICT.

8 A GROUP OF MERCHANTS AND LOCAL RESIDENTS OF
9 THE AREA GOT TOGETHER AND STARTED THE EASTSIDE COMMUNITY
10 TRANSPORTATION ORGANIZATION, AND I WAS ELECTED CHAIR. IT'S
11 MADE UP OF VARIOUS MERCHANTS AND RESIDENTS THROUGHOUT THE
12 LOCAL AREA PLUS THE SURROUNDING AREA WHICH THIS PROJECT WILL
13 AFFECT.

14 AS YOU MUST KNOW BY NOW BY CHECKING YOUR
15 RECORDS, WE HAVE SENT VARIOUS LETTERS THROUGHOUT THE PAST
16 YEAR. WE ORGANIZED ABOUT A YEAR AGO, AND IN THOSE LETTERS
17 WE ATTACHED PETITIONS. ALTOGETHER IN THE PAST YEAR, WE HAVE
18 SUBMITTED TO THE TRANSPORTATION COMMITTEE APPROXIMATELY
19 10,000 PETITIONS. OUR GROUP WAS SUGGESTING AND HAD DECIDED
20 THE ALTERNATE ROUTE NO. 6, WHETHER IT BE "A" OR "B," WOULD
21 BE MOST APPROPRIATE TO OUR COMMUNITY AND THE SURROUNDING
22 COMMUNITIES.

23 I JUST WANTED TO MENTION THE FACT THAT IN THE
24 LAST LETTER THAT I SENT THE COMMITTEE, DATED DECEMBER 3RD,
25 ALTERNATIVE ROUTE 6 STARTING AT UNION STATION AND ENDING AT

85.A

85.A

1 ATLANTIC BOULEVARD HAS BEEN CHOSEN BY OUR ORGANIZATION ALONG
2 WITH THE MANY MERCHANTS, RESIDENTS AND CITIZENS AT LARGE AS
3 A ROUTE MOST BENEFICIAL TO OUR COMMUNITY. WE WILL CONTINUE
4 OUR EFFORTS TO TRY AND CONVINCING THE COMMITTEE THAT THE
5 ALTERNATE ROUTE 6 IS THE ONLY ONE THAT IS MOST BENEFICIAL.

6 THE FIRST STREET ROUTE, NO. 6, OFFERS LOCAL
7 RESIDENTS THE ACCESSIBILITY TO THE SERVICES OF CHURCHES,
8 RECREATIONAL CENTERS, DOCTORS, SHOPS AND SUPERMARKETS. THE
9 CENTER OF BOYLE HEIGHTS, FIRST STREET, IS IN SHORT WALKING
10 DISTANCE TO BOTH THE BROOKLYN CORRIDOR ON THE NORTH AND THE
11 FOURTH STREET CORRIDOR ON THE SOUTH.

85.B

12 IF UNION STATION HAS A STARTING SUBSTATION,
13 WHICH WOULD BE A MAINTENANCE CENTER FOR THE METRO LINE AS
14 WELL STARTING AT FIRST AND SANTA FE AVENUE, THIS WOULD BE
15 MORE ADVANTAGEOUS. BECAUSE, ACCORDING TO THE CITY AND
16 PLANNING PROJECTS THAT ARE PLANNED, THERE ARE FOUR MAJOR
17 PROJECTS, INCLUDING THE ARTIST LOFTS, THROUGHOUT THE AREA
18 PLUS OTHER PROJECTS THAT ARE PENDING.

19 FIRST AND ALAMEDA: YOU HAVE TWO OR THREE
20 RESIDENTIAL UNITS THAT ARE PROPOSED.

21 NEARBY FIRST AND ALAMEDA: YOU HAVE PROPOSED
22 HOTELS AND OFFICE BUILDINGS.

23 THE MAIN MAINTENANCE CENTER: COMBINED WITH
24 THE SUBSTATION OF THE SANTA FE PROPERTY WOULD BE FAR MORE
25 BENEFICIAL TO ALL.

85.B

1 DEVELOPMENT OF MUNICIPAL FACILITIES: MANY
2 ARE ALREADY LOCATED IN THAT SUBSTATION AREA WHERE THE
3 MAINTENANCE CENTER FOR METRO RED LINE IS GOING TO BE
4 SITUATED. ALSO, LITTLE TOKYO IS PLANNING THE EXPANSION OF
5 MANY CURRENT PROJECTS. THE AREA IS A CURRENT MAINTENANCE
6 YARD FOR METRO RAIL, WHICH IS A RED LINE REPAIR SHOP WHICH
7 WOULD BE NEXT TO A PLACE OR A SIDE POINT OR A SUBSTATION.

85.C

8 I JUST WANT TO POINT OUT SEVERAL -- OF THE
9 SUBSTATIONS THAT ARE PROPOSED ON ALTERNATIVE ROUTE 6, WE
10 HAVE STUDIED THIS AND DISCUSSED IT AND VISUALIZED IT AND
11 WENT OUT AND WALKED THE AREAS. AND OF THE THREE -- THE
12 WHITTIER CORRIDOR, THE BROOKLYN CORRIDOR AND THE FIRST
13 STREET -- THE FIRST WAS THE MOST SIGNIFICANT AND THE MOST
14 BENEFICIAL WE COULD SEE FOR ALL CONCERNED.

15 ON THE FIRST STREET AND BOYLE STATION THAT IS
16 PROPOSED, OF COURSE, YOU HAVE THE ALISO-PICO HOUSING
17 PROJECT. THE ALISO-PICO MULTIPURPOSE CENTER IS NEAR, PECAN
18 PLAYGROUND, DOLORES MISSION, PICO GARDENS HOUSING PROJECT,
19 ALISO-PICO RECREATION CENTER. THE JAPANESE RETIREMENT HOME
20 IS IN THAT AREA. THE MARIACHI PLAZA IS PLANNED ON FIRST AND
21 BOYLE. THE INTERNATIONAL INSTITUTE, OF COURSE, IS ON BOYLE
22 NEARBY; THE WHITE MEMORIAL HOSPITAL AND CENTER, WHICH IS ONE
23 BLOCK FROM FIRST STREET. YOU HAVE NUMEROUS SMALL BUSINESSES
24 ALONG THE FIRST STREET CORRIDOR. AND YOU HAVE NEARBY ON
25 SECOND STREET, DOWN THE SECOND STREET SCHOOL, THE HOLLENBECK

1 PARK RIGHT OPPOSITE FOURTH AND CUMMINGS.
2 AND GOING ON TO YOUR OTHER PROPOSED STATION
3 ON SOTO, YOU HAVE A JAPANESE TENRIKYO CHURCH, ST. MARY'S
4 CATHOLIC SCHOOL, BREED STREET SCHOOL, CALVARY BAPTIST,
5 HOLLENBECK POLICE DEPARTMENT, BENJAMIN FRANKLIN LIBRARY,
6 ROOSEVELT HIGH, HOLLENBECK JUNIOR HIGH, CASA LAS HERMANITAS,
7 BOYLE HEIGHTS SENIOR CITIZEN CENTER, EVERGREEN RECREATION
8 CENTER AND THE SHOPPING MALL AT FIRST AND MOTT, WHICH IS A
9 LARGE MINI-MALL. IT'S CONSIDERED A MALL, SHOPPING AREA.
10 THESE ARE LOCATIONS THAT ARE VERY PROMINENT AND HIGHLY USED
11 BY THE LOCAL RESIDENTS AND EVEN BY RESIDENTS OF NEARBY
12 COMMUNITIES.

85.C

13 ALSO, THE LORENA STATION, YOU HAVE THE
14 EVERGREEN CEMETERY, EL MERCADO SHOPPING COMPLEX WHICH HOUSES
15 A LOT OF MERCHANTS WHICH PEOPLE UTILIZE THERE FROM ALL OVER
16 SOUTHERN CALIFORNIA; IT'S WELL-KNOWN. YOU HAVE THE EAST LOS
17 ANGELES CONVALESCENT HOSPITAL AND THE REVITALIZATION
18 PROJECT, WHICH IS A SHOPPING CENTER, ON FIRST AND INDIANA.

19 SO YOU CAN SEE THAT THERE ARE NUMEROUS AND
20 VARIED SHOPS, CHURCHES AND SERVICES THAT WOULD BE EASILY
21 ACCESSIBLE TO ALL RESIDENTS, MERCHANTS AND THE LOS ANGELES
22 COMMUNITY AT LARGE WITH THE SELECTION OF ALTERNATIVE ROUTE
23 NO. 6.

24 SO WE URGE YOU TO SERIOUSLY CONSIDER THIS
25 ROUTE. WE HAVE DONE A LOT OF WORK. LIKE I SAY, WE HAVE

1 TURNED OVER ALMOST 10,000 PETITIONS TO YOUR COMMITTEE FOR
2 THIS CONSIDERATION. SO I HOPE THAT YOU WILL LISTEN TO THE
3 VOICES OF YOUR COMMUNITY. AND I THANK YOU FOR YOUR TIME AND
4 EFFORT.

5 JUDGE FLORES: WE HAVE ONE MORE SPEAKER BEFORE YOU,
6 MR. MOSER.

7 MR. MOSER: OH, YOU DO?

8 JUDGE FLORES: THE SPEAKER IS JEFF FARBER FROM THE
9 LOS ANGELES FAMILY HOUSING CORPORATION.

10 MR. FARBER: MY NAME IS JEFF FARBER, AND I'M HERE
11 TO TALK ABOUT HOUSING IN THE BOYLE HEIGHTS AND EAST L.A.
12 COMMUNITY.

13 OUR AGENCY, L.A. FAMILY HOUSING CORPORATION,
14 PROVIDES HOUSING AND SUPPORT SERVICES THROUGHOUT LOS
15 ANGELES. IN THE BOYLE HEIGHTS COMMUNITY, WE PROVIDE HOUSING
16 THROUGH OUR INTERNAL HOUSE FAMILY SHELTER AND OUR
17 TRANSITIONAL HOUSING PROGRAM FOR APPROXIMATELY 140 FAMILIES
18 PER YEAR. THE MAJORITY OF THOSE FAMILIES ARE RESIDENTS OF
19 THIS COMMUNITY WHO WOULD BECOME HOMELESS THROUGH A VARIETY
20 OF REASONS, INCLUDING DESTRUCTION OF HOUSES.

21 I HAVE A CONCERN THAT AS WE DEVELOP THE
22 EASTSIDE CORRIDOR TRANSPORTATION PLAN, WE LOOK AT THE
23 EFFECTS OF HOUSING, THE EFFECTS OF TEARING DOWN HOUSING AND
24 THE EFFECTS OF NOT BUILDING ENOUGH HOUSING TO SATISFY THE
25 NEED.

86.A

86.A

1 THE L.A. HOUSING DEPARTMENT RECENTLY CAME OUT
2 WITH A STUDY THAT STATES THAT 40 PERCENT OF THE RENTERS IN
3 BOYLE HEIGHTS PAY OVER 40 PERCENT OF THEIR INCOME IN RENT.
4 BOYLE HEIGHTS IS THE SECOND HIGHEST AREA IN LOS ANGELES OF
5 OVERCROWDED RENTERS, WITH 15 PERCENT BEING MODERATELY
6 OVERCROWDED AND AN ADDITIONAL 43 PERCENT BEING SEVERELY
7 OVERCROWDED.

8 33 PERCENT OF OWNERS ARE IN OVERCROWDED
9 CONDITIONS; 11 PERCENT OF THOSE MODERATELY; AND 22 PERCENT
10 SEVERELY. AND 19 PERCENT OF ALL OWNERS IN THIS AREA ARE
11 INVOLVED IN WHAT IS CONSIDERED AN EXCESSIVE PAYMENT BURDEN.

12 I URGE YOU STRONGLY, AS YOU DEVELOP THE
13 TRANSPORTATION PLAN, TO LOOK AT THE NEED TO DEVELOP HOUSING,
14 NOT TEAR DOWN HOUSING, IN ORDER TO BUILD TRANSPORTATION.

15 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

16 WE ARE GOING TO TAKE A SHORT RECESS IN THE
17 PROCEEDINGS AT THIS TIME, AND WE WILL RESUME IN
18 APPROXIMATELY 15 MINUTES.

19 (A BRIEF RECESS WAS TAKEN.)

20 JUDGE FLORES: ALL RIGHT. LADIES AND GENTLEMEN, I
21 AM GOING TO GO BACK ON THE RECORD. MAY I HAVE YOUR
22 ATTENTION, PLEASE.

23 LADIES AND GENTLEMEN, I AM GOING TO GO BACK
24 ON THE RECORD IN THIS HEARING, AND THE FIRST SPEAKER I WOULD
25 LIKE TO CALL IS MR. PAT MOSER.

1 MR. MOSER: MY NAME IS PAT MOSER. I AM AN ELECTED
2 MEMBER OF THE CENTRAL COMMITTEE; HOWEVER, I AM NOT SPEAKING
3 FOR THE DEMOCRATIC PARTY. I AM SPEAKING FOR THE SOUTHERN
4 CALIFORNIA TRANSIT ADVOCATES. WE WISH TO MAKE SEVERAL
5 POINTS.

87.A

6 NUMBER ONE: WHITTIER BOULEVARD IS THE MOST
7 DESIRABLE OF ALL THE ALTERNATIVES. THREE DECADES AGO IT HAD
8 A HEAVILY USED RAIL LINE. TODAY THERE IS A VERY FREQUENT
9 BUS SERVICE ON MTA, LINE 18. OF THE THREE PROPOSED RED LINE
10 ROUTES, WHITTIER BOULEVARD HAS MORE PASSENGER LOADINGS THAN
11 THE LINES OF BROOKLYN AVENUE, 68, AND FIRST STREET, 30/31.

87.B

12 NUMBER TWO: THE RED LINE, WHATEVER THE
13 ROUTE, SHOULD BE ON A MOUNTED ELEVATED STRUCTURE. IN THE
14 CASE OF WHITTIER BOULEVARD, IT COULD GO DOWN AN ALLEY 1-1/2
15 BLOCKS OF WHITTIER BOULEVARD AND ALSO USE THE AIR SPACE OVER
16 PARKING LOTS. A MOUNTED ELEVATED STRUCTURE WHICH
17 MIAMI/METRO DADE, BART, BAY AREA TRANSIT DISTRICT, AND
18 WASHINGTON METRO USES FOR THEIR SYSTEMS WOULD ACTUALLY
19 ENHANCE PROPERTY VALUES. THE ELEVATED STRUCTURE COULD BE
20 BUILT OFF-SITE AND THEN PUT TOGETHER ON-SITE LIKE AN ERECTOR
21 SET; THEREFORE THE ACTUAL CONSTRUCTION TIME ON-SITE WOULD
22 ONLY BE A FEW WEEKS, AS OPPOSED TO YEARS FOR SUBWAY
23 CONSTRUCTION.

24 ELEVATED CONSTRUCTION WOULD BE ONLY A
25 FRACTION OF THE COST OF SUBWAY CONSTRUCTION, WOULD ALSO

1- ALLOW FOR MORE RED LINE RAPID TRANSIT STATIONS. IF MTA GOES
2 AGAINST THE DESIRES OF MOST RESIDENTS OF THE EAST SIDE FOR
3 ELEVATED CONSTRUCTION, THEN THE ADDED COST OF SUBWAY
4 CONSTRUCTION MIGHT DELAY THIS IMPORTANT PROJECT FOR DECADES
5 BEYOND THE PROPOSED REVENUE SERVICE IN 2001. IT IS NOT AT
6 ALL ASSURED THAT CONGRESS WILL FUND ITS SHARE OF THE
7 PROJECTS, ESPECIALLY IF THE U.S. REMAINS IN A REPUBLICAN
8 DEPRESSION LIKE IT IS NOW.

87.B

9 THERE IS ALSO DOUBT THAT CALTRANS, SINCE
10 CALIFORNIA IS ALSO IN A REPUBLICAN DEPRESSION, WILL MAINTAIN
11 STATE FUNDING. AND AS FOR MTA, L.A. CITY AND POSSIBLY L.A.
12 COUNTY AND COMMERCE, THOSE FUNDS COME FROM THE SALES TAX
13 WHICH IS STEADILY SHRINKING, AGAIN FROM OUR REPUBLICAN
14 DEPRESSION.

15 L.A. COUNTY HAS BEEN HARD HIT BY THIS
16 DEPRESSION, AND WE HAVE NOT SEEN THE BOTTOM YET, AND, AS A
17 RESULT, ALL TRANSIT PROJECTS ARE IN DANGER. IN FACT, THE
18 PASADENA BLUE LINE IS NOW IN FINANCIAL TROUBLE, AND MTA AT
19 THIS VERY MOMENT IS NOW TALKING ABOUT CONSTRUCTION CUTBACKS.
20 EITHER THEY PLAN TO DELAY THE ENTIRE PROJECT FOR TWO YEARS
21 OR THEY WOULD ONLY GO FROM UNION STATION TO DEL MAR
22 BOULEVARD IN DOWNTOWN PASADENA INSTEAD OF GOING ALL THE WAY
23 TO KINNELOA AVENUE IN EAST PASADENA.

24 I RECOMMEND, THEREFORE, THAT THE MOST
25 EFFICIENT AND THAT THE MOST INEXPENSIVE AND THAT THE MOST

87.B

1 OBVIOUS METHOD OF CONSTRUCTION NOT BE A COSTLY SUBWAY, WHICH
2 WILL STILL MEAN LESS STATIONS, BUT MOUNTED AND ELEVATED.
3 AND, AGAIN, WE RECOMMEND WHITTIER BOULEVARD AS THE DESIRED
4 ALTERNATIVE. THANK YOU FOR YOUR TIME.

5 JUDGE FLORES: THANK YOU, SIR.

6 THE NEXT SPEAKER IS VLADIMIR CERNA OF THE
7 EAST L.A. POPULAR EDUCATION CENTER. **88**

88.A

8 MR. CERNA: THANK YOU FOR GIVING ME THIS CHANCE OF
9 ADDRESSING YOU. I THINK THAT MOST OF THE ALTERNATIVES THAT
10 WE HAVE IN THE MAPS BACK THERE ARE GREAT, BUT I THINK THAT
11 ONE NEED THAT NEEDS TO BE ADDRESSED IS THAT SOME
12 ALTERNATIVES COVER, YOU KNOW, A NORTHERN PART OF THE MAP,
13 AND THEN THEY LEAVE THE SOUTHERN PART OF THE MAP WITHOUT
14 BEING COVERED.

15 SO I THINK THAT THE OPTION THAT WILL BE MOST
16 ADEQUATE WILL BE ONE THAT WILL COVER THE NORTHERN PART AND
17 EVEN THE SOUTHERN PART OF THE MAP. AND ALTERNATIVE 10,
18 WHICH GOES FROM THE NORTHERN PART, GOES FROM BROOKLYN AND
19 DOWN TO WHITTIER, AND THEN IT GOES DOWN TO THE EAST L.A.
20 COLLEGE -- ONE OBSERVATION WAS THAT IF IT WAS POSSIBLE TO
21 UNITE BROOKLYN AND WHITTIER, THAT WOULD BE THE MOST ADEQUATE
22 ROUTE.

88.B

23 MY SECOND POINT WAS: WHAT KIND OF
24 PREVENTIONS OR SAFETY EDUCATION WILL THE MTA PROVIDE FOR THE
25 KIND OF ACCIDENTS THAT HAVE BEEN GOING ON IN THE LONG BEACH

1 SUBWAY, THE RAILROAD SYSTEM THEY HAVE DOWN THERE? EVEN
2 THOUGH THIS WILL BE ENTIRELY UNDERGROUND BUILDING,
3 NONETHELESS, WE MIGHT FOR SURE BE EXPECTING ACCIDENTS,
4 SPECIALLY KNOWING THE LACK OF CHILD CARE THAT THIS AREA
5 HAS.

88.B

6 SO EVEN THOUGH THEY ARE GOING TO BE
7 UNDERGROUND, THE RAILS WILL BE UNDERGROUND, I WAS WONDERING
8 WHAT KIND OF PREVENTIONS OR SAFETY WAYS THE MTA WILL TRY TO
9 IMPOSE TO PREVENT THOSE KINDS OF ACCIDENTS HAPPENING IN THIS
10 AREA WITH THE KIDS OUT IN THE STREETS, WHERE THEY HAVE NO
11 PLACE TO GO WHEN THEIR PARENTS ARE WORKING. THANKS.

12 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

13 ARE THERE ANY OTHER MEMBERS OF THE COMMUNITY
14 WHO HAVE NOT PREVIOUSLY SPOKEN WHO WISH TO ADDRESS THE
15 HEARING AT THIS TIME?

16 (NO AUDIBLE RESPONSE.)

17 JUDGE FLORES: ALL RIGHT. WE WILL TAKE A SHORT
18 RECESS.

19 MR. PEREZ: ACTUALLY, I PUT IN MY NAME.

20 JUDGE FLORES: ALL RIGHT. WHY DON'T YOU STEP
21 FORWARD AND IDENTIFY YOURSELF FOR THE RECORD.

22 MR. PEREZ: OKAY. MY NAME IS ALFREDO PEREZ. I
23 WORK FOR A NONPROFIT HOUSING REHAB CORPORATION NEAR BOYLE
24 HEIGHTS.

89.A | 25 AFTER LOOKING OVER ALL THE ALTERNATIVES, I

89.A

1 THINK THAT THE BEST ONE WOULD BE 9 BECAUSE IT PRETTY MUCH IS
2 JUST LIKE 6, BUT IT DOESN'T OVERLAP. 6, WHAT IT DOES IS --
3 FIRST STREET IS GOING TO HAVE AN ELECTRIC TROLLEY ON FIRST
4 STREET. ALTERNATIVE 6 WILL HAVE AN ELECTRIC TROLLEY ON
5 FIRST STREET. SO THAT IS THE REASON WHY I THINK IT'S BEST.
6 9 GOES RIGHT UP ABOVE IT ON BROOKLYN AND INCORPORATES THE
7 SANTA FE STOP, WHEREAS 10 ELIMINATES THE SANTA FE STOP
8 ALTOGETHER. SO THAT'S WHY I THINK 9 WOULD BE THE BEST ONE.

9 ALSO, OUR TARGET AREA FOR OUR NONPROFIT
10 ORGANIZATION IS RIGHT UP ABOVE BROOKLYN, AND I THINK THAT'S
11 ONE OF THE -- BESIDES THE PROJECTS BEING LOCAL, IT'S ONE OF
12 THE MOST FINANCIALLY DEPRESSED AREAS IN BOYLE HEIGHTS. SO I
13 WOULD LIKE TO TAKE THE SUBWAY LINE THAT IS CLOSEST TO THEM
14 AS POSSIBLE BECAUSE THE INDIVIDUALS THERE, PER DWELLING
15 UNIT, ARE HIGHER ON AVERAGE THAN PEOPLE BELOW BROOKLYN.

89.B

16 ALSO, I WOULD LIKE TO EVENTUALLY SEE THE LINE
17 EXTEND BEYOND WHITTIER AND ATLANTIC. THE STOPPING POINT IS
18 RIGHT PRETTY MUCH THE SAME SPOT ON YOUR MAP OF WHITTIER AND
19 ATLANTIC. IT WOULD BE NICE TO SEE IT EXTEND FURTHER TOWARDS
20 THE PICO RIVERA AREA AND EVENTUALLY DOWN ALSO MAYBE INTO THE
21 ORANGE COUNTY AREA. AND THAT WOULD INCREASE THE TAX BASE IN
22 EAST L.A. PEOPLE WOULD BE ABLE TO COME IN FROM OTHER AREAS,
23 SPEND THEIR MONEY AND BE ABLE TO EXPERIENCE EAST L.A. AND
24 MORE OF WHAT L.A. IS ALL ABOUT.

25 ALSO, I WAS THINKING ABOUT THE -- YEAH. IT

89.C

1 WOULD BE NICE IF YOU OFFERED GRANTS OR LOW INTEREST LOANS TO
2 PEOPLE THAT ARE ESTABLISHING MIXED USE ALONG THE SUBWAY AREA
3 OR PEOPLE THAT WANT TO REHAB EXISTING MIXED USE AREAS.
4 BECAUSE CURRENTLY BANKS DO NOT LIKE TO LEND OUT FOR MIXED
5 USE. IT'S LIKE A BAD WORD TO BANKS. BECAUSE HAVING A
6 COMMERCIAL USE AND A RESIDENTIAL USE ON THE SAME LINE IS OF
7 HIGH RISK FOR A CONVENTIONAL BANK TO CARRY A LOAN.

8 SO I PROPOSE THAT THE CITY SUBSIDIZE SMALL
9 BUSINESSES TO MAINTAIN REHAB AND ESTABLISH MIXED USE IN THE
10 IMPROVED AREAS, IN THE PROPOSED IMPROVED AREAS.

89.D

11 ALSO, FOR EXISTING BUSINESSES, THERE ARE A
12 LOT OF BUSINESSES THAT ARE GOING TO GO THROUGH HARDSHIP
13 BECAUSE OF NOT HAVING PEOPLE PATRONIZING, BASICALLY SPENDING
14 MONEY AT THEIR BUSINESSES. I KNOW WORKING IN THE MID-
15 WILSHIRE DISTRICT CURRENTLY, THEIR LINE, THE CONSTRUCTION
16 HAS ELIMINATED SOME BUSINESSES COMPLETELY. TALKING TO SOME
17 OF THE BUSINESS OWNERS THERE, THEY HAVE TOLD ME THAT THEY
18 ARE ALMOST ABOUT TO GO UNDER BECAUSE OF CONSTRUCTION AT
19 THEIR SITES.

20 SO WHAT I PROPOSE IS, BEFOREHAND, TO EDUCATE
21 THE BUSINESS OWNERS AS TO WHAT THEY CAN DO, WHAT MAYBE THE
22 CITY CAN OFFER THEM IN TERMS OF GRANTS SO THEY CAN STAY UP
23 ABOVE WATER UNTIL CONSTRUCTION IS COMPLETE, AND, OF COURSE,
24 YOU KNOW, TAKING INTO ACCOUNT AN OVERALL CURVE LINE AS TO
25 HOW THEIR BUSINESS HAS BEEN DOING IN THE PAST.

89.E

1 ALSO, TO GIVE LOCAL COMMUNITIES THE FIRST
2 OFFER TO JOBS ONCE CONSTRUCTION IS COMPLETE. SO INSTEAD OF
3 LETTING OTHER OUTSIDE BUSINESSES COME IN AND TAKE ALL THE
4 JOBS AND ALL THE BUSINESS OPPORTUNITIES FIRST, LET PEOPLE
5 WITHIN EAST L.A. HAVE FIRST CHOICE.

89.F

6 NO. 3: ESTABLISH SOME TYPE OF EDUCATIONAL
7 PROGRAM TO EDUCATE THE COMMUNITY AS TO HOW IT CAN USE THE
8 SUBWAY LINE MORE EFFECTIVELY; TO ESTABLISH SOME TYPE OF TOUR
9 THAT WOULD BE CONTINUOUS FOR PEOPLE FROM EAST L.A., CAL
10 STATE L.A., ALL ELEMENTARY SCHOOLS, TO COME DOWN TO SEE WHAT
11 IS BEING BUILT AND HOW THEY CAN USE IT TO THEIR ULTIMATE
12 BENEFIT.

89.G

13 ALSO, TAKE INTO ACCOUNT THE URBAN FORM. ITS
14 REAL IMPORTANT, ESPECIALLY IN EAST L.A., HOW ARCHITECTURE
15 AND HOW RESIDENTIAL BUILDINGS ARE LAID OUT, AND BUSINESSES
16 FOR THAT MATTER. BECAUSE IT'S DIFFERENT FROM ANY OTHER
17 CULTURE. PEOPLE OF LATIN DESCENT LIKE TO HANG OUT IN THEIR
18 FRONT FENCE, FRONT PORCH, TALK TO THEIR NEIGHBORS. AND IT'S
19 VERY UNIQUE TO HAVE THAT. THAT'S VERY UNIQUE TO EAST L.A.,
20 VERY DIFFERENT FROM SOUTH CENTRAL, VERY DIFFERENT FROM THE
21 WEST SIDE AND ANY OTHER COMMUNITY.

22 IT'S JUST CULTURALLY NORMAL FOR PEOPLE TO
23 ASSOCIATE ON THEIR FRONT PORCH. SO I WOULD SAY TO
24 INCORPORATE AN ARCHITECTURE FORM THAT WOULD INCLUDE THEIR
25 CULTURAL PATTERNS. OUR CULTURAL PATTERNS; EXCUSE ME.

89.H

1 NO. 4: MAINTAIN CLEAN SITES. REAL
2 IMPORTANT. MID-WILSHIRE HAS HAD A MAJOR PROBLEM WITH CARS
3 KICKING UP DEBRIS EVERYWHERE. I HAD MY WINDSHIELD SLIGHTLY
4 CRACKED BY A TRUCK KICKING UP PEBBLES. IT'S NOT A GOOD
5 FEELING NOW THAT THE CITY -- IT'S GOING TO BE AN EXTRA
6 EXPENSE TO THE CITY IN TERMS OF LIABILITY; A LOT OF
7 PAPERWORK. I DIDN'T PURSUE IT BECAUSE IT WAS JUST, LIKE,
8 \$100 OF WORK. SO MAINTAIN A CLEAN SITE TO ELIMINATE ANY
9 POTENTIAL PROBLEMS THAT CAN OCCUR.

89.I

10 AND I THINK IT'S IMPORTANT TO ALSO REALLY
11 STRATEGICALLY PLACE THE SHUTTLES BETWEEN THE FREEWAYS AND
12 BETWEEN THE RESIDENTIAL AREAS AND THE PROPOSED LINE, SUBWAY
13 LINE, SO THAT PEOPLE CAN EASILY ACCESS THE LINE AT ALL
14 TIMES.

89.J

15 ALSO -- OKAY. THE LAST ONE WOULD BE TO GIVE
16 EAST L.A. ITS FAIR SHARE TO WHAT -- EVERY OTHER AREA THAT
17 HAS BEEN ABLE TO REPRESENT ITSELF VERY WELL. I THINK EAST
18 L.A. HAS NOT BEEN REPRESENTED LIKE IT SHOULD BE. FOR THE
19 MOST PART, PEOPLE AREN'T INVOLVED, AND THAT'S SAD. I AM
20 REALLY HAPPY TO SEE PEOPLE OUT HERE RIGHT NOW VOICING THEIR
21 OPINIONS. BUT WE NEED MORE OF THIS. WE NEED THE CITY
22 GOVERNMENT, THE FEDERAL GOVERNMENT AND STATE GOVERNMENT TO
23 GIVE MORE TO EAST L.A. AND TO HELP THEM REALIZE THEIR
24 POTENTIAL, HELP THEM REALIZE THAT THEY CAN SPEAK UP FOR
25 THEMSELVES AND TO GIVE THEM MORE OF THEIR FAIR SHARE.

89.J

1 I MEAN, ONE SUBWAY LINE IN THIS AREA IS A
2 GOOD START. BUT I THINK TO INCORPORATE OTHER THINGS,
3 HOPEFULLY SOME TYPE OF LIGHT RAIL LINE, ESPECIALLY ALLOW
4 SHUTTLES, A LOT OF, HOPEFULLY, LOWER INCOME HOUSING AND
5 MIXED USE WILL IMPROVE EAST L.A. AND WILL BRING IT BACK TO
6 ITS PREVIOUS FIRST-SUBURB-OF-L.A. FORM. THANK YOU VERY
7 MUCH.

8 JUDGE FLORES: THANK YOU, SIR.

9 NOW, IN ADDITION TO YOUR RIGHT TO SPEAK AT
10 THIS HEARING, ALL OF YOU ALSO HAVE A RIGHT TO MAKE WRITTEN
11 COMMENT TO THE METROPOLITAN TRANSIT AUTHORITY. THE LAST
12 DATE TO MAKE WRITTEN COMMENT IS JUNE 23, 1993. I THINK THAT
13 THE STAFF WILL PROVIDE YOU WITH ENVELOPES TO SEND THESE
14 WRITTEN COMMENTS.

15 IS THERE ANYONE ELSE WHO WISHES TO SPEAK AT
16 THIS TIME? ALL RIGHT, SIR.

90

90.A

17 MR. SILVA: MY NAME IS JOHN SILVA. AND I HAVE A
18 BUSINESS IN LINCOLN HEIGHTS. I'VE LIVED HERE IN L.A. SINCE
19 THE '50'S WHEN I CAME BACK FROM KOREA, AND I LIVED IN EAST
20 L.A. AND THE ROUTE I AM FOR IS 6. I AM WITH THE EASTSIDE
21 TRANSPORTATION ORGANIZATION. THE OLD LINE WE USED TO HAVE
22 HERE WAS LINE "P," AND PEOPLE HAD MORE ACCESS TO IT. IT WAS
23 MORE OR LESS CENTERED, AND THE OTHER WAS TO THE SIDES. WE
24 ARE TALKING ABOUT THE PEOPLE THAT ARE GOING TO UTILIZE IT TO
25 GO BACK AND FORTH TO DOWNTOWN OR WHATEVER, AND WE ARE TRYING

90.A

1 TO SERVICE THE PEOPLE.

2 EVERYBODY IS TALKING ABOUT BRINGING THIS FROM
3 HERE AND THIS FROM THERE, BUT IT'S THE PEOPLE HERE THAT ARE
4 GOING TO USE IT TO TRAVEL BACK AND FORTH TO WHEREVER THEY
5 WANT, AND THE ONE THAT HAS BETTER ACCESS IS NO. 6. THE OLD
6 "P" LINE, WHEN I LIVED IN EAST L.A. BACK IN THE '50'S ALL
7 THAT TIME, THAT'S THE ONE I USED TO RIDE BACK AND FORTH
8 DOWNTOWN. SO THAT'S WHAT PEOPLE WANT, IS SOMETHING THEY CAN
9 UTILIZE AND USE. NOT SOMETHING THAT'S GOING OUT TO THIS
10 SIDE OR THAT SIDE, BUT SOMETHING MORE CENTERED SO WE CAN
11 HAVE MORE ACCESS TO IT. THANK YOU.

12 JUDGE FLORES: ALL RIGHT. THANK YOU VERY MUCH,
13 SIR.

14 ALL RIGHT. ANYONE ELSE? IF THERE IS NO ONE
15 ELSE WHO WISHES TO SPEAK AT THIS TIME, WE WILL RECESS AGAIN
16 AND RECONVENE AT A LATER TIME.

17 (A BRIEF RECESS WAS TAKEN.)

18 JUDGE FLORES: WE ARE BACK ON THE RECORD IN THIS
19 HEARING.

20 THERE ARE NO OTHER MEMBERS OF THE COMMUNITY
21 WHO WISH TO SPEAK ON THE ISSUE. THEREFORE, THIS HEARING IS
22 ADJOURNED.

23 (AT 8:00 P.M. THE HEARING WAS ADJOURNED.)
24
25

Responses to: **Antonio Allah.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

81.A MTA intends to maintain adequate parking within walking distances of businesses near the stations during construction. Please see Section 3-3 for a discussion of parking impacts and mitigation measures.

81.B MTA will encourage the development of housing as part of joint developments at station areas. In addition, MTA will develop overall station area concepts as part of the Community Transportation Linkages program which will help MTA and other agencies identify appropriate locations for housing near stations.

The MTA will follow all existing federal, state, and local relocation policies and laws, assisting in the relocation of all displaced tenants, homeowners, businesses, and non-profit organizations. Please see Section 4-3 of this FEIS/FEIR for a discussion of relocation impacts and mitigation.

81.C Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Temporary termini of the project could be at First/Boyle or First/Lorena. The LPA does not include a station at Indiana/First. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Adeline Yoong, Representing Congresswoman Lucille Roybal-Allard.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

82.A Please see response to comment 10.A.

82.B Please see response to comment 10.B.

82.C Please see response to comment 10.C.

82.D Please see response to comment 10.D.

82.E Please see response to comment 10.E.

82.F Please see response to comment 10.F.

82.G Please see response to comment 10.G.

82.H Please see response to comment 10.H.

82.I Please see responses to comments 10.I and 10.J.

82.J Please see response to comment 10.K.

82.K Please see response to comment 10.L.

82.L Please see response to comment 10.M.

82.M Please see response to comment 10.N.

82.N Please see response to comment 10.O.

82.O Please see response to comment 10.P.

82.P Please see response to comment 10.Q.

82.Q Please see response to comment 10.R.

Responses to: **Margaret Mendoza.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

83.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

Responses to: **Sal Mota.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

84.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

Responses to: **Ester Castillo Long, Eastside Community Transit Organization.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

85.A MTA appreciates the involvement of the Eastside Community Transportation Organization and the residents of Boyle Heights and East Los Angeles who signed the petitions. Based on the AA/DEIS/DEIR and all of the community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the selection of the LPA.

85.B A Red Line station currently exists and is operating at Union Station. The LPA includes a Little Tokyo station at the intersection of Santa Fe and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

85.C Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes stations at First/Boyle and First/Lorena. Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

Responses to: **Jeff Farber, Los Angeles Family Housing Corporation.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

86.A MTA will encourage the development of housing as part of joint developments at station areas. In addition, MTA will develop overall station area concepts as part of the Community Transportation Linkages Program which will help MTA and other agencies identify appropriate locations for housing near stations.

The MTA will follow all existing federal, state, and local relocation policies and laws, assisting in the relocation of all displaced tenants, homeowners, businesses, and non-profit organizations. Please see Section 4-3 of this FEIS/FEIR for a discussion of relocation impacts and mitigation.

Responses to: **Pat Moser, Speaking for Southern California Transit Advocates.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

87.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes three stations on Whittier Boulevard. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

87.B Preliminary planning for the Eastside Corridor included evaluation of above ground options. However, community input resulted in the elimination of above ground alternatives.

Responses to: **Vladimir Cerna, East L.A. Popular Education Center.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

88.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a station on Brooklyn Avenue and three on Whittier Boulevard. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

88.B MTA will develop and implement community based outreach rail safety and transportation awareness programs targeting a one mile radius of every construction site and every business along the route corridor. All information will be translated into the appropriate languages for the affected communities. Door-to-door programs and public community meetings will be conducted as well as providing tours of our Rail systems. MTA will monitor and assess the effectiveness of its

outreach effort and improve any component necessary to maximize community awareness.

Responses to: **Alfredo Perez, non-profit housing rehab corporation near Boyle Heights.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435 South Boyle Avenue, Los Angeles

89.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

89.B A further eastward Red Line extension is beyond the scope of the currently proposed project. The potential for a future expansion is not clearly defined at this time and therefore is not discussed as a related project.

89.C The MTA's Community Transportation Linkages program aims to develop a strategy to maximize opportunities in transportation/land use based development around station locations. This would include joint development opportunities for local and small businesses. See Section 4-1 for further discussion of this program.

89.D Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of off-street station locations for Brooklyn/Soto and Whittier/Arizona, rather than locating the stations within the street right-of-way. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR in order to reduce the adverse affects on local businesses from station construction. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. In addition, sidewalks that provide pedestrian access to businesses will be maintained at a width of 10 feet during the construction period where feasible. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of business disruption impacts and mitigation.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce. As part of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule.

89.E Section 4-2 of this FEIS/FEIR discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas.

MTA will publish notices in local newspaper regarding contracting and procurement for construction of the project.

Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates. It is important to note however, that MTA must work within the legal framework for third party contracting. As set forth in UMTA Circular 4220.1B, "Grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals..."

- 89.F MTA will develop and implement community based outreach rail safety and transportation awareness programs targeting a one mile radius of every construction site and every business along the route corridor. All information will be translated into the appropriate languages for the affected communities. Door-to-door programs and public community meetings will be conducted as well as providing tours of the rail systems.
- 89.G The MTA is currently preparing a cultural needs baseline assessment for LPA stations. The findings from this report will be used in conjunction with the MTA Art for Rail program in an effort to design station interiors' which reflect both the ethnic and cultural history of the community.
- 89.H In order to maintain clean sites, construction site roadways will be paved or trucks leaving the excavation site will have their wheels washed. All loads of loose material must be covered; mounds of dirt on the site will be regularly watered; and streets adjacent to the construction sites will be swept regularly. These requirements will be included in construction contracts.
- 89.I Bus service in the Eastside Corridor has been reviewed and refined to maximize efficiency for the bus/rail service in the area. Bus routes have been directed to the Red Line where appropriate to ensure access to rail transit from the San Gabriel Valley and Southeast Los Angeles County as well as other areas that need to be linked with the Eastside. For a discussion of the currently planned relationship between the bus and rail transit service, please see Section 3-1 of this FEIS/FEIR.
- 89.J The allocation of MTA staff efforts and funding among various projects requires major policy consideration by the MTA Board and is not within the scope of this document. The proposed project represents a significant commitment of resources to the eastside by MTA.

Responses to: **John Silva, business owner in Lincoln Heights.**
Public Hearing: Thursday, June 17, 1993; International Institute, 435
South Boyle Avenue, Los Angeles

90.A

Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING

Tuesday, June 22, 1993
Resurrection Church (Sala)
3324 East Opal Street
Los Angeles, California



REPORTED BY
MARIA GARCIA CUMNOCK
C.S.R. No. 5192



HCR

HUNTINGTON COURT REPORTERS

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING
TUESDAY, JUNE 22, 1993
RESURRECTION CHURCH (SALA)
3324 EAST OPAL STREET
LOS ANGELES, CALIFORNIA

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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO RAIL EASTSIDE CORRIDOR

TRANSCRIPT OF PUBLIC HEARING HELD ON TUESDAY,
JUNE 22, 1993, 6:23 P.M., AT RESURRECTION CHURCH (SALA),
3324 EAST OPAL STREET, LOS ANGELES, CALIFORNIA, PURSUANT TO
NOTICE.

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1 APPEARANCES:

2 HUMBERTO FLORES, ADMINISTRATIVE LAW JUDGE

3 LAWRENCE GARCIA, METROPOLITAN TRANSPORTATION AUTHORITY

4 JAMES DE LA LOZA, METROPOLITAN TRANSPORTATION AUTHORITY

5

6 SPEAKERS AT PUBLIC HEARING:

7 -REV. JOSEPH D. PINA, REPRESENTING ST. ALPHONSUS CHURCH AND
UNITED NEIGHBORHOODS ORGANIZATION (U.N.O.)

8 -ADELINE M.L. YOONG, REPRESENTING CONGRESSWOMAN LUCILLE
ROYBALL-ALLARD

9 -GERARD OROZCO, REPRESENTING COUNCILMAN RICHARD ALATORRE

10 -JERRY OKAMOTO, REPRESENTING ASSEMBLYMEMBER LOUIS CALDERA

11 -EMMANUEL J. RAMIREZ, REPRESENTING ASSEMBLYMEMBER GRACE F.
NAPOLITANO

12 -ALAN CLAYTON, REPRESENTING STATE SENATOR ART TORRES

13 -ESTHER CASTILLO LONG, REPRESENTING EASTSIDE COMMUNITY
TRANSPORTATION ORGANIZATION

14 -JOSEPH CORIA, REPRESENTING LAC-USC MEDICAL CENTER AND EAST
LOS ANGELES OCCUPATIONAL SKILLS CENTER

15 -AURORA CASTILLO, REPRESENTING MOTHERS OF EAST L.A.

16 -CARLOS ESCOBEDO, REPRESENTING CONGRESSMAN XAVIER BECERRA

17 -ARTURO HERRERA, REPRESENTING EASTSIDE NEIGHBORHOOD
REVITALIZATION ADVISORY COMMITTEE

18 -FRED CHEN, REPRESENTING AMERICAN ARCHITECTS/ENGINEERS
ASSOCIATION

19 -BROOKE GEE PERSON, REPRESENTING WHITE MEMORIAL MEDICAL
CENTER

20 -JESS LOPEZ, REPRESENTING COMMUNITY REDEVELOPMENT AGENCY

21 -AL TAIRA, REPRESENTING LOS ANGELES RIVER ARTISTS AND
BUSINESS ASSOCIATION

22 -MARTIN HERNANDEZ, REPRESENTING LABOR COMMUNITY STRATEGY
CENTER

23 -JOSE ANDRADE, MEMBER OF THE COMMUNITY

24 -ERNESTINA MONTELLANO, MEMBER OF THE COMMUNITY

25 -WILSON LIU, REPRESENTING CHERRY LAND COMPANY

-LISA SUGINO, REPRESENTING LITTLE TOKYO SERVICE CENTER

-ALFREDO PEREZ, REPRESENTING NEIGHBORHOOD HOUSING SERVICES

-ANA C. MORENO, REPRESENTING MOTHERS OF EAST L.A.

-ARCHIE MIYATAKE, REPRESENTING LITTLE TOKYO BUSINESS
ASSOCIATION

-OCTAVIO HERNANDEZ, STUDENT/MEMBER OF THE COMMUNITY

-GEORGE YEPES, MURALIST/ARTIST/MEMBER OF THE COMMUNITY

1 LOS ANGELES, CALIFORNIA, TUESDAY, JUNE 22, 1993

2 6:23 P.M.

3
4 MR. GARCIA: GOOD EVENING, EVERYBODY.

5 UNIDENTIFIED SPEAKER: GOOD, INDEED.

6 MR. GARCIA: ALL RIGHT. A GOOD CROWD.

7 WELCOME TO RESURRECTION CHURCH AND WELCOME TO
8 THE MTA PUBLIC HEARING REGARDING THE EASTERN EXTENSION
9 CORRIDOR STUDY. THIS EVENING WE WOULD LIKE TO TAKE SOME
10 COMMENTS FROM THE PUBLIC WITH REGARD TO THE DRAFT EIR THAT
11 WE HAVE RELEASED FOR PUBLIC COMMENT.

12 MR. HUMBERTO FLORES WILL BE THE
13 ADMINISTRATIVE JUDGE, AND HE WILL BE ADMINISTERING THE
14 PROCESS OF THE PUBLIC HEARING. SO AT THIS TIME I WILL JUST
15 TURN IT OVER TO MR. HUMBERTO FLORES, AND HE WILL EXPLAIN THE
16 PARAMETERS AND THE GUIDELINES OF THE PUBLIC HEARING THIS
17 EVENING.

18 JUDGE FLORES: THANK YOU.

19 LADIES AND GENTLEMEN, I HAVE BEEN ASSIGNED TO
20 CONDUCT THIS HEARING BEFORE THE L.A. COUNTY METROPOLITAN
21 TRANSIT DISTRICT. NOW, BEFORE WE TAKE ANY STATEMENTS,
22 WRITTEN OR ORAL, FROM THE MEMBERS OF THE COMMUNITY, I WOULD
23 LIKE TO INTRODUCE JIM DE LA LOZA WHO IS THE PROJECT MANAGER
24 OF THE EASTSIDE CORRIDOR, AND HE WILL MAKE A SHORT
25 PRESENTATION. THANK YOU.

1 -MR. DE LA LOZA: OKAY. FIRST OF ALL, I WANT TO
2 THANK RESURRECTION CHURCH AND THE MOTHERS OF EAST L.A. FOR
3 HOSTING THIS PUBLIC HEARING. WE ARE HERE TO SOLICIT PUBLIC
4 COMMENTS ON THE EASTSIDE CORRIDOR ALTERNATIVES ANALYSIS/
5 DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL
6 IMPACT REPORT. WHAT I WANT TO DO IS QUICKLY GO THROUGH WHAT
7 THE PROJECT IS, WHY WE ARE HERE, AND SOME KEY DATES IN THE
8 PROJECT.

9 THIS IS A MAP OF LOS ANGELES COUNTY. WHAT
10 YOU SEE IN RED IS THE METRO RED LINE. IT IS A SUBWAY SYSTEM
11 THAT WE HAVE BEEN WORKING ON AND DEVELOPING IN THE CITY OF
12 LOS ANGELES. THE FIRST SEGMENT IS CURRENTLY IN OPERATION,
13 AND IT RUNS FROM UNION STATION IN THE DOWNTOWN AREA, THE
14 MC ARTHUR PARK AREA. WE ARE WORKING ON THREE SEPARATE
15 SEGMENTS CURRENTLY. SEGMENT 2 WILL BE OPENING IN ABOUT
16 2-1/2 YEARS FOLLOWED BY SEGMENT 3, WHICH THIS PROJECT IS A
17 PART OF, WHICH IS SCHEDULED TO OPEN IN THE YEAR 2000.

18 THIS IS A MAP OF THE EASTSIDE CORRIDOR, AND
19 GENERALLY THE BOUNDARIES OF THE EASTSIDE CORRIDOR ARE THE
20 CENTRAL BUSINESS DISTRICT OF THE DOWNTOWN AREA EASTWARD TO
21 ATLANTIC BOULEVARD; ON THE NORTH, THE 10 FREEWAY; AND ON THE
22 SOUTH, THE 5 FREEWAY. WE ARE CURRENTLY LOOKING AT 10
23 ALTERNATIVES FOR THAT CORRIDOR.

24 ONE ALTERNATIVE IS THE NO-BUILD ALTERNATIVE.
25 THAT'S BASICALLY WHAT HAPPENS IF WE DON'T BUILD ANYTHING.

1 THE SECOND ALTERNATIVE IS THE TSM, THE
2 TRANSIT SYSTEMS MANAGEMENT, WHICH IS A LOW-COST ALTERNATIVE
3 TO BUILDING A RAIL LINE.

4 WE ARE ALSO LOOKING AT EIGHT ALTERNATIVES TO
5 EXTEND THE METRO RED LINE SUBWAY SYSTEM TO THE EAST LOS
6 ANGELES/BOYLE HEIGHTS AREA. IN THE BACK WE HAVE THE EIGHT
7 ALTERNATIVES. WE HAD AN OPEN HOUSE THIS MORNING WHERE WE
8 MET WITH A LOT OF YOU, AND WE DISCUSSED THE ALTERNATIVES.
9 WE WILL BE HERE AFTERWARDS TO ANSWER ANY OTHER QUESTIONS YOU
10 HAVE.

11 WHAT WE WOULD LIKE TO DO NOW IS SOLICIT YOUR
12 COMMENTS. WE WANT TO HEAR WHAT YOU FEEL, IF YOU HAVE ANY
13 QUESTIONS OR CONCERNS. TESTIMONY THAT IS PROVIDED TO US
14 TODAY WE WILL FORMALLY RESPOND TO IN WRITING WHEN WE ISSUE
15 THE FINAL EIS. YOUR COMMENTS WILL BE IN THE DOCUMENT, AND
16 WE WILL FORMALLY RESPOND TO YOUR COMMENTS WITHIN THAT
17 DOCUMENT THAT WE WILL BE WORKING ON OVER THE NEXT FOUR TO
18 SIX MONTHS AFTER THIS DRAFT STAGE OF THE PROJECT.

19 JUST TO QUICKLY GO OVER THE PROCESS, WE
20 STARTED OFF WITH SYSTEM PLANNING, WHERE BASICALLY STUDIES
21 WERE DONE ON THIS CORRIDOR, AND OBJECTIVES WERE DEVELOPED
22 WHICH LED TO US SEEKING CONSENT FROM THE FEDERAL TRANSIT
23 ADMINISTRATION. AT THAT TIME WE CALLED THEM TO PROCEED WITH
24 THE ALTERNATIVES ANALYSIS AND DRAFT ENVIRONMENTAL IMPACT
25 STATEMENT, WHICH IS THE REPORT THAT WE ARE HERE TO DISCUSS.

1 WE RELEASED THE DOCUMENT FOR A 45-DAY REVIEW PERIOD. THAT
2 45-DAY REVIEW PERIOD ENDS TOMORROW, JUNE 23RD.

3 WE WILL, AFTER THE REVIEW PERIOD, BE
4 SELECTING THE LOCALLY PREFERRED ALTERNATIVE. BASICALLY THE
5 LOCALLY PREFERRED ALTERNATIVE IS THE ALTERNATIVE THAT WE
6 WILL BE RECOMMENDING, BASED ON COMMUNITY INPUT, TO MOVE
7 FORWARD TO THE NEXT STAGE OF THE PROJECT, WHICH IS THE
8 PRELIMINARY ENGINEERING WHICH, AGAIN, MEETS THE FINAL DESIGN
9 AND THE CONSTRUCTION OF THE PROJECT. AGAIN, CONSTRUCTION OF
10 THE PROJECT IS SCHEDULED TO BE COMPLETED BY THE YEAR 2000,
11 WITH THE SYSTEM BEING FULLY OPERATIONAL AT THAT POINT.

12 THIS MAP REALLY DISCUSSES WHAT WILL BE
13 INVOLVED IN SELECTING THE LOCALLY PREFERRED ALTERNATIVE.
14 THE LOCALLY PREFERRED ALTERNATIVE WE SELECT IS BASED ON
15 PROJECT IMPACTS, AND THOSE PROJECT IMPACTS ARE IDENTIFIED IN
16 THE DRAFT ENVIRONMENTAL IMPACT STATEMENT. ADDITIONALLY, WE
17 WILL BE LOOKING AT COMMUNITY SUPPORT. BASED ON THE PUBLIC
18 HEARINGS THAT WE HAVE HAD, THE MEETINGS THAT WE HAVE HAD
19 WITH OTHER COMMUNITY GROUPS, ELECTED REPRESENTATIVES, WE
20 WILL REVIEW THAT.

21 THE METROPOLITAN TRANSPORTATION AUTHORITY ON
22 THE JUNE 30TH MEETING WILL CONSIDER SELECTING THE LOCALLY
23 PREFERRED ALTERNATIVE. AGAIN, THAT MEETING WILL BE ON JUNE
24 30, THE BOARD OF SUPERVISORS HALL, AT 1:30. THAT IS THE
25 MEETING AT WHICH THE STAFF WILL MAKE A PRESENTATION, AND THE

1 MTA, OR METROPOLITAN TRANSPORTATION AUTHORITY, WILL CONSIDER
2 THE SELECTION OF THE LOCALLY PREFERRED ALTERNATIVE.

3 AT THAT POINT WE WILL MOVE ON TO THE
4 PRELIMINARY ENGINEERING, BUT WE WILL TAKE ONE OF THESE
5 ALTERNATIVES AND REFINE IT TO THE NEXT LEVEL. DURING THAT
6 PERIOD THERE WILL BE A LOT OF ADDITIONAL COMMUNITY MEETINGS
7 WHERE WE WILL GET INTO MUCH MORE DETAIL THAN WE HAVE GOTTEN
8 TO THIS POINT. RIGHT NOW WE HAVE EIGHT ALTERNATIVES. AT
9 THAT POINT WE WILL BE DOWN TO ONE ALTERNATIVE.

10 WHAT I WOULD LIKE TO DO NOW IS TURN THE
11 HEARING BACK TO THE HEARING JUDGE, AND WE WILL BEGIN TO HEAR
12 FROM THE PUBLIC. THANK YOU.

13 JUDGE FLORES: NOW I AM GOING TO CALL ON MEMBERS OF
14 THE COMMUNITY TO COME FORWARD AND MAKE THEIR COMMENTS. THE
15 FIRST PERSON I WOULD LIKE TO CALL IS THE REVEREND JOSEPH D.
16 PINA OF ST. ALPHONSUS CHURCH AND REPRESENTING U.N.O.

17 REVEREND PINA: THANK YOU AGAIN FOR THIS
18 OPPORTUNITY TO SPEAK IN THE PUBLIC FORUM CONCERNING THESE
19 ALTERNATIVES FOR RED LINE TO COME INTO OUR COMMUNITY.

20 WITH FURTHER STUDY, WE WERE ABLE TO BE A
21 LITTLE BIT MORE SPECIFIC ON SOME NEEDS CONCERNING THE
22 PARTICULAR ROUTES. THE ROUTE THAT, AGAIN, WE ARE SUPPORTING
23 IS ROUTE NO. 9B.

91.A

91.B

24 A VERY IMPORTANT FACTOR IN THE MITIGATION
25 PROCESS, WE BELIEVE, IS DEALING WITH CONTRACTORS, THOSE THAT

91.B

1 WILL BE HIRED TO DO THE WORK. WE BELIEVE THAT IN ORDER TO
2 ENSURE THAT THE CONTRACTORS ADHERE TO THE MITIGATION
3 PROCESS, THERE HAS TO BE SOME TYPE OF OVERSIGHT COMMITTEE
4 FORMED THAT WILL HOLD THE CONTRACTORS ACCOUNTABLE, A
5 COMMITTEE THAT HAS TEETH; IT HAS POWER AGAIN.

6 WE USED THAT LAST TIME, BUT WE ARE BEING A
7 LITTLE BIT MORE SPECIFIC NOW IN THE SENSE THAT SAYS THAT IF
8 THERE ARE ANY PROBLEMS THAT COME UP IN THE COMMUNITY, THAT
9 THESE CONTRACTORS ARE ACCOUNTABLE TO THIS PARTICULAR
10 COMMITTEE. THIS MEANS MADE UP OF MTA OFFICIALS AND
11 COMMUNITY MEMBERS.

12 OUR CONCERN IS THAT A LOT OF TIMES
13 CONTRACTORS THAT COME IN AREN'T ALWAYS FROM THE COMMUNITY,
14 OR IF THEY ARE FROM THE COMMUNITY, AGAIN, THEY NEED TO BE
15 HELD ACCOUNTABLE. PART OF THIS TOO IS THAT WE BELIEVE THE
16 CONTRACTORS SHOULD HAVE SOME TYPE OF APPEAL PROCESS. SO WE
17 WANT TO PUT THAT INTO THE MITIGATION PROCESS TOO. TO BE
18 FAIR TO THEM, THEY ALSO SHOULD HAVE SOME TYPE OF APPEAL
19 PROCESS TO BE ABLE TO ANSWER TO WHAT OUR CONCERNS ARE.

20 THIS MITIGATION PROCESS WE BELIEVE NEEDS TO
21 BE ALWAYS BROUGHT BACK TO THE COMMUNITY. THE LINE THAT WILL
22 BE CHOSEN IS GOING TO BE IN OUR COMMUNITY, AND WE NEED TO
23 HAVE SOME SAY IN WHAT GOES ON. SO ALWAYS THE COMMUNITY HAS
24 TO BE TAKEN INTO CONSIDERATION.

25 WE, ONCE AGAIN, WANT TO EMPHASIZE THE IDEA OF

91.C

1 JOBS; THAT A CERTAIN PERCENTAGE OF JOBS MUST BE DONE HERE IN
2 THE COMMUNITY, MUST BE OFFERED TO THE COMMUNITY. NOT ONLY
3 IN RELATIONSHIP TO THE WORKERS BUT TO THE CONTRACTORS. SO
4 WE WANT TO SUPPORT THAT, AND WE NEED THAT TO BE PUT IN THE
5 PUBLIC RECORD. THANK YOU VERY MUCH.

6 JUDGE FLORES: THANK YOU.

7 THE NEXT SPEAKER IS ADELINE M.L. YOONG
8 REPRESENTING CONGRESSWOMAN LUCILLE ROYBAL-ALLARD.

9 MS. YOONG: I AM HERE TO READ THE CONGRESSWOMAN'S
10 STATEMENT ON THE ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL
11 IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
12 METRO RED LINE EASTSIDE CORRIDOR.

13 THANK YOU FOR THE OPPORTUNITY TO DISCUSS THE
14 METRO RED LINE EASTSIDE CORRIDOR PROJECT. THIS PROJECT IS
15 ONE OF PARTICULAR SIGNIFICANCE TO ME, NOT ONLY BECAUSE THE
16 EASTSIDE EXTENSION WAS A PROJECT THAT WAS HARD FOUGHT AND
17 HARD WON BY OUR COMMUNITY BUT BECAUSE THIS PROJECT WILL
18 PERMANENTLY CHANGE THE LANDSCAPE OF THE EAST LOS ANGELES
19 AREA AS WE KNOW IT TODAY.

92

92.A

20 I AM HERE TO EXPRESS MY PREFERENCE FOR
21 ALTERNATIVE 9B, YARD STATION OPTION 02, BECAUSE IT BEST
22 SERVES ALL MAJOR COMMERCIAL BUSINESS IN THE EASTSIDE
23 CORRIDOR.

24 JUDGE FLORES: MAY I ASK YOU TO STEP FORWARD SO WE
25 CAN HEAR YOU.

1 MS. YOONG: MAYBE I'M TOO SHORT.
2 MORE IMPORTANTLY, HOWEVER, I AM HERE TODAY TO
3 ENSURE THAT THE CHANGES THE METRO RED LINE PROJECT WILL
4 BRING ARE ONES THAT WILL BENEFIT OUR COMMUNITY. MY
5 STATEMENT TODAY WILL FOCUS ON THE ADVERSE IMPACTS THAT
6 WILL INEVITABLY ACCOMPANY CONSTRUCTION OF THE EASTSIDE
7 EXTENSION AND THE MEASURES THAT MTA SHOULD IMPLEMENT TO
8 MITIGATE THESE FACTORS. SPECIFICALLY, I WILL COMMENT ON 14
9 CATEGORIES.

10 1: IN THE AREA OF TRANSIT IMPACT MITIGATION
11 MEASURES, MTA SHOULD TAKE THE FOLLOWING ACTIONS:

12 A: A BUS/RAIL INTERFACE PLAN NEEDS TO BE
13 PREPARED FOR THE EASTSIDE EXTENSION. PUBLIC MEETINGS SHOULD
14 BE HELD TO DETERMINE THE BEST ROUTES TO SERVICE ALL IMPACTED
15 COMMUNITIES INCLUDING BOYLE HEIGHTS, EAST LOS ANGELES AND
16 LITTLE TOKYO.

92.B 17 B: BUS SERVICE ALONG THE ARTERIAL IMPACTED
18 BY CONSTRUCTION MUST BE INCREASED, AND THESE NEW BUSES
19 SHOULD BE LINKED TO THE NEAREST COMPLETED OPERATIONAL RED
20 LINE STATION.

21 C: SHUTTLE BUS SERVICE BETWEEN TEMPORARY
22 REMOTE PARKING LOTS AND THROUGH ADJACENT NEIGHBORHOODS TO
23 BUSINESSES DIRECTLY ALONG THE RAIL STATION CONSTRUCTION
24 SITES NEEDS TO BE PROVIDED.

25 2: MITIGATION MEASURES FOR TRAFFIC IMPACTS MUST

1 TAKE INTO ACCOUNT CONSTRUCTION CONSEQUENCES ON BOTH THE FLOW
2 OF AUTOMOTIVE AND PEDESTRIAN TRAFFIC.

3 A: MTA SHOULD MAINTAIN FOUR LANES OF TRAFFIC
4 DURING PEAK HOURS. AT LEAST ONE LANE IN EACH DIRECTION MUST
5 BE OPEN TO TRAFFIC AT STATION SITES AT ALL TIMES.

6 B: TRAFFIC CONTROL OFFICERS HAVE TO BE
7 STATIONED DURING THE MORNING AND EVENING RUSH HOURS AT ALL
8 INTERSECTIONS OPERATING AT LEVEL OF SERVICE "E" OR WORSE.

9 C: DELIVERY OF OUTSIZE CONSTRUCTION
10 MATERIALS MUST NOT OCCUR DURING WEEKDAY RUSH HOURS OR PRIME
11 EVENING AND WEEKEND SHOPPING HOURS.

92.C

12 D: NO MATERIAL STORAGE SHOULD BE ALLOWED ON
13 BROOKLYN AVENUE, WHITTIER BOULEVARD, FIRST STREET, ARIZONA
14 STREET, INDIANA STREET OR ATLANTIC BOULEVARD. ALL MATERIAL
15 LAYDOWN AND DELIVERY, VEHICLE STORAGE AND CONCRETE POURING
16 MUST BE CONDUCTED FROM AN OFF-STREET LOCATION ACCEPTABLE TO
17 THE MTA AND ADVISORY COMMITTEE.

18 E: ALL CONTRACTORS SHOULD BE REQUIRED TO
19 LEASE OFF-STREET PARKING IN REMOTE LOTS.

20 F: ALL BUS STOPS IN THE STUDY AREA SHOULD
21 HAVE COVERED SHELTERS TO ENSURE OPTIMUM BUS/RAIL INTERFACE.

22 G: EACH STATION SHOULD INCORPORATE UNIQUE
23 STATION AREA STREET LIGHTING. STATION AREA LIGHTING PLANS
24 MUST BEEN PROVIDED TO THE AREA MERCHANTS AND RESIDENTS FOR
25 REVIEW AND SHOULD REFLECT THE UNIQUE CHARACTER OF THE

1 STATION AREA.

2 H: A PEDESTRIAN PLAN FOR EACH STATION MUST
3 BE DEVELOPED AS PART OF THE PRELIMINARY ENGINEERING.

4 I: ALL SIDEWALKS SHOULD BE 10 FEET WIDE AT
5 ALL TIMES.

6 J: STREET LIGHT SIGNALS MUST BE SYNCHRONIZED
7 AND ADJUSTED AS NEEDED.

8 K: ON-STREET PARKING SHOULD BE MAINTAINED TO
9 AVOID IMPACTS ON MERCHANTS.

10 3: ALL DISPLACED PARKING MUST BE REPLACED.

11 4: THE MTA AND THE LOCAL PLANNING AGENCY, IN
12 COOPERATION WITH THE COMMUNITY, ELECTED OFFICIALS AND LOCAL
13 BUSINESSES, MUST DEVELOP STATION AREA MASTER PLANS FOR THE
14 AREAS ADJACENT TO ALL RAIL STATIONS, INCLUDING RAIL YARD
15 STATION OPTION 2 IF SO SELECTED.

16 THESE MASTER PLANS SHOULD BE DEVELOPED
17 ACCORDING TO THE LOCAL COMMUNITY'S DESIRES. THE PLAN SHOULD
18 INCLUDE, BUT NOT BE LIMITED TO, PEDESTRIAN CIRCULATION PLAN,
19 ECONOMIC REVITALIZATION STRATEGY, COMMUNITY FACILITIES SUCH
20 AS CHILD CARE FACILITIES, SENIOR CENTERS AND LIBRARIES, AS
21 WELL AS PLANNING AN URBAN DESIGN GUIDELINES COMPATIBLE WITH
22 THE EXISTING CHARACTER OF THE STATION AREA COMMUNITIES. MTA
23 MUST WORK WITH THE NECESSARY AGENCIES AND ELECTED OFFICIALS
24 TO MAKE ANY ZONING REVISIONS DESIRED BY INDIVIDUAL
25 COMMUNITIES.

1 5: WHILE THE ECONOMIC BENEFITS OF THE PROJECT ARE
2 PLENTIFUL, EXTREME CARE MUST BE TAKEN TO ENSURE THAT
3 EXISTING BUSINESSES ALONG AND NEAR THE SELECTED ALIGNMENT
4 ARE MINIMALLY IMPACTED AND SURVIVE TO BENEFIT FROM THE RAIL
5 PROJECT.

6 A: MTA MUST DEVELOP A BUSINESS ATTRACTION,
7 RETENTION, AND EXPANSION PROGRAM TO PROVIDE TECHNICAL
8 ASSISTANCE TO BUSINESSES IN THE SURROUNDING AREA, WITH
9 PRIORITY GIVE TO MERCHANTS DIRECTLY ALONG THE RAIL
10 ALIGNMENT. MORE SPECIFICALLY, AGGRESSIVE MARKETING/
92.F 11 PROMOTION CAMPAIGNS, PRINT AND RADIO ADS, FLIERS, ET CETERA,
12 DESIGNED TO RETAIN BUSINESS VOLUME DURING PROJECT
13 CONSTRUCTION SHOULD BE DEVELOPED AND IMPLEMENTED. IF
14 NECESSARY, MTA SHOULD SUBSIDIZE IMPACTED MERCHANTS ALONG THE
15 ALIGNMENT.

16 B: ALL STATION SITES MUST HAVE OPPORTUNITIES
17 FOR COMMERCIAL JOINT VENTURES. MTA MUST WORK WITH LOCAL
18 DEVELOPERS TO OFFER THE OPPORTUNITY FOR THESE JOINT
19 DEVELOPMENTS TO BE COMPLETED ON STATION OPENING. WORKSHOPS
20 SHOULD BE CONDUCTED TO OUTREACH AND EDUCATE LOCAL DEVELOPERS
21 OF SUCH JOINT VENTURE OPPORTUNITIES.

22 C: IF AREA ENTREPRENEURS CANNOT SECURE BANK
23 LOANS TO CONSTRUCT THE NEEDED JOINT DEVELOPMENT, THE MTA
24 SHOULD PROVIDE PROPERLY SECURED LOAN GUARANTEES TO ALLOW
25 JOINT DEVELOPMENT CONSTRUCTION.

92.F

1 D: THE MTA SHOULD APPOINT A JOINT
2 DEVELOPMENT CONTACT PERSON FOR THE PROJECT AND/OR EACH
3 STATION SITE. NAMES OF CONTACTS MUST BE DISPLAYED IN A
4 PROMINENT AND PERMANENT LOCATION AT EACH CONSTRUCTION SITE
5 WITH A BILINGUAL ENGLISH AND SPANISH EXPLANATION OF THEIR
6 ROLE.

7 E: MTA NEEDS TO PROVIDE BUSINESS RELOCATION
8 ASSISTANCE TO ALL BUSINESSES FRONTING ANY RED LINE
9 CONSTRUCTION SITE PRIOR TO THE START OF CONSTRUCTION. IN
10 ADDITION, BUSINESSES CHOOSING RELOCATION ASSISTANCE SHOULD
11 HAVE THE RIGHT TO RELOCATE TO THEIR ORIGINAL LOCATION
12 FOLLOWING THE CLOSE OF PHASE I STATION CONSTRUCTION.

13 F: ANY DISPLACED COMMERCIAL ENTERPRISES
14 SHOULD BE OFFERED THE OPPORTUNITY TO RETURN AS PART OF A
15 JOINT DEVELOPMENT.

16 G: MTA SHOULD PAY BUILDING OWNERS WHOSE
17 TENANTS CHOOSE TO RELOCATE THEIR FAIR NET BUILDING PROFIT
18 FOR THE PERIOD DURING WHICH PHASE I STATION CONSTRUCTION
19 CONTINUES.

20 H: NO CATERING TRUCKS SHOULD BE ALLOWED
21 WITHIN 500 FEET OF A CONSTRUCTION SITE TO ENSURE FAIR
22 COMPETITION WITH NEIGHBORHOOD EATING ESTABLISHMENTS.

92.G

23 6: RESIDENTIAL AND BUSINESS DISPLACEMENTS AND
24 RELOCATIONS ARE NECESSARY OUTCOMES OF THIS WORTHWHILE
25 PROJECT.

92.G

1 A: MTA MUST ENSURE THAT ANY AND ALL
2 BUSINESSES, NONPROFIT GROUPS, FAMILIES OR INDIVIDUALS
3 DISPLACED BY THE CONSTRUCTION WILL RECEIVE FULL, HUMANE AND
4 FAIR RELOCATION TO A STRUCTURE OF COMPARABLE VALUE AND
5 LOCATION AT NO EXPENSE TO THEMSELVES. A COMMITTEE COMPRISED
6 OF COMMUNITY REPRESENTATIVES, ELECTED OFFICIALS AND MTA
7 STAFF SHOULD BE ESTABLISHED TO DETERMINE THE ADEQUACY OF
8 RELOCATION ASSISTANCE OFFERS. DECISIONS SHOULD BE SUBJECT
9 TO APPEAL BEFORE THE MTA BOARD.

10 B: RENT SUBSIDIES SHOULD BE EXTENDED FOR A
11 PERIOD OF 10 YEARS.

12 C: MTA SHOULD PRESERVE HOUSING AFFORDABILITY
13 WITHIN THE CORRIDOR STUDY AREA THROUGH REHABILITATION
14 HOUSING PROGRAMS AND REPLACEMENT HOUSING OF THOSE EXISTING
15 RESIDENTIAL UNITS THAT ARE DEMOLISHED.

16 D: MTA SHOULD PROVIDE SEED MONEY OF NOT LESS
17 THAN \$5 MILLION TO NONPROFIT ORGANIZATIONS TO BUILD
18 REPLACEMENT HOUSING.

19 7: THE FOLLOWING NEIGHBORHOOD/COMMUNITY MITIGATION
20 MEASURES SHOULD BE IMPLEMENTED TO ENSURE THAT PROPERTY
21 VALUES NEAR STATIONS ARE NOT ADVERSELY IMPACTED.

92.H

22 A: ALL SINGLE FAMILY RESIDENCES, APARTMENTS
23 OR OTHER RESIDENTIAL STRUCTURES WITHIN ONE-QUARTER MILE OF
24 ANY STATION SHOULD RECEIVE ONE 24-INCH BOX TREE PLANTED
25 BETWEEN THE CURB AND THE SIDEWALK.

- 1 B: CURB CUTS FOR WHEELCHAIRS MUST BE
2 PROVIDED AT ALL CORNERS WITHIN A ONE-QUARTER MILE RADIUS OF
3 EACH STATION SITE.
- 92.H 4 C: EACH STATION DESIGN SHOULD INCLUDE \$1
5 MILLION WORTH OF PEDESTRIAN IMPROVEMENTS, THAT IS, WIDER
6 SIDEWALKS, ARTWORK, SPECIAL PAVERS, ET CETERA, WITHIN
7 ONE-QUARTER MILE OF THE STATION.
- 8 B: VISUAL AND AESTHETICS MITIGATION MEASURES TO
9 MAINTAIN OR IMPROVE EXISTING CHARACTER OF IMPACTED AREA
10 SHOULD INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
- 92.I 11 A: MTA SHOULD FACILITATE LANDSCAPING ALONG
12 TRANSIT ROUTES.
- 13 B: MTA SHOULD SUBMERGE ALL OVERHEAD CABLES
14 AND WIRES ALONG TRANSIT ROUTES WHERE TECHNICALLY POSSIBLE.
- 15 C: IF AN ALTERNATIVE IS ADOPTED WHICH
16 INVOLVES SITE F-1 OF THE WHITTIER/ATLANTIC STATION, MTA MUST
92.J 17 ENSURE THAT DESIGN OF THE STATION IS CONSISTENT WITH THE
18 GOLDEN GATE THEATRE AND THE SURROUNDING AREA'S EXISTING
19 VISUAL CHARACTER.
- 20 D: IF AN ALTERNATIVE IS ADOPTED WHICH
21 INVOLVES THE CONSTRUCTION OF A BRIDGE ACROSS THE LOS ANGELES
92.K 22 RIVER, THE BRIDGE MUST BE DESIGNED TO BE AS AESTHETICALLY
23 COMPATIBLE WITH THE EXISTING BRIDGES ACROSS THE RIVER AS
24 POSSIBLE.
- 25 E: ALL TEMPORARY CONSTRUCTION FENCING AND

92.L

1 SAFETY BARRIERS SHOULD BE PAINTED BY NEIGHBORHOOD YOUTHS
2 THROUGH AN MTA-FUNDED YOUTH ARTS PROGRAM.

3 F: TWO DAILY GRAFFITI ABATEMENT EFFORTS, TO
4 INCLUDE SURROUNDING BLOCKS, SHOULD BE ENACTED.

5 G: ALL EASTERN EXTENSION FACILITIES AND
6 STATION SITES SHOULD BE PART OF THE METRO RAIL ART PROGRAM.
7 THE ART PROGRAM FUNDING SHOULD BE EQUAL TO THAT OF MOS-1.

8 H: THE ART PROGRAM MUST INCLUDE A LOCAL
9 ADVISORY COMMITTEE TO ENSURE LOCAL ARTISTS ARE PROVIDED AN
10 OPPORTUNITY TO PARTICIPATE.

11 9: NOISE AND POLLUTION FROM CONSTRUCTION ACTIVITY
12 SHOULD BE ALLEVIATED THROUGH APPROPRIATE MEASURES INCLUDING,
13 BUT NOT LIMITED TO, THE FOLLOWING:

14 A: NO CONSTRUCTION WORK ABOVE GROUND WITHIN
15 ONE-QUARTER MILE OF RESIDENTIAL STRUCTURES. HEAVY
16 CONSTRUCTION ABOVE GROUND MUST BE LIMITED FROM 3:00 P.M. TO
17 7:00 P.M. FOR AREAS BY BUSINESS DISTRICTS.

92.M

18 B: NOISE MUST NOT EXCEED 75 DBA BETWEEN THE
19 HOURS OF MIDNIGHT AND 6:00 A.M., EVEN DURING SPECIAL
20 EXCEPTION CONSTRUCTION ACTIVITY.

21 C: CONSTRUCTION SITES, SURROUNDING AREAS AND
22 WALKING SURFACES MUST BE CLEANED FOUR TIMES A DAY AND BE
23 FREE OF REFUSE, DIRT AND DEBRIS. IN ADDITION, STREETS AND
24 WALKING SURFACES WITHIN ONE BLOCK OF THE SITE MUST BE
25 WATERED DOWN TWICE A DAY.

92.M

1 D: MUCK HAUL TRUCKS MUST HAVE FITTED,
2 SECURED TARP OVER THEIR LOADS AND THEIR WHEELS WASHED
3 SUFFICIENTLY TO AVOID TRACKING DIRT AND MUD THROUGH THE
4 COMMUNITY.

5 E: IF AN ALTERNATIVE IS ADOPTED WHICH
6 INVOLVES YARD STATION OPTION 02, MTA MUST HAVE THE MUCK
7 REMOVED AND TRANSPORTED BY RAIL AT THE METRO RAIL YARD TO
8 REDUCE TRUCK TRAVEL THROUGH THE COMMUNITIES.

9 F: CONTRACTORS MUST BE NOT BE ALLOWED TO
10 DRILL DROPHOLES AT LOCATIONS OTHER THAN AT STATION SITES.

11 10: MITIGATION PROGRAMS FOR SCHOOLS, CHURCHES,
12 TEMPLES AND SENIOR CENTERS SHOULD INCLUDE, BUT NEED NOT BE
13 LIMITED TO, THE FOLLOWING:

14 A: MTA MUST EXTEND ITS TOPS YOUTH EMPLOYMENT
15 PROGRAMS TO ALL HIGH SCHOOLS IN THE STUDY CORRIDOR UNTIL
16 CONSTRUCTION IS COMPLETED DURING FINAL ENGINEERING.

92.N

17 B: IN ADDITION TO TOPS, MTA NEEDS TO HIRE
18 100 YOUTHS EACH SUMMER TO PROVIDE COMMUNITY SERVICE WORK
19 DURING CONSTRUCTION, INCLUDING MAINTAINING CONSTRUCTION SITE
20 CLEANLINESS AND PLANTING TREES.

21 C: ALL CHILDREN OF PRIMARY AND SECONDARY
22 SCHOOL AGE RESIDING WITHIN THE STUDY AREA SHOULD BE PROVIDED
23 SPECIAL AFTER SCHOOL TUTORING IN A MATH/SCIENCE PROGRAM
24 THROUGHOUT THE PHASE I STATION CONSTRUCTION PERIOD.

25 D: ALL CHILDREN OF SECONDARY SCHOOL AGE MUST

92.N

1 BE ELIGIBLE FOR COLLEGE SCHOLARSHIPS LEADING TO ELIGIBILITY
2 TO WORK AT AGENCIES LIKE THE MTA. \$100,000 PER YEAR SHOULD
3 BE ALLOCATED FOR THOSE SCHOLARSHIPS UNTIL CONSTRUCTION IS
4 COMPLETED DURING FINAL ENGINEERING.

5 E: MTA SHOULD PROVIDE FREE SHUTTLE SERVICE
6 FOR SCHOOLS, CHURCHES, TEMPLES AND SENIOR CENTERS WITHIN
7 ONE-HALF MILE RADIUS OF ANY CONSTRUCTION SITE.

92.O

8 F: MTA MUST PROVIDE AIR CONDITIONERS AND
9 DOUBLE PANE WINDOWS FOR SCHOOLS, CHURCHES AND TEMPLES AND
10 SENIOR CENTERS WITHIN ONE-QUARTER MILE RADIUS OF ANY
11 CONSTRUCTION SITE.

12 11: SAFETY AND SECURITY MEASURES ARE VITAL DURING
13 AND FOLLOWING CONSTRUCTION.

92.P

14 A: FULL-TIME THREE-SHIFT CONSTRUCTION
15 SECURITY SHOULD PATROL SURROUNDING BLOCKS SEVEN DAYS PER
16 WEEK.

17 B: MTA MUST PROVIDE FULL-TIME POLICE OFFICER
18 COVERAGE OF THE SYSTEM ONCE COMPLETED TO A LEVEL EQUAL TO
19 THE SECURITY PROVIDED FOR THE BLUE LINE IN 1990 AND 1992.

20 C: A POLICE SUBSTATION SHOULD BE LOCATED
21 WITHIN EACH STATION SITE.

22 D: MTA MUST PROVIDE CROSSING GUARDS AND
23 FENCE OFF CONSTRUCTION AREAS WITHIN A ONE MILE RADIUS OF ANY
24 SCHOOLS.

25 E: MTA MUST DEVELOP RAIL SAFETY PROGRAMS FOR

92.P

1 ELEMENTARY SCHOOL CHILDREN. IN ADDITION, MTA MUST DEVELOP
2 PUBLIC SERVICE ANNOUNCEMENTS AND ADVERTISEMENTS ON RAIL
3 SAFETY TO BE AIRED AND PRINTED IN BOTH ENGLISH AND SPANISH
4 MEDIA CHANNELS.

92.Q

5 12: ONE OF THE MOST SOUGHT AFTER AND LONG AWAITED
6 BENEFITS THAT THE RED LINE PROJECT WILL GENERATE IS THAT OF
7 JOBS.

8 A: IN ORDER TO ENSURE THAT LOCAL EASTSIDE
9 RESIDENTS HAVE THEIR FAIR SHARE OF JOBS ON THE PROJECT, MTA
10 MUST ESTABLISH A JOB TRAINING PROGRAM. MTA MUST WORK WITH
11 TRADE UNIONS TO INITIATE JOB TRAINING PROGRAMS SO THAT AREA
12 RESIDENTS WILL HAVE THE NECESSARY SKILLS FOR EMPLOYMENT ON
13 THE PROJECT.

14 B: MTA SHOULD ALSO CREATE A COMMUNITY JOB
15 HIRING PROGRAM AND ADOPT A 30 PERCENT LOCAL EMPLOYMENT GOAL.

16 C: MTA MUST MEET A GOAL OF 5 PERCENT FOR
17 CONTRACTS TO BE AWARDED TO AREA BUSINESSES.

92.R

18 13: MTA SHOULD HAVE A 45-DAY PUBLIC REVIEW OF THE
19 EASTSIDE EXTENSION MITIGATION PLAN, AS WELL AS SELECTED
20 STATION LOCATIONS, PRIOR TO SUBMISSION BEFORE THE BOARD.

21 A: ALL COMMUNITY-BASED ORGANIZATIONS,
22 CHURCHES, TEMPLES, SCHOOLS, BUILDING OWNERS AND TENANTS
23 WITHIN A TWO-MILE RADIUS OF THE SELECTED ALIGNMENT AND
24 STATIONS SHOULD BE NOTIFIED.

25 B: NO LESS THAN TWO HEARINGS SHOULD BE HELD

92.R

1 FOR PUBLIC INPUT. THE FIRST HEARING SHOULD BE HELD NO
2 EARLIER THAN THE 10TH DAY AND THE LAST ONE NO LATER THAN THE
3 35TH DAY FOLLOWING THE START OF THE HEARING PERIOD.

92.S

4 14: MITIGATION MEASURES ARE ONLY AS GOOD AS THEIR
5 STRICT ENFORCEMENT. THEREFORE, MTA MUST DEVELOP APPROPRIATE
6 FINES AND PENALTIES FOR ALL CONTRACTORS FAILING TO MEET ANY
7 OF THEIR RESPONSIBILITIES. A COMMITTEE SHOULD BE CREATED TO
8 MONITOR MITIGATION AND CONSTRUCTION ACTIVITY, REVIEW
9 CONSTRUCTION IMPACTS, PROVIDE MITIGATION RECOMMENDATIONS AND
10 IMPOSE FINES. THE COMMITTEE SHOULD BE COMPRISED OF
11 COMMUNITY REPRESENTATIVES, ELECTED OFFICIALS AND MTA STAFF.
12 BUDGET, STAFF AND FULLY EQUIPPED OFFICE SPACE SHOULD BE
13 SUPPLIED FOR USE BY THE COMMITTEE.

92.T

14 ULTIMATELY, THE METRO RED LINE EASTSIDE
15 EXTENSION WILL BRING TO TRANSIT-DEPENDENT POPULATIONS IN THE
16 EAST LOS ANGELES AREA A TRANSPORTATION SYSTEM THAT IS
17 TIMELY, AFFORDABLE AND SAFE. OUR JOB NOW IS TO ENSURE THAT
18 THE PROJECT IS BUILT TO BENEFIT ALL THE COMMUNITIES IT WAS
19 DESIGNED TO SERVE.

20 ONCE AGAIN, I THANK YOU FOR THE OPPORTUNITY
21 TO EXPRESS MY CONCERNS OF THE PROJECT'S IMPACTS AND TO
22 SUGGEST MEASURES TO MITIGATE THESE MEASURES.

23 JUDGE FLORES: THANK YOU. THE NEXT SPEAKER IS
24 GERARD OROZCO OF COUNCIL DISTRICT 14.

25 MR. OROZCO: THANK YOU VERY MUCH. I AM HERE TO

1 READ A STATEMENT OF COUNCILMAN RICHARD ALATORRE, AS
2 COUNCILMAN FOR THE AREA, TO THE CHAIR FOR THE METROPOLITAN
3 TRANSIT AUTHORITY.

4 I AM VERY PLEASED THAT MANY RESIDENTS OF EAST
5 L.A. AND BOYLE HEIGHTS HAVE ATTENDED THE HEARING TONIGHT. I
6 TRULY APPRECIATE THE TIME THE RESIDENTS TAKE OUT OF THEIR
7 DAILY ROUTINES --

8 JUDGE FLORES: IF YOU ARE GOING TO READ, WOULD YOU
9 READ SLOWER, PLEASE. WE HAVE A COURT REPORTER AND
10 TRANSLATOR ATTEMPTING TO TRANSLATE SIMULTANEOUSLY.

11 MR. OROZCO: I SUBMITTED MY REMARKS EARLIER. I
12 WILL ACCOMMODATE THAT.

13 JUDGE FLORES: FOR THE AUDIENCE AS WELL.

14 MR. OROZCO: THE PROPOSED EXTENSION OF THE METRO
15 RED LINE TO EAST L.A. IS THE LARGEST TRANSPORTATION/PUBLIC
16 WORKS PROJECT THAT EAST L.A. WILL EXPERIENCE IN THE NEAR
17 FUTURE. IT IS CRITICAL THAT THE BENEFITS BE MAXIMIZED AND
18 ANY ADVERSE IMPACTS BE SUBSTANTIALLY MITIGATED.

19 THE COUNCILMAN HAS REVIEWED THE ALTERNATIVES
20 ANALYSIS/DRAFT EIS/DRAFT EIR REPORT, AND HE HAS ALSO TALKED
21 AND MET WITH MANY RESIDENTS IN THE LOCAL COMMUNITY WHERE THE
22 DIFFERENT ALTERNATIVES FOR THE EASTERN EXTENSION ARE BEING
23 CONSIDERED.

24 FROM HIS INITIAL REVIEW OF THE PROPOSED
25 ALTERNATIVES AND HIS AWARENESS OF THE CURRENT COMMUNITY

1 INPUT, IT IS IMPERATIVE THAT THE MTA ADDRESS THE FOLLOWING
2 ISSUES, AND I WILL STATE THOSE ISSUES:

3 NO. 1: ECONOMIC DEVELOPMENT AND LOCAL COMMUNITY
4 EMPLOYMENT. THE AA/DEIS/DEIR HAS IDENTIFIED THE GREAT
5 POTENTIAL OF THE EASTERN EXTENSION TO GENERATE LOCAL
6 ECONOMIC DEVELOPMENT AND LOCAL EMPLOYMENT. HE IS REQUESTING
7 THAT THE MTA CREATE A PROACTIVE PROGRAM TO ANTICIPATE AND
8 EFFECTIVELY INCLUDE THE GREATEST COMMUNITY BUSINESS
9 PARTICIPATION AND LOCAL EMPLOYMENT.

10 NO. 2: THE AA/DEIS/DEIR HAS IDENTIFIED IN THE
11 EASTERN EXTENSION STUDY AREA THE EXISTENCE OF A VERY DENSE
12 POPULATION THAT INCLUDES A VERY LARGE SECTOR OF CHILDREN AND
13 YOUTH. THE COUNCILMAN REQUESTS THAT THE MTA TARGET ITS
14 BUSINESS AND EMPLOYMENT PROGRAM TO AGGRESSIVELY INCLUDE
15 YOUTH TRAINING AND EMPLOYMENT PROGRAMS SUCH AS THE ONES
16 ENUMERATED BY THE REPRESENTATIVE OF THE CONGRESSWOMAN.

17 NO. 3: THE AA/DEIS/DEIR HAS IDENTIFIED SEVERAL
18 RESIDENTIAL DWELLINGS AROUND SOME STATIONS AS POTENTIAL
19 PROPERTIES TO BE ACQUIRED AND DEMOLISHED. THE COUNCILMAN
20 REQUESTS THAT THE MTA STRUCTURE A HOUSING RELOCATION AND
21 REPLACEMENT PROGRAM TO ADEQUATELY RELOCATE DISPLACED
22 RESIDENTS AND REPLENISH THE HOUSING STOCK.

23 NO. 4: THE DOCUMENTS HAVE IDENTIFIED PROPERTY
24 ACQUISITION AND RELOCATION AND TEMPORARY DISRUPTION OF SOME
25 BUSINESSES AROUND SOME STATIONS. THE COUNCILMAN REQUESTS

93.D

1 THAT THE MTA STRUCTURE A BUSINESS RELOCATION AND BUSINESS
2 DISRUPTION PROGRAM BASED AT A MINIMUM ON MTA PAST METRO RED
3 LINE PROJECTS AND SPECIFICALLY DESIGNED TO DEAL WITH LOCAL
4 BUSINESS NEEDS. WE WANT TO MAKE SURE WE ARE LEARNING FROM
5 PAST EXPERIENCE IN OTHER SEGMENTS OF METRO RED LINE.

93.E

6 NO. 5: THE DOCUMENTS HAVE IDENTIFIED A
7 SERIES OF CONSTRUCTION IMPACT AREAS: RESIDENTIAL, SCHOOLS,
8 BUSINESSES, TRAFFIC, PARKING, AIR QUALITY, NOISE, VIBRATION
9 AND UTILITIES. THE COUNCILMAN REQUESTS THAT THE MTA CREATE
10 A CONSTRUCTION MITIGATION PROGRAM TO ANTICIPATE, PLAN AND
11 COORDINATE GENERAL AND SPECIFIC MITIGATION ACTIONS. THIS
12 PROGRAM SHOULD BE STAFFED BY MTA PERSONNEL AND STRUCTURED
13 WITH SUBSTANTIAL COMMUNITY PARTICIPATION ALL ALONG THE WAY.

93.F

14 NO. 6: AT SOME OF THE PREVIOUS PUBLIC HEARINGS AND
15 COMMUNITY MEETINGS, COMMUNITY RESIDENTS RAISED THE ISSUE OF
16 COMMUNITY PARTICIPATION AND MONITORING OF MITIGATION ACTIONS
17 AND PROGRAMS. THE COUNCILMAN REQUESTS THAT THE MTA, IN
18 CONJUNCTION WITH LOCAL COMMUNITY RESIDENTS, LOCAL ELECTED
19 REPRESENTATIVES AND COMMUNITY ORGANIZATIONS STRUCTURE AN
20 EASTERN EXTENSION OVERSIGHT COMMITTEE; AGAIN, ECHOING YOUR
21 PREVIOUS TESTIMONY.

93.G

22 NO. 7: THE DOCUMENTS HAVE IDENTIFIED A SERIES OF
23 LAND USE AND GENERAL COMMUNITY PLANNING ISSUES THAT NEED TO
24 BE ADDRESSED TO BEST MITIGATE AND MAXIMIZE COMMUNITY
25 BENEFIT. THE COUNCILMAN IS REQUESTING THAT THE MTA CLOSELY

93.G

1 COORDINATE WITH ONGOING COMMUNITY PLANNING AND ECONOMIC
2 DEVELOPMENT INITIATIVES SO AS BEST TO ACHIEVE CONSISTENCY
3 AND SUPPORT FOR LOCAL COMMUNITY EFFORTS.

93.H

4 NO. 8: THE COUNCILMAN HAS INITIATED AN EASTERN
5 EXTENSION COMMUNITY TRANSPORTATION LINKAGES PROGRAM. THE
6 MTA BOARD WILL HAVE THIS PROGRAM BEFORE IT ON THE 30TH. THE
7 COUNCILMAN IS REQUESTING THAT PROGRAMS NOT ADDRESSED IN THIS
8 LETTER BUT INCLUDED IN THE LINKAGES PROGRAM AND RELATED TO
9 THE AA/DEIS/DEIR MITIGATION BE PART OF AN OVERALL MITIGATION
10 PROGRAM.

11 SINCE THIS IS AN ONGOING PROCESS AND THE
12 PUBLIC INPUT HAS NOT BEEN COMPLETED, THE COUNCILMAN EXPECTS
13 THAT OTHER ISSUES MIGHT BE BROUGHT TO YOUR ATTENTION. HE
14 REQUESTS THAT YOU GIVE THE SAME EDUCATION, COOPERATION AND
15 ASSISTANCE TO BEST ACCOMMODATE ANY RELEVANT ISSUES NOT
16 COVERED AT THESE CURRENT PUBLIC HEARINGS. AND WE WILL
17 REMIND YOU THAT WE ARE HAVING A FULL PUBLIC HEARING WITH
18 PUBLIC COMMENT AT THE 30TH MEETING OF THE MTA. THANK YOU
19 VERY MUCH.

20 JUDGE FLORES: THANK YOU, SIR. THE NEXT SPEAKER IS
21 JERI OKAMOTO REPRESENTING ASSEMBLYMEMBER LOUIS CALDERA.

22 MS. OKAMOTO: GOOD EVENING. MY NAME IS JERI
23 OKAMOTO, AND I AM THE DISTRICT DIRECTOR FOR ASSEMBLYMAN
24 LOUIS CALDERA, REPRESENTING THE 46TH ASSEMBLY DISTRICT.

25 ASSEMBLYMEMBER CALDERA REGRETS THAT HE CANNOT

1 BE HERE IN PERSON THIS EVENING. UNFORTUNATELY, COMMITMENTS
2 IN SACRAMENTO PREVENTED HIM FROM BEING ABLE TO MAKE THE TRIP
3 THIS AFTERNOON. ON HIS BEHALF, HOWEVER, I WOULD LIKE TO
4 PRESENT SOME EXCERPTS FROM THE WRITTEN STATEMENT THAT WILL
5 BE PRESENTED TO THE MTA TOMORROW.

6 THE 46TH ASSEMBLY DISTRICT, WHICH I
7 REPRESENT, INCLUDES SEVERAL OF THE AREAS THAT WILL BE
8 DIRECTLY IMPACTED BY THE PROPOSED EASTERN EXTENSION OF THE
9 METRO RED LINE; NAMELY UNION STATION, LITTLE TOKYO, THE LOFT
10 AND LIGHT INDUSTRIAL DISTRICT AND METRO RAIL YARD, BOYLE
94.A 11 HEIGHTS AND PART OF UNINCORPORATED EAST LOS ANGELES. ALL OF
12 THESE AREAS COULD BENEFIT GREATLY FROM THE EXTENSION AND
13 RAIL IMPROVEMENTS.

14 CONVERSELY, IF THE MTA AND ITS CONTRACTORS DO
15 NOT ESTABLISH AND ADHERE TO A COMPREHENSIVE AND STRICT
94.B 16 MITIGATION PROGRAM DURING CONSTRUCTION, THE EXTENSION COULD
17 CAUSE IRREPARABLE HARM TO THE ALREADY SUFFERING ECONOMIC
18 VITALITY IN THESE AREAS.

19 THE PURPOSE OF MY STATEMENT IS TWOFOLD:
20 FIRST, I WILL DISCUSS SOME OF THE UNIQUE OPPORTUNITIES THAT
21 A RED LINE EXTENSION MAY PRESENT FOR DEVELOPMENT. I WILL
22 ALSO DISCUSS THE REASONS WHY I BELIEVE, BASED ON THE
23 INFORMATION AVAILABLE TO DATE, THAT ROUTE 9B WILL PROBABLY
24 BEST SERVE THE COMMUNITY AND SHOULD BE SELECTED AS THE
25 LOCALLY PREFERRED ALTERNATIVE.

1 SECOND, I WILL DISCUSS BRIEFLY THE MITIGATION
2 MEASURES REQUIRED TO ASSURE THAT THE EXTENSION RESULTS IN
3 THE LEAST AMOUNT OF DISRUPTION TO OUR COMMUNITIES AS
4 POSSIBLE.

5 THE PROPOSED EASTERN EXTENSION OF THE METRO
6 RED LINE HAS TREMENDOUS POTENTIAL FOR THE ECONOMIC
7 DEVELOPMENT AND REVITALIZATION OF OUR COMMUNITIES. IT IS
8 THE ONLY MAJOR PUBLIC WORKS PROJECT PLANNED FOR THE
9 EASTSIDE, ACCORDING TO THE 30-YEAR INTEGRATED TRANSPORTATION
10 PLAN REFERENCED IN THE DRAFT EIR. AS SUCH, WE SHOULD SEIZE
11 UPON THIS UNIQUE OPPORTUNITY TO ENHANCE OUR NEIGHBORHOOD.

94.C

12 THE RED LINE EXTENSION, COUPLED WITH
13 APPROPRIATE BUS, METROLINK AND OTHER PUBLIC TRANSPORTATION
14 INTERFACING, WILL PROVIDE AREA RESIDENTS, MOST OF WHOM ARE
15 DEPENDENT UPON PUBLIC TRANSPORTATION, WITH GREATER
16 ACCESSIBILITY TO THEIR LOCAL GOVERNMENT AND TO THE SHOPPING
17 DISTRICTS TO THE WEST AND THROUGHOUT THE EASTSIDE CORRIDOR.
18 THE ADDITION OF THE METRO RED LINE SUBWAY ULTIMATELY WILL
19 DECREASE AUTOMOBILE TRAFFIC AND CONGESTION, AND WILL ALSO
20 AID IN THE IMPROVEMENT OF AIR QUALITY IN THIS REGION.

21 IN ADDITION, THROUGH CREATIVE PLANNING AND
22 DESIGN, THE PROPOSED RED LINE STATIONS CAN BECOME SHOWCASES
23 FOR OUR COMMUNITIES THAT WILL ATTRACT SHOPPERS AND TOURISTS.
24 THE DEVELOPMENT OF THE STATIONS AND SURROUNDING AREAS MAY
25 ALSO SERVE AS A MUCH NEEDED CATALYST FOR RESIDENTIAL AND

94.C

1 COMMERCIAL REVITALIZATION.

2 BASED ON THE PRELIMINARY INFORMATION PROVIDED
3 IN THE DRAFT EIR AND ON COMMUNITY PREFERENCES, I TENTATIVELY
4 SUPPORT ROUTE 9B AS THE LOCALLY PREFERRED ALTERNATIVE,
5 SUBJECT TO THE PROVISION OF ADDITIONAL INFORMATION REGARDING
6 THE IMPACTS OF THIS ROUTE.

7 FIRST, ALTERNATIVE 9B INCLUDES A METRO RAIL
8 YARD STATION UNLIKE MANY OF THE OTHER ALTERNATIVES.
9 CONSTRUCTING A STATION IN THIS LOCATION NEAR THE LOFT,
10 WAREHOUSE AND LITTLE TOKYO AREAS WILL PROVIDE OPPORTUNITIES
11 FOR ECONOMIC DEVELOPMENT AND REVITALIZATION IN THESE AREAS.

94.D

12 THIS AREA, MOST OF WHICH IS ALREADY OWNED BY MTA, HAS
13 TREMENDOUS POTENTIAL FOR DEVELOPING MIXED USE HOUSING, FOR
14 EXAMPLE, FOR SENIOR CITIZENS AND LOW INCOME FAMILIES, FOR
15 ENTERTAINMENT, ARTS DEVELOPMENT BUSINESS AND RECREATIONAL
16 FACILITIES.

17 GIVEN ITS PROXIMITY TO THE LITTLE TOKYO AREA,
18 SITING A STATION AT THE RAIL YARD WOULD ALSO SERVE TO ANCHOR
19 UNION STATION TO THESE NEIGHBORING AREAS TO THE SOUTH AND
20 EAST AND SET THE STAGE FOR FURTHER REVITALIZATION EFFORTS
21 BETWEEN THE LOS ANGELES RIVER AND THE DOWNTOWN HISTORIC AND
22 BUSINESS DISTRICTS. REPRESENTATIVES FROM THE LITTLE TOKYO
23 COMMUNITY HAVE EXPRESSED INITIAL SUPPORT FOR THE RAIL YARD
24 STATION AND DEVELOPMENT OF THE SURROUNDING AREAS.
25 ADDITIONAL INFORMATION REGARDING THE TAX IMPLICATIONS OF THE

1 DEVELOPMENT AND THE MITIGATION PROGRAM MUST BE OBTAINED,
2 HOWEVER, BEFORE ANY FINAL DETERMINATIONS MAY BE MADE.

3 IN ADDITION, ALTERNATIVE 9B WITH THE YARD
4 STATION WILL PROVIDE A SITE FOR EXCAVATION AND DIRT REMOVAL
5 THAT IS IN A LIGHT INDUSTRIAL AREA, THEREBY AVOIDING MAJOR
6 TRUCK TRAFFIC AND EXCAVATION THROUGH RESIDENTIAL AND HIGHLY
7 COMMERCIAL AREAS.

94.D

8 SECOND, ALTERNATIVE 9B IS THE ONLY
9 ALTERNATIVE THAT INTEGRATES ALL OF THE MAJOR SHOPPING AND
10 BUSINESS THOROUGHFARES IN THE EASTERN CORRIDOR. WHILE
11 RUNNING A LINE STRAIGHT THROUGH THE EASTERN CORRIDOR FROM
12 UNION STATION MAY BE MORE COST EFFECTIVE, THOSE ALTERNATIVES
13 WILL NOT BEST SERVE OUR COMMUNITIES. THE PROPOSED STATION
14 AT FIRST AND BOYLE PROVIDES ACCESSIBILITY TO WHITE MEMORIAL
15 HOSPITAL, INTERNATIONAL INSTITUTE AND MANY OTHER COMMUNITY
16 SITES.

17 THE PROPOSED STATION AT BROOKLYN AND SOTO
18 WILL PROVIDE ACCESSIBILITY TO THE BROOKLYN SHOPPING CORRIDOR
19 AND THE EL MERCADO AND HELP TO REVITALIZE THIS DECLINING
20 AREA. ALTERNATIVE 9B GOES ON TO CONNECT THESE AREAS WITH
21 THE WHITTIER BOULEVARD SHOPPING DISTRICT.

22 THIRD, ACCORDING TO THE DRAFT EIR,
23 ALTERNATIVE 9 SERVICES MORE OF THE LATINO TRANSIT-DEPENDENT
24 AND BELOW-POVERTY-LEVEL POPULATION THAN ANY OF THE OTHER
25 ALTERNATIVES. IN LIGHT OF THESE CONSIDERATIONS, I

94.D

1 TENTATIVELY SUPPORT ALTERNATIVE 9B AS THE LPA.

2 IN ADDITION, THE MTA SHOULD CREATE STATION-
3 SPECIFIC DEVELOPMENT AREA PLANS AND DESIGN STATIONS TO
4 REFLECT THE FLAVOR OF THE NEIGHBORHOOD IN WHICH THEY ARE
5 LOCATED. FOR EACH STATION, MTA MUST CREATE A STATION-
6 SPECIFIC PLAN TO ADDRESS AREA DEVELOPMENT, STATION DESIGN,
7 STATION ARTWORK, ZONING REQUIREMENTS AND THE LIKE. IN
8 CREATING THIS PLAN, THERE MUST BE COMMUNITY INPUT AND
9 ACCESSIBILITY DURING THE PROCESS.

94.E

10 FOR THE METRO RAIL YARD STATION, THERE ARE
11 INNUNERABLE OPPORTUNITIES FOR THE DEVELOPMENT AND
12 REVITALIZATION. WHAT IS THE MTA PLANNING TO DO TO ACTIVELY
13 ENCOURAGE SUCH DEVELOPMENT? ALSO, WHAT ARE THE TAX
14 IMPLICATIONS ON LITTLE TOKYO AND SURROUNDING COMMUNITIES FOR
15 DEVELOPMENT IN THIS AREA?

16 GIVEN ITS PROXIMITY TO LITTLE TOKYO, THE YARD
17 STATION DESIGN SHOULD BE CONSISTENT WITH THE JAPANESE STYLE
18 ARCHITECTURE PREVALENT IN LITTLE TOKYO. THE STATION AREA
19 SHOULD INCLUDE JAPANESE GARDEN AND PARK AREAS INTEGRATING
20 LANDSCAPING, SCULPTURES, CREATIVE LIGHTING AND ARTWORK
21 CONSISTENT WITH THIS THEME. A TROLLEY OR OTHER LIGHT
22 TRANSPORTATION SYSTEM SHOULD RUN FROM THE YARD STATION TO
23 LITTLE TOKYO PROPER.

24 IN ADDITION, THERE ARE APPROXIMATELY 18,000
25 ARTISTS LOFTS IN THE VICINITY OF THE YARD STATION. MTA MUST

1 EXPLORE THE SITING OF AN INTERNATIONAL ARTS CENTER IN THIS
2 AREA, INCLUDING BUT NOT LIMITED TO THE INCLUSION OF AN
3 INTERNATIONAL MARTIAL ARTS CENTER.

4 IN ADDITION, MTA MUST PROVIDE OR WORK WITH
5 NONPROFIT ORGANIZATIONS OR OTHER PRIVATE SECTOR ENTITIES TO
6 PROVIDE AFFORDABLE HOUSING IN OR AROUND THE YARD STATION
7 DEVELOPMENT AREA FOR SENIOR CITIZENS, LOW-INCOME FAMILIES
8 AND OTHERS. THE SITES SHOULD INCLUDE CHILD CARE AND YOUTH
9 RECREATIONAL AND AFTER-SCHOOL FACILITIES WITH A NEIGHBORHOOD
10 LIBRARY SITE.

94.E

11 THE YARD STATION DEVELOPMENT AREA SHOULD ALSO
12 INCLUDE OTHER MIXED USES SUCH AS ENTERTAINMENT, RESTAURANTS,
13 BUSINESS OFFICES, AND SUFFICIENT PARKING TO SERVICE THESE
14 USES. A POLICE SUBSTATION SHOULD BE LOCATED AT OR NEAR THE
15 YARD STATION SITE.

16 IF AN ALTERNATIVE SUCH AS 9B WITH THE YARD
17 STATION IS SELECTED AND THE IMPACTED COMMUNITY ENDORSES THE
18 DEVELOPMENT PROJECT AFTER REVIEW OF THE MITIGATION PROGRAM,
19 MTA SHOULD GIVE PRIORITY TO THIS DEVELOPMENT PROJECT OVER
20 PROPOSED EXTENSIONS TO THE WEST TO ASSIST THE LITTLE TOKYO
21 AND SURROUNDING COMMUNITIES WITH POST CIVIL UNREST RECOVERY.
22 FOLLOWING THE APRIL/MAY 1992 CIVIL UNREST, TOURISM IN THIS
23 AREA HAS DROPPED DRAMATICALLY. WE HOPE THAT MTA WILL
24 CONSIDER THIS A PRIORITY ITEM, AS IT SHOULD BE.

25 IN ADDITION, THERE ARE ALSO TREMENDOUS

1 OPPORTUNITIES FOR THE DEVELOPMENT AND REVITALIZATION AT-OR
2 NEAR THE PROPOSED STATIONS EAST OF THE LOS ANGELES RIVER.
3 TO MAINTAIN THE CULTURAL INTEGRITY AND FLAVOR OF THE AREA,
4 THE STATIONS EAST OF THE LOS ANGELES RIVER SHOULD BE
5 DESIGNED TO REFLECT THE RICH HERITAGE OF THE BOYLE
6 HEIGHTS/EAST LOS ANGELES COMMUNITIES.

94.F

7 FOR EXAMPLE, MTA SHOULD CREATE A MARIACHI
8 PLAZA AT THE FIRST AND BOYLE STATION THAT INCLUDES A
9 SHOPPING PLAZA AND MARKETPLACE, PERFORMANCE AREA, DECORATIVE
10 TILE WORK, CREATIVE LIGHTING, FOUNTAIN COURTYARD AND A
11 POLICE SUBSTATION AT OR NEAR THE AREA. A SIMILAR THEME WITH
12 SIMILAR RESOURCES SHOULD BE CARRIED THROUGH WITH THE OTHER
13 STATIONS.

94.G

14 IF THE GOLDEN GATE THEATRE IS CHOSEN AS A
15 SITE FOR THE WHITTIER AND ATLANTIC STOP, MTA MUST PRESERVE
16 AND INCORPORATE THIS STRUCTURE AS PART OF THE STATION PLAN.

94.H

17 IN ADDITION, ALL NEW STATIONS IN THE EASTERN
18 EXTENSION MUST HAVE ELECTRONIC SIGN BOARDS THAT CAN BE USED
19 FOR MTA INFORMATION, NEWS, COMMUNITY NOTICES AND OTHER
20 ANNOUNCEMENTS. EACH STATION MUST HAVE BACKLIGHTED
21 DIRECTIONAL MAPS FOR THE AREAS SURROUNDING THE STATIONS
22 SHOWING POINTS OF INTERESTS, HISTORICAL SITES, RESTAURANTS
23 AND LOCAL SERVICES. CASES FOR THE DISPLAY OF LOCAL ARTWORK
24 BY SENIOR CITIZENS, STUDENTS AND OTHERS MUST BE PROVIDED IN
25 THE STATION AREAS.

94.I

1 MTA MUST ALSO SITE AND FUND CHILD AND
2 AFTER-SCHOOL YOUTH CARE PROGRAMS AT OR NEAR ALL STATIONS
3 LOCATED IN THE VICINITY OF SCHOOLS AND CHURCHES.

94.J

4 ALL STATION AREAS SHOULD BE LANDSCAPED WITH
5 TREES, FLOWER PLANTERS AND OTHER FOLIAGE. THE STATION AREAS
6 SHOULD HAVE BENCHES DESIGNED TO COMPLEMENT THE THEME OF THE
7 STATION AND EXHIBIT ARTWORK CONSISTENT WITH THE FLAVOR OF
8 THE NEIGHBORHOOD.

9 WITH REGARD TO MITIGATION, AS NOTED, THERE IS
10 GREAT POTENTIAL FOR THE EASTERN EXTENSION OF THE METRO RED
11 LINE TO ENHANCE OUR COMMUNITIES, PARTICULARLY THROUGH
12 DEVELOPMENT PROJECTS DONE IN CONJUNCTION WITH CREATIVE
13 STATION DESIGN. HOWEVER, IF STRONG, MEANINGFUL MITIGATION
14 MEASURES ARE NOT ADOPTED, IMPLEMENTED AND ADHERED TO
15 THROUGHOUT THE PRE-CONSTRUCTION AND CONSTRUCTION PHASES OF
16 THE DEVELOPMENT, THE EASTERN EXTENSION HAS THE POTENTIAL FOR
17 CREATING DISASTROUS EFFECTS ON THE COMMUNITY, AS WE HAVE
18 LEARNED FROM THE CONSTRUCTION DOWN WILSHIRE AND THROUGHOUT
19 THE DOWNTOWN AREA.

20 THEREFORE, TO SAFEGUARD THE FAMILIES,
21 CHILDREN, BUSINESSES AND OTHERS IN THE COMMUNITY DURING THE
22 CONSTRUCTION PROCESS, VERY SERIOUS MITIGATION PROGRAMS AND
23 MEASURES MUST BE IMPLEMENTED IN COORDINATION WITH SEVERAL
24 OTHER LEGISLATIVE OFFICES IN THE GREATER LOS ANGELES AREA.
25 ASSEMBLYMAN CALDERA AND HIS STAFF HAVE DRAFTED SEVERAL

1 MITIGATION MEASURES AND PROGRAMS TO REACH THIS END.

2 FIRST, THE MTA SHALL INCORPORATE A 45-DAY
3 REVIEW PERIOD ON ANY MITIGATION PROGRAM FOR THE EASTERN
4 EXTENSION BEFORE IT IS SUBMITTED TO THE MTA BOARD FOR FINAL
5 APPROVAL OF THE EIR. MTA SHALL PROVIDE A COPY OF THE
6 MITIGATION PROGRAM AT LEAST 10 DAYS BEFORE THE COMMENCEMENT
7 OF THE 45-DAY REVIEW PERIOD THAT IS NOT LIMITED TO, BUT WILL
8 ENCOMPASS, THE FOLLOWING:

9 FIRST, ANY ORGANIZATION OR INDIVIDUAL THAT
10 ATTENDED OR TESTIFIED AT ANY OF THE MTA PUBLIC HEARINGS, MTA
11 BOARD MEETINGS OR COMMUNITY MEETINGS.

94,K

12 SECOND, ALL PROPERTY OWNERS OR TENANTS WITHIN
13 A 1,000 FOOT RADIUS OF ANY STATION.

14 THIRD, ALL SCHOOLS, CHURCHES, RECREATIONAL
15 FACILITIES AND NONPROFIT ORGANIZATIONS WITHIN A TWO-MILE
16 RADIUS OF THE STATIONS.

17 AND FOURTH, THE OFFICES OF ALL LOCAL, STATE,
18 AND FEDERAL ELECTED OFFICIALS WITHIN THE BOUNDARIES OF THE
19 PROJECTS.

20 MTA SHALL HOLD NO LESS THAN THREE PUBLIC
21 HEARINGS DURING THE 45-DAY REVIEW PERIOD. THE PUBLIC
22 HEARINGS SHALL NOT BE EARLIER THAN THE 10TH DAY NOR BEYOND
23 THE 35TH DAY OF THE REVIEW PROCESS.

24 IN ADDITION, TO ASSURE CONTINUED
25 ACCOUNTABILITY TO THE PUBLIC, A COMMUNITY-BASED STATION

1 OVERSIGHT COMMITTEE, OR S.O.C., MUST BE FORMED. ONE
2 COMMITTEE SHOULD BE FORMED IN THE NEIGHBORHOOD OF EACH
3 STATION LOCATION. TWO MEMBERS, A DESIGNATE AND AN
4 ALTERNATIVE, FROM EACH S.O.C. SHALL SERVE AS REPRESENTATIVES
5 ON AN OVERALL PROJECT OVERSIGHT COMMITTEE. THE PROJECT
6 OVERSIGHT COMMITTEE SHALL BE COMPRISED OF THE S.O.C.
7 REPRESENTATIVES AND AREA ELECTED OFFICIALS OR THEIR
8 REPRESENTATIVE STAFF.

94,K

9 THE S.O.C. SHALL SERVE AS THE EYES AND EARS
10 OF THE COMMUNITY REGARDING CONTRACTORS' COMPLIANCE WITH THE
11 MITIGATION PROGRAM, AND THE PROJECT OVERSIGHT COMMITTEE
12 SHALL SERVE AS THE VOICE OF THE EAST LOS ANGELES EXTENSION
13 COMMUNITY AS IT RELATES TO THIS PROJECT. ALL MEETINGS
14 SHOULD BE OPEN TO THE PUBLIC. NOTHING SUGGESTED HERE SHOULD
15 BE INTERPRETED AS DENYING ANY OTHER RESIDENT OR ORGANIZATION
16 INPUT INTO THE PROCESS OF ENSURING PROJECT SAFETY AND
17 COMPLIANCE WITH THE MITIGATION PROGRAM.

18 A BUDGET, PAID STAFF, OFFICE SPACE AND
19 SUPPLIES, WHICH INCLUDES POSTAGE, SHALL BE MADE AVAILABLE TO
20 THE PROJECT OVERSIGHT COMMITTEE IN ORDER TO MAXIMIZE
21 ACCOUNTABILITY AND MITIGATION COMPLIANCE DURING
22 CONSTRUCTION.

23 WITH RESPECT TO MITIGATION REGARDING TRANSIT,
24 TRAFFIC, PARKING AND OTHER ITEMS, MY WRITTEN STATEMENT WILL
25 DISCUSS IN DETAIL VARIOUS MITIGATION MEASURES REGARDING

1 THOSE AREAS.

2 BEFORE I CONCLUDE, HOWEVER, I WOULD LIKE TO
3 HIGHLIGHT CERTAIN AREAS THAT I THINK DESERVE EXTRA
4 ATTENTION. FOR EXAMPLE, WHAT PENALTY OR FINE STRUCTURE WILL
5 MTA DEVELOP FOR CONTRACTORS WHO DO NOT COMPLY WITH THE
6 MITIGATION PROGRAMS?

94.L

7 IN EVALUATING CONTRACTING BIDS FOR THE
8 EASTERN EXTENSION, WILL MTA TAKE INTO CONSIDERATION AS A
9 NEGATIVE WHETHER THAT CONTRACTOR HAS PREVIOUSLY VIOLATED MTA
10 CONTRACT MITIGATION REQUIREMENTS ON OTHER PROJECTS?

94.M

11 ALSO, WHAT PROGRAMS WILL MTA IMPLEMENT TO
12 ENSURE FAIR REPRESENTATION OF MINORITIES, WOMEN AND LOCAL
13 PERSONS IN THE HIRING AND CONTRACTING FOR THE EASTERN
14 EXTENSION JOBS AND JOBS TRAINING PROGRAMS?

94.N

15 IN ADDITION, WHAT IS MTA GOING TO DO ABOUT
16 DISPLACED PARKING ON THE STREET AND OFF-SITE PARKING AND
17 PARKING LOTS THAT INTEND TO BE TAKEN FOR THE DEVELOPMENT OF
18 STATIONS?

94.O

19 ALSO, WHAT WILL MTA DO BEYOND ITS FEDERAL,
20 STATE AND LOCAL MANDATES TO ENSURE THAT INDIVIDUALS,
21 FAMILIES AND BUSINESSES DISPLACED BY THE EASTERN EXTENSION
22 ARE RELOCATED TO DECENT, SAFE AND SANITARY HOMES OR BUSINESS
23 SITES?

24 IN CONCLUSION, AS I HAVE DISCUSSED, THE
25 EASTERN EXTENSION OF THE RED LINE THROUGH THE 46TH ASSEMBLY

1 DISTRICT AND BEYOND PRESENTS UNIQUE OPPORTUNITIES FOR OUR
2 COMMUNITY, FOR ECONOMIC DEVELOPMENT, COMMERCIAL AND
3 RESIDENTIAL REVITALIZATION, JOBS AND INCREASED ACCESSIBILITY
4 TO MANY PARTS OF THE REGION. IF IMPLEMENTED IN A
5 RESPONSIBLE WAY THAT IS SENSITIVE TO OUR COMMUNITY'S NEEDS
6 AND CONCERNS, WE WILL PROVIDE FUTURE GENERATIONS WITH A
7 VALUABLE LEGACY.

8 HOWEVER, UNLESS MTA AND ITS CONTRACTORS ARE
9 HELD STRICTLY ACCOUNTABLE TO THE COMMUNITIES THAT THEY WILL
10 INVADE DURING CONSTRUCTION, THE LEGACY COULD BE ONE OF
11 ECONOMIC DECLINE. I, THEREFORE, STAND COMMITTED TO CONTINUE
12 TO WORK WITH OUR COMMUNITIES AND TO REMAIN A VIGILANT
13 WATCHDOG OVER MTA AND ITS CONTRACTORS TO ENSURE THAT THIS
14 DOES NOT HAPPEN IN OUR COMMUNITIES. THANK YOU.

15 JUDGE FLORES: THANK YOU. THE NEXT SPEAKER IS
16 EMMANUEL J. RAMIREZ REPRESENTING ASSEMBLYMEMBER NAPOLITANO.

17 MR. RAMIREZ: GOOD AFTERNOON, AND THANK YOU FOR THE
18 OPPORTUNITY TO PRESENT SOME OF THE COMMENTS ON BEHALF OF
19 ASSEMBLYMEMBER GRACE NAPOLITANO. SHE IS NOT ABLE TO BE HERE
20 THIS AFTERNOON BECAUSE OF THE BUDGET AND SOME OTHER BUSINESS
21 THAT SHE HAD IN SACRAMENTO, AS OTHER MEMBERS HAVE BEEN BUSY
22 NEGOTIATING THE BUDGET. BUT WE HAVE COMMENTS THAT WILL BE
23 INCORPORATED THAT WE HAVE WORKED ON WITH BILL MAIBE OF
24 RICHARD POLANCO'S OFFICE.

25 IN PARTICULAR, THE ASSEMBLYWOMAN HAS SPECIFIC

1 COMMENTS THAT SHE WOULD LIKE TO INCORPORATE IN THE
 2 MEMORANDUM, AND THE FIRST ONE IS REGARDING NOTIFICATION.
 3 WHAT TYPE OF WRITTEN NOTIFICATION VIA LETTERS WILL BE
 4 PROVIDED TO ALL OF THE CONCERNED PARTIES OF ALL REVIEW
 5 PROCESSES AND MITIGATION EFFORTS THAT WILL BE INCORPORATED
 6 IN THE MITIGATION PROGRAM REVIEW?

95.A

7 SECOND, REGARDING SMALL BUS SERVICE: WHAT
 8 TYPE OF BUS SERVICE WILL BE PROVIDED TO BUSINESSES AND
 9 COMMUNITIES AFFECTED BY THE CONSTRUCTION? WILL THERE BE A
 10 SMALL BUS COMMUTER LINE THAT WILL GO FROM THE BUSINESSES IN
 11 THE AREA TO THE RESIDENTIAL AREAS AND, IF SO, WILL THE STOPS
 12 BE PROVIDED EVERY 15 MINUTES BY SHUTTLE SERVICE BUSES AT A
 13 REDUCED FARE FOR THE COMMUNITY MEMBERS AND FOR THE
 14 BUSINESSES, FOR ALL RIDERS OF THE EASTERN EXTENSION?

95.B

15 THIRD, REGARDING PUBLIC MEETINGS: THE
 16 ASSEMBLYWOMAN WOULD LIKE TO ENSURE THAT THE PUBLIC MEETINGS
 17 WILL BE HELD TO DETERMINE THE NEEDS AND DESIRES OF THE LOCAL
 18 COMMUNITIES FOR EACH OF THE AFFECTED STOPS. ARE THOSE
 19 PUBLIC MEETINGS GOING TO BE INCORPORATED IN THE MITIGATION
 20 EFFORTS AND, IF SO, WHAT TYPE OF NOTICE WILL BE PROVIDED?

95.C

21 THIRD, ADVERTISING PROGRAMS: THE
 22 ASSEMBLYWOMAN WOULD LIKE TO HAVE THE ADVERTISING PROGRAMS TO
 23 BE COMPREHENSIVE IN BOTH ENGLISH AND SPANISH UTILIZING PRINT
 24 AND RADIO MEDIA FROM COMMUNITY-BASED NEWSPAPERS.

95.D

25 THE FIFTH IS THE CHILD CARE PROGRAMS. WHAT

95.E

95.E

1 TYPE OF CHILD CARE PROGRAMS WILL BE FUNDED AND UTILIZE
2 NONPROFIT ORGANIZATIONS IN THE AREA? WE ARE REQUESTING THAT
3 FUNDING SHOULD BE PROVIDED TO THE TUNE OF \$5 MILLION PER
4 YEAR FOR THE DURATION OF THE CONSTRUCTION PROJECT.

95.F

5 SIX, EDUCATION PROGRAMS: WHAT CONSTRUCTION
6 FIRMS WILL PROVIDE MATH- AND SCIENCE-BASED INTERNSHIPS FOR
7 BUSINESS MAGNET SCHOOLS AND THE SCHOOLS IN THE COMMUNITY?
8 AND IF THE CONSULTING FIRMS WILL BE UTILIZING THOSE
9 INTERNSHIP PROGRAMS, WHAT SCHOOLS WILL BE AFFECTED BY THE
10 CONSTRUCTION PROJECTS IN THE AREA, AND HOW FAR AND HOW LONG
11 WILL THOSE INTERNSHIPS BE AVAILABLE?

95.G

12 SEVEN, HIGHER EDUCATION INTERNSHIPS: WHAT
13 TYPE OF CONSTRUCTION FIRMS WILL INCORPORATE OVER 500
14 YEAR-ROUND COLLEGE INTERNSHIPS PER YEAR WITH COMMUNITY
15 OVERSIGHTS FOR LOCAL COMMUNITY COLLEGES AND FOUR-YEAR PUBLIC
16 AND PRIVATE UNIVERSITIES AND COLLEGES IN THE PROJECT-
17 AFFECTED AREAS? WE DO NOT WANT OUR CITIZENS AND OUR
18 STUDENTS IN THE AREA TO HAVE ONLY OPPORTUNITIES FOR
19 LANDSCAPING JOBS AND FOR SERVICE-ORIENTED JOBS WHEN MUCH OF
20 THE ENGINEERING CONSULTING CAN BE AND SHOULD BE UTILIZING
21 THE TALENT THAT WE HAVE IN OUR AREA.

95.H

22 AND EIGHT, THIS IS REGARDING DBE AND WBE:
23 WHAT TYPE OF JOB TRAINING GOALS AND CONTRACTING WILL BE
24 PROVIDED WITH THE CONSTRUCTION FIRMS ON BEHALF OF THE MTA
25 WITH EMPLOYEES AND JOB PLACEMENT IN THE PROJECT AREA?

95.I

1 THE MEMBERS OF THE LATINO CAUCUS, AS WELL AS
2 OTHER MEMBERS IN THE COMMUNITIES, HAVE MADE SPECIFIC
3 RECOMMENDATIONS WHICH WILL REQUIRE ADDITIONAL COMMUNITY
4 INPUT AND ONGOING MONITORING. BASED ON THE TRACK RECORD OF
5 MTA NOTIFICATION TO AFFECTED COMMUNITIES AND THEIR
6 RESPECTIVE PARTICIPATION IN OTHER TRANSIT PROJECT AREAS IN
7 LOS ANGELES COUNTY, IT IS IMPERATIVE THAT MTA INCORPORATE
8 ALL OF THE LATINO CAUCUS' RECOMMENDATIONS TO ENSURE THAT
9 COMMUNITIES IMPACTED WILL HAVE A VOICE IN THE FUTURE OF
10 THEIR TRANSPORTATION PROJECTS, COMMUNITY BUSINESS RETENTION
11 AND JOB CREATION.

95.J

12 IT IS ONLY JUST THAT THE COMMUNITY RESIDENTS
13 IMPACTED BY TRANSIT PROJECTS SUCH AS THE METRO RED LINE AND
14 THE METRO GREEN LINE IN THE SOUTHEAST AREA WILL HAVE
15 OVERSIGHT OF THE PROJECTS CAUSING DISPLACEMENT AND
16 DISRUPTION IN THE COMMUNITY.

17 JUDGE FLORES: THANK YOU, SIR.

18 WE ARE GOING TO TAKE A SHORT FIVE-MINUTE
19 BREAK, AND THEN WE ARE GOING TO BEGIN WITH THE STATEMENTS BY
20 MEMBERS OF THE COMMUNITY.

21 (A BRIEF RECESS WAS TAKEN.)

22 JUDGE FLORES: LADIES AND GENTLEMEN, WE ARE GOING
23 TO GO BACK ON THE RECORD NOW. WE HAVE QUITE A FEW SPEAKERS
24 AND VERY LITTLE TIME. SO I AM GOING TO REQUEST THAT YOU
25 KEEP YOUR STATEMENTS SHORT AND HIT THE HIGHLIGHTS.

1 LADIES AND GENTLEMEN, IF YOU COULD TAKE YOUR
2 SEATS, PLEASE. THE NEXT SPEAKER IS WILLIAM MAIBE FROM
3 ASSEMBLYMAN RICHARD POLANCO'S OFFICE.

4 MR. MAIBE: GOOD EVENING. MY NAME IS BILL MAIBE.
5 I'M THE CHIEF ASSISTANT TO ASSEMBLYMAN RICHARD POLANCO. THE
6 ASSEMBLYMAN WASN'T ABLE TO MAKE IT THIS EVENING, BUT HE
7 ASKED ME TO COME HERE AND SPEAK ON HIS BEHALF. I HAVE A
8 10-PAGE DOCUMENT HERE. I AM NOT GOING TO READ IT ALL, IN
9 THE INTERESTS OF THE COMMUNITY. AS A RESULT, I WILL READ A
10 PAGE, PAGE AND A HALF, JUST TO HIGHLIGHT THE KEY PARTS.

11 THE METRO RED LINE EASTSIDE CORRIDOR STUDY
12 PRESENTS TWO POSSIBLE SCENARIOS FOR OUR COMMUNITY.

13 JUDGE FLORES: I'M GOING TO HAVE TO ASK YOU TO READ
14 SLOWLY FOR THE TRANSLATOR.

15 MR. MAIBE: OKAY.

16 JUDGE FLORES: DO YOU HAVE A COPY OF --

17 MR. MAIBE: I WILL BE SUBMITTING ONE TOMORROW.

18 THE TRANSLATOR: I NEED ONE FOR THIS MOMENT. DO
19 YOU HAVE ONE AVAILABLE?

20 MR. MAIBE: I MAY. I WILL GO AHEAD AND BEGIN
21 AGAIN.

22 JUDGE FLORES: ALL RIGHT.

23 MR. MAIBE: THE METRO RED LINE EASTSIDE CORRIDOR
24 STUDY PRESENTS TWO POSSIBLE SCENARIOS FOR OUR COMMUNITY.
25 THE PROJECT CAN SERVE TO DEMONSTRATE THE RIGHT WAY TO BUILD

1 A SUBWAY IN AN URBAN AREA BY INCLUDING THE LOCAL COMMUNITY,
2 OFFERING AMPLE TIME FOR COMMUNITY INPUT, AND MAKING AN
3 HONEST COMMITMENT TO PROPER MITIGATIONS, OR IT CAN SERVE AS
4 AN EXAMPLE OF HOW NOT TO BUILD A SUBWAY BY PAYING LIP
5 SERVICE TO COMMUNITY IMPACTS AND ITS CONCERNS.

6 FOR THE CONTRACTORS INVOLVED, I AM SURE IT
7 WOULD BE EASIER TO DO THE LATTER. HOWEVER, MTA HAS AN
8 ABSOLUTE RESPONSIBILITY, AS A PUBLIC AGENCY, TO SERVE THE
9 INTERESTS OF THE COMMUNITY NOT THE CONTRACTORS. FROM
10 DOWNTOWN LOS ANGELES TO THE WILTERN THEATRE, FROM BARNSDALL
11 PARK TO THE INTERSECTION OF HOLLYWOOD AND HIGHLAND, THE
12 ATTITUDE OF THE MTA AND ITS CONTRACTORS HAVE LEFT MANY
13 COMMUNITY MEMBERS DISILLUSIONED AND ANGRY.

14 BASED ON MY KNOWLEDGE OF LACTC/MTA/RCC
15 ACTIVITIES DOWNTOWN L.A., ON WILSHIRE BOULEVARD AND IN
16 HOLLYWOOD, I AM CONCERNED THAT MTA IS MORE CONCERNED WITH
17 GETTING PROJECTS DONE THAN GETTING THEM DONE RIGHT. THIS
18 PROJECT WILL BE DIFFERENT. THIS PROJECT WILL NOT BE
19 BUSINESS AS USUAL FOR THE MTA. ELECTED OFFICIALS WILL WORK
20 WITH THE COMMUNITY BY WATCHING, MONITORING AND MAKING
21 DEMANDS OF THE MTA AND ITS CONTRACTORS EVERY STEP OF THE
22 WAY. I AM COMMITTED TO HOLDING THE MTA, THE RCC AND ITS
23 CONTRACTORS ACCOUNTABLE TO THE COMMUNITY. **96**

96.A

24 I ENDORSE THIS PROJECT WITH MIXED EMOTIONS
25 BECAUSE, ON THE ONE HAND, I SUPPORT MASS TRANSIT AND BELIEVE

1 THAT, ONCE COMPLETED, THIS PROJECT WILL BE OF GREAT SERVICE
2 TO OUR COMMUNITY, WHILE ON THE OTHER HAND MANY PEOPLE WILL
3 BE NEGATIVELY IMPACTED BY THIS PROJECT. THE CONSTRUCTION
4 WILL GO ON FOR YEARS. THE IMPACTS WILL BE REAL. SOME
5 PEOPLE WILL LOSE THEIR JOBS AND OTHERS WILL BE DISPLACED.
6 BUSINESSES WILL STRUGGLE TO SURVIVE THROUGH YEARS OF
7 CONSTRUCTION.

96.A

8 BUT ALONG WITH THE NEGATIVE THERE WILL BE
9 POSITIVE IMPACTS. SOME PEOPLE WILL WIN JOBS AND ENCOUNTER
10 NEW OPPORTUNITIES. IT IS UP TO THE COMMUNITY AND TO US, AS
11 ELECTED OFFICIALS, AND THE PUBLIC SERVANTS OF THE MTA TO
12 ENSURE THAT MITIGATIONS ARE IN PLACE TO SOFTEN THE IMPACTS
13 OF THIS PROJECT ON OUR FAMILIES, OUR NEIGHBORHOODS AND LOCAL
14 BUSINESSES.

96.B

15 THE MTA MUST SET GOALS, AMBITIOUS GOALS, FOR
16 LOCAL HIRING AND CONTRACTING WITH MINORITY AND WOMEN
17 BUSINESS ENTERPRISES AND ESTABLISH FIRM CONTROLS TO ENSURE
18 COMPLIANCE WHEN CONTRACTING. WE ALL KNOW THAT GOALS FOR
19 LOCAL HIRING AND CONTRACTING WITH THE MBE'S AND WBE'S ARE
20 MEANINGLESS IF THERE ARE NO CONTROLS THAT MANDATE THAT EVERY
21 EFFORT IS MADE TO ATTAIN THOSE GOALS.

96.C

22 WE MUST ALSO ENSURE THAT THIS PROJECT IS BUT
23 THE FIRST STEP IN LARGER TRANSPORTATION INFRASTRUCTURE PLANS
24 THAT WILL EXTEND SOUTH AND EAST TO SERVE SOUTHEAST LOS
25 ANGELES COUNTY, THE COMMUNITIES THROUGHOUT THE SAN GABRIEL

96.C

1 VALLEY.

96.D

2 BECAUSE OF THE LACK OF SPECIFIC INFORMATION
3 AVAILABLE IN THE DRAFT EIS/EIR, I OFFER ONLY MY TENTATIVE
4 SUPPORT FOR ALTERNATIVE 9B. I EXPRESS MY SUPPORT FOR
5 ALTERNATIVE 9B BECAUSE IT SHOWS THE POSITIVE BENEFITS OF
6 SUBWAY SERVICE AMONG THE MAJOR COMMERCIAL AREAS IN THE EAST
7 LOS ANGELES CORRIDOR. I OFFER THE FOLLOWING SPECIFIC
8 COMMENTS, QUESTIONS AND RECOMMENDATIONS IN RESPONSE TO THE
9 REPORT.

10 I WAS GOING TO READ THROUGH THE MITIGATION
11 PROGRAM REVIEW, BUT JERI OKAMOTO FROM ASSEMBLYMAN CALDERA'S
12 OFFICE HAS ALREADY GONE THROUGH THAT; SO I WILL GO AHEAD AND
13 SKIP THAT.

14 I WOULD LIKE TO STATE THAT WE FOUND A NUMBER
15 OF CONTRADICTIONS IN THE REPORT UNDER THE "TRAFFIC" HEADING.
16 IN SECTION 4-16.1.1(C), THE REPORT STATES THAT "IT IS
17 ANTICIPATED THAT NONE OF THE STREETS WILL BE COMPLETELY
18 CLOSED TO EITHER VEHICULAR OR PEDESTRIAN TRAFFIC WHERE
19 CONSTRUCTION WILL TAKE PLACE IN THE STREET LOCATION."

96.E

20 HOWEVER, IN SECTION 4-16.2.1 THE REPORT
21 STATES THAT "THE ROADWAY WIDTHS IN EAST LOS ANGELES ARE
22 RELATIVELY NARROW. THEREFORE, OPPORTUNITIES TO CHANNEL
23 TRAFFIC DURING CONSTRUCTION WILL BE LIMITED, AND THERE IS A
24 GREATER LIKELIHOOD THAT CONSTRUCTION ACTIVITIES WILL
25 ENCOMPASS THE ENTIRE ROADWAY AND OVERLAP SIDEWALK AREAS."

96.E

1 THESE TWO SECTIONS CONTRADICT ONE ANOTHER.
2 NO STREET SHOULD BE CLOSED DUE TO CONSTRUCTION. DOES THE
3 MTA ANTICIPATE THE NEEDS TO CLOSE ANY STREETS? WHICH
4 STREETS DOES MTA CONSIDER LIKELY TO FACE CLOSURE? THE
5 PROSPECT OF STREET CLOSURE SHOULD BE MORE SPECIFIC IN ORDER
6 FOR THOSE AFFECTED TO FULLY EVALUATE THE IMPACTS.

7 I WILL BE SUBMITTING A COMPLETE COPY OF THIS
8 TESTIMONY TOMORROW TO THE MTA, BUT IN CONCLUSION, I JUST
9 WANT TO RESTATE A FEW THINGS.

96.F

10 PROPER MITIGATION AND COMMUNITY INPUT ARE THE
11 DIFFERENCE BETWEEN THIS PROJECT BEING AN ASSET OR A
12 LIABILITY TO OUR COMMUNITY. A MITIGATION REVIEW PROCESS, AS
13 OUTLINED IN THE BEGINNING OF THIS RESPONSE, MUST TAKE PLACE.
14 THE MITIGATION PROGRAM MUST BE INCORPORATED INTO THE EIR
15 DOCUMENT TO MAKE IT LEGALLY BINDING. OVERSIGHT COMMITTEES
16 MUST BE FORMED, AND FINES AND PENALTIES MUST BE IMPOSED ON
17 CONTRACTORS THAT FAIL TO COMPLY WITH THE MITIGATION PROGRAM.

96.G

18 JOB TRAINING MUST BE PROVIDED. LOCAL HIRING
19 MUST BE A PRIORITY, AND GOALS FOR CONTRACTING WITH WOMEN AND
20 MINORITY OWNED BUSINESSES MUST BE MET. WE HAVE A RARE
21 OPPORTUNITY TO MAKE A LONG- TERM POSITIVE DIFFERENCE FOR OUR
22 COMMUNITY WITH THIS PROJECT, BUT IT MUST BE DONE RIGHT.

23 THANK YOU FOR THE OPPORTUNITY TO SPEAK.

24 JUDGE FLORES: THANK YOU.

25 THE NEXT SPEAKER IS ALAN CLAYTON REPRESENTING

1 STATE SENATOR ART TORRES.

2 MR. CLAYTON: I WILL KEEP MY REMARKS VERY BRIEF.

3 THE SENATOR IS IN SACRAMENTO. AS YOU KNOW,
4 THE BUDGET IS STILL GOING ON, AND HE IS THERE WORKING VERY
5 HARD. I WAS GOING TO MAKE A VERY LONG STATEMENT, BUT WHAT I
6 AM GOING TO DO IS CUT IT DOWN, IN THE INTEREST OF LETTING
7 THE COMMUNITY SPEAK, TO JUST A COUPLE OF ITEMS, AND WE WILL
8 BE SUBMITTING A 10-PAGE REPORT TOMORROW DEALING WITH ALL OF
9 THE ISSUES. MANY OF THEM WERE DISCUSSED ALREADY BY OTHER
10 ELECTED OFFICIALS' REPRESENTATIVES.

11 BUT I WANTED TO TALK ABOUT SPECIFICALLY ONE
12 ISSUE: COMMUNITY AND NEIGHBORHOOD IMPACTS. AND THESE ARE
13 SOME OF THE SUGGESTIONS --

14 JUDGE FLORES: DO YOU HAVE A COPY OF WHAT YOU ARE
15 GOING TO READ AT THIS TIME?

16 MR. CLAYTON: IT'S THE SAME REPORT THAT WAS JUST
17 SUBMITTED BY ASSEMBLYMAN POLANCO'S OFFICE AND IS ON PAGE NO.
18 7.

19 JUDGE FLORES: ALL RIGHT.

97.A

20 MR. CLAYTON: COMMUNITY AND NEIGHBORHOOD IMPACTS.
21 THE MTA MUST EXTEND AND EXPAND THE TOPS YOUTH EMPLOYMENT
22 PROGRAM FOR ALL HIGH SCHOOLS --

23 JUDGE FLORES: YOU ARE GOING TO HAVE TO SLOW DOWN,
24 PLEASE. IT'S BEING TRANSCRIBED AND TRANSLATED.

25 MR. CLAYTON: OKAY. THE MTA MUST EXTEND AND EXPAND

97.A

1 THE TOPS YOUTH PROGRAM FOR ALL HIGH SCHOOLS IN THE STUDY
2 CORRIDOR UNTIL CONSTRUCTION IS COMPLETED DURING THE FINAL
3 ENGINEERING. THE NUMBER OF TOPS POSITIONS OFFERED PER YEAR
4 SHOULD BE NO LESS THAN 500.

97.B

5 THE MTA SHOULD ALSO HIRE AT LEAST 200 YOUTHS
6 WHO RESIDE WITHIN THE STUDY AREA EACH SUMMER FOR COMMUNITY
7 IMPROVEMENT AND CORRIDOR MAINTENANCE WORK. THIS WORK COULD
8 INCLUDE BUT WOULD NOT BE LIMITED TO URBAN FORESTRY AND BASIC
9 STATION SITE MAINTENANCE, INCLUDING GRAFFITI ABATEMENT IN
10 THE ADJACENT NEIGHBORHOODS. THE SUMMER YOUTH PROGRAM SHOULD
11 CONTINUE UNTIL CONSTRUCTION IS COMPLETED DURING FINAL
12 ENGINEERING.

97.C

13 GIVEN THE UNIQUE IMPACTS OF THIS
14 TRANSPORTATION INFRASTRUCTURE PROJECT ON EDUCATIONAL
15 FACILITIES, IT IS ESSENTIAL THAT YOUNG PEOPLE IN THE
16 COMMUNITY BE PROVIDED WITH DIRECT MITIGATION. ALL PRIMARY
17 AND SECONDARY SCHOOL AGE CHILDREN RESIDING WITHIN THE STUDY
18 AREA WILL BE ELIGIBLE FOR AN AFTER SCHOOL TUTORING PROGRAM
19 THROUGHOUT THE PHASE I CONSTRUCTION PERIOD. THE MTA SHOULD
20 PROVIDE \$4 MILLION ANNUALLY TO FUND THE TUTORING PROGRAM FOR
21 THE DURATION OF THE CONSTRUCTION THROUGH FINAL ENGINEERING.

97.D

22 ALL SECONDARY SCHOOL AGE CHILDREN SHOULD BE
23 ELIGIBLE TO APPLY FOR MTA FUNDED COLLEGE SCHOLARSHIPS WHICH
24 WOULD LEAD TO ELIGIBILITY TO WORK AT MTA. THE MTA SHOULD
25 PROVIDE \$1 MILLION A YEAR THROUGH THE COMPLETION OF THE

97.D

1 PROJECT.

97.E

2 BECAUSE OF THE POTENTIAL FOR AIRBORNE
3 PARTICULATES, MTA SHOULD PROVIDE AIR CONDITIONING FOR LOCAL
4 SCHOOLS, CHURCHES AND SENIOR CITIZENS CENTERS WITHIN
5 ONE-QUARTER MILE OF ANY RED LINE CONSTRUCTION SITE.

97.F

6 MTA SHOULD WORK WITH COMMUNITY-BASED GREENING
7 ORGANIZATIONS TO IMPLEMENT A COMMUNITYWIDE GREENING EFFORT.
8 THIS COULD INCLUDE BUT NOT BE LIMITED TO THE DISTRIBUTION OF
9 TREES FOR NEIGHBORHOOD PLANTINGS AND START-UP FUNDING FOR
10 COMMUNITY GARDENS WITH THE GOAL OF IMPROVING AIR QUALITY AND
11 INCREASING ENVIRONMENTAL AWARENESS ALONG THE TRANSPORTATION
12 CORRIDOR.

97.G

13 THE MTA SHOULD FUND FULL-TIME, AROUND-THE-
14 CLOCK FOOT PATROLS AT EACH STATION THROUGHOUT THE
15 CONSTRUCTION, SEVEN DAYS A WEEK. ONCE THE SYSTEM IS
16 COMPLETE, MTA SHOULD PROVIDE FULL-TIME POLICE OFFICER
17 COVERAGE OF THE SYSTEM TO A LEVEL EQUAL TO THAT PROVIDED TO
18 THE BLUE LINE IN 1990-92.

97.H

19 MTA MUST PROVIDE CROSSING GUARDS AND FULL
20 MITIGATION ACCEPTABLE TO THE GOVERNING BOARD OF THE SCHOOL
21 OR SCHOOL DISTRICTS FOR AFFECTED PUBLIC OR PRIVATE FULLY
22 ACCREDITED SCHOOLS WITHIN A ONE-MILE RADIUS OF THE
23 CONSTRUCTION AREA. NO METRO RAIL CONTRACTED CONSTRUCTION
24 TRUCKS WILL PASS BY SCHOOLS DURING SCHOOL HOURS OR DURING
25 THE HOURS CHILDREN ARE DROPPED OFF OR PICKED UP BY FAMILY

97.H

1 MEMBERS.

2 THE SCHOOL BASED RAIL SAFETY PROGRAM

3 IMPLEMENTED ON THE LONG BEACH BLUE LINE, INCLUDING THE

97.I

4 SAFETY MASCOT, MUST BE IMPLEMENTED TO EXPAND THROUGHOUT THE

5 STUDY AREA TO ENSURE THAT CHILDREN UNDERSTAND THE SYSTEM AND

6 THE HAZARDS ASSOCIATED WITH IT.

7 AND THAT FINISHES OUR STATEMENT. BASICALLY

8 WE WILL BE SUBMITTING EVERYTHING TOMORROW.

9 JUDGE FLORES: THANK YOU VERY MUCH.

10 THE NEXT SPEAKER IS ESTHER CASTILLO LONG OF

11 THE EASTSIDE COMMUNITY TRANSPORTATION ORGANIZATION.

12 MS. LONG: THANK YOU VERY MUCH.

13 GOOD EVENING. I SPOKE AND ADDRESSED YOUR

14 ORGANIZATION LAST WEEK AT THE LAST HEARING, BUT I THOUGHT IT

15 WAS IMPORTANT FOR ME TO COME BACK AGAIN AND REITERATE OUR

16 STAND.

17 I AM THE CHAIR OF THE EASTSIDE COMMUNITY

18 TRANSPORTATION ORGANIZATION. I WAS BORN IN BOYLE HEIGHTS,

19 AND I WORKED IN THE AREA FOR SEVERAL YEARS. THE REASON WE

20 GOT TOGETHER AND STARTED THIS LITTLE ASSOCIATION ABOUT A

21 YEAR AGO IS BECAUSE MANY OF THE LOCAL MERCHANTS AND

22 CONCERNED RESIDENTS WERE CONCERNED ABOUT THE SELECTION OF

23 THE ROUTE THAT IS GOING TO TAKE PLACE THROUGH THE BOYLE

24 HEIGHTS COMMUNITY.

25 WE HAVE MET ON SEVERAL OCCASIONS THROUGHOUT

98.A

1 THE YEAR AND HAVE CORRESPONDED WITH ALL THE TRANSPORTATION
2 COMMISSION MEMBERS AND ALL THE LOCAL LEGISLATORS REGARDING
3 OUR STAND. WE HAVE CHOSEN ALTERNATIVE ROUTE NO. 6. BUT
4 BEFORE I GO ANY FURTHER, I WOULD LIKE TO ASK THIS BOARD TO
5 SERIOUSLY CONSIDER THE COMMUNITY'S COMMENTS AND THE
6 COMMUNITY'S CONCERN EQUALLY AS YOU HAVE THE ELECTED
7 OFFICIALS THAT HAVE SPOKEN HERE TONIGHT.

8 I RATHER RESENT THE FACT THAT THE COMMUNITY
9 WAS LEFT TO LAST TO BE HEARD AND HAVE LEGISLATORS COME IN
10 AND GIVE THEIR PRESENTATION AND LEAVE.

11 FURTHERMORE, I THINK IT'S IMPORTANT THAT THE
12 ELECTED OFFICIALS, WHEN THEY MAKE A PRESENTATION SUCH AS
13 THEY DID THIS EVENING ADDRESSING THE CITIZENS AND THE
14 COMMUNITY, THEY DO NOT UNDERSTAND HALF OF WHAT THEY SAID.
15 IF THEY WOULD HAVE THE COURTESY OF LETTING THE PEOPLE KNOW
16 WHAT THEY'RE TALKING ABOUT, ALL THESE DEFINITIONS AND
17 EXPLANATIONS AND MITIGATION AND THE ERA REPORTS, THEY KNOW
18 NOTHING ABOUT THAT. WE ARE SITTING HERE LISTENING TO ALL
19 THIS. HALF OF THE PEOPLE DON'T EVEN KNOW WHAT IS BEING
20 SAID. SO I THINK, OUT OF COURTESY, IN THE FUTURE YOU SHOULD
21 CONSIDER THAT. THANK YOU.

98.A

22 NOW I WOULD LIKE TO CONTINUE WITH MY
23 PRESENTATION. THE REASON WE HAVE SELECTED ROUTE 6 IS
24 BECAUSE WE FEEL IT HAS THE MOST ADVANTAGES THAN ALL THE
25 OTHER ROUTES HAVE, AND IT'S BUILT INTO THIS ONE ROUTE. THE

1 FACT THAT IT DOES HAVE A SUBSTATION AT THE METRO RAIL LINE
2 AT THE BEGINNING, NEAR THE UNION STATION, DOES HAVE A GREAT
3 ADVANTAGE.

4 THE FIRST STREET ROUTE OFFERS LOCAL RESIDENTS
5 THE ACCESSIBILITY TO THE SERVICES OF CHURCHES, RECREATIONAL
6 CENTERS, DOCTORS, SHOPS AND A SUPERMARKET. THE CENTER OF
7 BOYLE HEIGHTS, FIRST STREET, IS WITHIN A SHORT WALKING
8 DISTANCE TO BOTH THE BROOKLYN CORRIDOR ON THE NORTH AND THE
9 FOURTH STREET CORRIDOR ON THE SOUTH.

98.A

10 NOW, THE REASON WE HAVE SELECTED FIRST STREET
11 IS FOR MANY REASONS. WE TOOK INTO CONSIDERATION THE FACT
12 THAT IT USED TO BE THE OLD "P" CAR, THE ELECTRIC CAR THAT WE
13 USED TO HAVE IN THE EAST L.A. AREA. IT IS THE SAME ROUTE,
14 THAT ROUTE 6 IS NOW BEING CONSIDERED, AND THE FACT THAT IT
15 IS BETWEEN BROOKLYN AND WHITTIER.

16 NOW, YOU HAVE A LOT OF BROOKLYN RESIDENTS AND
17 MERCHANTS THAT ARE CONCERNED AND WANT THE ROUTE TO GO DOWN
18 BROOKLYN. YOU HAVE A LOT OF MERCHANTS AND RESIDENTS THAT
19 ARE ON THE WHITTIER SIDE THAT WOULD LIKE IT TO GO DOWN
20 WHITTIER.

21 BUT IF YOU PICK EITHER ONE OF THESE
22 LOCATIONS, THE PEOPLE ON THE OPPOSITE SIDE WOULD HAVE TO GO
23 CROSS TOWN IN ORDER TO TAKE ADVANTAGE OF THE ROUTE, TO TAKE
24 ADVANTAGE OF THE METRO RAIL. HOWEVER, IF YOU SELECT FIRST
25 STREET, IT WILL HAVE EQUAL OPPORTUNITY FOR BOTH AREAS, BOTH

98.A

1 CORRIDORS TO HAVE EQUAL ACCESS TO THE FIRST STREET ROUTE.

2 NOW, THE PROPOSED STATION AND MAINTENANCE
3 CENTER FOR THE METRO LINE IS PERFECT BECAUSE OF THE FACT
4 THAT WE KNOW, AS STATED HERE BY THE ELECTED OFFICIALS, IT IS
5 UNDER REVIEW BY THE CITY PLANNING DEPARTMENT OF THE CITY OF
6 LOS ANGELES, THAT FOUR MAJOR PROJECTS ARE PLANNED, INCLUDING
7 THE ARTISTS' LOFTS THROUGHOUT THE AREA.

8 ON FIRST AND ALAMEDA THERE'S A PROPOSED 200-
9 TO 300-RESIDENTIAL PROJECT FOR UNITS, AND NEARBY FIRST AND
10 ALAMEDA YOU HAVE HOTELS AND OFFICE BUILDINGS THAT ARE BEING
11 PROPOSED. THE MAINTENANCE CENTER FOR THE METRO LINE WILL BE
12 COMBINED AS PROPERTY THAT IS ALREADY ESTABLISHED AND KNOWN
13 BY THE COMMITTEE. AND THE MUNICIPAL FACILITIES THERE, MANY
14 ARE ALREADY LOCATED THERE. LITTLE TOKYO, YOU KNOW, OF
15 COURSE, IS BEING PLANNED FOR MANY FUTURE EXPANSIONS. AND
16 THEN THE NEXT SUBSTATION WOULD BE THE FIRST AND BOYLE STREET
17 STATION.

18 NOW, THIS IS IMPORTANT BECAUSE OF THE FACT
19 THAT YOU HAVE A LARGE AREA OF A HOUSING PROJECT, THE ALISO-
20 PICO VILLAGE. YOU ALSO HAVE THE MULTIPURPOSE CENTER, YOU
21 HAVE PECAN PLAYGROUND. YOU HAVE DOLORES MISSION. YOU HAVE
22 THE PICO GARDENS HOUSING PROJECT AND THE ALISO-PICO
23 RECREATIONAL CENTER, THE JAPANESE RETIREMENT HOME. AND THE
24 MARIACHI PLAZA THAT IS BEING PLANNED, THAT IS A WONDERFUL
25 PROJECT THAT IS BEING PLANNED, AND THIS WILL BE A STOP RIGHT

98.A

1 AT THAT INTERSECTION. AND CLOSE BY IS INTERNATIONAL
2 INSTITUTE AND, OF COURSE, WHITE MEMORIAL HOSPITAL. I KNOW
3 THAT JOE CORIA IS HERE FROM WHITE MEMORIAL. I'M SURE HE IS
4 CONCERNED ABOUT THE METRO LINE GOING THROUGH BECAUSE OF THE
5 FACT THAT IT IS A LARGE FACILITY AND MANY OF THE PEOPLE IN
6 THE IMMEDIATE AREA DO USE THAT FACILITY.

7 IN THE SOTO STATION, FIRST AND SOTO, YOU HAVE
8 THE JAPANESE CHURCH, ST. MARY'S CATHOLIC CHURCH, BREED
9 STREET, CALVARY BAPTIST, HOLLENBECK POLICE, THE BENJAMIN
10 FRANKLYN LIBRARY, ROOSEVELT, HOLLENBECK JUNIOR HIGH --

11 JUDGE FLORES: EXCUSE ME. YOU'RE GOING MUCH TOO
12 FAST.

13 MS. LONG: THANK YOU FOR BRINGING THAT TO MY
14 ATTENTION.

15 ALSO THERE YOU HAVE CASA DE LAS HERMANITAS, A
16 SENIOR CITIZENS COMPLEX. YOU HAVE THE BOYCE HEIGHTS SENIOR
17 CITIZEN CENTER. YOU HAVE EVERGREEN PLAYGROUND. YOU HAVE A
18 SHOPPING MALL ON FIRST AND MOTT STREETS. SO YOU SEE, ALL OF
19 THESE FACILITIES THAT ARE USED SO MUCH BY SO MANY OF THE
20 LOCAL RESIDENTS ARE LOCATED IN THE FIRST STREET ROUTE.

98.A

21 AND THAT'S WHY I WANTED TO REITERATE ALSO
22 THAT IN THE LORENA STATION YOU HAVE A LOT OF USE FACILITIES:
23 EVERGREEN, EL MERCADO SHOPPING CENTER, WHICH HAS OVER 100
24 MERCHANTS IN THAT LOCATION, WE FIND THAT WOULD MAKE A
25 WONDERFUL SUBSTATION BECAUSE YOU ARE TALKING ABOUT OFF-

98.A

1 STREET SUBSTATIONS. YOU'RE LOOKING FOR AN OFF-STREET
2 LOCATION. THAT WOULD BE A PERFECT LOCATION BECAUSE THERE IS
3 PLENTY OF ROOM THERE. AND YOU HAVE SUCH A TREMENDOUS AMOUNT
4 OF TRAFFIC THAT I THINK IT WOULD BE PERFECT BECAUSE THERE'S
5 A LARGE EMPTY LOT BEHIND THE BUILDING.

6 AND, OF COURSE, THE EAST LOS ANGELES
7 CONVALESCENT HOSPITAL IS NEARBY ON FIRST AND FICKETT. THE
8 REVITALIZATION PROJECT PLANNING IS ON FIRST AND INDIANA. SO
9 YOU CAN SEE THAT THERE ARE NUMEROUS AND VARIOUS SHOPS,
10 CHURCHES AND SERVICES THAT WOULD EASILY BE ACCESSIBLE TO ALL
11 RESIDENTS, MERCHANTS AND THE LOS ANGELES COMMUNITY AT LARGE
12 WITH THE SELECTION OF ALTERNATE ROUTE 6, WHETHER IT BE A OR
13 B. SO WE URGE YOUR SUPPORT. WE HEARD URGE THAT YOU GIVE
14 THE COMMUNITY THE CONSIDERATION THAT IT DESERVES AS WELL AS
15 THE LEGISLATIVE ELECTED OFFICIALS THAT HAVE ADDRESSED YOU
16 THIS EVENING.

17 I ALSO WOULD LIKE TO POINT OUT THAT DURING
18 THE YEAR, WE HAVE BEEN IN COMMUNICATION WITH THE TRANSIT
19 PEOPLE, WITH THE COMMISSION, WITH ALL THE LOCAL LEGISLATORS,
20 AND WE HAVE SENT THEM COPIES. WE HAVE 10,000 PETITIONS
21 THROUGHOUT THE AREA MADE UP OF MERCHANTS, RESIDENTS, AND
22 PEOPLE AT LARGE THAT WILL BE UTILIZING THIS FACILITY. SO
23 LET'S NOT DECIDE THIS ROUTE BASED SIMPLY ON ONE OR TWO
24 ADVANTAGES. WE HAVE TO CONSIDER THE OVERALL BENEFITS AND
25 ADVANTAGES THAT ROUTE 6 IS GOING TO GIVE US.

98.A

1 LIKE I SAID BEFORE, IT WILL HAVE THE MINIMUM
2 AMOUNT OF ENVIRONMENTAL IMPACT. IT HAS ALL OF THE
3 ADVANTAGES OF ALL THE OTHER ROUTES COMBINED INTO THIS ONE
4 ROUTE. SO I URGE YOU AGAIN TO CONSIDER THE VOICES OF THE
5 PEOPLE AND CONSIDER THAT WE HAVE ALMOST 10,000 PETITIONS
6 THAT WE HAVE SUBMITTED TO THE COMMITTEE AND SUBMITTED TO THE
7 LOCAL LEGISLATORS THAT WE WANT TO HAVE THE SELECTION OF
8 ROUTE 6 CONSIDERED SERIOUSLY. AND I THANK YOU FOR YOUR
9 TIME.

10 JUDGE FLORES: THANK YOU VERY MUCH.

11 BEFORE YOU DISCHARGE ANY SLINGS AND ARROWS
12 AGAINST ANYONE ELSE HERE, LET ME JUST SAY THAT IT WAS MY
13 DECISION TO CALL THE REPRESENTATIVES OF THE ELECTED
14 OFFICIALS. MY ONLY REASON FOR THAT IS I THOUGHT YOU MIGHT
15 LIKE TO HEAR WHAT THEY HAD TO SAY SINCE THEY ARE YOUR
16 ELECTED OFFICIALS. I HAD NO OTHER REASONS FOR IT. BUT
17 DIRECT YOUR SLINGS AND ARROWS AT ME.

18 THE NEXT SPEAKER IS JOSEPH CORIA OF THE WHITE
19 MEMORIAL MEDICAL CENTER.

20 MR. CORIA: GOOD EVENING. I AM JOE CORIA. I DO
21 NOT REPRESENT THE WHITE MEMORIAL AS FAR AS ITS VIEWS IN THAT
22 WE HAVE NOT YET DECIDED WHICH LINE WE CHOOSE. BUT I AM HERE
23 REPRESENTING THE USC MED CENTER, COUNTY MED CENTER. I AM
24 ALSO CHAIRMAN OF THE EAST L.A. OCCUPATIONAL SKILLS CENTER,
25 AND I AM HERE TO SPEAK ON BEHALF OF LINKAGES BETWEEN THE MED

1 CENTER, THE 10,000-PLUS EMPLOYEES THAT WORK THERE, THE OVER
2 3,000 STUDENTS AND EDUCATORS WHO WORK AT THE OCCUPATIONAL
3 CENTER AND THE OVER 2,000 INDIVIDUALS WHO PARTICIPATE IN THE
4 EAST L.A. SKILLS CENTER, WHICH IS ON YOUR NORTH SIDE OF THE
5 CORRIDOR WHICH YOU ARE DISCUSSING TONIGHT.

6 OUR CONCERN IS LINKAGE BETWEEN THE PROPOSED
7 CORRIDOR WHICH WE RIGHT NOW LOOK AT FIRST AND BOYLE TERMINAL
8 AT THAT POINT TO CONNECT SOME KIND OF SHUTTLE SERVICE
9 BETWEEN THAT TERMINAL, WHICH HOPEFULLY WILL BE THE MARIACHI
10 PLAZA, AND THE LAC-USC MED CENTER AND HAVE SOME TYPE OF A
11 DAY SHUTTLE TO ALLOW THOSE EMPLOYEES AND THOSE WHO COME TO
12 THE MED CENTER AS WELL AS VISITORS TO LINK UP WITH THE BOYLE
13 HEIGHTS COMMUNITY AND TAKE ADVANTAGE OF NOT ONLY THE
14 MARIACHI PLAZA BUT ALSO THE BUSINESSES THERE ON BROOKLYN
15 AVENUE, SOTO AND FIRST STREET.

99.A

16 THE GOAL THERE IS TO BEGIN TO IDENTIFY FREE
17 SHUTTLE SERVICE TO THOSE INDIVIDUALS AND BREAK DOWN THE
18 OVERCROWDEDNESS DURING THAT AFTERNOON PERIOD OF THE LUNCH
19 PERIOD AND ALLOW THE EMPLOYEES OF THE MED CENTER TO HAVE
20 ALTERNATIVE PLACES TO EAT, TO PURCHASE ITEMS RETAIL WITHIN
21 THE COMMUNITY AND LINK UP THAT GROUP IN THE NORTH AREA UP TO
22 THE BOYLE HEIGHTS COMMUNITY BUSINESS COMMUNITY.

99.B

23 MY OTHER COMMENT HAS TO DO WITH THE ROUTE
24 WHICH ENDS AT ATLANTIC AND WHITTIER. AND I REQUEST A STUDY
25 TO LOOK AT THE CORRIDOR BETWEEN ATLANTIC AND WHITTIER INTO

99.B

1 THE SAN GABRIEL VALLEY GOING THROUGH MONTEBELLO, CITY OF
2 MONTEBELLO, AND CONNECTING UP TO SAN GABRIEL VALLEY WITH THE
3 LOS ANGELES CENTRAL COMMUNITY. THANK YOU VERY MUCH.

4 JUDGE FLORES: THANK YOU, SIR.

5 THE NEXT SPEAKER IS AURORA CASTILLO OF THE
6 MOTHERS OF EAST L.A.

7 MS. CASTILLO: GOOD EVENING. MY NAME IS AURORA
8 CASTILLO, AND I'M THE SPOKESPERSON FOR THE MOTHERS OF EAST
9 L.A. FIRST OF ALL, I WANT TO THANK YOU FOR INVITING OUR
10 ELECTED OFFICIALS. IF THEY COULDN'T PERSONALLY BE HERE, IT
11 IS BECAUSE THEY ARE WORKING FOR US, AND I AM GLAD THAT THEY
12 SENT THEIR REPRESENTATIVES.

100

100.A

13 THE MOTHERS OF EAST L.A. ENDORSE ALTERNATIVE
14 9B. ONE OF THE MOTHERS JUST TOLD ME THAT SHE WOULD LIKE IT
15 IN BLACK AND WHITE -- CAPISCHE? -- THAT THE YOUNG ADULTS
16 WILL GET JOBS, NOT DIGGING DITCHES BUT REAL JOBS ACCORDING
17 TO THEIR STUDIES LIKE ENGINEERING, ET CETERA, ET CETERA. OF
18 COURSE, WE DON'T EXPECT THEM TO DO THE JOB, BUT WE DO EXPECT
19 THEM TO BE RIGHT THERE WHEN IT'S BEING BUILT AND SOMEONE,
20 SOME SUPERVISOR DIRECTING THEM. WE HAVE VERY INTELLIGENT
21 YOUNG ADULTS. THANK YOU VERY MUCH.

100.B

22 JUDGE FLORES: THANK YOU.

23 LINDA VILLANUEVA.

101.A

24 MS. VILLANUEVA: HI. I AGREE WITH THE FACT THAT WE
25 HAVE MOTHERS OF EAST L.A. WHO HAVE SAID THAT WE WANT

101.A

1 CHILDREN OR THE YOUTHS TO BE EMPLOYED. I REALLY THINK IT'S
2 AN ISSUE OF EMPLOYING OUR COMMUNITY AND A PROPOSAL THAT THE
3 CONGRESSPEOPLE AND THE ASSEMBLYPEOPLE SHOULD RECONSIDER IN
4 THIS PROJECT. I THINK THAT UNDER NO CIRCUMSTANCES THIS
5 PROJECT SHOULD BE ACCEPTED IF THE PROPOSALS THAT HAVE BEEN
6 MADE BY THE CONGRESSPEOPLE ARE NOT CONSIDERED.

7 I SAY THAT BECAUSE THE ELECTED OFFICIALS HAVE
8 PREVIOUS KNOWLEDGE AND INFORMATION ABOUT THE PROJECT. THEY
9 HAVE THOUGHT OUT ABOUT THE PROJECT. THEY HAVE RESEARCHED
10 THE SOCIAL AND ECONOMIC IMPACT TO THIS COMMUNITY, AND I FEEL
11 THAT THEY ARE LOOKING IN OUR BEST INTERESTS FOR OUR
12 COMMUNITY.

101.B

13 I ALSO THINK THAT THE COMMUNITY HERE ALSO
14 WHOLEHEARTEDLY WANTS THIS PROJECT TO GO THROUGH. THAT'S MY
15 IMPRESSION. I ALSO FEEL STRONGLY THAT, AGAIN, THE PROJECT
16 SHOULD NOT GO THROUGH IF THE SOCIAL, CULTURAL AND ECONOMIC
101.A 17 ISSUES THAT HAVE BEEN ADDRESSED WITH THE ASSEMBLYPERSONS AND
18 THE CONGRESSWOMEN ARE NOT INCLUDED IN THE PROJECT.

19 AND I DON'T THINK THAT THERE IS ANYBODY HERE
20 TO CHALLENGE THOSE PROPOSALS. IF THERE IS, I WOULD LIKE TO
21 HEAR FROM THOSE INDIVIDUALS. AND I SAY THIS BECAUSE IF
22 THERE IS ANYBODY THAT OPPOSES, THE THINGS THAT THEY DO
23 OPPOSE ARE BROUGHT FORTH IN THIS MEETING, AND IF THEY ARE
24 NOT, THEN THAT SPEAKS OF THE FACT THAT THIS COMMUNITY REALLY
25 FEELS STRONGLY THAT WHAT WAS PROPOSED SHOULD BE ACCEPTED AS

1 PART OF THE PROJECT. ANYWAY, I THINK THAT'S ALL THAT I HAVE
2 TO SAY.

3 I ALSO NEED TO SAY THAT I RECEIVED A LETTER
4 INVITING ME TO THIS MEETING AFTER TWO MEETINGS HAD ALREADY
5 TAKEN PLACE, AND I DON'T THINK THAT THAT'S FAIR TO THIS
101.C 6 COMMUNITY, THAT, YOU KNOW, WE RECEIVE INFORMATION AFTER THE
7 FACT. I DIDN'T KNOW EVEN THAT THE RAIL WAS GOING THROUGH
8 EAST L.A. I AM NOT SO MUCH CONCERNED AT THIS POINT,
9 ALTHOUGH IT'S IMPORTANT THAT THE ROUTES BE CONSIDERED, BUT I
10 THINK THE IMPACT ON THE COMMUNITY IS THE MOST IMPORTANT.

11 THE WOMAN IN GREEN WHO SPOKE ABOUT THE ROUTE,
12 IT SEEMED THAT SHE REALLY THOUGHT IT OUT, AND, YOU KNOW, IT
13 WAS REAL COMPREHENSIVE. THE ASSEMBLY PEOPLE AND CONGRESS AND
14 SENATE PEOPLE SPOKE MORE TO THE ECONOMIC AND SOCIAL IMPACT,
15 WHICH I THINK IS MOST IMPORTANT THAN THE ROUTE WE CONSIDER.
16 THAT'S MY OPINION. THANK YOU.

17 JUDGE FLORES: THANK YOU VERY MUCH.

18 THE NEXT SPEAKER IS CARLOS ESCOBEDO FROM
19 CONGRESSMAN BECERRA'S OFFICE.

20 MR. ESCOBEDO: FIRST OF ALL, I WOULD LIKE TO
21 COMMEND MTA FOR HOLDING THESE PUBLIC HEARINGS. THIS OFFERS
22 THE PUBLIC AN OPPORTUNITY TO SPEAK, I AM GLAD TO SEE SO MANY
23 PEOPLE ARE TAKING ADVANTAGE OF IT TONIGHT.

24 ALSO, TO SPEAK TO A POINT MADE EARLIER, IF
25 THERE IS ANYTHING I DO SAY FROM CONGRESSMAN BECERRA'S

1 STATEMENT THAT YOU DON'T UNDERSTAND, I WILL BE MORE THAN
2 HAPPY TO SIT DOWN AND TALK TO YOU ABOUT IT AND PROVIDE YOU A
3 COPY OF OUR STATEMENT. BUT I WOULD LIKE TO READ CONGRESSMAN
4 BECERRA'S STATEMENT FOR THE RECORD.

5 JUDGE FLORES: HAVE YOU PROVIDED US WITH A COPY OF
6 THAT STATEMENT? WOULD YOU PROVIDE IT TO THE TRANSLATOR,
7 PLEASE.

8 BECAUSE OF THE NUMBER OF SPEAKERS THAT WE
9 HAVE, I AM GOING TO ASK YOU TO HIT THE HIGHLIGHTS, IF YOU
10 WILL.

11 MR. ESCOBEDO: SURE.

12 JUDGE FLORES: BECAUSE WE DO HAVE TO MOVE FORWARD.
13 WE HAVE APPROXIMATELY 20 MORE SPEAKERS WHO WISH TO SPEAK.

14 MR. ESCOBEDO: OKAY.

15 AS THE CONGRESSMAN FOR THE 30TH CONGRESSIONAL
16 DISTRICT OF L.A., I REPRESENT A PORTION OF THE BOYLE HEIGHTS
17 COMMUNITY WHICH IS IN LINE TO RECEIVE THE EASTERN EXTENSION
18 OF THE RED LINE.

19 AS AN ADVOCATE FOR IMPROVED MASS TRANSIT, I
102.A 20 SUPPORT THE CONSTRUCTION OF THE RED LINE EASTSIDE CORRIDOR
21 AND PLEDGE MY ASSISTANCE TO SECURE THE FEDERAL SUPPORT AND
22 PARTICIPATION NEEDED TO CONSTRUCT THE PROJECT --

23 JUDGE FLORES: YOU ARE GOING TO HAVE TO SLOW DOWN A
24 BIT BECAUSE IT'S BEING TRANSLATED SIMULTANEOUSLY.

25 MR. ESCOBEDO: I AM TRYING TO RUSH THROUGH. WHERE

1 DID I LEAVE OFF?

2 THE TRANSLATOR: "AS AN ADVOCATE."

3 MR. ESCOBEDO: -- FOR IMPROVED MASS TRANSIT, I
4 SUPPORT THE CONSTRUCTION OF THE RED LINE EASTSIDE CORRIDOR
5 AND PLEDGE MY ASSISTANCE TO SECURE FEDERAL SUPPORT AND
6 PARTICIPATION NEEDED TO CONSTRUCT THE PROJECT TO THE
102.A 7 INTERSECTION OF ATLANTIC AND WHITTIER BOULEVARDS AND BEYOND
8 TO THE SAN GABRIEL VALLEY.

9 HOWEVER, THE MTA MUST ASSURE THE TAXPAYERS OF
10 LOS ANGELES COUNTY THAT IT IS IN FULL COMPLIANCE WITH
102.B 11 AFFIRMATIVE ACTION HIRING PRACTICES AND MEETS ALL MINORITY
12 BUSINESS ENTERPRISE, WOMEN BUSINESS ENTERPRISE AND
13 DISADVANTAGED BUSINESS ENTERPRISE GOALS FOR THE RED LINE.

14 FURTHERMORE, I WOULD RECOMMEND THAT THE MTA
15 STRONGLY CONSIDER ADOPTING THE ROUTE ALTERNATIVE ALONG THE
16 LINES OF ALTERNATIVES 9 AND 10 AS A LOCALLY PREFERRED
102.C 17 ALTERNATIVE. ALTERNATIVES 9 AND 10 ARE ROUTES THAT WILL
18 BEST SERVE TRANSPORTATION NEEDS OF THE COMMUNITY BECAUSE
19 THEY CONNECT DENSELY POPULATED RESIDENTIAL AREAS WITH
20 HEAVILY PATRONIZED SHOPPING CENTERS ALONG BROOKLYN AVENUE
21 AND WHITTIER BOULEVARD.

22 ALTHOUGH THE LONG-TERM EFFECTS OF THE RED
102.D 23 LINE ARE CLEAR -- LESS CONGESTION ON FREEWAYS, FASTER TRAVEL
24 TIMES AND A CLEANER MODE OF TRANSPORTATION -- THE SHORT-TERM
25 IMPACT TO RESIDENCES AND BUSINESSES DIRECTLY IN THE PATH OF

102.D

1 CONSTRUCTION WILL BE SEVERE. TO COMBAT THESE HARMFUL
2 EFFECTS DURING CONSTRUCTION, MEASURES MUST BE PUT IN PLACE
3 TO HELP RELOCATE THOSE RESIDENTS THAT ARE DISPLACED, FAIRLY
4 COMPENSATE PROPERTY OWNERS FOR THE LOSS OF PROPERTY, AND
5 PROVIDE MONETARY ASSISTANCE IN THE FORM OF LOW- INTEREST
6 LOANS FOR BUSINESSES AFFECTED BY CONSTRUCTION.

7 I WILL READ TWO MORE PARAGRAPHS AND COME
8 RIGHT TO THE END.

102.E

9 BECAUSE BOTH BROOKLYN AVENUE AND WHITTIER
10 BOULEVARD ARE THRIVING WITH SMALL BUSINESSES, IT APPEARS
11 THAT THE MTA WILL HAVE TO CONSIDER THE CONSTRUCTION OF
12 OFF-STREET STATIONS IN ORDER TO MITIGATE THE HARSH ECONOMIC
13 LOSSES THAT THESE SMALL BUSINESSES WOULD UNDOUBTEDLY INCUR
14 DURING THE CONSTRUCTION PHASE. OFF-STREET STATIONS WOULD
15 ALLOW THESE BUSINESSES TO CONTINUE OPERATIONS WITH MINIMAL
16 ADVERSE EFFECTS.

102.F

17 THE IMPLEMENTATION OF AN OFF-STREET
18 CONSTRUCTION STRATEGY WOULD INVARIABLY DEMAND THE TAKING OF
19 RESIDENTIAL PROPERTIES. NATURALLY, THE LOCAL HOUSING STOCK
20 THAT IS DESTROYED DUE TO CONSTRUCTION TAKINGS WILL HAVE TO
21 BE REPLACED. SUCH A DRAMATIC COURSE OF ACTION WOULD ENTAIL
22 THAT THE MTA UNDERTAKE COMMENSURATE MITIGATION MEASURES,
23 SUCH AS THE ADOPTION OF THE COMMUNITY REDEVELOPMENT AGENCY'S
24 2 TO 1 REPLACEMENT STRATEGY FOR THE DOWNTOWN AREA, BY
25 REPLACING EVERY HOUSING UNIT DESTROYED WITH TWO ADDITIONAL

102.F | 1 HOUSING UNITS.

2 I AM GOING TO CUT TO THE CONCLUSION, BUT AS I
3 SAID BEFORE, IF ANYBODY WANTS A COPY OF THIS TESTIMONY,
4 PLEASE SAY THAT.

5 IN CONCLUSION, I INTEND TO WORK CLOSELY WITH
6 THE MTA AND COMMUNITY RESIDENTS AND BUSINESSES TO ENSURE
7 THAT THE CONSTRUCTION PROGRESSES IN A SMOOTH AND EXPEDITIOUS
8 MANNER. I OFFER TO THE MTA ANY ASSISTANCE THAT IT MAY
9 REQUIRE IN ORDER TO IMPLEMENT PROPER MITIGATION MEASURES. I
10 LOOK FORWARD TO WORKING WITH MTA IN ORDER TO ENSURE
11 IMPROVED TRANSPORTATION FOR THE RESIDENTS OF LOS ANGELES
12 COUNTY. I AWAIT YOUR RESPONSE TO MY COMMENTS AND CONCERNS.
13 THANK YOU.

14 JUDGE FLORES: THANK YOU VERY MUCH.

15 THE NEXT SPEAKER IS ARTURO HERRERA OF THE
16 EASTSIDE NEIGHBORHOOD REVITALIZATION ADVISORY COMMITTEE.

17 MR. HERRERA: GOOD EVENING. MY NAME IS ARTURO
18 HERRERA, AND I AM SPEAKING ON BEHALF OF THE EASTSIDE
19 NEIGHBORHOOD REVITALIZATION STUDY CITIZENS ADVISORY
20 COMMITTEE.

21 JUDGE FLORES: ARE YOU GOING TO READ?

22 MR. HERRERA: I WILL GO SLOW.

23 JUDGE FLORES: GO SLOW, AND IF YOU WOULD HIT THE
24 HIGHLIGHTS BECAUSE WE DO HAVE MANY MORE SPEAKERS.

25 MR. HERRERA: I AM REPRESENTING CHAIRMAN ALEX

1 SALAZAR, AND THIS IS TO MR. JIM DE LA LOZA, CENTRAL AREA
 2 TEAM, LOS ANGELES COUNTY METROPOLITAN TRANSIT AUTHORITY, IN
 3 RESPONSE TO ALTERNATIVES ANALYSIS/DEIS/DEIR FOR THE EASTSIDE
 4 CORRIDOR.

103.A

5 THE SUBJECT REPORT IS DEFICIENT IN ITS
 6 FAILURE TO MENTION THE EASTSIDE NEIGHBORHOOD REVITALIZATION
 7 STUDY AS PART OF CHAPTER 4, LAND USE AND DEVELOPMENT. WE
 8 ARE CONFIDENT THAT THIS OVERSIGHT CAN BE CORRECTED. MORE
 9 SIGNIFICANT, THAT EASTSIDE NEIGHBORHOOD REVITALIZATION STUDY
 10 STATES THE REVITALIZATION PRINCIPLES IMPLEMENTATION
 11 STRATEGIES --

103.B

12 JUDGE FLORES: YOU ARE GOING TOO FAST.

103.B

13 MR. HERRERA: -- REVITALIZATION OPPORTUNITIES TO
 14 UPGRADE THE BOYLE HEIGHTS AND EL SERENO COMMUNITIES. WE
 15 ARE, THEREFORE, REQUESTING THAT THE IDENTIFIED
 16 REVITALIZATION PRINCIPLES, STRATEGIES AND OPPORTUNITIES BE
 17 ADHERED TO IN THE PLANNING AND IMPLEMENTATION OF THE METRO
 18 RAIL FOR THE EASTSIDE CORRIDOR AS IT AFFECTS THE BOYLE
 19 HEIGHTS COMMUNITY. FURTHERMORE, THEY SHOULD BE USED TO
 20 DIRECT AND ENHANCE MITIGATION MEASURES, PARTICULARLY WITH
 21 REGARDS TO DEVELOPMENT AND REVITALIZATION EFFORTS AROUND THE
 22 PROPOSED METRO RAIL STATION.

103.C

23 FINALLY, WE REQUEST THAT FUTURE DETAILED
 24 PLANNING OF THE METRO RAIL, INCLUDING SELECTION OF THE
 25 PREFERRED ROUTE, DETAIL ENGINEERING, STATION DESIGN AND

103.C

1 DEVELOPMENT OF MITIGATION MEASURES INVOLVE DISCUSSIONS AND
2 MEETINGS WITH THE EASTSIDE STUDY CITIZENS ADVISORY
3 COMMITTEE.

4 AND I AM GOING TO REPRESENT THESE 11
5 RECOMMENDATIONS WHICH ARE SUMMARIZED OF THE STUDY THAT WE
6 JUST HAD HERE IN OUR AREA, WHICH HAS BEEN GOING ON FOR A
7 YEAR. AND ONE OF OUR RECOMMENDATIONS WAS PUBLIC TRANSIT AND
8 CIRCULATION. I AM JUST GOING TO READ THE ROUTES THAT WE HAD
9 RECOMMENDED TO BE.

10 THE EASTSIDE NEIGHBORHOOD REVITALIZATION
11 STUDY AREA IS IN A UNIQUE POSITION TO MATCH THE GOALS --

12 JUDGE FLORES: YOU ARE GOING TOO FAST. DO YOU HAVE
13 A COPY OF THAT?

14 MR. HERRERA: I AM GOING TO PRESENT THIS TO JIM DE
15 LA LOZA.

16 THE TRANSLATOR: WOULD YOU BE KIND ENOUGH TO MAKE A
17 QUICK COPY HERE?

18 JUDGE FLORES: HOW MUCH ARE YOU GOING TO READ?

19 MR. HERRERA: JUST THE ROUTES THAT WE ARE
20 RECOMMENDING.

21 JUDGE FLORES: ALL RIGHT. JUST DO IT SLOWLY FOR
22 NOW.

23 MR. HERRERA: I WILL LEAVE THE OTHER PART OF IT
24 OUT.

25 THE EASTERN EXTENSION OF THE METRO RAIL IS

1 CURRENTLY IN THE ROUTE REFINEMENT AND THE ENVIRONMENTAL
2 IMPACT REPORT PLANNING PROCESS. THE SELECTION OF THE
3 PREFERRED ROUTE THROUGH BOYLE HEIGHTS IS EXPECTED TO BE
4 DETERMINED IN JULY OF 1993.

5 CURRENTLY THE THREE UNDERGROUND ROUTES ARE
6 BEING CONSIDERED, AND THEY INCLUDE BROOKLYN AVENUE WITH
7 STATIONS AT STATE STREET, SOTO STREET, FIRST STREET AND
8 INDIANA STREET; FIRST STREET WITH STATIONS AT BOYLE AVENUE
9 AND SOTO STREET AND LORENA STREET; AND WHITTIER BOULEVARD
10 WITH STATIONS AT SOTO STREET AND LORENA STREET.

103.D

11 OPPORTUNITIES FOR THE BROOKLYN ROUTE STATION
12 INCLUDE LIMITED COMMERCIAL DEVELOPMENT AT STATE STREET,
13 MIXED USAGE COMMERCIAL, RESIDENTIAL AND COMMUNITY SERVING
14 USES ALONG WITH REHABILITATION OF THE BROOKLYN AVENUE
15 COMMERCIAL CORRIDOR AT THE SOTO STREET STATION; AND IN-FILL
16 RESIDENTIAL DEVELOPMENT AT FIRST AND INDIANA STREET STATION.

17 OPPORTUNITIES FOR THE FIRST STREET ROUTE
18 STATION INCLUDE THE DEVELOPMENT OF THE MARIACHI PLAZA AT
19 BOYLE AVENUE, IN-FILL COMMERCIAL DEVELOPMENT AT SOTO STREET,
20 AND EXPANSION OF THE EL MERCADO COMMERCIAL CENTER AT LORENA
21 STREET.

22 OPPORTUNITIES FOR THE WHITTIER BOULEVARD
23 ROUTE STATION INCLUDE MIXED USE COMMERCIAL AND RESIDENTIAL
24 USES AND SOTO STREET AND SOME IN-FILL COMMERCIAL DEVELOPMENT
25 AT LORENA STREET.

103.D

1 THESE ARE THE ROUTES THAT THE COMMITTEE HAS
2 SELECTED FOR THE COMMUNITY.

3 JUDGE FLORES: THANK YOU VERY MUCH.

4 MR. HERRERA: AND I WOULD LIKE TO PRESENT THIS TO
5 MR. DE LA LOZA.

6 JUDGE FLORES: ALL RIGHT.

7 THE NEXT SPEAKER IS FRED
8 CHEN FROM THE ASIAN AMERICAN ARCHITECTS/ENGINEERS
9 ASSOCIATION.

10 MR. CHEN: MY NAME IS FRED CHEN. ON BEHALF OF THE
11 BOARD OF DIRECTORS OF THE ASIAN AMERICAN ARCHITECTS/
12 ENGINEERS ASSOCIATION, I AM TO READ TO YOU A RESOLUTION THAT
13 WAS PASSED BY THE BOARD.

104

14 THE RESOLUTION READS: "SUPPORT FOR THE METRO
15 RAIL YARD STATION FOR THE LOS ANGELES COUNTY EASTSIDE
16 CORRIDOR. THE ASIAN AMERICAN ARCHITECTS/ENGINEERS
17 ASSOCIATION, KNOWN AS AAA/E, SUPPORTS THE MTA'S METRO RAIL
18 YARD STATION AND THE LOS ANGELES EASTSIDE CORRIDOR PROJECT
19 AS FOLLOWS:

104.A

20 "1. AAA/E SUPPORTS A PARTIAL ELEVATED OR AT-GRADE
21 METRO RAIL YARD STATION IDENTIFIED AS STATION 02 FOR
22 ALTERNATIVE 9B.

23 "2. AAA/E IS A LOS ANGELES CITY BASED ASSOCIATION
24 OF PROFESSIONAL ARCHITECTS AND ENGINEERS. THE ASSOCIATION
25 SUPPORTS MTA'S COMMITMENT TO CONTRACT THE STATION AND TUNNEL

1 DESIGN WORK TO LOCAL DESIGN COMMUNITY AND ADVOCATE BUSINESS
2 OPPORTUNITIES FOR LOCAL ENTITIES AND ENTERPRISES BASED ON
3 QUALIFICATION AND MERIT.

4 "3. AAA/E SUPPORTS MTA'S COMMITMENT TO INVOLVE
5 LOCAL COMMUNITY IN ADDRESSING NEIGHBORHOOD, VISUAL AND
6 AESTHETICS, SAFETY, FACILITIES AND PUBLIC POLICY-MAKING
7 MEASURES AND ACTIONS. AAA/E ALSO SUPPORTS THE LITTLE TOKYO
8 REGIONAL SHUTTLE SERVICE AND INTERNATIONAL MARTIAL ART AND
9 GENERAL ART CENTERS.

104.A

10 "4. AAA/E SUPPORTS MTA'S COMMITMENT TO INVOLVE THE
11 LOCAL COMMUNITY SERVICES IN ADDRESSING POSSIBLE MITIGATION
12 MEASURES ARISING FROM DEVELOPMENT AND CONSTRUCTION IN THE
13 COMMUNITY.

14 "AAA/E SUPPORTS THE ABOVE-MENTIONED FOUR
15 ITEMS OF COMMITMENT BY THE MTA AND ANY OTHER AREAS WHICH
16 IMPACTS OR INFLUENCES THE SOCIAL WELL-BEING AND ECONOMIC
17 BENEFITS OF THE LITTLE TOKYO AND EAST LOS ANGELES
18 COMMUNITIES, PARTICULARLY THE ASIAN AMERICAN BUSINESS
19 COMMUNITY."

20 SIGNED BY TED T. TANAKA, AIA, PRESIDENT, AND
21 MYSELF, IMMEDIATE PAST PRESIDENT.

22 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

23 THE NEXT SPEAKER IS BROOKE GEE DEVON.

24 DID I PRONOUNCE THAT RIGHT?

25 MS. PERSON: PERSON.

1 JUDGE FLORES: WOULD YOU STATE YOUR LAST NAME FOR
2 THE RECORD.

3 MS. PERSON: PERSON.

4 JUDGE FLORES. OH. PERSON.

5 MS. PERSON: SPELLED LIKE "PERSON."

6 GOOD EVENING. IT'S A PLEASURE TO BE HERE. I
7 AM HERE REPRESENTING WHITE MEMORIAL MEDICAL CENTER.

8 WHITE MEMORIAL IS VERY EXCITED ABOUT THE
9 POSSIBILITY OF A RED LINE EXTENSION AT THE CORNER OF
10 BROOKLYN AND STATE. WE HAVE TWO VERY STRONG EMPHASES WITH A
11 STATION AT THAT LOCATION.

12 THE FIRST ONE IS OUR POTENTIAL BENEFIT TO OUR
13 PATIENTS THAT WE SERVE HERE IN THE COMMUNITY. WHITE
14 MEMORIAL HAS SEVERAL OUT-PATIENT CLINICS. WE ARE EXPANDING
15 TO HAVE EVEN MORE OUT-PATIENT SERVICES. ALL OF THIS WOULD
16 BENEFIT WITH THE RED LINE AT BROOKLYN AND STATE.

105.A

17 WITH THE ADVANCES IN MEDICAL TECHNOLOGY, MORE
18 AND MORE PROCEDURES ARE BEING DONE ON AN OUT-PATIENT BASIS,
19 AND THIS WOULD ALLOW THE CITIZENS OF THIS AREA TO COME TO
20 WHITE MEMORIAL FOR OUT-PATIENT PROCEDURES AND FOLLOW-UP AND
21 HAVE A VERY EASY TRANSPORTATION TO GET THERE.

22 ALSO, WHITE MEMORIAL IS CONSIDERED A VERY
23 LARGE EMPLOYER. WITH THE MTA ADDITION OF THE SAN BERNARDINO
24 METROLINK AND THE RIVERSIDE METROLINK, OUR RIDERSHIP OF
25 METROLINK HAS INCREASED OVER 100 PERCENT. I AM DAILY

105.A

1 RECEIVING PHONE CALLS FROM EMPLOYEES WANTING INFORMATION
2 ABOUT THE METROLINK ROUTES AND THEN ALSO INFORMATION ON HOW
3 TO GET FROM L.A. UNION STATION TO WHITE MEMORIAL FOR
4 PURCHASE OF HOMES WITHIN THE LOS ANGELES COUNTY REGION.

5 WE FEEL THAT WITH THIS STATION LOCATION, WE
6 WILL BE ABLE TO ADD ADDITIONAL REVENUE TO THE MTA BUDGET AND
7 ALSO TO THE CITY OF LOS ANGELES. WE ALSO WANT TO, OF
8 COURSE, COMPLY WITH ALL STATE AND LOCAL REGULATIONS FOR
9 CLEAN AIR BECAUSE WE KNOW HOW IMPORTANT IT IS TO THE HEALTH
10 OF THE CITIZENS. AND WITH THE MTA RED LINE EXTENSION TO
11 BROOKLYN AND STATE, WE WILL BE BETTER ABLE TO SERVE THIS
12 GOAL.

13 SEVERAL SPEAKERS HAVE MENTIONED CHILD CARE.
14 I WOULD LIKE TO POINT OUT THAT THERE IS A COMMUNITY BASED
15 CHILD CARE CENTER AT THE CORNER OF BROOKLYN AND STATE THAT
16 THE MTA COULD EASILY USE TO MEET THIS NEED.

17 A COMMENT ABOUT THE FIRST STREET AT FIRST AND
18 BOYLE. THE ELECTRIC TROLLEY IS DUE TO BE STARTED ON FIRST
19 STREET, THE LAST I HEARD, BY THE END OF THIS YEAR. THIS
20 WILL SERVICE FIRST STREET IN A VERY NICE MANNER, INCLUDING
21 ADDITIONAL LANDSCAPING AND ALSO PROVIDING CHARM ON
22 TRANSPORTATION. IT WILL BE FUN TO TAKE THE ELECTRIC TROLLEY
23 DOWN FIRST STREET TO DO SHOPPING OR OTHER TYPES OF BUSINESS.
24 SO FIRST STREET IS BEING COVERED WITH THE NEW TRANSPORTATION
25 SYSTEM.

105.B

1 WHITE MEMORIAL IS TWO BLOCKS AWAY FROM FIRST
2 STREET. SO IF THE STATION WERE TO BE LOCATED IN THAT AREA,
3 IT WOULD BE MORE DIFFICULT FOR PATIENTS TO WALK THE TWO
4 BLOCKS. SHOULD IT BE DECIDED, I FEEL STRONGLY THAT THE MTA
5 SHOULD PROVIDE ACCESSIBILITY AS FAR AS AN EASY PEDESTRIAN
6 WALKWAY FOR DISABLED INDIVIDUALS AND ALSO LIGHTING TO WHITE
7 MEMORIAL.

8 I AM LOOKING FORWARD TO WORKING WITH THE MTA
9 TO SOLVE POTENTIAL PROBLEMS ENCOUNTERED WITH THE
10 CONSTRUCTION OF THE RED LINE STATION AT THE CORNER OF
11 BROOKLYN AND STATE, INCLUDING EMERGENCY VEHICLE ACCESS,
12 HEAVY PEDESTRIAN TRAFFIC AND ANY PARKING ISSUES. THERE IS A
13 LARGE LOT AT THE SOUTHEAST CORNER OF BROOKLYN AND STATE THAT
14 MIGHT BE LEASED DURING CONSTRUCTION. CURRENTLY HEAVY
15 DIGGING IS INVOLVED AT THAT LOCATION.

16 I LOOK FORWARD TO PROMOTING AND MARKETING THE
17 RED LINE TO ALL OF OUR PATIENTS AND OUR EMPLOYEES. THANK
18 YOU.

19 JUDGE FLORES: THANK YOU VERY MUCH.

20 THE NEXT SPEAKER IS JESS LOPEZ FROM CRA.

21 MR. LOPEZ: THANK YOU.

106.A | 25

22 I HAVE ATTENDED MORE THAN THREE MEETINGS OF
23 THE HEAVY RAIL UNDERGROUND TRANSPORTATION SYSTEM, AND I AM
24 ACQUAINTED WITH ALL THE THINGS THAT -- THE CONSTRUCTION AND
25 EVERYTHING. AND THE STATION THAT WE FEEL REALLY THAT WILL

1 START THE CONSTRUCTION OF UNDERGROUND RAIL IS GOING TO
 2 NOT IMPEDE THE TRAFFIC CROSSING FROM WHITTIER TO BROOKLYN
 3 AVENUE -- THERE WILL BE NO TRAFFIC PROBLEMS -- NOW, I FAVOR
 4 THE WHITTIER CORRIDOR.

106.A

5 IN OTHER WORDS THERE WILL BE -- BECAUSE ON
 6 BROOKLYN AVENUE, THEY HAVE TRANSPORTATION DOWN TO WHITTIER
 7 BOULEVARD, AND EVERYTHING IS GOING TO WIND UP ON INDIANA AND
 8 WHITTIER AND GO STRAIGHT DOWN TO ATLANTIC AVENUE. SO WHY IS
 9 THIS THE MOST DIRECT ROUTE THAN ANY OF THE OTHER ROUTES?
 10 AND THAT'S MY COMMENT.

11 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

12 THE NEXT SPEAKER IS AL TAIRA.

107

13 MR. TAIRA: MY NAME IS AL TAIRA. I AM HERE AS A
 14 REPRESENTATIVE OF LARABA, WHICH IS THE LOS ANGELES RIVER
 15 ARTISTS AND BUSINESS ASSOCIATION. WE REPRESENT OVER 3,000
 16 MEMBERS DIRECTLY AND INDIRECTLY. I AM HERE TO SUPPORT THE
 17 STATION AT THE METRO RAIL YARD AT SANTA FE AND SECOND OR
 18 THIRD. THIS IS AN IMPORTANT RAIL STATION TO THE ENTIRE AREA
 19 WHICH LARABA REPRESENTS. IT'S COVERED BY THE HOLLYWOOD
 20 FREEWAY, SANTA MONICA FREEWAY, ALAMEDA STREET AND THE RIVER.

107.A

21 THIS AREA IS THE LAST BASTION OF THE LIGHT
 22 INDUSTRIAL COMMERCIAL AREA IN CENTRAL L.A. I THINK WE HAVE
 23 TO PRESERVE IT AS A JOB-PRODUCING AREA, AND IT IS CURRENTLY
 24 BEING CONSIDERED AS ONE OF THE FREE ENTERPRISE ZONES FOR THE
 25 FUTURE. WITH THE LIGHT RAIL AND THE STATION STOP THERE,

107.A

1 WITH THE TREMENDOUS NEIGHBORHOOD THAT THE RED LINE WILL
2 SERVE, THERE WILL BE JOBS, AND WITH THE JOBS AND WITH THE
3 PUBLIC TRANSPORTATION, THIS COULD CREATE A VERY TREMENDOUS
4 ECONOMIC COMMUNITY THAT WOULD CREATE THOUSANDS OF JOBS FOR
5 EVERYONE. THANK YOU.

6 JUDGE FLORES: THANK YOU VERY MUCH.

7 THE NEXT SPEAKER IS MARTIN HERNANDEZ OF THE
8 LABOR COMMUNITY STRATEGY CENTER.

9 MR. HERNANDEZ: HELLO. THANK YOU VERY MUCH FOR
10 LETTING ME ADDRESS THIS BOARD.

11 MY NAME IS MARTIN HERNANDEZ, AND I'VE BEEN A
12 RESIDENT OF CITY TERRACE AND EAST LOS ANGELES NEARLY ALL MY
13 LIFE. WHATEVER DECISION YOU MAKE AS FAR AS WHERE THIS LINE
14 GOES, I WANT YOU TO MAKE SURE THAT IT'S NOT GOING TO BE AT
15 THE EXPENSE OF THE BUS RIDERS AND ANY OF THE CURRENT BUS
16 LINES THAT ARE GOING ON.

108

108.A

17 AT LAST WEEK'S MTA BUDGET WORKSHOP, THERE WAS
18 A PROPOSAL REGARDING THE SHORTFALL IN THE MTA BUDGET, AND
19 ONE OF THE THINGS THAT WAS DISCUSSED WAS TO CUT BUS SERVICE
20 2-1/2 PERCENT IN THE UPCOMING FISCAL YEAR AND A PROPOSAL FOR
21 A 5 PERCENT CUT AND POSSIBLY A FARE INCREASE IN THE NEXT
22 FISCAL YEAR, '94-'95.

23 WE FEEL THAT, AGAIN, ANY MONEYS THAT ARE
24 BEING FUNDED FOR THIS PROJECT NOT COME OUT OF THE BUS
25 SERVICE. WE FEEL THAT THE MTA'S CONTINUED PRACTICE FOR THE

108.A

1 PRIORITIZING CAPITAL INTENSIVE RAIL PROJECTS COME AT THE
2 EXPENSE OF BUS SERVICE. WE WANT TO MAKE SURE THAT THAT IS
3 NOT DONE IN REGARDS TO THIS PROJECT ALSO. EVEN ONCE THIS
4 PROJECT IS DONE, THERE WILL BE MUCH MORE PEOPLE USING THE
5 BUS THAN ANY OF THE RAIL SERVICES.

6 THANK YOU VERY MUCH FOR COMING OUT TO EAST
7 LOS ANGELES AND HEARING OUR COMMENTS.

8 JUDGE FLORES: THANK YOU VERY MUCH.

9 THE NEXT SPEAKER IS CRISTINA MC INTYRE.
10 CRISTINA MC INTYRE? IS SHE PRESENT?

11 THE NEXT SPEAKER IS LOUIS MARTINEZ.

12 LOUIS MARTINEZ?

13 JOSE ANDRADE.

14 MR. ANDRADE: MY NAME IS JOSE ANDRADE. I AM A
15 RESIDENT OF BOYLE HEIGHTS.

109

109.A

16 MY RECOMMENDATION IS PREEMPTED BY FEDERAL
17 LAW. I DON'T FAVOR ANY OF THE ROUTES. WHATEVER ELSE YOU
18 DO, INCREASE EXISTING BUS SERVICE AND MAKE NO CUTBACKS TO
19 IT. MY COMMENTS RELATE TO THE GENERAL OVERVIEW OF
20 TRANSPORTATION, HOUSING POLICY, LAND USE, PLANNING AND CITY
21 AND COUNTY HOUSING PLANS. MY COMMENT IS PREDICATED FROM
22 REGULAR ATTENDANCE AT MTA COMMITTEE MEETINGS, PLANNING
23 COMMISSION MEETINGS AND HOUSING DEPARTMENT MEETINGS.

109.B

24 MY OVERALL CONCERN IS WHAT HAS NOT BEEN
25 DISCLOSED TO OUR COMMUNITY. WE ARE BEING MISLED BY

109.B

1 INCOMPLETE PLAN AND POLICY REPRESENTATIONS REGARDING THE
2 HIGH DENSITY HOUSING POLICY TO COMPLEMENT METRO STATIONS AND
3 ROUTES TO MASSIVE FREEWAY DIVERSION, TO PARKING SITES ALONG
4 STATION AND ROUTES WHICH HAVE BEEN PROPOSED IN THE PAST
5 BEFORE PLANNING COMMISSIONS.

6 THREE, REDEVELOPMENT SCHEMES OF MONUMENTAL
7 SCALE, WHICH I HAVE HEARD ABOUT FOR YEARS ON END, AND THE
8 COMMUNITY DISPLACEMENT THAT WOULD RESULT FROM THE ABOVE.
9 THESE ITEMS ARE EXISTING POLICY AND PLANS OF THE MTA AND THE
10 PLANNING DEPARTMENTS OF THE CITY AND COUNTY.

109.C

11 I WOULD SIMPLY SAY: KEEP WHATEVER YOU DO
12 CLEAN. AND THE MTA SHOULD STICK TO TRANSPORTATION ONLY. WE
13 AS A COMMUNITY ARE BEING SHORT-CHANGED TO BENEFIT CERTAIN
14 INDIVIDUALS AND POLITICIANS. CURRENT CODES, ORDINANCES,
15 STATUTES AND POLICIES DEPRIVE RESIDENTS OF OPPORTUNITY AND
16 LIMIT THE VIABILITY TO INSPIRE BUSINESS FOR THE BENEFIT OF
17 FUTURE MTA ENVIRONMENTAL PRO-DEVELOPMENT SCHEMES AND
18 PROJECTS AND GOVERNMENTAL OPPORTUNITY.

19 SOMEONE MENTIONED THAT SOMEONE WANTED HOUSES
20 TO BE DEMOLISHED IN THE WHITTIER BOULEVARD AREA FOR THE SAKE
21 OF THE MERCHANTS' PARKING. AT THE PRESENT TIME, MANY
22 BUSINESSES ARE CLOSING ALONG WHITTIER BOULEVARD. THERE IS
23 LESSENERED BUSINESS AND ECONOMIC ACTIVITY. SALES ARE VERY
24 POOR AND SLUGGISH. WE ALREADY HAVE MERCHANTS OF LONG
25 STANDING WHO HAVE BEEN THERE FOR YEARS, 20 YEARS AND MORE,

1 BEING DISPLACED BY -- DEVELOPERS, SHALL WE CALL THEM? -- WHO
2 HAVE BEEN BUYING UP BUILDINGS AND GIVING 30-DAY NOTICES TO
3 THEIR MONTH-BY-MONTH MERCHANT RENTERS. THANK YOU.

4 JUDGE FLORES: THANK YOU VERY MUCH.

110

5 THE NEXT SPEAKER IS ERNESTINA MONTELLANO.

110.A

6 MS. MONTELLANO: I HAVE ONE QUESTION: IF THE RED
7 LINE RUNS THROUGH BROOKLYN AVENUE, HOW IS IT GOING TO AFFECT
8 THE EVERGREEN CEMETERY?

9 JUDGE FLORES: ALL RIGHT. YOUR QUESTION WILL BE
10 ANSWERED ONE OF TWO WAYS: BY WRITTEN STATEMENT OF THE
11 TRANSIT AUTHORITY OR, IF YOU WAIT, AFTERWARDS A STAFF MEMBER
12 CAN ADDRESS YOUR QUESTION. RIGHT NOW WE HAVE MANY MORE
13 SPEAKERS THAT NEED TO SPEAK. AND SO IF YOU JUST STAY
14 AFTERWARDS, YOUR QUESTION WILL BE ADDRESSED.

15 MS. MONTELLANO OKAY. THANK YOU.

16 JUDGE FLORES: THANK YOU, MA'AM.

17 THE NEXT SPEAKER IS WILSON LIU OF THE CHERRY
18 LAND COMPANY.

111

19 MR. LIU: GOOD EVENING. MY NAME IS WILSON LIU, AND
20 I REPRESENT THE OWNERS OF CHERRY LAND COMPANY WHICH OWNS
21 PROPERTY OFF OF EAST JACKSON STREET, WHICH IS NORTHEAST OF
22 THE LITTLE TOKYO COMMUNITY.

111.A

23 I AM HERE ON BEHALF OF THE OWNERSHIP TO
24 EXPRESS OUR SUPPORT FOR A STATION THAT IS BEING PROPOSED AT
25 THE CURRENT METRO RAIL YARD. THANK YOU.

1 JUDGE FLORES: THANK YOU VERY MUCH.

2 LISA SUGINO OF THE LITTLE TOKYO SERVICE
3 CENTER.

4 MS. SUGINO: HI. MY NAME IS LISA SUGINO. I SPEAK
5 FOR THE LITTLE TOKYO SERVICE CENTER.

6 JUDGE FLORES: CAN YOU SPEAK UP, PLEASE.

7 MS. SUGINO: SURE.

8 MY NAME IS LISA SUGINO. I AM FROM LITTLE
9 TOKYO SERVICE CENTER. LITTLE TOKYO SERVICE CENTER IS A
10 NONPROFIT SOCIAL SERVICE AGENCY WHICH IS IN LITTLE TOKYO,
11 AND OUR INTEREST IS IN THE WELFARE OF THE LOW INCOME
12 POPULATION OF LITTLE TOKYO AS WELL AS THE OVERALL LONG-TERM
13 VIABILITY OF THAT NEIGHBORHOOD.

14 WE SUPPORT ALTERNATIVE 9B WITH A WEST SIDE
15 RAIL YARD ENTRANCE BECAUSE WE BELIEVE A RED LINE STATION AT
16 THE EXISTING SANTA FE/MTA MAINTENANCE YARDS WOULD BENEFIT
17 THE COMMUNITY AS FOLLOWS, AND I WILL GO QUICKLY THROUGH FIVE
18 POINTS.

112.A

19 ONE, WE HOPE THAT IT WILL STIMULATE ECONOMIC
20 DEVELOPMENT IN THE LITTLE TOKYO AREA EAST OF ALAMEDA WHICH
21 CONTAINS MANY JAPANESE-AMERICAN COMMUNITY INSTITUTIONS.

22 THE SECOND IS THAT IT WILL CREATE GREATER
23 DEVELOPMENT OPPORTUNITY FOR MTA OVER THE 45-ACRE RAIL YARD,
24 INCLUDING HOUSING, WE HOPE, WHICH HAS BEEN SUGGESTED BY MTA
25 JOINT DEVELOPMENT STAFF. AND LTSC, AS A NONPROFIT DEVELOPER

1 OF HOUSING, WOULD BE INTERESTED IN SPONSORING SUCH A
2 DEVELOPMENT.

112.A

3 THIRD, WE ARE HOPING THAT THERE WILL BE A
4 TROLLEY CONNECTOR FROM THE STATION TO LITTLE TOKYO AND
5 POTENTIALLY OTHER ETHNIC DOWNTOWN NEIGHBORHOODS SUCH AS
6 OLVERA STREET AND CHINATOWN, TO ENCOURAGE TOURISM AS WELL AS
7 PROVIDE BETTER TRANSPORTATION FOR THE MANY EAST L.A. WORKERS
8 WHICH CURRENTLY WORK IN LITTLE TOKYO.

9 FOURTH, 9B ALSO PUTS A STATION AT FIRST AND
10 BOYLE WHICH WILL SERVE THE KEIRO RETIREMENT AND NURSING
11 HOME.

12 FIFTH, THE STATION WILL INTERFACE WITH MTA'S
13 FIRST STREET ELECTRIC BUS PILOT PROGRAM WHICH IS ALREADY
14 UNDER WAY, WHICH WILL BE IMPLEMENTED NEXT YEAR.

112.B

15 AND AS FAR AS MITIGATION, WE JUST WERE HOPING
16 FOR THREE THINGS: FIRST, FOR AN OVERSIGHT COMMITTEE;

112.C

17 SECOND, THAT THE CONSTRUCTION TRAFFIC NOT BE ROUTED THROUGH
18 THE LITTLE TOKYO BUSINESS AND RESIDENTIAL COMMUNITIES WEST
19 OF ALAMEDA; AND, THIRD, THAT THE CONSTRUCTION SITE BE KEPT
20 VERY SECURE TO PREVENT ANY ATTRACTION OF THEFT IN THAT AREA.

21 IT IS OUR UNDERSTANDING THAT MANY EAST L.A.
22 ORGANIZATIONS SUPPORT 9B, AND THIS IS IMPORTANT TO LTSC. WE
23 FEEL A STRONG LINK TO BOYLE HEIGHTS AND THE HISTORICAL
24 JAPANESE/LATINO NEIGHBORHOOD WHERE AN ESTIMATED 5,000
25 JAPANESE-AMERICANS STILL RESIDE, INCLUDING MANY OF OUR

1 CURRENT CLIENTS. THANK YOU.

2 JUDGE FLORES: THANK YOU VERY MUCH.

3 NEXT SPEAKER IS ALFREDO PEREZ.

4 MR. PEREZ: THANK YOU FOR THE OPPORTUNITY TO TALK
5 TODAY. I WORK FOR A NONPROFIT ORGANIZATION THAT
6 CONCENTRATES ON THE REHAB OF HOUSING IN BOYLE HEIGHTS AND
7 ALSO FIRST-TIME HOME BUYERS, ALL FOR LOW INCOME, QUOTE,
8 UNQUOTE, NON-BANKABLE INDIVIDUALS; IN OTHER WORDS, PEOPLE
9 THAT ARE REJECTED BY BANKS. OKAY. FIVE QUICK POINTS.

10 FIRST OF ALL, I JUST WANT TO SUPPORT ROUTE 9B
11 MAINLY BECAUSE I FEEL LIKE IT'S SIMILAR TO ROUTE 6, BUT IT
12 DOESN'T DOUBLE-SERVE FIRST STREET. ROUTE 9 WILL. IT'S
13 PRETTY MUCH SIMILAR FOR THE FIRST ONE-THIRD AND THE LAST
14 ONE-THIRD OF THE ROUTE RELATIVE TO ROUTE 6. IN OTHER WORDS,
15 THEY ARE SIMILAR UNTIL YOU GET TO THE MIDDLE OF IT.
16 BECAUSE, OBVIOUSLY, THE DIFFERENCE IS FIRST STREET ON NO. 6
17 AND BROOKLYN ON ROUTE 9. AND, AGAIN, ROUTE 6 DOUBLE-SERVES
18 FIRST STREET BECAUSE IT'S GOING TO HAVE AN ELECTRIC TROLLEY
19 ON THE SURFACE STREET AND A PROPOSED SUBWAY LINE UNDERNEATH
20 IT. SO THAT'S WHY I SUPPORT ROUTE 9.

21 ALSO, MY SECOND POINT WOULD BE DESIGN. WHEN
22 CONSIDERING DESIGN OF BUILDINGS ADJACENT TO THE SUBWAY AREA,
23 I THINK IT'S REAL IMPORTANT THAT YOU CONSIDER THE LATINO
24 CULTURE. BECAUSE THE WAY LATINO CULTURE IS SET UP, THE WAY
25 IT IS, PEOPLE LIKE INTERACTING BASICALLY IN THEIR FRONT

113.A

113.B

113.B

1 YARDS. AND I THINK IT'S REAL IMPORTANT THAT YOU CONSIDER
2 ARCHITECTURE AND BUILDING ORIENTATION THAT ACCOMMODATES THIS
3 TYPE OF ACTIVITY AMONG RESIDENTS AND BUSINESS PEOPLE.

113.C

4 ALSO, NUMBER THREE, I THINK IT'S REAL
5 IMPORTANT THAT EAST L.A. GET ITS FAIR SHARE COMPARED TO ALL
6 OF THE OTHER AREAS OF L.A. EAST L.A. IS GETTING THE
7 SMALLEST PERCENTAGE OF THE SUBWAY LINES COMPARED TO SOUTH
8 CENTRAL, VERNON CENTRAL, ANY OTHER PART. I THINK IT'S REAL
9 IMPORTANT THAT THE MTA REALLY PUSH FOR US AND TRY TO GET THE
10 ROUTES TO EXTEND FURTHER EAST AND FURTHER SOUTH BEYOND
11 WHITTIER AND ATLANTIC STOP.

113.D

12 ALSO, NUMBER FOUR, I THINK IT'S REAL
13 IMPORTANT THAT YOU MAINTAIN A VERY CLEAN SITE. I USED TO
14 WORK IN THE MID-WILSHIRE DISTRICT, AND LOOKING AT HOW DUMPY
15 THE SITES WERE LEFT AFTER 48 HOURS' WORK REALLY CONCERNED
16 ME. NOT ONLY INDIRECTLY BUT DIRECTLY. BECAUSE I HAVE A NEW
17 TRUCK, AND A CAR JUST BASICALLY SPRAYED THE LOT WITH A BUNCH
18 OF DEBRIS, AND MY WINDSHIELD CRACKED, AND THE WINDSHIELD
19 SCRATCHED MY PAINT. IT TOOK, LIKE, A YEAR AND A HALF, AND I
20 FORGOT ABOUT THE CLAIM BECAUSE IT WAS SUCH A HASSLE.

21 BUT MY POINT IS IT'S GOING TO SAVE THE CITY,
22 THE COUNTY, ALL OF US A LOT OF HEADACHES IF WE THINK ABOUT
23 IT BEFOREHAND. JUST KEEP THE SITES CLEAN AND AVOID A LOT OF
24 HEARTACHE AND A LOT OF BAD TASTES IN PEOPLE'S MOUTHS.

25 MY FINAL POINT WOULD BE BASICALLY RELATED TO

1 WHAT I DO. NEIGHBORHOOD HOUSING SERVICES IS GETTING CUT
2 LEFT AND RIGHT. WE HAVE BEEN CUT BY THE CITY OF L.A.,
3 BASICALLY AT THE FEDERAL LEVEL, BY THE COMMUNITY BLOCK
4 GRANTS, AND WE ARE NOT GETTING AS MUCH AS LAST YEAR AND THE
5 YEAR BEFORE. NEIGHBORHOOD HOUSING SERVICES, EVEN THOUGH WE
6 ARE NONPROFIT, WE DO RELY ABOUT 30 PERCENT OF OUR FUNDS
7 THROUGH THE FEDERAL GOVERNMENT AND THE CITY GOVERNMENT. AND
8 ALL OF OUR MONEYS JUST GO TO BENEFIT THE RESIDENTS OF BOYLE
9 HEIGHTS AND THE PEOPLE OF L.A.

713.E

10 MY QUESTION TO THE MTA: WHAT KIND OF
11 CREATIVE FINANCING CAN YOU PRODUCE TO HELP NONPROFIT
12 ORGANIZATIONS THAT I WORK PROVIDE MONEYS FOR LOW INCOME
13 INDIVIDUALS WHO ARE NON-BANKABLE IN THE FUTURE?

14 I THINK ALONG THOSE LINES, IT'S ALSO VERY
15 IMPORTANT TO OFFER GRANTS TO BUSINESSES THAT ARE GOING TO BE
16 HARD PRESSED BY CONSTRUCTION GOING ON ALONG WHATEVER ROUTE
17 IS ESTABLISHED.

18 BECAUSE TALKING TO BUSINESS OWNERS IN THE
19 MID-WILSHIRE DISTRICT, MANY OF THEM ACTUALLY WENT OUT OF
20 BUSINESS DURING CONSTRUCTION AND ARE GOING OUT OF BUSINESS
21 RIGHT NOW BECAUSE THEY ARE IN SPOTS WHERE BEFORE THEY WERE
22 ACCESSIBLE FROM THE STREET; THEY WERE SEEN FROM THE STREET.
23 AND BECAUSE OF A LOT OF CRANES AND DEBRIS AND THE LIFTING OF
24 THE STREET ALONG WILSHIRE BOULEVARD, THEY BASICALLY ARE NOT
25 SEEN. SO MY SUGGESTION IS: I THINK THERE SHOULD BE GRANTS

113.E

1 OFFERED TO BUSINESSES THAT ARE GOING TO BE AFFECTED BY THIS
2 CONSTRUCTION.

113.F

3 FINALLY, I THINK IT'S REAL IMPORTANT THAT WE
4 REMEMBER THAT THE RESIDENTS AND LOCAL BUSINESSES SHOULD GET
5 FIRST OFFERS TO GETTING BUSINESSES ESTABLISHED AND JOBS
6 GIVEN BY THE MTA. CONSIDERING THEY ARE THE ONES THAT ARE
7 GOING TO BE BENEFITED BY IT, THEY SHOULD HAVE A SENSE OF
8 SELF-PRIDE IN IT. THANK YOU.

9 JUDGE FLORES: THANK YOU VERY MUCH. THE NEXT
10 SPEAKER IS ANA C. MORENO OF MELA.

11 MS. MORENO: HI. MY NAME IS ANA MORENO, AND I AM A
12 MOTHER OF EAST L.A. AND I HAVE A FEW QUESTIONS AND SOME
13 SUGGESTIONS.

114

114.A

14 I WANTED TO KNOW: WHY ARE THREE STATIONS SO
15 CLOSE TOGETHER? I SEE INDIANA, WHITTIER AND ANOTHER STATION
16 VERY CLOSE BY, EVEN IF THEY ARE A MILE AWAY. THAT'S ONE OF
17 MY CONCERNS I WANTED TO ASK YOU IN THAT REGARD.

114.B

18 I WOULD LIKE TO ALSO SUGGEST: IF YOU BUILD
19 THE STATIONS, MAYBE IT WOULD BE A GOOD IDEA TO PUT SOME
20 SHOPS DOWN WHERE THE STATION IS BUILT BECAUSE IT WILL
21 ATTRACT PEOPLE TO BUY THINGS, AND YOU WILL HAVE BUSINESSES
22 ALSO ON THE REGULAR STREETS TOO, BUT IN ORDER NOT TO MAKE IT
23 SO BORING. THANK YOU VERY MUCH.

24 JUDGE FLORES: THANK YOU, MA'AM.

25 THE NEXT SPEAKER IS ARCHIE MIYATAKE FROM

115

1 LITTLE TOKYO BUSINESS ASSOCIATION.

2 MR. MIYATAKE: MY NAME IS ARCHIE MIYATAKE. I
3 REPRESENT THE LITTLE TOKYO BUSINESS ASSOCIATION.

115.A

4 WE HAVE MEMBERS, ABOUT 300 BUSINESSES IN
5 LITTLE TOKYO. WE FULLY SUPPORT THE METRO RAIL STATION IN
6 LITTLE TOKYO, ALSO THE 6 AND 9 ROUTE. I'M SURE IT WILL HELP
7 THE BUSINESS THERE. WE REALLY WELCOME THE PLAN. THANK
8 YOU.

9 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

10 THE LAST REQUEST TO SPEAK I HAVE IS OCTAVIO
11 HERNANDEZ, A STUDENT.

12 MASTER HERNANDEZ: I LIKE THE METRO CAR BECAUSE MY
13 MOTHER, SHE GOES TO WORK AND . . .

14 JUDGE FLORES: HOLD ON JUST A MINUTE. DO YOU NEED
15 A LITTLE BIT OF TIME? WE ARE GOING TO LISTEN. JUST TAKE
16 YOUR TIME.

116

116.A

17 MASTER HERNANDEZ: I LIKE THE METRO CAR BECAUSE MY
18 MOM CAN GO EASIER TO WORK. AND ALSO IT CAN HELP THE
19 ENVIRONMENT, PLUS IT WILL HELP PEOPLE THAT DON'T HAVE CARS.
20 AND I KNOW I'M GOING TO BE RIDING IT A LOT BECAUSE MY MOM
21 DOESN'T HAVE A CAR. I THINK IT WOULD BE GREAT TO HAVE
22 TRANSPORTATION RIGHT AROUND THE CORNER. AND IF IT GOES TO
23 DODGER STATION, I WILL SUPPORT IT. THAT'S ALL I HAVE TO
24 SAY.

25 JUDGE FLORES: THANK YOU VERY MUCH.

1 APPARENTLY I HAVE BEEN HANDED ANOTHER CARD.
2 GEORGE YEPES.

3 BEFORE MR. YEPES SPEAKS, I WOULD LIKE TO SAY
4 THAT, INDEED, THE REPRESENTATIVES OF THE ELECTED OFFICIALS
5 DID STAY HERE THROUGH THE ENTIRE HEARING, AND, IN FACT, I
6 SAW THEM TAKING NOTES. I JUST WANTED THE RECORD TO REFLECT
7 THAT THEY DID NOT LEAVE EARLY. IN FACT, THEY ARE HERE.

8 ALL RIGHT. MR. YEPES.

9 MR. YEPES: HELLO. MY NAME IS GEORGE YEPES. I AM
10 A MURALIST/PAINTER BORN, RAISED AND EDUCATED ON THE EAST
11 SIDE OF L.A., AND I STRONGLY SUPPORT MTA ART PROJECTS FOR
12 THE EASTSIDE CORRIDOR ALTERNATIVE 9B. I WOULD LIKE THE MTA
13 TO ADOPT ART PROJECTS EXCLUSIVELY FOR COMMUNITY BASED
14 ARTISTS AND YOUTHS. THANK YOU.

15 JUDGE FLORES: THANK YOU VERY MUCH, SIR.

16 THAT CONCLUDES THE COMMENTS FROM THE MEMBERS
17 OF THE COMMUNITY. SO THIS HEARING IS ADJOURNED.

18 (AT 8:40 P.M. THE HEARING WAS ADJOURNED.)
19
20
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24
25

1 STATE OF CALIFORNIA)
2) SS
3 COUNTY OF LOS ANGELES)
4

5 I, MARIA GARCIA CUMNOCK, CERTIFIED SHORTHAND REPORTER
6 NO. 5192, HEREBY CERTIFY THAT THE ATTACHED TRANSCRIPT OF
7 PUBLIC HEARING IS A CORRECT COPY OF THE ORIGINAL TRANSCRIPT
8 OF PROCEEDINGS TAKEN BEFORE ME ON JUNE 22, 1993, AS THEREON
9 STATED.

10 I DECLARE UNDER PENALTY OF PERJURY, UNDER THE LAWS OF
11 THE STATE OF CALIFORNIA, THAT THE FOREGOING IS TRUE AND
12 CORRECT.

13 EXECUTED THIS 28TH DAY OF JULY, 1993, AT PASADENA,
14 CALIFORNIA.

15
16 Maria Garcia Cumnock
17 MARIA GARCIA CUMNOCK
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25

Responses to: **Reverend Joseph D. Pina, United Neighborhoods Organization.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

91.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

91.B The MTA will use Resident Engineer directives and, if necessary, stop work orders to ensure contract provision compliance.

The Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs) have been formed to offer advice and/or assist with monitoring compliance with the construction mitigation program.

91.C Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas.

MTA will publish notices in local newspaper regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates. It is important to note however, that MTA must work within the legal framework for third party contracting. As set forth in UMTA Circular 4220.1B, "Grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals..."

Responses to: **Adeline M. L. Yoong, representing Congresswoman Lucille Roybal-Allard.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

92.A Please see response to comment 10.A.

92.B Please see response to comment 10.B.

92.C Please see response to comment 10.C.

92.D Please see responses to comments 10.D and 10.B. See Section 3-3 of this FEIS/FEIR for a discussion of parking impacts and mitigation.

92.E Please see response to comment 10.E.

- 92.F Please see response to comment 10.F.
- 92.G Please see response to comment 10.G.
- 92.H Please see response to comment 10.H.
- 92.I Landscaping may be considered as part of the station area master planning to be conducted through the Community Transportation Linkages program. MTA staff will assist others in securing tree planting programs.

The proposed project is underground and does not involve overhead cables and wires such as those associated with light rail or electric trolley bus systems.

- 92.J Please see response to comment 10.I.
- 92.K Please see response to comment 10.J.
- 92.L Please see response to comment 10.K.
- 92.M Please see response to comment 10.L.
- 92.N Please see response to comment 10.M.
- 92.O Please see response to comment 10.N.
- 92.P Please see response to comment 10.O.
- 92.Q Please see response to comment 10.P.
- 92.R These demands far exceed the legal requirements contained in federal and state law. Both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide for the opportunity for the public to comment on draft EISs and EIRs. By law, the lead agency(ies) [in this case the Federal Transit Administration (FTA) and the Metropolitan Transportation Authority (MTA)] must then respond to these comments in the Final EISs and EIRs. In addition, under CEQA, the lead agency (MTA) must adopt a mitigation monitoring plan along with the Final EIR. There is no provision under either NEPA or CEQA for a public review period or for public hearings related to this mitigation monitoring plan. CEQA does require that responses to comments made by a public agency be provided to that agency 10 days prior to certification of the EIR under CEQA.

Consistent with the spirit of this comment, however, the MTA has gone beyond the legal requirements in the development of the mitigation monitoring plan. In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. Continuing discussions with a community committee during the development of the mitigation monitoring plan is unprecedented for the Metro program, i.e., this approach was not taken for the first two segments of Metro

System. The MTA has discussed with the RAC the results of the preliminary engineering, the proposed construction methods and the mitigation issues identified by the RAC as critical; and comments made by the RAC have been taken into account in the development of the mitigation monitoring plan for the project. While not all mitigation measures requested by the public have been incorporated into the project, explanations for inclusion or exclusion have been provided in this response to comments chapter of this FEIS/FEIR and have, in most cases, been discussed with the RAC as part of the ongoing dialogue between the MTA and the RAC.

92.S Please see response to comment 10.Q.

92.T Please see response to comment 10.R.

Responses to: **Gerard Orozco, representing Councilman Richard Alatorre.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

93.A Please see response to comment 1.A.

93.B Please see response to comment 1.B.

93.C Please see response to comment 1.C.

93.D Please see response to comment 1.D.

93.E Please see response to comment 1.E.

93.F Please see response to comment 1.F.

93.G Please see response to comment 1.G.

93.H Please see response to comment 1.H.

Responses to: **Jeri Okamoto, representing Assemblyman Louis Caldera.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

94.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA serves the areas mentioned in the comment. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

94.B Under the California Environmental Quality Act (CEQA), Section 21081.6, the MTA must adopt a mitigation monitoring program when it makes findings regarding the Project. The program "shall be designed to ensure compliance during project implementation." (PUC Section 21081.6) Thus, CEQA requires that the mitigation monitoring program be legally binding.

In addition, the Review Advisory Committee (RAC) and Station Area Advisory Committees (SAACs) have been formed to offer advice and/or assist with monitoring compliance with the construction mitigation program. The MTA will use Resident Engineer directives and, if necessary, stop work orders to ensure contract provision compliance.

- 94.C Please see response to comment 2.A.
- 94.D Please see response to comment 2.B.
- 94.E Please see responses to comments 2.C and 2.D.
- 94.F Please see responses to comments 2.E and 2.C. The Mariachi Plaza is discussed in Section 4-18.7 of this FEIS/FEIR.
- 94.G Please see response to comment 2.F.
- 94.H Please see response to comment 2.G.
- 94.I Please see response to comment 2.G.
- 94.J Please see response to comment 2.G.
- 94.K Please see responses to comments 2.I and 2.J.
- 94.L Please see response to comment 2.DD.
- 94.M Please see response to comment 2.S.
- 94.N Please see response to comment 2.M.
- 94.O Please see response to comment 2.Q.

Responses to: **Emmanuel J. Ramirez, representing Assemblymember Napolitano.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

- 95.A Please see response to comment 7.A.
- 95.B Please see response to comment 7.B.
- 95.C Please see response to comment 7.C.
- 95.D Please see response to comment 7.D.
- 95.E Please see response to comment 7.E.
- 95.F Please see response to comment 7.F.

- 95.G Please see response to comment 7.G.
- 95.H Please see response to comment 7.H.
- 95.I Comment noted.
- 95.J Please see responses to comments 7.A, 7.C and 7.I.

Responses to: **William Maibe, representing Richard Polanco.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

- 96.A Please see response to comment 9.A.
- 96.B Please see response to comment 9.B.
- 96.C Please see response to comment 9.C.
- 96.D Please see response to comment 9.D.
- 96.E Please see response to comment 9.G.
- 96.F Please see response to comment 9.E.
- 96.G Please see response to comment 9.BB.

Responses to: **Alan Clayton, representing California State Senator Art Torres.
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

- 97.A Please see response to comment 9.O.
- 97.B Please see response to comment 9.O.
- 97.C Please see response to comment 9.P.
- 97.D Please see response to comment 9.P.
- 97.E Please see response to comment 9.Q.
- 97.F Please see response to comment 9.R.
- 97.G Please see response to comment 9.S.
- 97.H Please see response to comment 9.T.
- 97.I Please see response to comment 9.U.

Responses to: **Esther Castillo Long, Eastside Community Transportation Organization.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

98.A Please see response to comment 66.A.

Responses to: **Joseph Coria.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

99.A MTA will consider the suggested shuttle service in route reorganization studies.

99.B MTA will conduct a multi-modal study of the best means of extending mass transit through the San Gabriel Valley and the Southeast area of the County.

Responses to: **Aurora Castillo, Mothers of East Los Angeles.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

100.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

100.B MTA will target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth training and employment program to public high schools near the Locally Preferred Alternative (LPA). Please see Section 4-2 of this FEIS/FEIR.

Responses to: **Linda Villanueva.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

101.A Section 4-2 of this Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR) discusses the potential for the proposed project to generate employment and economic activity. A portion of this economic activity would occur in the vicinity of the project site. For example, during operation of the Eastern extension, some local businesses, such as retail establishments near stations, are likely to benefit from the introduction of transit riders to these areas. MTA will publish notices in local newspapers regarding contracting and procurement for construction of the project. Local businesses will be made aware of opportunities and encouraged to participate in construction bids. As part of MTA's Community Transportation Linkages programs, local employment and business participation strategies will be explored to further advance MTA's objective of promoting economic development within the area it operates.

MTA will target its business and employment program to aggressively include youth training and employment programs. MTA/RCC will study the feasibility and develop a strategy to extend its TOP youth training and employment program to public high schools near the Locally Preferred Alternative (LPA). Please see Section 4-2 of this FEIS/FEIR.

Elected officials from the eastern corridor have sent numerous comments concerning the AA/DEIS/DEIR to the MTA. The MTA has made a concerted effort to address the concerns raised by these officials. Please see the responses to the comment letters sent by elected officials (comment letters 1 through 10).

101.B Comment noted.

101.C The public hearings were advertised in local newspapers and through notices. MTA encourages comments from the community and regrets any late notification of public hearings. Community input was a major factor in the selection of the LPA.

Responses to: **Carlos Escobedo, representing Congressman Becerra.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles

102.A The MTA appreciates the support of Congressman Becerra.

102.B MTA policy is to use community based newspapers to advertise Disadvantaged Business Enterprise (DBE) opportunities and employment recruitment efforts. MTA will set and enforce goals for DBE participation in accordance with State and Federal regulations. Please see Section 4-2 of this FEIS/FEIR.

102.C Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

102.D Section 4-3 of this FEIS/FEIR identifies for each LPA station the number of residential units that would be acquired to allow for construction of the LPA and discusses MTA's relocation program designed to mitigate the impacts associated with those acquisitions. The MTA will relocate all residents and businesses displaced by the Metro Red Line Eastern Extension. This relocation program will meet current local, State and Federal ordinances and guidelines.

Section 4-3 of this FEIS/FEIR identifies non-residential property acquisitions required for construction of the LPA. As described in that section, where acquisition and relocation are unavoidable, MTA will follow the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the 1987 amendments to that act as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the Department of Transportation. This would provide equitable treatment, compensation, and relocation assistance to displaced businesses.

Disruption to businesses during construction and measures to mitigate disruption impacts are discussed in Section 4-18.7 of this FEIS/FEIR.

102.E Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of two off-street station locations as part of the LPA, rather than locating the stations within the street right-of-way. Off-street station locations have been selected for the Brooklyn/Soto and Whittier/Arizona stations. Selection of these off-street locations clearly reduces the adverse impacts that would otherwise have occurred at these locations, which are characterized by narrow streets with extensive commercial/pedestrian activities. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR. Rather than being positioned fully in the First Street right-of-way, as shown in the AA/DEIS/DEIR, the station now intersects First Street; and the adverse affects on local businesses from station construction should be reduced as a result of this station location change. These LPA station location decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. Please see Section 4-18.7, Business Disruption, of this FEIS/FEIR.

102.F Please see the response to comment 102.G, above and Sections 4-3 of this FEIS/FEIR for a discussion of land acquisition/displacement and relocation impacts and mitigation measures.

Responses to: **Arturo Herrera, Eastside Neighborhood Revitalization Advisory Committee.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

103.A Please see response to comment 33.A.

103.B Please see response to comment 33.B.

103.C Please see response to comment 33.B.

103.D Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA and Section 2-4 for a discussion of the rationale for selecting the LPA.

Responses to: **Fred Chen, Asian American Architects/Engineers Association.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

104.A The MTA appreciates the support of the Asian American Architects/Engineers Association. Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a subterranean Little Tokyo station at Santa Fe Avenue and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Brooke Person, White Memorial Medical Center.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles

105.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA does not include a Brooklyn/State station, however it does include a First/Boyle station that will serve the White Memorial Medical Center. Please see Section 2-4 of this FEIS/FEIR for a discussion of the rationale for selecting the LPA.

105.B As part of the project, MTA will provide improvements in the immediate station area to improve pedestrian flow, such as lighting and sidewalk improvements. For the area beyond the immediate station area, the Community Transportation Linkages program will be the vehicle for addressing additional needs.

Responses to: **Jess Lopez, CRA.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles

106.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA was selected, among other reasons, to serve the greatest number of activity centers in the eastern corridor, not to provide the most direct route from end to end. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA and Section 2-4 for a discussion of the rationale for selecting the LPA.

Responses to: **Al Taira, Los Angeles River Artists and Business Association.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles

107.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a station near the Metro Rail Yard under the intersection of Santa Fe Avenue and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Martin Hernandez, Labor Community Strategy Center.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles

108.A The allocation of financial resources between bus and rail service and the associated benefits in transit service to be derived from that allocation, are issues to be considered within the purview of the MTA Board, not this environmental document.

Responses to: **Jose Andrade.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

109.A The comment is noted. TSM improvements (including bus service) were considered in the draft environmental document.

109.B Comment noted.

109.C Comment noted.

Responses to: **Ernestina Montellano.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

110.A Construction of the project would not affect the Evergreen Cemetery. During selection of the Locally Preferred Alternative, the MTA Board modified the alignment to avoid impacts to the cemetery.

Responses to: **Wilson Liu, Cherry Land Company.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

111.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a station near the Metro Rail Yard under the intersection of Santa Fe Avenue and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Lisa Sugino, Little Tokyo Service Center.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

112.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a station near the Metro Rail Yard under the intersection of Santa Fe Avenue and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

112.B In an effort to provide for a continuing dialogue between the MTA and the community, the MTA has worked directly with a Review Advisory Committee (RAC) made up of 26 community representatives. In addition, the MTA is working directly with Station Area Advisory Committees (SAACs) regarding short- and long-term impacts and plans for the station areas in the LPA.

112.C Haul routes and other construction traffic routes would be established by the contractor as part of a permit process and would be determined in consultation with the Los Angeles Department of Transportation. It is unlikely that such routes would be considered west of Alameda Street, since there is good access to the freeway system east of the Little Tokyo station site.

Responses to: **Alfredo Perez, non-profit housing rehab corporation near Boyle Heights.**
Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA), 3324 East Opal Street, Los Angeles

113.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

113.B Please see response to comment 89.G.

113.C Comment noted. See also the response to Comment 27.R.

113.D Please see response to comment 89.H.

113.E The MTA is responsible for funding and implementing transit projects within Los Angeles County. Providing funds for community groups or projects not specifically related to transit is outside of the MTA scope of services.

Consistent with this comment, the MTA has reviewed its policies with regard to methods to minimize impacts on businesses adjacent to or near construction sites. In fact, this concern led to the selection of off-street station locations for Brooklyn/Soto and Whittier/Arizona, rather than locating the stations within the street right-of-way. In addition, during the preliminary engineering for the LPA, the First/Boyle station was rotated counter-clockwise from its location in the AA/DEIS/DEIR in order to reduce the adverse affects on local businesses from station construction. These LPA station locations decisions reflect the MTA concerns for business disruption impacts.

Other mitigation measures have also been identified in this FEIS/FEIR, including noise/vibration criteria, air emissions controls, traffic/pedestrian control plans including signage, business outreach efforts and a construction hotline. In addition, sidewalks that provide pedestrian access to businesses will be maintained at a width of 10 feet during the construction period where feasible. Please see Section 4-18.7 of this FEIS/FEIR for a discussion of business disruption impacts and mitigation.

Extensive public meetings and hearings regarding the project were held as well as meetings just for affected businesses and with the local chambers of commerce. As part of the MTA outreach efforts, businesses will be surveyed prior to construction and notified regarding MTA's detailed construction plans and schedule.

113.F Please see response to comment 89.E.

Responses to: **Ana Moreno.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

114.A Station locations were determined by identifying activity centers which would contribute to system patronage and also as a result of a consultation process involving the surrounding community.

114.B In the past, retail vendors have not been allowed in the terminals. However, the MTA, through its Community Transportation Linkages program, is providing planning for retail in the vicinity of station sites.

Responses to: **Archie Miyatake, Little Tokyo Business Association.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

115.A Based on the AA/DEIS/DEIR and community input, the MTA has selected a modified version of Alternative 9B as the Locally Preferred Alternative (LPA). The LPA includes a subterranean Little Tokyo station at Santa Fe Avenue and Third Street. Please see Section 2-3 of this FEIS/FEIR for a description of the LPA.

Responses to: **Octavio Hernandez.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

116.A The MTA appreciates the support of Mr. Hernandez.

Responses to: **George Yepes.**
**Public Hearing: Tuesday, June 22, 1993; Resurrection Church (SALA),
3324 East Opal Street, Los Angeles**

117.A The MTA appreciates the support of Mr. Yepes for MTA arts projects.

117.B In accordance with MTA public art policy and goals, a community advisory group and artist selection panel will be formed to ensure community input in the process. The MTA A-R-T Community Advisory Group will also work in collaboration with the Station Area Advisory Committees (SAACs) to promote temporary construction-related art projects, including construction barriers. Young people in the community will be encouraged to participate in the MTA's Young Artists Program.

