Appendix A Notice of Preparation and 2019 Scoping Summary Report

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for Los Angeles Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012

June 2022



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June 2022

Prepared for: Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012

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

State Clearinghouse Number: 2010011062



Attachments

Attachment A – Notice of Preparation of a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report

Attachment B – Notice of Intent

Attachment C – 2019 Scoping Summary Report

Attachment D – 2019 Scoping Summary Report Appendices

Attachment E – Rescinded Notice of Intent



ATTACHMENT A – NOTICE OF PREPARATION



NOTICE OF PREPARATION OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

DATE: MAY 31, 2019

 TO:
 AGENCIES, ORGANIZATIONS AND INTERESTED PARTIES

 SUBJECT:
 RECIRCULATED NOTICE OF PREPARATION (NOP) OF A

SUBJECT:RECIRCULATED NOTICE OF PREPARATION (NOP) OF A
SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT
STATEMENT/ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

FROM:LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY (METRO)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Eastside Transit Corridor Phase 2 (Project) would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The proposed Project would serve the cities and communities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whittier, and unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos (see Figure 1). It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County. A diverse mix of land uses are located within the project area, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land.

PROJECT INITIATION: Metro is initiating a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the proposed Project for purposes of CEQA environmental clearance. The Recirculated Draft EIR will be prepared in accordance with Section 15170 of the CEQA Guidelines. The Federal Transit Administration (FTA) is the lead agency for the Supplemental Draft EIS.



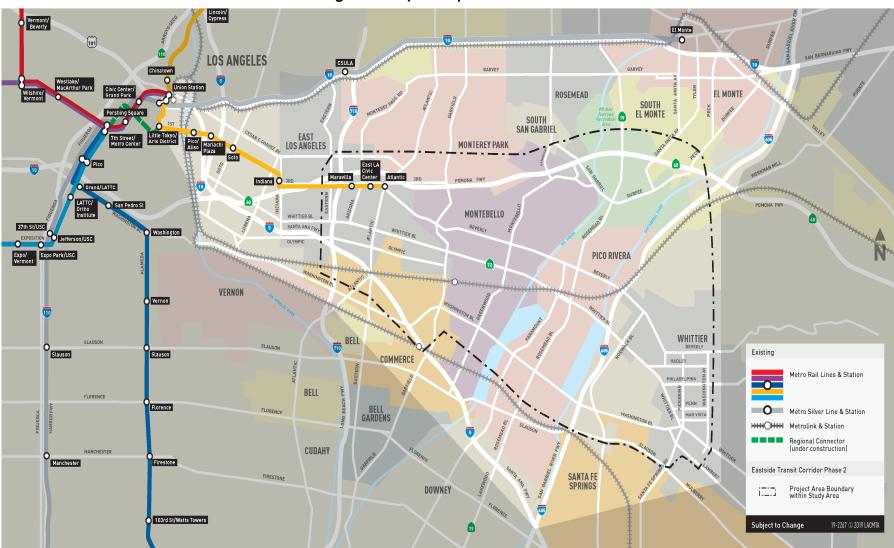


Figure 1. Project Map - Overview



A Draft EIS/EIR was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a Supplemental/Recirculated Draft EIS/EIR will be prepared in accordance the requirements of CEQA. Per Section 15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. The purpose of this recirculated NOP is to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) to the preparation of the Supplemental/Recirculated Draft EIS/EIR for the proposed Project. This revised NOP is to solicit comments as to the scope and content of the Supplemental/Recirculated Draft EIS/EIR and potential environmental effects from the proposed Project; invite public participation in the Supplemental/Recirculated Draft EIS/EIR process; and announce the public scoping meetings.

PROJECT BACKGROUND: In January 2009, the Metro Board approved the Alternatives Analysis (AA) and identified two build alternatives to be carried forward for environmental review. The proposed Project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A NOP to prepare a Draft EIS/EIR was issued in 2010. The Draft EIS/EIR analyzed two build alternatives—State Route 60 (SR 60) and Washington Boulevard—in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the Operating Industries, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and Caltrans (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies. Outreach efforts to agencies affiliated with the Project included agency scoping meetings, participation in the Technical Advisory Committee, and 37 individual agency coordination meetings with EPA, USACE, Caltrans, Southern California Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

The Draft EIS/EIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: the SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Boulevard Alternative. Based on the volume and scope of comments received on the Draft EIS/EIR, the Metro Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives. The Metro Board also eliminated the Garfield Avenue aerial segment



of the Washington Boulevard Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative, and explore the feasibility of operating both the SR 60 and Washington Boulevard Alternatives.

There was extensive coordination with Caltrans, EPA, USACE, California Department of Fish and Wildlife and SCE on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process. Some of the issues that Metro discussed with resource agencies throughout the technical study included: addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle lanes to the SR 60 Freeway; avoiding impacts to the on and off-ramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue.

The route planning process for the Washington Boulevard Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, Transit-Oriented Communities potential, and consistency with community goals. Three north-south connection options were shared at community meetings held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Boulevard Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Metro Board approval as part of the new Washington Boulevard Alternative.

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study and decided to advance the No Build Alternative and the following build alternatives for environmental review:

- SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);
- Washington Boulevard Alternative with the Atlantic Boulevard below-grade option (referred to as the Washington Boulevard Alternative); and
- Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives.

The entire Draft EIS/EIR will be supplemented and recirculated, given the substantial revisions that will be made to the Draft EIS/EIR. Consistent with CEQA Guidelines Section 15088.5(f)(1), Metro and FTA will accordingly request reviewers to submit new comments on the Supplemental/Recirculated Draft EIS/EIR. Responses to comments on the Supplemental/Recirculated Draft EIS/EIR will be provided for the Project as currently



proposed in the context of the Supplemental/Recirculated Draft EIS/EIR. Therefore, written responses will not be prepared for previous comments on the previous (2014) Draft EIS/EIR.

PROJECT PURPOSE AND NEED: The Draft EIS/EIR indicated that the purpose of the proposed Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated that proposed Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The Draft EIS/EIR included that the proposed Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental/Recirculated Draft EIS/EIR.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, *Eastside Transit Corridor Studies: Re-Evaluation Major Investment Study* (2000), the *Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report* (2009), the *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2, Draft EIS/EIR* (2014), *Eastside Transit Corridor Phase 2, Technical Study* (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

PROJECT DESCRIPTION: Each build alternative proposes to develop an LRT facility with four to ten stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The proposed Project would also consider the development of minimal operable segments and ancillary facilities. A minimal operable segment is construction of a segment of the LRT route under a build alternative, which would be able to operate both as a stand-alone system and include a maintenance and storage facility. Stakeholder coordination, design refinement, and impact assessment of the proposed Project are ongoing. As a result, there continues to be Project design iterations. It is anticipated that the Supplemental/Recirculated Draft EIS/EIR document may include, but is not limited to, variations to station number and locations; options for vertical alignments; and leveraged improvements in collaboration with Metro's local partners and betterments to address these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project engagement and communication channels via the Project website below.

<u>No-Build Alternative</u>: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This



alternative includes the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan. Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

<u>SR 60 Alternative</u> (previously known as the SR 60 NSDV Alternative): This build alternative would extend the existing Metro Gold Line from the Atlantic Station to the city of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations (Garfield, the Shops at Montebello, Santa Anita, and Peck) as described in the Draft EIS/EIR and shown on Figure 2, below. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate refinements to station locations or new stations. The SR 60 Alternative alignment would be located primarily along the southern side of SR 60 Freeway right-of-way (ROW), with the exception of a segment that passes near the OII Superfund Site in Monterey Park. To avoid potential impacts to the OII Site, the SR 60 Alternative alignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 60 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte.

Washington Boulevard Alternative: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This alternative includes six stations (Atlantic/Whittier, the Citadel, Greenwood, Rosemead, Norwalk, and Lambert), as shown on Figure 3, below. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate refinements to station locations or new stations. The configuration of this alternative would vary, as it is proposed to transition from underground to aerial to atgrade along various portions of the alignment. From the existing Atlantic Station, the alignment would transition from at-grade west of Woods Avenue to below-grade. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate a design option that would modify the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would continue at-grade along Washington Boulevard until just west of Lambert Road. The Supplemental/Recirculated Draft EIS/EIR may also consider and evaluate design options for potential aerial configurations along Washington Boulevard.

<u>Combined Alternative</u>: The Combined Alternative (Figure 4, below) involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements (such as a wye junction) that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility/job training center, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, and communication facilities along the proposed Project alignment would be part of each LRT alternative.



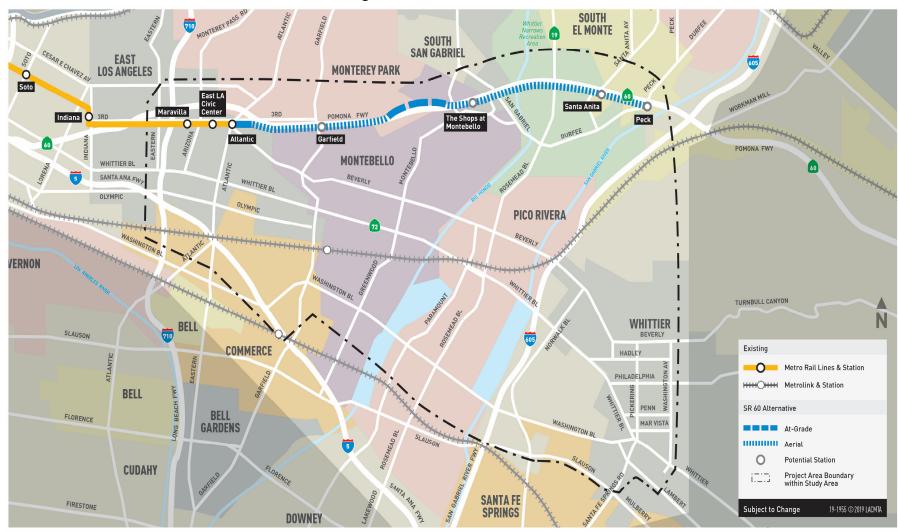


Figure 2. SR 60 Alternative



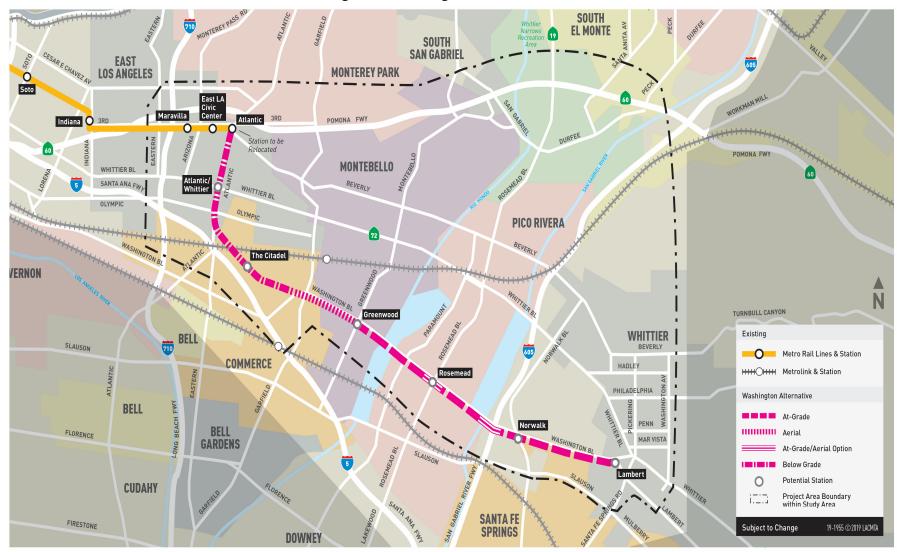
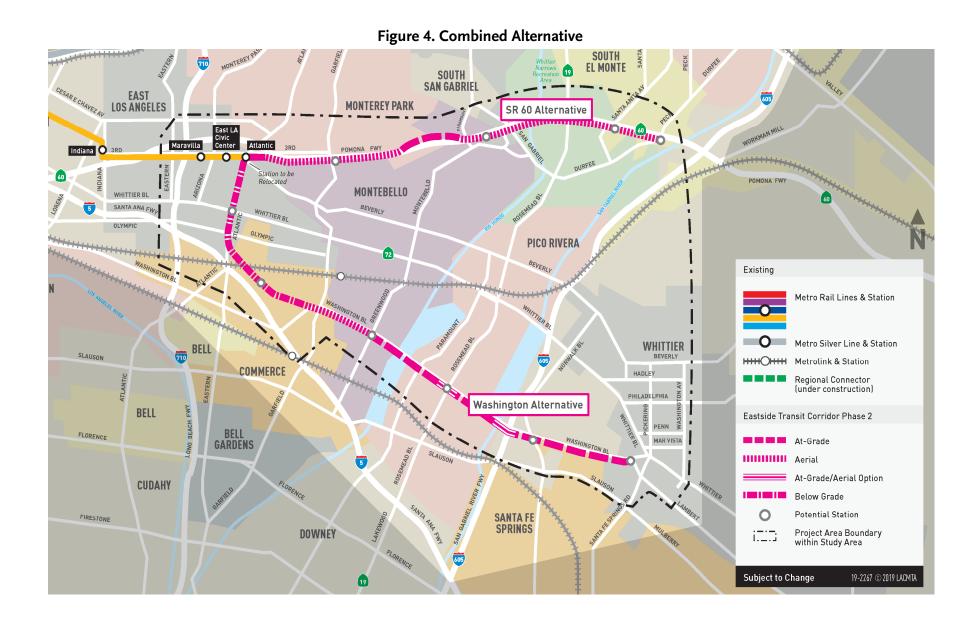


Figure 3. Washington Alternative







ENVIRONMENTAL EFFECTS: The purpose of the Supplemental/Recirculated Draft EIS/EIR is to study, in a public setting, the effects of the proposed Project on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed Project. Unless further screening identifies other areas of possible impacts, the resource areas with potential for impacts would be determined as a part of project scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated. Probable environmental effects and key environmental factors associated with the proposed Project, which will be addressed in the Supplemental/Recirculated Draft EIS/EIR, include:

- Air Quality;
- Climate Change and Greenhouse Gases;
- Community & Neighborhood Impacts;
- Construction Impacts;
- Cultural and Tribal Cultural Resources
- Cumulative Impacts;
- Economic & Fiscal Impacts;
- Ecosystems/Biological Resources;
- Energy;
- Environmental Justice;
- Geotechnical/Subsurface/Seismic;
- Growth Inducing Impacts;
- Hazardous Materials;
- Irreversible and Irretrievable Commitment;
- Land Use & Planning;
- Noise & Vibration;
- Parklands and Community Facilities;
- Real Estate & Acquisitions;
- Safety & Security;
- Transportation;
- Water Resources (Water Quality & Hydrology); and
- Visual & Aesthetics.



SCOPING MEETINGS: Public scoping meetings to accept comments on the scope of the Supplemental/Recirculated Draft EIS/EIR will be held on the following dates and times:

Scoping Meeting # 1 – Whittier	Scoping Meeting # 2 – Commerce
Thursday, June 13, 2019	Monday, June 17, 2019
6:00 pm - 8:00 pm	6:00 pm - 8:00 pm
Whittier Community Center	Commerce Senior Citizens Center
7630 Washington Ave, Whittier, CA 90602	2555 Commerce Way, Commerce, CA 90040
Scoping Meeting # 3 – East Los Angeles	Scoping Meeting # 4 – South El Monte
Wednesday, June 19, 2019	Saturday, June 22, 2019
6:00 pm - 8:00 pm	10:00 am - 12:00 pm
4th Street New Primary Center	South El Monte Community Center
469 Amalia Ave, Los Angeles, CA 90022	1530 Central Ave, South El Monte, CA 91733
Scoping Meeting # 5 – Montebello (north)	Scoping Meeting # 6 – Pico Rivera
Monday, June 24, 2019	Wednesday, June 26, 2019
6:00 pm - 8:00 pm	6:00 pm - 8:00 pm
Quiet Cannon Banquet Center	Pio Pico Woman's Club
901 Via San Clemente, Montebello, CA 90640	9214 Mines Ave, Pico Rivera, CA 90660

The scope of the Supplemental/Recirculated Draft EIS/EIR, including the goals and objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disabilities Act (ADA)-compliant facilities. Spanish translation and Spanish-speaking staff will be provided at all scoping meetings. ADA accommodations and other translations are available by calling (323) 466-3876 or California Relay at 711 at least 72 hours in advance of the meeting. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922-7479, or delozagutierrezl@Metro.net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website https://www.Metro.net/projects/eastside_phase2/. An interagency scoping meeting will be held on June 10, 2019 at 3:00 pm - 5:00 pm at Metro Headquarters One Gateway Plaza, Los Angeles, CA 90012, Gateway Plaza Conference Room, 3rd floor. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the Project will be invited to be participating or cooperating agencies, as appropriate.

COMMENT DUE DATE: Written comments on the scope of the Supplemental/Recirculated Draft EIS/EIR, including the goals and objectives, project area and description, impacts to be evaluated, and methodologies to be used in the evaluation, will be accepted during the comment period beginning on May 31, 2019 through July 15, 2019. Written comments should be sent to Metro on or before July 15, 2019 at the postal address or e-mail address below.

ADDRESS: Comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Senior Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-6, Los Angeles, CA 90012, or via e-mail at <u>cristalescevallosj@Metro.net</u>. In



addition, for further information, please contact Ms. Mary Nguyen, Environmental Protection Specialist, FTA, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017, or via e-mail at Mary.Nguyen@dot.gov.

Date

Signature Title

Manjeet Ranu, Senior Executive Officer





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION IX 75 Hawthorne Street San Francisco, CA 94105

March 18, 2019

Ray Tellis Federal Transit Administration, Region 9 90 Seventh Street, Suite 15-300 San Francisco CA 94103

Subject: Scoping Comments for the Supplemental Draft Environmental Impact Statement for the Proposed Eastside Transit Phase 2 Project, Los Angeles County, California

Dear Mr. Tellis:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent by the Federal Transit Administration (FTA) in the Federal Register on February 11, 2019, requesting scoping comments to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Transit Improvements in the Eastside Transit Corridor Phase 2, in the eastern portion of Los Angeles County, California. We understand that the Los Angeles County Metropolitan Transportation Authority (Metro) will also be preparing an Environmental Impact Report document jointly with the this SDEIS to comply with the California Environmental Quality Act. EPA provides these comments pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA acknowledges the modifications to the proposed project that FTA and Metro have developed to address concerns identified through the development of the Draft EIS published in 2014, particularly the development and eventual adoption of a State Route 60 North Side Design Variation to avoid impacts to the Operating Industries, Inc. Superfund site. Our attached scoping comments provide recommendations for Alternatives Analysis, Aquatic Resources, and Contaminated Land.

We appreciate the opportunity to offer scoping comments. Because the proposed project is adjacent to the OII Superfund site, as well the Omega Chemical Superfund site, EPA requests that FTA and Metro please continue to coordinate with our agency as the Alternatives being analyzed are refined. When the SDEIS is ready, please send one hardcopy to the address above (specify Mail Code ENF 4-2) at the same time that you upload the electronic file through eNEPA. If you have any questions, please contact me, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerely

Zac Appleton Environmental Review Section

cc: Ted Matley, Federal Transit Administration Mary Nguyen, Federal Transit Administration Laura Cornejo, Los Angeles County Metropolitan Transportation Authority Veronica Li, US Army Corps of Engineers, Los Angeles District Lisa Sandoval, US Army Corps of Engineers, Los Angeles District

EPA SCOPING COMMENTS ON EASTSIDE TRANSIT PHASE 2 SUPPLEMENTAL PROJECT, LOS ANGELES COUNTY, CALIFORNIA, MARCH 16, 2019

Alternatives Analysis

We recommend that Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) summarize the history of interagency coordination, as well as the Metro Board decisions, that led to the refined set of alternatives proposed for consideration for environmental review in the Supplemental Draft Environmental Impact Statement (SDEIS). Please discuss if the elimination of the Garfield Avenue Build Alternative will result in specific design requirements to the remaining Build Alternatives. For example, identify if a higher minimum number of stations, or larger number of vehicle parking spaces at stations, will be required as elements of the remaining Build Alternatives.

Aquatic Resources

The State Route 60 (SR-60) Build Alternative proposes to extend the light rail line east of the Atlantic Station, along SR-60, north of the Operating Industries, Inc. (OII) Superfund site, through the Whittier Narrows area, terminating at or near Peck Road/Durfee Avenue. EPA recommends that FTA and Metro coordinate closely with United States Army Corps of Engineers, Los Angeles District for any planned alignment through the Whittier Narrows Area, so that potential conflicts between multiple projects in that area can be avoided.

Contaminated Land

The Notice of Intent (NOI) indicates that the SDEIS will consider an Atlantic Boulevard below-grade option. In that option, the existing Atlantic Boulevard Station would become below-grade, and the Gold Line light rail line would proceed below-grade roughly along Atlantic Boulevard to Washington Boulevard. Since that design option can be reasonably anticipated to disturb subsurface soils, and there are a number of small-scale Resource Conservation and Recovery Act (RCRA) regulated hazardous waste generators on the alignment, we recommend FTA consider a soil sampling, analysis, and response plan for contaminated soils, as well as an occupational safety plan for this design option.

The NOI also indicates that the proposed Washington Boulevard alignment would continue at-grade on Washington Boulevard to just west of Lambert Road, with a design option of an aerial span along Washington Boulevard. We note that the project's soil vapor investigation report from 2016 detected low concentrations of perchloroethylene (PCE) in subsurface soil gas at a potential station area on Washington Boulevard and Lambert Road. The contaminants may originate at the Omega Chemical Superfund site. The measured concentrations of PCE were below EPA cleanup levels for the Omega site, but some samples exceeded EPA or State screening levels for PCE in a commercial/industrial exposure scenario. We recommend FTA continue to use the best available soil vapor investigation information in this alignment's design and construction safety protocols.

DEPARTMENT OF TRANSPORTATION DISTRICT 7 – Office of Regional Planning 100 S. MAIN STREET, MS 16 LOS ANGELES, CA 90012 PHONE (213) 897-9140 FAX (213) 897-1337 TTY 711 www.dot.ca.gov



Making Conservation a California Way of Life.

July 15, 2019

Ms. Jenny Cristales-Cevaltos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza; Mall Stop 99-22-6 Los Angeles, CA 90012

> RE: Eastside Transit Corridor Phase 2 Project – Notice of Preparation (NOP) of a Supplemental Draft Environmental Impact Statement /Environmental Impact Report (Supplemental Draft EIS/EIR) SCH# 2010011062 GTS # 07-LA-2019-02536 Vic. LA-60/PM: R 3.349 to LA-60/PM: 11.201

Dear Ms. Jenny Cristales-Cevaltos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP of a Supplemental Draft EIS/EIR. The proposed project would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The four alternatives to be evaluated in the Supplemental Draft EIS/EIR include: No Build Alternative, SR 60 Alternative, Washington Alternative, and Combined Alternative. The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors will consider adopting a Locally Preferred Alternative (LPA) based on the findings of the Supplemental Draft EIS/EIR.

After reviewing the Supplemental Draft EIS/EIR, Caltrans has the following comments:

• If the "Washington Alternative" or "Combined Alternative" are selected, Caltrans suggests that the project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.

• Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology and it is recommended to use a traffic simulation model for the analysis.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already

Ms. Jenny Cristales-Cevaltos July 15, 2019 Page 2 of 2

congested, causes an increase in the demand/capacity ratio of greater than 1%.

Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

• For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.

Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02536

Sincerel

MIYA EDMONSON IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



State of California – Natural Resources Agency DEPARTMENT OF FISH AND WILDLIFE South Coast Region 3883 Ruffin Road San Diego, CA 92123 (858) 467-4201 www.wildlife.ca.gov GAVIN NEWSOM, Governor CHARLTON H. BONHAM, Director



July 19, 2019

Ms. Jenny Cristales-Cevallos, Senior Manager Metro One Gateway Plaza, MS 99-22-6 Los Angeles, CA 90012 <u>Cristalescevallosj@Metro.net</u>

Subject: Comments on the Notice of Preparation of a Supplemental/Recirculated Draft Environmental Impact Report for the Eastside Transit Corridor Phase 2 Project, SCH# 2017081062, Los Angeles County

Dear Ms. Cristales-Cevallos:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Notice of Preparation (NOP) for the Eastside Transit Corridor Phase 2 Project (Project) Supplemental/Recirculated Draft Environmental Impact Report (SDEIR).

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" (see Fish & Game Code, § 2050) of any species protected under the California Endangered Species Act (CESA; Fish & Game Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & Game Code, §1900 et seq.), CDFW recommends the project proponent obtain appropriate authorization under the Fish and Game Code.

Ms. Jenny Cristales-Cevallos Metro July 19, 2019 Page 2 of 9

Project Location: The Project encompasses the existing Metro Gold Line Station at Atlantic Boulevard in East Los Angeles and proposes an eastward extension of this light rail transit (LRT) line either to the City of Whittier or the City of South El Monte. The Project area encompasses over 50 square miles of communities to the east and southeast of downtown Los Angeles. It includes portions of the cities of Commerce, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier, and portions of unincorporated Los Angeles County, which include East Los Angeles and west Whittier-Los Nietos.

Project Description/Objectives: The Project would extend the Metro Gold Line Eastside Extension from the existing Atlantic Station to eastern Los Angeles County.

The SDEIR will focus on the No Build Alternative and the following build alternatives for environmental review:

- SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);
- Washington Boulevard Alternative with the Atlantic Boulevard below-grade option (referred to as the Washington Boulevard Alternative); and
- Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives.

It is anticipated that the SDEIR may include, but is not limited to, variations in station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist Metro in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

- <u>Regional Setting</u>. CEQA Guidelines section 15125(c) require the Lead Agency to include information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region. The SDEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting <u>https://www.wildlife.ca.gov/Data/VegCAMP/Natural-</u> Communities#sensitive%20natural%20communities.
- 2) <u>Construction-related Impacts</u>. The SDEIR should include an analysis of impacts related to pile driving near water ways (both channelized and natural) as well as bridges that support bats and/or nesting birds. Pile driving and other construction techniques have the potential to significantly impact terrestrial and aquatic species. The analysis should consider the

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different levels of impacts to aquatic and non-aquatic species due to sound/shock waves that attenuate in water.

- 3) <u>Fuel Modification</u>. The SDEIR should include information as to how the Project or adjacent land may be affected by fuel modification requirements. A discussion of any fuel modification requirements for this Project should be included in the SDEIR to allow CDFW to assess potential impacts to biological resources. CDFW recommends all fuel modification requirements be met on the Project, and not in mitigation lands or habitat adjacent to the Project. Habitat being subjected to fuel modification (e.g., thinning, trimming, removal of mulch layer) should be considered an impact to these vegetation communities and mitigated accordingly. CDFW also recommends any irrigation proposed in fuel modification zones drain back into the development and not onto natural habitat land as perennial sources of water allow for the introduction of invasive Argentine ants.
- 4) <u>Rodenticide Use</u>. Impacts to biological resources can occur from wildlife directly consuming poison. Impacts can also occur through secondary poisoning where an animal consumes another organism that has consumed poison. CDFW confirmed anticoagulant rodenticide in 14 of 14 mountain lions necropsied in 2013 (McMillin, 2013). Lima et al. (2010), tested 96 birds (11 raptor species) in California and found 86 out of 96 raptors tested positive for second generation anticoagulant rodenticides. CDFW recommends the SDEIR contain language disallowing the use of rodenticides that could result in direct or secondary poisoning to native mammals, birds, and raptors.
- 5) <u>Landscaping</u>. CDFW recommends using native, locally appropriate plant species for landscaping on the Project site. CDFW recommends invasive/exotic plants, including pepper trees (*Schinus* genus) and fountain grasses (*Pennisetum* genus), be restricted from use in landscape plans for this Project. A list of invasive/exotic plants that should be avoided as well as suggestions for better landscape plants can be found at <u>http://www.calipc.org/landscaping/dpp/planttypes.php?region=socal</u>.
- 6) <u>Jurisdictional Waters</u>. The Project crosses over several streams. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to CDFW pursuant to Fish and Game Code Section 1600 *et seq*.
 - a) CDFW's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA¹.
 - b) The project area may support aquatic, riparian, and wetland habitats; therefore, a preliminary delineation of the streams and their associated riparian habitats should be

¹ A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

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> included in the SDEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service (FWS) wetland definition adopted by CDFW². Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.

- c) In project areas which may support ephemeral or episodic streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of these resources and help maintain natural sedimentation processes; therefore, CDFW recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.
- d) Project-related changes in upstream and downstream drainage patterns, runoff, and sedimentation should be included and evaluated in the SDEIR.
- e) As part of the LSA Notification process, CDFW requests the 100, 50, 25, 10, 5, and 2year frequency storm event for existing and proposed conditions. CDFW recommends the SDEIR evaluate the results and address avoidance, minimization, and/or mitigation measures that may be necessary to reduce potential significant impacts.

General Comments

- 1) <u>Project Description and Alternatives</u>. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the SDEIR:
 - A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,
 - b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.
- 2) <u>Wetlands Resources</u>. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's policies. The Wetlands Resources policy (<u>http://www.fgc.ca.gov/policy/</u>) of the Fish and Game Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

² Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, FWS.

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- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the Project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the SDEIR and these measures should compensate for the loss of function and value.
- b) The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this state that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this state; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & Game Code, § 5650).
- 3) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or State-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, \$786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 4) <u>Biological Baseline Assessment</u>. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the SDEIR should include the following information:

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- a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)];
- b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline);
- c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer, 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
- d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. CDFW's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at <u>http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp;</u>
- e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California SSC and California Fully Protected Species (Fish & Game Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and,
- f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.
- 5) <u>Biological Direct, Indirect, and Cumulative Impacts</u>. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the SDEIR:
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and

frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

- b) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & Game Code, § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the SDEIR;
- c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the SDEIR; and,
- d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 6) <u>Compensatory Mitigation</u>. The SDEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.
- 7) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the SDEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.
- 8) <u>Nesting Birds</u>. CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty

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under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 1 through September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbance area (within 500-feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

- 9) <u>Translocation/Salvage of Plants and Animal Species</u>. Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.
- 10) <u>Moving out of Harm's Way</u>. The proposed Project is anticipated to result in clearing of natural habitats that support many species of indigenous wildlife. To avoid direct mortality, we recommend that a qualified biological monitor approved by CDFW be on-site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Projectrelated construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss. If the project requires species to be removed, disturbed, or otherwise handled, we recommend that the SDEIR clearly identify that the designated entity shall obtain all appropriate state and federal permits.
- 11) <u>Revegetation/Restoration Plan</u>. Plans for restoration and re-vegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

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- a) CDFW recommends that local on-site propagules from the Project area and nearby vicinity be collected and used for restoration purposes. On-site seed collection should be initiated in the near future to accumulate sufficient propagule material for subsequent use in future years. On-site vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.
- b) Restoration objectives should include providing special habitat elements where feasible to benefit key wildlife species. These physical and biological features can include (for example) retention of woody material, logs, snags, rocks and brush piles (see Mayer and Laudenslayer, 1988).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist Metro in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Kelly Schmoker-Stanphill, Senior Environmental Scientist (Specialist), at (626) 335-9092 or by email at <u>Kelly.schmoker@wildlife.ca.gov</u>.

Sincerely,

Erinn Wilson Environmental Program Manager I

ec: CDFW Victoria Tang – Los Alamitos Andrew Valand – Los Alamitos Kelly Schmoker – Glendora

Scott Morgan (State Clearinghouse)

References

Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

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June 28, 2019

VIA EMAIL

Ms. Jenny Cristales-Cevallos, Senior Manager Metro One Gateway Plaza, Mail Stop: 99-22-6 Los Angeles, CA 90012 Email: <u>cristalescevallosj@Metro.net</u>

Dear Ms. Cristales-Cevallos:

RECIRCULATED NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) SCH: NO. 2010011062

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and encompasses all or portions of the Montebello, Lapworth (abandoned), East Los Angeles, Whittier, and Bandini oil fields. Division records indicate the nearby presence of oil field production facilities and multiple active, idle, and plugged oil and gas wells, with particular possible concerns in the East Los Angeles field where the "Washington Alternative" appears to pass through the center of this field and its 25 wells. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing dogdist1@conservation.ca.gov.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be

> State of California Natural Resources Agency | Department of Conservation Southern District, 3780 Kilroy Airport Way, Suite 400, Long Beach, CA 90806 conservation.ca.gov | T: (562) 637-4400 | F: (562) 424-0166

SCH: No. 2010011062 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY June 28, 2019 Page 2

contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing <u>DOGDIST1@conservation.ca.gov</u> or by calling (562) 637-4400.

Sincerely,

Curter M. Will

Curtis M. Welty, PG Associate Oil and Gas Engineer

cc: The State Clearinghouse in the Office of Planning and Research Email: <u>state.clearinghouse@opr.ca.gov</u>

Christine Hansen, DOC OGER Email: <u>Christine.Hansen@conservation.ca.gov</u>

Vanessa Adame, DOC OGER Email: <u>Vanessa.Adame@conservation.ca.gov</u>

Naveen Habib, DOC OGER Email: <u>Naveen.Habib@conservation.ca.gov</u>

Jan Perez, DOGGR CEQA Unit Email: <u>Jan.Perez@conservation.ca.gov</u>

Environmental CEQA File

STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION Cultural and Environmental Department

1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone (916) 373-3710 Email: nahc@nahc.ca.gov Website: http://www.nahc.ca.gov Twitter: @CA_NAHC

June 7, 2019

Jenny Cristales-Cevaltos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza; Mall Stop 99-22-6 Los Angeles, CA 90012

RE: SCH# 2010011062 Eastside Transit Corridor Phase 2 Project, Los Angeles County

Dear Ms. Cristales-Cevaltos:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of <u>portions</u> of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.



<u>AB 52</u>

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

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

- 7. <u>Conclusion of Consultation</u>: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - **b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. <u>Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:</u> Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. <u>Required Consideration of Feasible Mitigation</u>: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- **10.** Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - **ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - **b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. <u>Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource</u>: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - **b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

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

<u>SB 18</u>

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

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - **b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my

email address: Steven.Quinn@nahc.ca.gov.

Sincerely, Numer Samula

Steven Quinn Associate Governmental Program Analyst

cc: State Clearinghouse

COUNTY OF LOS ANGELES



DEPARTMENT OF PARKS AND RECREATION "Parks Make Life Better!"

. John Wicker, Director

Norma E. Garcia, Chief Deputy Director

July 15, 2019

Ms. Jenny Cristales-Cevallos Project Manager Countywide Planning and Development Los Angeles County Metro One Gateway Plaza Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos:

RECIRCULATED NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

The NOP for the Supplemental/Recirculated Draft Environmental Impact Report for the Eastside Transit Corridor Phase 2 Project has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). The Project would extend the Metro Gold Line further east from the existing Atlantic Station in East Los Angeles to South El Monte via State Route 60 (SR-60) and/or Whittier along Washington Boulevard. The proposed SR-60 Alternative may impact Whittier Narrows Recreation Area and the Rio Hondo River Trail. The proposed Washington Boulevard Alternative may impact both the Rio Hondo River Trail and San Gabriel River Trail. Please find below our detailed comments:

Whittier Narrows Recreation Area (WNRA)

WNRA is a 1,492-acre park located in the City of South El Monte and is one of Los Angeles County's largest and most popular recreation areas. The park is located on both sides of the SR-60 at Rosemead Boulevard and Santa Anita Avenue.

<u>Aesthetics</u>: The proposed Project would degrade the quality of the existing viewshed from within the park. The existing view from inside the park consists of lake, trees, and the mountains, which would be partially blocked by the construction of the SR-60 Alternative south of the Pomona Freeway. Potential mitigation measures include (but are not limited to): minimizing grading of natural and semi-natural open space; placing of new or existing utilities underground; and addition of landscaping such as ivy-covered columns and planting of trees along the alignment so that the project would be less visible from the park.

Planning and Development Agency • 1000 S. Fremont Avenue, Unit #40, Alhambra, CA 91803 • (626) 588-5322

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 2

<u>Air Quality</u>: The proposed activities associated with Project construction could result in fugitive dust, mobile emissions, and various stationary source emissions. Certain park patrons, including the elderly, children, and persons with pre-existing respiratory or cardiovascular illness, are especially vulnerable to the effects of air pollutants. Potential mitigation measures include (but are not limited to): applying water sprays to all disturbed active construction areas, scheduling truck trips outside peak traffic hours, and using alternatively fueled vehicles for Project operational activities.

<u>Stormwater Management:</u> The land that is proposed for the development of the proposed Santa Anita Station serves a valuable role for ground water recharge. Paving or otherwise making it impermeable could increase water run-off into Legg Lake at WNRA with potential for increased pollution from trash and chemical contamination. Legg Lake is already under a Total Maximum Daily Load (TMDL) Consent Decree from the Regional Water Quality Control Board. Potential mitigation measures include (but are not limited to): strategically-placed vegetated buffers, grassy strips and swales; and permeable pavement for the proposed station.

<u>Noise</u>: Construction of the proposed project would generate increased noise levels adversely affecting sensitive receptors such as the elderly and children who use the park. Although construction noise is a temporary impact, mitigation measures should be provided and may include (but not limited to): scheduling construction during off peak use of the recreation facilities; using the most current methods of equipment noise control; and provision of enclosures on motor compartments.

<u>Biological Resources</u>: The Project should consider construction and rail operationsrelated impacts on sensitive bird species. WNRA is a popular bird watching hot spot and many birding enthusiasts visit the park for this reason. We recommend that Metro consult with the Whittier and Pasadena Audubon Societies for potential mitigation. Should the Project require tree removal, tree trimming and/or the re-planting of trees for restoration, please contact Mr. David Jallo, Park Superintendent, at (626) 575-5526 or djallo@parks.lacounty.gov.

<u>Park Accessibility</u>: The proposed Santa Anita Station would facilitate rail transportation to WNRA, enabling visitors to conveniently travel to the park by train. With the increased visitation from rail-travelers, connectivity with park trails/pathways would need to be considered. Impacts from vehicle traffic to the proposed rail station at Santa Anita may also impact park use, especially during times of weekends, special events, and/or other holidays such as Easter and Mother's Day. The EIR should analyze how the increased traffic would affect the park during weekends, special events, and holidays, and provide appropriate mitigation measures. Please contact Mr. David Jallo, Park Superintendent, at (626) 575-5526 or djallo@parks.lacounty.gov for coordination on park access related matters.

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 3

<u>Triple B Clay Shooting Range</u> Shooting activities in the shooting range normally impact the area south of the Pomona Freeway. Construction activities on the north side of the shooting range may interfere with shooting activities. We recommend that the project install temporary walls to stop shotgun pellets.

Rio Hondo River Trail and San Gabriel River Trail

Both alternatives, along with the combined alternatives, may affect the Rio Hondo River Trail and San Gabriel River Trail. The proposed Project should take DPR's unpaved multi-use trails, which are used for hiking, biking, and horseback riding, into consideration early in the planning process. The Project primarily focuses on paved bicycle trails and paths. For the location of DPR's multi-use trails, please download and review the file "Department of Parks and Recreation Trails" from the Los Angeles County GIS Data Portal. (https://egis3.lacounty.gov/dataportal/).

The Washington Alternative is proposing at-grade segments at the Rio Hondo River Trail crossing and at-grade/aerial options at the San Gabriel River Trail crossing, which may affect trail users. The Washington Alternative has a long span across the Rio Hondo River; further clarification is needed with regards to the elevation change of the tracks dropping to at-grade.

All construction activities, specifically those which generate construction traffic, noise and/or disturbances, shall occur outside of high visitations days (weekends) and holidays. If temporary trail closure, obstruction detour, and/or restrictions are deemed necessary, Metro shall coordinate with DPR sixty (60) days prior to the onset of construction activities to allow for review and coordination of schedule for construction activities. Prior to temporary trail closure, obstructions, detour and/or restrictions, Metro shall provide the DPR a complete description of construction activity, materials, equipment, method, trail re-route options and vehicles to be used, temporary signage as well as best management practices to be implemented. For trail inquiries, please contact Ms. Natasha Krakowiak, Trail Planner, at (626) 588-5813 or at nkrakowiak@parks.lacounty.gov.

Prior to construction or any disturbance of the trail, Metro shall notify the public at-large of the pending construction activity, if any, forty-five (45) days prior to commencing construction. The form of public outreach shall be through several mediums such as local publications and public signs within a one-mile radius of trail access points or existing trails. Notices on the trail shall begin approximately two (2) miles north and south of the construction zone in both directions with intermediate signs every one half mile. Notice shall be sent to groups such as equestrian, mountain bike, and hiking groups in the general area. Please coordinate with our trail staff regarding re-routing of the Rio Hondo River Trail and the San Gabriel River Trail during construction.

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 4

Construction activities and operations occurring within WNRA, Rio Hondo River Trail and San Gabriel River Trail may require a right-of-entry permit from DPR. Metro shall contact DPR ninety (90) days prior to commencing construction. For inquiries on the right-of-entry permit, please contact Ms. Diane Thorne, Administrative Assistant III, at (626) 588-5324 or by email at dthorne@parks.lacounty.gov.

Thank you for including DPR in this environmental review process. If we may be of further assistance, please contact Ms. Jui Ing Chien, Park Planner, at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

boble

Alina Bokde Deputy Director

AB:CL:JIC:NK:nk

c: Parks and Recreation (R. Williams, C. Lau, D. Jallo, M. O'Connor, N. Krakowiak, L. Barocas, D. Thorne, J. Chien)



ATTACHMENT B – NOTICE OF INTENT



This document is scheduled to be published in the Federal Register on 05/29/2019 and available online at https://federalregister.gov/d/2019-11089, and on govinfo.gov

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of a Supplemental Draft Environmental Impact Statement for Proposed Transit Improvements in the Eastside Transit Corridor Phase 2, Eastern Portion of Los Angeles County, California

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of Intent to Prepare a Supplemental Draft Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) issue this Notice of Intent (NOI) to prepare a Supplemental Draft Environmental Impact Statement (EIS) for the Eastside Transit Corridor Phase 2 Project (Project) pursuant to the National Environmental Policy Act (NEPA).

The purpose of this notice is to alert interested parties regarding the intent to prepare the Supplemental Draft EIS, to provide information on the nature of the proposed Project, potential minimal operable segments, and possible alternatives, and to invite public participation in the EIS process. With this notice, FTA and Metro invite public comments on the scope of the Supplemental Draft EIS and announce public scoping meetings that will be conducted. Consistent with Executive Order 11988: Floodplain Management and Executive Order 11990: Protection of Wetlands, this NOI also serves as a notice to the public that one or more of the alternatives under consideration may affect floodplains and/or wetlands.

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DATES: Written comments on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to Metro on or before July 15, 2019. An interagency scoping meeting will be held on June 10, 2019 at 3:00pm – 5:00pm at Metro Headquarters One Gateway Plaza, Los Angeles, CA 90012, Gateway Plaza Conference Room, 3rd floor. See ADDRESSES below for the address to which written public comments may be sent. Public scoping meetings to accept comments on the scope of the Supplemental Draft EIS will be held on the following dates:

- Thursday, June 13, 2019 6:00pm -8:00pm, Whittier Community Center, 7630
 Washington Avenue, Whittier, CA 90602
- Monday, June 17, 2019 6:00pm-8:00pm, Commerce Senior Citizens Center, 2555
 Commerce Way, Commerce, CA 90040
- Wednesday, June 19, 2019 6:00pm- 8:00pm, 4th Street New Primary Center, 469
 Amalia Avenue, Los Angeles, CA 90022
- Saturday, June 22, 2019, 10:00am-12:00pm, South El Monte Community Center,
 1530 Central Avenue, South El Monte, CA 91733
- Monday, June 24, 2019, 6:00pm-8:00pm, Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640.
- Wednesday, June, 26, 2019, 6:00pm-8:00pm, Pio Pico Women's Club, 9214
 Mines Avenue, Pico Rivera, CA 90660

The meeting facilities are accessible to persons with disabilities. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922-7479, or delozagutierrezl@Metro.net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website (https://www.Metro.net/projects/eastside_phase2/).

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Senior Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via e-mail at cristalescevallosj@Metro.net. The locations of the scoping meetings are given above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Nguyen, Environmental Protection Specialist, Federal Transit Administration, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017, phone (213) 202-3960, email Mary.Nguyen@dot.gov.

SUPPLEMENTARY INFORMATION: A Draft EIS was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a Supplemental Draft EIS will be prepared in accordance the requirements of NEPA and its implementing regulations and 23 Code of Federal Regulations (CFR) 771.130. Metro will also be preparing a Recirculated Environmental Impact Report (EIR) document jointly with the EIS to comply with the California Environmental Quality Act (CEQA).

The proposed Project would extend the Metro Gold Line, a light rail transit line (LRT), from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The extension would serve the cities and communities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, and Whittier, and unincorporated areas of Los Angeles County, which include East Los Angeles and West Whittier-Los Nietos.

The Supplemental Draft EIS will be prepared in accordance with the requirements of NEPA and its implementing regulations. Metro will also use the environmental document, in conjunction with the Recirculated Draft EIR to comply with CEQA.

Scoping

Scoping is the process of determining the scope, focus, and content of an EIS. FTA and Metro invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives and the identification of any significant social, economic, or environmental issues relating to the alternatives.

NEPA "scoping" has specific and limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Purpose and Need for the Project

The Draft EIS/EIR indicated that the purpose of the Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated that Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The Draft EIS/EIR included that the Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental Draft EIS.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, *Eastside Transit* Corridor Studies: Re-Evaluation Major Investment Study (2000), the Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report (2009), the Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum (2009), Eastside Transit Corridor Phase 2, Draft EIS/EIR (2014), Eastside Transit Corridor Phase 2, Technical Study (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

Project Location and Environmental Setting

The Eastside Transit Corridor Phase 2 Project is located in eastern Los Angeles County and is generally bounded by Pomona Boulevard and State Route 60 (SR 60) Freeway to the north, Peck Road and Painter Avenue to the east, Olympic and Washington Boulevards to the south, and Atlantic Boulevard to the west. The project area consists of portions of eight jurisdictions, including the cities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier and portions of unincorporated areas in Los Angeles County which include East Los Angeles and West Whittier-Los Nietos. A diverse mix of land uses are located within the project area, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land.

The Project would extend the existing Metro Gold Line from 6.9 to approximately 16 miles, depending on the alternative, from its current terminus at Atlantic Station in the

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unincorporated area of East Los Angeles to eastern Los Angeles County. It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County.

Alternatives

The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward for environmental review. The project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A Notice of Intent to prepare a Draft EIS/EIR was issued in 2010. The Draft EIS/EIR analyzed the two build alternatives--State Route 60 (SR 60) and Washington Boulevard--in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the Operating Industries, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and Caltrans (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies. Outreach efforts to agencies affiliated with the project included agency scoping meetings, participation in the Technical Advisory Committee (TAC), and 37 individual agency coordination meetings with EPA, USACE, Caltrans, Southern California Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

The Draft EIS/EIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: the SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Boulevard Alternative. Based on the volume and scope of comments received on the Draft EIS/EIR, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation, a Post Draft EIS/EIR Technical Study, would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives. The Metro Board also eliminated the Garfield Avenue aerial segment of the Washington Boulevard Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative, and explore the feasibility of operating both the SR 60 and Washington Boulevard Alternatives.

Extensive coordination with Caltrans, EPA, USACE, CDFW and SCE occurred on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process. Some of the issues discussed with resource agencies throughout the technical study included: addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent

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developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle (HOV) lanes to the SR 60 Freeway; avoiding impacts to the on and off-ramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue.

The route planning process for the Washington Boulevard Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, transit-oriented communities potential, and consistency with community goals. Three north-south connection options were shared at community meetings held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Boulevard Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Board approval as part of the new Washington Boulevard Alternative

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study Report and decided to advance the No Build Alternative and the following build alternatives for environmental review:

SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);

- Washington Boulevard Alternative with the Atlantic Boulevard below-grade option (referred to as the Washington Boulevard Alternative); and
- Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives.

The Post Draft EIS/EIR Technical Study Report may be found on the Eastside Transit Corridor Phase 2 Project webpage at: https://www.Metro.net/projects/eastside_phase2/).

Each build alternative proposes to develop an LRT facility with four to 10 stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The Project will also consider the development of minimal operable segments and ancillary facilities. A minimal operable segment is construction of a segment of the LRT route under a build alternative, which would be able to operate both as a stand-alone system and also include a maintenance and storage facility. Stakeholder coordination, design refinement, and impact assessment of the Project are ongoing. As a result, there will continue to be Project design iteration. As such, it is anticipated that the Supplemental Draft EIS document may include, but is not limited to, variations to station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners and betterments to address these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project engagement and communication channels via the project website below.

<u>No-Build Alternative</u>: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative will include the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan. Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

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<u>Washington Boulevard Alternative</u>: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This Alternative includes six stations. Refinements to station locations or new stations may be considered. The configuration of the Alternative would vary, as it is proposed to transition from underground to aerial to at-grade along various portions of the alignment.

From the existing Atlantic Station, the alignment would transition from at-grade west of Woods Avenue to below-grade. A design option may include changing the existing Atlantic Station to a below-grade station. The alignment would continue belowgrade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would remain at-grade along Washington Boulevard until just west of Lambert Road. Design options for potential aerial configurations along Washington Boulevard are also under consideration.

<u>Combined Alternative</u>: The Combined Alternative involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility/job training center, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, communication facilities, along the Project alignment would be part of each LRT alternative.

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Probable Effects

The purpose of this EIS/EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. The probable impacts will be determined as a part of project scoping. Unless further screening illuminates areas of possible impact, resource areas will be limited to those uncovered during scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated. Key environmental factors to be addressed include:

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A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on the Eastside Transit Corridor Phase 2 Project webpage:

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environmental justice, 11988 on floodplain management, and 11990 on wetlands. FTA is considering combining the Final EIS and the Record of Decision pursuant to 23 U.S.C. \$139(n)(2).

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of the environmental document is received before the document is printed, FTA and its project sponsors will distribute only electronic copies of the environmental document. At a minimum, a complete printed set of the environmental document will be available for review at the project sponsor's offices; an electronic copy of the complete environmental document and scoping materials will be available on the project website at https://www.Metro.net/projects/eastside_phase2/.

Edward Carranza, Jr., Deputy Regional Administrator, Region IX, Federal Transit Administration. [FR Doc. 2019-11089 Filed: 5/28/2019 8:45 am; Publication Date: 5/29/2019]



Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*]; Bald and Golden Eagle Protection Act [16 U.S.C. 668–668d].

5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act [NAGPRA] [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209]; Uniform Relocation Assistance and Real Property Acquisition Act [42 U.S.C. 61]; American Indian Religious Freedom Act [42 U.S.C. 1996].

7. *Noise:* 23 U.S.C. 109(i) (Pub. L. 91–605), (Pub. L. 93–87).

8. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377 (Section 404, Section 402, Section 401, Section 319)]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)-300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

9. Hazardous Materials: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901–6992(k)].

10. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites: E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species; E.O. 13166 Improving Access to Services for Persons with Limited English Proficiency; E.O. 13186 Responsibilities of Federal Agencies to Protect Migratory Birds.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.) Authority: 23 U.S.C. 139(l)(1). Issued on: May 20, 2019. Emily O. Lawton, Division Administrator, Columbia, South Carolina. [FR Doc. 2019–11076 Filed 5–28–19; 8:45 am] BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of a Supplemental Draft Environmental Impact Statement for Proposed Transit Improvements in the Eastside Transit Corridor Phase 2, Eastern Portion of Los Angeles County, California

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare a Supplemental Draft Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) issue this Notice of Intent (NOI) to prepare a Supplemental Draft Environmental Impact Statement (EIS) for the Eastside Transit Corridor Phase 2 Project (Project) pursuant to the National Environmental Policy Act (NEPA).

The purpose of this notice is to alert interested parties regarding the intent to prepare the Supplemental Draft EIS, to provide information on the nature of the proposed Project, potential minimal operable segments, and possible alternatives, and to invite public participation in the EIS process. With this notice, FTA and Metro invite public comments on the scope of the Supplemental Draft EIS and announce public scoping meetings that will be conducted. Consistent with Executive Order 11988: Floodplain Management and Executive Order 11990: Protection of Wetlands, this NOI also serves as a notice to the public that one or more of the alternatives under consideration may affect floodplains and/or wetlands. **DATES:** Written comments on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to Metro on or before July 15, 2019. An interagency scoping meeting will be held on June 10, 2019 at 3:00 p.m.-5:00 p.m. at Metro Headquarters One Gateway Plaza, Los Angeles, CA 90012, Gateway Plaza Conference Room, 3rd floor. See ADDRESSES below for the address to

which written public comments may be sent. Public scoping meetings to accept comments on the scope of the Supplemental Draft EIS will be held on the following dates:

- Thursday, June 13, 2019 6:00 p.m.– 8:00 p.m., Whittier Community Center, 7630 Washington Avenue, Whittier, CA 90602
- Monday, June 17, 2019 6:00 p.m.–8:00 p.m., Commerce Senior Citizens Center, 2555 Commerce Way, Commerce, CA 90040
- Wednesday, June 19, 2019 6:00 p.m.– 8:00 p.m., 4th Street New Primary Center, 469 Amalia Avenue, Los Angeles, CA 90022
- Saturday, June 22, 2019, 10:00 a.m.– 12:00 p.m., South El Monte Community Center, 1530 Central Avenue, South El Monte, CA 91733
- Monday, June 24, 2019, 6:00 p.m.–
 8:00 p.m., Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640.
- Wednesday, June 26, 2019, 6:00 p.m.– 8:00 p.m., Pio Pico Women's Club, 9214 Mines Avenue, Pico Rivera, CA 90660

The meeting facilities are accessible to persons with disabilities. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922–7479, or *delozagutierrezl@Metro.net* at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website (*https://www.Metro.net/ projects/eastside phase2/*).

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Senior Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99–22–6, Los Angeles, CA 90012, or via email at *cristalescevallosj@Metro.net.* The locations of the scoping meetings are given above under DATES.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Nguyen, Environmental Protection Specialist, Federal Transit Administration, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017, phone (213) 202–3960, email Mary.Nguyen@dot.gov.

SUPPLEMENTARY INFORMATION: A Draft EIS was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a

Supplemental Draft EIS will be prepared in accordance the requirements of NEPA and its implementing regulations and 23 Code of Federal Regulations (CFR) 771.130. Metro will also be preparing a Recirculated Environmental Impact Report (EIR) document jointly with the EIS to comply with the California Environmental Quality Act (CEQA).

The proposed Project would extend the Metro Gold Line, a light rail transit line (LRT), from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The extension would serve the cities and communities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, and Whittier, and unincorporated areas of Los Angeles County, which include East Los Angeles and West Whittier-Los Nietos.

The Supplemental Draft EIS will be prepared in accordance with the requirements of NEPA and its implementing regulations. Metro will also use the environmental document, in conjunction with the Recirculated Draft EIR to comply with CEQA.

Scoping

Scoping is the process of determining the scope, focus, and content of an EIS. FTA and Metro invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: Alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives and the identification of any significant social, economic, or environmental issues relating to the alternatives.

NEPA "scoping" has specific and limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impactsthose that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these

should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Purpose and Need for the Project

The Draft EIS/EIR indicated that the purpose of the Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated that Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The Draft EIS/EIR included that the Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental Draft EIS.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, Eastside Transit Corridor Studies: Re-Evaluation Major Investment Study (2000), the Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report (2009), the Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum (2009), Eastside Transit Corridor Phase 2, Draft EIS/EIR (2014), Eastside Transit Corridor Phase 2, Technical Study (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

Project Location and Environmental Setting

The Eastside Transit Corridor Phase 2 Project is located in eastern Los Angeles County and is generally bounded by Pomona Boulevard and State Route 60 (SR 60) Freeway to the north, Peck Road and Painter Avenue to the east, Olympic and Washington Boulevards to the south, and Atlantic Boulevard to the west. The project area consists of portions of eight jurisdictions, including the cities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier and portions of unincorporated areas in Los Angeles County which include East Los Angeles and West Whittier-Los Nietos. A diverse mix of land uses are located within the project area, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land.

The Project would extend the existing Metro Gold Line from 6.9 to approximately 16 miles, depending on the alternative, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County.

Alternatives

The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward for environmental review. The project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A Notice of Intent to prepare a Draft EIS/EIR was issued in 2010. The Draft EIS/EIR analyzed the two build alternatives-State Route 60 (SR 60) and Washington Boulevard—in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the **Operating Industries**, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and Caltrans (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies. Outreach efforts to agencies affiliated with the project included agency scoping meetings, participation in the Technical Advisory Committee (TAC), and 37 individual agency coordination meetings with EPA, USACE, Caltrans, Southern California

Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/ EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

The Draft ĔIS/ĖIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: The SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Boulevard Alternative. Based on the volume and scope of comments received on the Draft EIS/ EIR, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation, a Post Draft EIS/ EIR Technical Study, would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives. The Metro Board also eliminated the Garfield Avenue aerial segment of the Washington Boulevard Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative, and explore the feasibility of operating both the SR 60 and Washington Boulevard Alternatives.

Extensive coordination with Caltrans, EPA, USACE, CDFW and SCE occurred on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process. Some of the issues discussed with resource agencies throughout the technical study included: Addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle (HOV) lanes to the SR 60 Freeway; avoiding impacts to the on and offramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue.

The route planning process for the Washington Boulevard Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, transit-oriented communities potential, and consistency with community goals. Three north-south connection options were shared at community meetings

held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Boulevard Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Board approval as part of the new Washington Boulevard Alternative

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study Report and decided to advance the No Build Alternative and the following build alternatives for environmental review:

• SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);

• Washington Boulevard Alternative with the Atlantic Boulevard belowgrade option (referred to as the Washington Boulevard Alternative); and

• Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives. The Post Draft EIS/EIR Technical Study Report may be found on the Eastside Transit Corridor Phase 2 Project webpage at: https://www.Metro.net/ projects/eastside_phase2/).

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The Supplemental EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/FHWA/Federal Railroad

Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, cooperation and consultation with the Secretary of the Interior and Administrator of EPA and compliance with NEPA provisions of Federal transit laws (49 U.S.C. 5323(c)); the projectlevel air quality conformity regulations of EPA (40 CFR part 93); the Section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); the regulations implementing Section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Department of Transportation Act (23 CFR 774 and 49 U.S.C. 303); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands. FTA is considering combining the Final EIS and the Record of Decision pursuant to 23 U.S.C. 139(n)(2).

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of the environmental document is received before the document is printed, FTA and its project sponsors will distribute only electronic copies of the environmental document. At a minimum, a complete printed set of the environmental document will be available for review at the project sponsor's offices; an electronic copy of the complete environmental document and scoping materials will be available on the project website at https:// www.Metro.net/projects/eastside phase2/.

Edward Carranza, Jr.,

Deputy Regional Administrator, Region IX, Federal Transit Administration. [FR Doc. 2019–11089 Filed 5–28–19; 8:45 am] BILLING CODE P



ATTACHMENT C – 2019 SCOPING SUMMARY REPORT



EASTSIDE TRANSIT CORRIDOR PHASE 2

DRAFT, Version No. 9

Summer 2019 Scoping Summary Report

Draft as of April 13, 2020

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1. Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently preparing a Supplemental Draft Environmental Impact Statement (EIS)/Recirculated Draft Environmental Impact Report (EIR). The purpose of these reports is to inform decision makers and the general public of significant environmental effects of a project, possible ways to minimize significant effects of a project, and to determine reasonable alternatives to the project. Metro began a 45-day Public Scoping period on May 31, 2019 which ended on July 15, 2019. Scoping is the process of determining the scope, focus, and content of an EIS/EIR. Metro is studying alternatives to extend the Metro Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles. The purpose of the proposed Eastside Transit Corridor Phase 2 Project (Project) is to improve transit access and mobility by connecting communities of eastern Los Angeles County, including Commerce, East Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whittier, to Metro's regional transit system.

In 2014, a Draft EIS/EIR analyzed two alignment (route) options for extending the Gold Line further east into the City of South El Monte, via State Route 60 (SR 60), or the City of Whittier, via Washington Boulevard. Based on review and comments received from cooperating agencies and the public, the Metro Board of Directors did not select a Locally Preferred Alternative (LPA) and directed staff to conduct additional studies to address the comments received. In May 2017, Metro staff completed a technical study for the Project that resulted in the identification of an update to the Project definition to include three (3) Light Rail Transit (LRT) alternatives, including:

- SR 60 Alternative
- Washington Alternative
- Combined Alternative (builds both SR 60 and Washington)

The Federal Transit Administration (FTA) and Metro invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Supplemental Draft EIS/Recirculated Draft EIR, including the Project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. A description of this Project can be found in **Appendix C (Notification)**.

Metro anticipates releasing the Supplemental Draft EIS/Recirculated Draft EIR for public review and comment in 2021, a process that will also include public hearings in the Project area to gather community input and comments.

1.1 Project Overview

1.1.1 Project Area

The Eastside Transit Corridor Phase 2 Project is located in eastern Los Angeles County and is generally bounded by Pomona Boulevard and State Route 60 (SR 60) Freeway to the north, Peck Road and Painter Avenue to the east, Olympic and Washington Boulevards to the south, and Atlantic Boulevard to the west. The Project area consists of portions of nine jurisdictions, including the incorporated cities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier and portions of unincorporated areas in Los Angeles County which include East Los Angeles and West Whittier-Los Nietos. A diverse mix of land uses are located within the Project area, including single and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land or parcels.

The Project would extend the existing Metro Gold Line from 6.9 to approximately 16 miles, depending on the alternative, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County.

1.1.2 Project History

The Project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward for environmental review. The Project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit Project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A Notice of Intent (NOI) and Notice of Preparation (NOP) were issued in 2010 to notify agencies and the public of the preparation of a Draft EIS/EIR. The Draft EIS/EIR analyzed the two build alternatives—State Route 60 (SR 60) and Washington Boulevard—in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the Operating Industries, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and California Department of Transportation (Caltrans) (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies.

Outreach efforts to agencies affiliated with the Project included Agency Scoping Meetings, participation in the Technical Advisory Committee (TAC), and 37 individual agency

coordination meetings with EPA, USACE, Caltrans, Southern California Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups. The Draft EIS/EIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: The SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Alternative. Based on the volume and scope of comments received on the Draft EIS/EIR, the Board deferred the selection of an LPA and determined that additional technical investigation, a Post Draft EIS/EIR Technical Study, would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives.

The Metro Board also eliminated the Garfield Avenue aerial segment of the Washington Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Alternative, and explore the feasibility of simultaneously operating both the SR 60 and Washington Alternatives. Extensive coordination with Caltrans, EPA, USACE, California Department of Fish and Wildlife (CDFW) and SCE occurred on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process.

Some of the issues discussed with resource agencies throughout the technical study included: addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle (HOV) lanes to the SR 60 Freeway; avoiding impacts to the on and off-ramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue. The route planning process for the Washington Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, transit-oriented communities potential, consistency with community goals and community acceptance.

Three north-south connection options were shared at community meetings held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Metro Board approval as part of the new Washington Alternative.

1.1.3 Alternatives

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study Report and decided to advance the No Build Alternative and the following build alternatives for environmental review:

- SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);
- Washington Alternative with the Atlantic Boulevard below grade option (referred to as the Washington Alternative); and

• Combined Alternative, defined as full-build out of the SR 60 and Washington Alternatives

Each build alternative proposes to develop an LRT facility with four to 10 stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The Project will also consider the development of Initial Operating Segments (IOS) and ancillary facilities. An IOS is the construction of a segment of the LRT route under a build alternative, which would be able to operate both as a stand-alone system and also include a maintenance and storage facility.

No-Build Alternative: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the Project area aside from Projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative includes the highway and transit Projects in the current Metro Long Range Transportation Plan and the 2016–2040 Southern California Association of Governments (SCAG) Regional Transportation Plan. Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

SR 60 Alternative (previously known as SR 60 NSDV Alternative): This build alternative, as evaluated in the Draft EIS/EIR, would extend the existing Metro Gold Line from the Atlantic Station to the City of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations as described in the 2014 Draft EIS/EIR. Refinements to station locations or new stations may be considered. The SR 60 Alternative alignment would be located primarily along the southern side of SR 60 Freeway right-of-way (ROW), with the exception of a segment that passes near the OII Superfund Site in Monterey Park. To avoid potential impacts to the OII Site, the SR 60 Alternative alignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 60 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte.

Washington Alternative: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This Alternative includes six stations. Refinements to station locations or new stations may be considered. The configuration of the Alternative would vary, as it is proposed to transition from underground to aerial to at-grade along various portions of the alignment. From the existing Atlantic Station, the alignment would transition from at-grade west of Woods Avenue to below-grade. A design option may include changing the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would remain at-grade along Washington Boulevard are also under consideration.

Combined Alternative: The Combined Alternative involves construction and operation of both the SR 60 and Washington Alternatives and would require infrastructure and operational elements that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, IOS, ancillary facilities such as a maintenance and storage facility/job training center, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, communication facilities, along the Project alignment would be part of each LRT alternative.

1.1.4 Summary of Project Purpose and Need

According to the Supplemental Draft EIS/Recirculated Draft EIR, the purpose of the Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system; to serve the large number of transit-dependent and low-income populations in the Project area and increase access to major employment centers, activity centers, and destinations in the Project area and Los Angeles County; and to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, Eastside Transit Corridor Studies: Re-Evaluation Major Investment Study (2000), the Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report (2009), the Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum (2009), Eastside Transit Corridor Phase 2, Draft EIS/EIR (2014), Eastside Transit Corridor Phase 2, Technical Study (2015), SCAG planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

1.2 Purpose of the Scoping Summary Report

The scoping process is required by policies set forth in the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). CEQA (Title XIV, 15082) requires that a lead agency shall call at least one Scoping Meeting if the proposed Project is of statewide, regional or areawide significance. This report summarizes the legally-required notification and comment reception actions taken by Metro to ensure compliance with relevant CEQA/NEPA statutes.

Scoping is the process Metro utilized to seek agency and public feedback on the scope of the Supplemental Draft EIS/Recirculated Draft EIR. The scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments, cooperating and responsible agencies as well as any federal agency whose approval or funding of the proposed Project will be required for completion of the Project. The lead agencies for this Project, FTA (NEPA) and Metro (CEQA), invited all interested individuals and organizations, public agencies and Native American Tribes to comment on the scope of the Supplemental Draft EIS/Recirculated Draft EIR, including the Project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. NEPA scoping has specific and limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document while simultaneously limiting consideration and development of issues that are not truly significant.

The purpose of scoping for this Project is:

- > Obtain public and agency input
- > Identify the purpose of the Project
- > Define the alternatives under consideration
- > Determine major issues for environmental analysis
- > Identify Project goals and evaluation criteria

Comments received during the scoping process become part of the public record as documented in this scoping summary report. The comments and questions received during the Public Scoping process will be reviewed and considered by Metro and will be used in determining the appropriate scope of issues to be addressed in the Supplemental Draft EIS/Recirculated Draft EIR.

1.3 Scoping Report Organization

This scoping summary report includes five main sections and appendices, as described below:

- > Section 1: Introduces the report and describes the purpose of scoping and an overview of the Project. Includes information on the NOI/NOP.
- Section 2: Provides information on the scoping process, agency roles, cooperating agencies, tribal consultation, legally-required notification methods and public agency participation.
- Section 3: Provides an overview of the public comment themes received and comments from agencies during the 45-day scoping period. Full comments from this period are in the appendices of this report.
- > Section 4: Provides an overview of participation at the Public Scoping Meetings.
- > Section 5: Provides an overview of the next steps in the environmental process.

The appendices of this report include copies of the NOI and NOP, meeting materials provided at the Agency and Public Scoping Meetings, newspaper and social media advertisement results, copies of written comments and hearing transcripts, and other supporting materials.

1.4 Notice of Intent (NOI) - Federal Register

The NOI for this Project—a formal announcement of intent to prepare an Environmental Impact Statement (EIS) as defined in federal NEPA regulations (40 CFR 1508.22)—was published in the Federal Register on May 29, 2019 (Appendix C). The purpose of the NOI is to alert the public and interested parties regarding FTA's/Metro's intent to prepare the Supplemental Draft EIS/Recirculated Draft EIR, to provide information on the nature of the proposed Project, including potential IOS and alignment alternatives. The NOI also initiated the Public Scoping process, which invites the public, agencies, elected officials and special jurisdictions to participate in the process and provide input on the scope of the Supplemental Draft EIS/Recirculated Draft EIR. The NOI, supplemental documents, and distribution list are available in **Appendix C** of this report.

1.5 Notice of Preparation (NOP) – Los Angeles County Clerk and State Clearinghouse

The first step in EIR for this Project is the NOP (California Title XIV, 15082). The NOP was filed with the State Clearing House on May 31, 2019 for this Project's Supplemental Draft EIS/ Recirculated Draft EIR. The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the lead agency (Metro). The NOP, supplemental documents, and distribution lists are available in **Appendix C** of this report.

2. Scoping Process

2.1 Overview of Scoping Notification Requirements

Per CEQA (Title XIV, 15082) scoping is required when preparing a Supplemental Draft EIS/Recirculated EIR jointly with a federal agency. A Scoping Meeting is required as part of the environmental review process outlined in CEQA. Metro conducted one (1) Agency Scoping Meeting and six (6) Public Scoping Meetings. Additional details on those meetings can be found in Chapter 2, (Agency Scoping Meeting Participation) and Chapter 4 (Public Scoping Outcomes). Per CEQA requirements, Metro notified county and city agencies within the Project Study Area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, the lead agencies published an NOI in the Federal Register-per NEPA requirements-an NOP was filed with the Los Angeles County Clerk and State Clearinghouse, legal advertisement notices were published in seven (7) newspapers of general circulation in the Project area, and mailed bilingual (English/Spanish) notices were delivered to property and business owners located within 500-feet from the proposed alternative alignments and an additional 1/2 mile of the proposed stations. Non-owner occupants residing within 500-feet of the proposed alternative alignments or within a 1/2 mile of the proposed stations were also provided notice of the Scoping Meetings. These stakeholders are identified as persons whom the applicant believes will be concerned with the environmental effects of the Project.

2.2 Legal Ads – Newspapers

As required by CEQA (Title XIV, 15087), legal advertisement notification of Scoping Period Public Meetings regarding the Project was conducted in areas affected by the Project. Publication of scoping notices were published by Metro in the newspapers of general circulation in the affected areas as required by 6061 of the Government Code. The seven publications listed in the table below were selected because they were the highest circulation newspapers to communities located in the Project Study Area. All legal ads and proof of publication certificates are located in **Appendix C of this report**.

Table 1 Legal Ads

Publication	Date
Eastside Journal	06/06/2019
El Monte Examiner	06/03/2019
La Opinion	05/31/2019
Los Angeles Times	05/31/2019
San Gabriel Valley Tribune	05/31/2019
Whittier Daily News	05/31/2019
World Journal (Chinese Daily News)	05/31/2019

2.3 Agency Notification

CEQA (Title XIV, 15082) requires that if a lead agency determines that an EIR is required for a Project, the lead agency shall immediately send notice of that determination by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, responsible agencies, the Office of Planning and Research, and each public agency having jurisdiction by law over natural resources affected by the Project are held in trust for the people of the State of California, shall specify to the lead agency the scope and content of the environmental information that is germane to the included EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure no later than 30 days after the date of receipt of the notice of the lead agency's determination. The lead agency shall request similar guidance from appropriate federal agencies (Title XIV, 15082).

CEQA (Title XIV, 15082) requires the lead agency (Metro) provide notice of at least one Scoping Meeting to any county or city that borders on a county or city within which the Project is located, unless otherwise designated annually by agreement between the lead agency and the county or city. Metro sent certified mail letters to invite all relevant public agencies to be participating agencies, a copy of the NOI document was enclosed in these invitations.

NEPA Title I, Sec. 102 [42 USC § 4332] stipulates that prior to making any detailed statement, the responsible Federal official shall consult with and obtain the comments of any Federal agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such statement and the comments and views of the appropriate Federal, State, and local agencies, which are authorized to develop and enforce environmental standards, shall be made available to the President, the Council on Environmental Quality and to the public as provided by Chapter 552 of title 5, United States Code, and shall accompany the proposal through the existing agency review processes.

2.4 Mailing and Other Notification Methods

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These included mailing bilingual notices, electronic distribution, social media advertisements, legal advertisements, display banners and posters, sharing project and Scoping Meeting information booths at various community events, conducting targeted outreach including presenting to various community groups, business groups, councils of government and coalitions throughout the Project study area, hosting pop-up information sessions at key transit stations in East Los Angeles to reach transit riders and earned media. All forms of noticing provided meeting details (dates, times, locations, and in-language services) as well as contact information for accessing additional Project information. Additionally, each notice included details on the public comment period deadline and comment submittal instructions.

A total of 52,947 mailing notices were produced in English and Spanish and distributed to property owners, business owners, non-owner-occupied residents, located within 500 feet from each of the alignment alternatives and ½ mile from each proposed station. This includes 6,350 stakeholders in the Project database that is updated periodically. The Project database includes the following information: contact name, organization (if any), mailing address, email address and includes contacts for all federal, state and local elected offices and city staff within the Project study area. Additionally, Metro provided targeted notification to the East Los Angeles community by mailing 13,848 notices to all addresses in the 90022 ZIP Code. This targeted effort was completed to ensure participation of a largely Latino and Spanish-speaking community in accordance with Metro's Equity Platform and best practices for outreach to environmental justice communities.

In addition to legally-required notification, other noticing methods including email blasts, social media advertisements, display banners (8ft X 5ft), display posters (11" X 17"), meeting flyer distribution and electronic billboard notification were provided throughout the Project study area. The project's website (metro.net/eastsidephase2) also included meeting information, including the dates and times of the meeting and links to project materials (Appendix E). Information booths were staffed in Project area communities during the 45-day scoping period. Additional information about these notification methods are available in **Appendix C**.

2.5 Agency Roles

2.5.1 Lead Agencies

Lead Agency, as defined in CEQA (Title XIV, 15367), means the public agency which has the principal responsibility for carrying out or approving a project. The Lead Agency will decide whether an EIR or Negative Declaration will be required for the project and will cause the document to be prepared. The FTA and Metro are the lead agencies for the Project. FTA is the lead agency under NEPA. Metro is the lead agency under CEQA.

NEPA Chapter § 46.220 stipulates the Responsible Official designate one Federal agency, (FTA), as the lead agency, with the remaining federal, State, tribal governments, and local

agencies assuming the role of cooperating agency. Subchapter (b) stipulates that the Responsible Official may designate a non-federal agency as a joint lead agency (Metro).

NEPA also stipulates that lead federal agencies cooperate with joint or cooperating agencies during joint planning processes, joint environmental research and studies, joint public hearings and joint environmental assessments.

2.5.2 Participating Agencies

A participating agency is defined in CEQA/NEPA as a federal, state, regional, county, local or tribal governments with an interest in the Project. These agencies are also eligible to be participating agencies if their responsibilities relate to areas within special expertise or jurisdiction. A total of 25 participating agencies are listed in the table below including 8 federal agencies and 17 non-federal agencies.

Federal Agencies

- > Federal Emergency Management Agency, Region IX
- > US Fish and Wildlife Service, Region 8
- > Department of Housing and Urban Development, Region IX
- > Federal Highway Administration, Office of Planning
- > US Department of Health and Human Services, Region 9
- > Federal Railroad Administration, Region 7
- > Federal Aviation Administration
- > Department of the Interior, Office of Environmental Policy and Compliance

Non-Federal Agencies

- > California High-Speed Rail Authority
- > California Public Utilities Commission
 - California Public Utilities Commission, Rail Crossing Engineering Section
- > South Coast Air Quality Management District
- > Southern California Association of Governments
- > Southern California Edison
- > County of Los Angeles
 - Los Angeles County Department of Public Works
 - o Los Angeles County Department of Regional Planning
 - Los Angeles County Department of Parks and Recreation
- > City of Commerce
- > City of El Monte
- > City of Industry
- > City of Los Angeles
- > City of Montebello
- > City of Monterey Park

- > City of Pico Rivera
- > City of Rosemead
- > City of Santa Fe Springs
- > City of South El Monte
- > City of Whittier
- 2.5.3 Cooperating Agencies

Cooperating Agencies are inclusive of the federal agencies with jurisdiction by law or special expertise, providing input in the areas that they oversee or by expertise. The Cooperating Agencies supporting this environmental review process include but are not limited to: United States Environmental Protection Agency (EPA), United States Army Corps of Engineers (USACE), and California Department of Transportation (Caltrans) (on behalf of Federal Highway Administration).

2.6 Agency Scoping Meeting Participation

An Agency Scoping Meeting was held on June 10, 2019 at Metro Headquarters. The meeting provided cooperating agencies, participating agencies and other interested agencies an opportunity to receive Project updates and provide scoping comments. The meeting included the same information and materials as those that would be provided at the Public Scoping Meetings. However, the Agency Scoping Meeting did not generate any written or oral comments as agencies generally preferred to submit their formal comments in writing to coordinate comments from all their relevant internal departments. Comments provided by agencies during the scoping comment period can be found in **Appendix A**. Information about comments received from agencies or special jurisdictions can be found in Chapter 3.0 of this report.

Agency	Participant	Title
California Department of	Lourdes Ortega	Senior Environmental Planner
Transportation, District 7	Alison Wong	Environmental Planner
City of Monterey Park	Samantha Tewasart	Senior Planner
City of Rosemead	Ben Kim	Director of Community Development
City of Pico Rivera	Christine Foulkes	Principal Planner
Los Angeles County Department of Regional Planning	James Drevno	Regional Planning Assistant II
Los Angeles County Office of Education	Gerald Yarbrough	Regionalized Business Services Coordinator

Agency	Participant	Title
Los Angeles Unified School District	Will Meade	Environmental Planning Specialist
Federal Transit Administration	Mary Nguyen	Environmental Protection Specialist
		Total Participants: 9

2.7 <u>Title VI, Environmental Justice, and Limited English Proficiency and Metro's</u> <u>Public Participation Plan</u>

During the Public Scoping process, Title IV, Environmental Justice and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants during the Public Scoping process. Scoping notices were developed and distributed through several different methods including mail delivery, email, social media, electronic display banner that was displayed along the SR 60 freeway and visible to all motorists and display banners. Materials were developed in both English and Spanish and translation request forms were made available at each of the six (6) Scoping Meetings to ensure all language needs were met. Additionally, Scoping Meeting notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance at any of the Scoping Meetings. Wheelchair access and parking accommodations were provided at each meeting. No specific requests were made for language accommodations, however a Spanishlanguage interpreter with simultaneous interpretation equipment was present at each of the six meetings given the demographics suggesting the need for these services.

In accordance with Metro's Public Participation Plan, targeted community outreach efforts were completed in various cities throughout the study area to ensure participation of LEP and Environmental Justice (EJ) communities. As part of the outreach process, a strategy developed under the extended outreach included sharing the meeting notices with schools for parents with LEP. This strategy also included providing a recording script to be implemented via the school's automated system. Additionally, special pop-up events were hosted in East Los Angeles Gold Line stations to reach transit riders. Information booths were staffed with bilingual personnel to share and solicit feedback regarding the project from LEP individuals as well as to broaden the dialogue about the project with the general public.

3. Scoping Period Comments Results

3.0 <u>Summary of Comments Received from Government Agencies, Elected Officials</u> <u>& Special Districts</u>

A total of 35 agency comments were submitted during the 45-day comment period. These comments included responses to the invitation sent by Metro and the FTA to relevant agencies to be participating or cooperating agencies in the project. Table 3 lists the agencies that responded to the invitation. Some agencies included their formal comment in the same letter.

The agencies that provided a comment during the comment period are listed under Table 4.

Table 3 Responses to Invitation to be Cooperating or Participating Agencies Received from Government Agencies, Elected Officials & Special Districts

#	Agency	Representative Name Local	Comment Date	Comment Type
1	City of El Monte	Alex Hamilton	6/07/2019	Written
2	City of Industry	Joshua Nelson	7/30/2019	Email
3	City of Rosemead	Ben Kim	6/04/2019	Email
4	City of Santa Fe Springs	Priscilla Moreno	7/02/2019	Email
5	City of South El Monte	Jose Jimenez	7/02/2019	Email
6	City of Whittier	Martin Browne	7/02/2019	Email
		County		
7	Los Angeles County Parks and Recreation	Jui Ing Chien	7/02/2019	Email
8	Los Angeles County Department of Public Health	Rosemary Mallard	6/12/2019	Email
9	Los Angeles County Department of Regional Planning	Mi Kim	7/02/2019	Email
10	Los Angeles County Department of Public Works	Jose Suarez	7/03/2019	Email
		Regional		
11	Southern California Association of Governments	Anita Au	7/15/2019	Email
12	South Coast Air Quality Management District	Lijin Sun	6/05/2019	Email
		Federal		
13	National Marine Fisheries Service	Anthony Spina	6/11/2019	Email
14	Secretary of Defense	Anne Powers	6/10/2019	Email
15	Transportation Security Administration	Eddie Mayenschein	6/25/2019	Written

Table 4 Comments Received from Government Agencies, Elected Officials & Special Districts

#	Agency	Representative Name	Comment Date	Comment Type
		Local		
1	City of Monterey Park	Ron Bow	7/15/2019	Written
2	City of Pico Rivera	Christina Foulkes	7/09/2019	Written

3	City of Rosemead	Gloria Molleda	7/15/2019	Written
4	City of San Gabriel (3)	Jason Pu	6/24/2019	Oral
5		Jason Pu	6/24/2019	Oral
6		Jason Pu	6/24/2019	Written
7	City of Santa Fe Springs (2)	Noe Negrete	6/26/2019	Written
8		Raymond Cruz	6/26/2019	Written
9	City of South El Monte	Jose Jimenez	7/15/2019	Written
10	City of Whittier	Jeffrey Collier	7/15/2019	Written
		County		
11	Los Angeles County Fire Department	Michael Takeshita	6/19/2019	Written
12	Los Angeles County Parks and Recreation	Alina Bokde	7/15/2019	Written
13	Los Angeles County Supervisor Janice Hahn	Janice Hahn	7/15/2019	Written
		Regional		
14	Whittier Union High School District	Leighton Anderson	6/17/2019	Written
		State		
15	California Department of Conservation	Curtis M. Welty	6/28/2019	Written
16	California Department of Fish & Wildlife	Erinn Wilson	7/19/2019	Written
17	Caltrans District 7 (2)	Ron Kosinksi	6/04/2019	Written
18		Miya Edmonson	7/15/2019	Written
19	Native American Heritage Commission	Steven Quinn	6/07/2019	Written
		Federal		
20	Environmental Protection Agency	Zac Appleton	3/18/2019	Written

The following comment summaries are excerpts of feedback from federal, state, county, regional and local agencies. Per CEQA requirements, responsible and trustee agencies were provided with enough information describing the Project and potential environmental effects to enable these agencies to provide a meaningful response. Per CEQA guidelines, responsible agencies provided comments related to their areas of statutory responsibility. Full comments submitted by these agencies can be found in **Appendix A**.

Local

City of El Monte

> Confirmation of participation in environmental review process.

City of Industry

> Confirmation of participation in environmental review process.

City of Monterey Park

- > Confirmation of participation in environmental review process.
- > The City asks that impacts to the City's adjacent commercially zoned properties along the north side of SR 60 Freeway be considered, so as not to preclude full build-out of the Monterey Park Marketplace Project which is currently nearing completion.
- > The City continues to support the SR 60 Alternative, and generally any alternative that extends the Gold Line easterly from the current Atlantic Station terminus toward Monterey Park and other cities to the east.
- > The City continues to support locating a station within Monterey Park city limits.

City of Pico Rivera

- > Confirmation of participation in environmental review process.
- > The City of Pico Rivera will prepare to adopt regulatory changes that advance transit-supportive development patterns by creating a new transit-oriented specific plan for the area the will be served by the future Eastside Transit Corridor Phase 2 light rail stop, amending the general plan and as appropriate, the Zoning Code and the Pico Rivera Towne Center Specific Plan, and advancing the relevant environmental clearances.
- > Due to the presence of existing major shopping centers along the alignment, the City is requesting that the economic impacts of the Project be analyzed and examined within the Supplemental Draft EIS/Recirculated Draft EIR.
- > The City is concerned regarding the potential removal of an existing Chili's Grill and Bar, located within the Pico Rivera Towne Center at 8890 Washington Boulevard, in order to accommodate the construction of a park-and-ride parking structure to serve the Rosemead Boulevard light rail station.
- > The City recommends that noise impacts to potential future residential development within the Transit Oriented Development (TOD) Specific Plan boundaries be analyzed, so that such future residential developments may feasibly comply with local, state and federal ambient noise and ground-borne vibration/noise levels generated by the Project during the construction phase and during the light rail alignment and stations operation and maintenance.

City of Rosemead

> Confirmation of participation in environmental review process.

- > The City recognizes that a robust Transit system is needed and would like to see the SR-60 alternative whether on its own or in concert with the Washington Boulevard line move forward and be selected as the preferred alternative.
- > Our residents have expressed several concerns with maintenance of the transit stations in upkeep and future costs and would like this included in the EIR. There is also a concern that during construction, Traffic will be diverted onto our local arterials and will significantly impact our residents quality of life with added congestion locally as well as create a diversion of routes to and from work and school which will result in an increase in Greenhouse Gas Emissions, pollutants and a decrease in pedestrian safety as they walk.
- > We expect that these items will be of concern to not only the City of Rosemead but also other Cities which border the potential Transit lines. A detailed analysis of traffic with and without the preferred project and during construction should be included in the final EIR.

City of San Gabriel

- > I would like to advocate for keeping the Gold 10 Line, the extension, along the route that would be along the (SR 60) rather than the route that is proposed for it to go down the (I-5).
- > All freeways in the region are heavily congested, but I would say that the 10 and the 60 Freeways are the most congested freeways in the area, especially as it interfaces with housing.
- > Having the Eastside extension, you know, along the 60 or somewhere maybe even hopefully between the – between the 60 and the 10 would help get cars off the road. Off the 10 and 60 Freeways I think is the maximum benefit for the region and the local communities.
- > It's not only about having the route that would get the most cars off the road, but also about accelerating the project so that we can get some traffic congestion relief now or sooner.

City of Santa Fe Springs

- > Confirmation of participation in environmental review process.
- > Washington Boulevard should be the LPA based on ridership community needs & stations are points of destination. Noise and Vibration should be strongly considered for all at-grade alignment locations. The critical component for the design is hot to cross the I-605 freeway and the San Gabriel River.
- > The City of Sant Fe Springs supports the Washington Alternative.

City of South El Monte

- > Confirmation of participation in environmental review process.
- > The City of South El Monte is in full support of Metro's light rail plans in the region. The City of South El Monte recommends that Metro consider a Locally Preferred Alternative (LPA) that will focus on one alignment, rather than an option

that considers a combination of two alternatives. As understood by staff, three billion dollars are allocated to this project, which will cover the approximate cost of the SR-60 (South El Monte) Alternative. Consideration to build out both lines at the same time will result in a reduced SR-60 line that may not extend into the City of South El Monte. Therefore, the City of South El Monte is requesting that the SR-60 LPA be given the highest consideration as this line will extend into and to the benefit of the City of South EL Monte.

- > In the event that a preferred LPA is not approved by Metro, staff would request that any transportation funds dedicated to the SR-60 LPA be diverted to fund alternative modes of transportation within the community of South EL Monte. Alternative modes of transportation included but are not limited to Bus Rapid Transit (BRT), first-last mile projects, and additional transit routes with stops within the City of South El Monte.
- > As part of the decision-making process, the City of South El Monte requests that any and all discussions or decisions that may impact the South El Monte Community include city staff.
- > Staff also requests that Metro consider any possible funding assistance or help to aide in the funding of TOD developments within the tentative light rail stations.
- South El Monte High School is adjacent to the proposed alignment, City staff request the high school and school district officials be considered as part of the decision-making process.

City of Whittier

- > Confirmation of participation in environmental review process.
- > One of the region's largest healthcare providers and busiest hospitals, PIH Health Hospital, is located adjacent to the terminus station and is highly supportive of the Washington Alternative. We join them in urging full analysis of circulation, access for emergency vehicles, and transit-oriented station design that will service their 625,000 annual patients and 6,000 employees and volunteers.
- > The potential health and economic development impacts of the Project cannot be divided from the environmental impacts; there are direct correlations between environmental justice and physical and socioeconomic health.
- > The City of Whittier has been in discussions with communities to the east in North Orange County as well as with Orange County Transportation Authority (OCTA) about providing transit connections that will link to the terminus station in order to reduce the number of vehicles commuting on our local arterial streets. The Supplemental Draft EIS/Recirculated Draft EIR should assess these and other potential forms of connectivity to the station as well as the impact on ridership.

County

Los Angeles County Fire Department

- All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Los Angeles County Fire Department for review prior to implementation.
- > Notify the Los Angeles County Fire Department at least three days in advance of any street closures that may affect fire/paramedic responses in the area.
- > Disruptions to water service shall be coordinated with the Los Angeles County Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
- > Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

Los Angeles County Department of Parks and Recreation

- > The proposed Project would degrade the quality of the existing viewshed from within the Whittier Narrows Recreation Area (park). The existing view from inside the park consists of lake, trees, and the mountains, which would be partially blocked by the construction of the SR 60 Alternative south of the SR 60 Freeway.
- > The land that is proposed for the development of the proposed Santa Anita station serves a valuable role for ground water recharge. Paving or otherwise making it impermeable could increase water run-off into Legg Lake at the park with potential for increased pollution from trash and chemical contamination.
- > Construction of the proposed Project would generate increased noise levels adversely affecting sensitive receptors such as the elderly and children who use the park.
- > The Project should consider construction and rail operations related impacts on sensitive bird species.
- > The proposed Santa Anita station would facilitate rail transportation to the park, enabling visitors to conveniently travel to the park by train.
- > The Supplemental Draft EIS/Recirculated Draft EIR should analyze how the increased traffic would affect the park during weekends, special events, and holidays, and provide appropriate mitigation measures.
- Shooting activities in the shooting range normally impact the area south of the SR 60 Freeway. Construction activities on the north side of the shooting range may interfere with shooting activities. We recommend that the Project install temporary walls to stop shotgun pellets.
- > Both alternatives, along with the combined alternatives, may affect the Rio Hondo River Trail and San Gabriel River Trail. The proposed Project should take Department of Parks and Recreation's (DPR) unpaved multi-use trails, which are used for hiking, biking, and horseback riding, into consideration early in the planning process.
- All construction activities, specifically those which generate construction traffic, noise and/or disturbances, shall occur outside of high visitations days (weekends) and holidays.

- > Prior to construction or any disturbance of the trail, Metro shall notify the public at-large of the pending construction activity, if any, forty-five (45) days prior to commencing construction.
- > Construction activities and operations occurring within the park, Rio Hondo River Trail and San Gabriel River Trail may require a right-of-entry permit from DPR.

Los Angeles County Department of Public Health

> Confirmation of participation in environmental review process.

Los Angeles County Department of Regional Planning

> Confirmation of participation in environmental review process.

Los Angeles County Department of Public Works

> Confirmation of participation in environmental review process.

Office of Los Angeles County Supervisor Janice Hahn

- > As the Chair of the Los Angeles County Board of Supervisors and as a Metro Board Member, I support accelerating Metro's Gold Line Eastside Extension Phase 2.
- > It is energizing to see local communities organizing themselves to speak in favor of this Project. I am looking forward to seeing the completion of the environmental study, which will determine the alternative that carries the greatest potential to meet the transportation needs of our underserved communities.

Regional

Southern California Association of Governments (SCAG)

> Confirmation of participation in environmental review process.

South Coast Air Quality Management District (SCAQMD)

We appreciate the invitation and look forward to working with you during the preparation of a Supplemental Draft EIS/Recirculated Draft EIR as a CEQA commenting agency. To fulfill this role, South Coast AQMD staff reviews and may comment on the technical completeness and adequacy of the air quality and health risks analyses as well as recommend mitigation measures, as appropriate. Our goal is to ensure that project emissions and health risk impacts are adequately evaluated, disclosed, and mitigated to the maximum extent feasible. We are also available, upon request, for technical consultation for the CEQA air quality analysis.

Whittier Union High School District

> While the heavily congested 605 Freeway (a north-south corridor) generally provides a western boundary for our area, we are largely "landlocked" in terms of

access to east-west freeway systems, and heavily reliant on surface streets or highways such as Whittier and Washington Boulevards.

- > In terms of light rail transit, ridership is likely to be enhanced by providing a convenient, clean and economical transit option in an area in which fewer options of any kind can be found.
- > Regional healthcare needs would also be better served by the direct route to PIH Health Hospital - Whittier and the network of medical offices and services which have grown up around that Hospital compared to the other alternative being studied.
- > Access to improved athletic and recreational facilities will also be enhanced.
- > From an environmental viewpoint, the principal environmental benefit from LRT installations is that they provide alternatives to motor transport on streets and freeways.

State

California Department of Conservation

- > If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required.
- > The possibility for future problems from oil and gas wells that have been plugged and abandoned, or re-abandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

California Department of Fish and Wildlife (CDFW)

- > The Recirculated Draft EIR should include an analysis of impacts related to pile driving near waterways (both channelized and natural) as well as bridges that support bats/and/or nesting birds.
- > The Recirculated Draft EIR should include information as to how the Project or adjacent land may be affected by fuel modification requirements.
- > Recommends the Recirculated Draft EIR contain language disallowing the use of rodenticides that could result in the direct or secondary poisoning to native mammals, birds, and raptors.
- > Recommends using native, locally appropriate plant species for landscaping on the Project site.
- > CDFW must be notified, in writing, of activities that will divert or obstruct the natural flow, or change the bed, channel, or bank, (including vegetation associated with the stream or lake) of a river or use material from a stream bed.
- > It is the policy of the CDFW to strongly discourage development in or conversion of wetlands.
- > CDFW considers adverse impacts to a species protected by California Endangered Species Act to be significant without mitigation under CEQA.
- > Provide a thorough assessment of biological baseline.

- > Provide a thorough assessment of biological, indirect, and cumulative impacts.
- > The Supplemental Draft EIS/Recirculated Draft EIR should include mitigation measure for adverse Project-related impacts or sensitive plants, animals, and habitats.
- > The Supplemental Draft EIS/Recirculated Draft EIR. should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity.
- CFDW recommends that measures be taken to avoid Project impacts to nesting birds.
- > CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species.
- > CDFW recommends a qualified biological monitor approved by CDFW be on-site prior to an during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities.
- Plans for restoration and revegetation should be prepared by person with expertise in southern California ecosystems and native plant restoration techniques.

Caltrans District 7

- > If the "Washington Alternative" or "Combined Alternative" are selected, Caltrans suggests that the Project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.
- > Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact, a Project may have on the State Highway System.
- > Impacts to off-ramps are considered significant if the traffic generated by the Project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.
- > When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.
- For any future Project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT (Vehicle Miles Traveled) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.
- > For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the Project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.
- > Caltrans seeks to promote safe, accessible multimodal transportation.

- > Caltrans recommends the Project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.
- > Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Native American Heritage Commission (NAHC)

- > The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed Project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.
- > Within fourteen (14) days of determining that an application for a Project is complete or of a decision by a public agency to undertake a Project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
- > Begin consultation within 30 days of receiving a tribe's request for consultation and before releasing a negative declaration, mitigated negative declaration, or environmental impact report.
- > The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the Project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- > With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the Supplemental Draft EIS/Recirculated Draft EIR or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Codes.
- SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines."
- > The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

Federal

National Marine Fisheries Service

> Declined to participate in Environmental Review process as a Participating Agency

Secretary of Defense

> Declined to participate in Environmental Review process as a Participating Agency

Transportation Security Administration

> Declined to participate in Environmental Review process as a Participating Agency

United States Environmental Protection Agency (EPA)

- > We recommend that FTA and Metro summarize the history of interagency coordination as well as the Metro Board decisions that led to the refined set of alternatives proposed for consideration for environmental review in the Supplemental Draft EIS/Recirculated Draft EIR.
- > EPA recommends for FTA and Metro to coordinate closely with USACE, Los Angeles District for any planned alignment through the Whittier Narrows Area, so that potential conflicts between multiple Projects in that area can be avoided.
- > We note that the Project's soil vapor investigation report from 2016 detected low concentrations of perchloroethylene (PCE) in subsurface soil gas at a potential station area on Washington Boulevard and Lambert Road.
- > We recommend FTA continue to use the best available soil vapor investigation information in this alignment's design and construction safety protocols.

3.1 Summary of Comments from Non-Agency Stakeholder Groups

The following comments were submitted by non-agency stakeholder groups including chambers of commerce, coalitions, associations and business groups. The comment excerpts below highlight key themes in each of the comments submitted and full comments are available in **Appendix A** of this report.

#	Organization	Representative Name	Comment Date	Comment Type
1	Brookfield Residential	Marc Huffman	6/11/2019	Written
	Properties Inc.			
2	East Los Angeles	Eddie Torres	6/17/2019	Oral
3	Chamber of Commerce	Eddie Torres	6/17/2019	Written
4	(4)	Eddie Torres	6/17/2019	Written
5		Eddie Torres	6/19/2019	Oral
6	Justice and Equality for	John Corcoran	6/19/2019	Written
	the Eastside Coalition			
7	PIH Health (2)	Kevin Koga	6/13/2019	Oral
8		James West	6/27/2019	Email

Table 5 Written Comments Received from Stakeholder Groups and Businesses

9	Uptown Whittier	Frank Medina	6/13/2019	Oral
	Association			
10	Washington Light Rail	Jeffrey Collier	7/15/2019	Written
	Transit Coalition			
11	Whittier Chamber of	Carol Crosby	6/13/2019	Oral
	Commerce			
12	Whittier Historic	Susan Cameron	6/13/2019	Oral
	Neighborhood			
	Association			

Brookfield Residential Properties Inc.

- > We feel that the Washington Alternative is the best alternative of the alternatives that are being considered.
- > Supports combined alternative
- > The potential station locations identified for the Washington Alternative offer stronger regional destinations and provide greater access to a geographic area that will make regional transportation more efficient.
- > We believe that the Washington Alternative has the potential to advance transitoriented development, and add more mixed-use communities to the region, which will ultimately lead to reduction in vehicle miles traveled and successful economic development by local municipalities, such as the City of Whittier.

East Los Angeles Chamber of Commerce

- > The East L.A. Chamber of Commerce and residents of East Los Angeles support the Washington alternative underground only.
- > If we go underground, we save parking, we save businesses, we save jobs.
- We don't agree with the "Y" or the "X" or the "Z" alternate connect and everything.
 We know there's no money for that. So, I don't know why we're talking about it.
- > It's time for East Los Angeles to get back what Metro devastated on Third Street, losing businesses and losing homes.
- > The reason to not support the SR 60 alternative is because it negatively affects East Los Angeles. The ridership is not that great.
- > And people think that everybody is going to give up their cars. But either way, more people are being added to the region which is only contributing to more congestion.

Justice and Equality for the Eastside Coalition

- > The Justice and Equality for the Eastside Coalition opposes the SR 60 Northside Design Variation (NSDV) alternative as currently proposed with an at-grade/aerial build.
- > A no build option will be advocated for by the Justice and Equality for the Eastside Coalition if Metro continues to support this alternative for an at-grade / aerial construction.

- Will only support the SR 60 Northside Design Variation Alternative if an underground construction method is utilized on Pomona Boulevard for the first 4,500 ft. from west of Atlantic Blvd. to east of Findlay Ave, at the of beginning the Montebello Golf Course.
- Metro continues to fund first class construction for underground construction on the Purple Line in westside neighborhoods such as Beverly Hills, Century City and Westwood, yet proposes inferior construction builds for minority Eastside Los Angeles communities, by designing and advocating for at grade and aerial construction. This is clearly an issue of environmental justice by the shortcomings of inferior construction builds being pushed on eastside communities by Metro, with resulting detrimental quality of life and health issue impacts associated with these inferior construction methods.
- > The Via Campo neighborhood is merely a pass-through section of what will ultimately benefit Monterey Park, Montebello, Rosemead and South El Monte.
- > This neighborhood will vehemently oppose this inferior design which will impact our lives, our children's lives, and future generations living along this Metro Rail corridor.
- > Only by a no build option or an underground construction option, can our neighborhood be saved from the negative health and quality of life impacts currently being proposed by Metro.

PIH Health

- > We serve 2.1 million people here in the southeast part of the county and in San Gabriel Valley.
- > We support the Washington Alternative to the Gold Line extension to provide the more than 625,000 members of the community who visit PIH Health Hospital each year, particularly seniors and those who are dependent with the public transportation access to healthcare.
- > This option would also provide our staff with a public transportation option.
- > We are confident that the Washington Alternative will increase access to healthcare for members of our community for generations to come.

Uptown Whittier Association

- > The Metro Line to us means, that guess what? We now open ourselves to the greater expanding community of people to be in Uptown.
- > On behalf of myself and the greater community of the Association and Uptown, we welcome this project, welcome it with open arms and everything else.

Washington Light Rail Transit Coalition

- > Benefits of the Washington Alternative include, but are not limited to:
 - Reduced impacts to the environment from disruption of on-street traffic patterns

- Extremely high ridership estimates
- Minimized impacts to State and Federal agencies
- Inclusion of land for a maintenance yard
- Station placement at the Citadel Outlets, a regional economic generator with annual attendance on par with Disneyland
- A terminus at a major regional hospital (PIH Health Hospital)
- True opportunities to further many of the region's goals relative to affordable housing, the provision of services to the transit dependent, and maximization of first/last mile opportunities
- > Encouraged Metro to ensure that all environmental issues and challenges are thoroughly vetted during the Supplemental Draft EIS/Recirculated Draft EIR process.

Whittier Chamber of Commerce

- > We represent about 600 businesses here in the City of Whittier and the surrounding areas, and this is absolutely a need for our community, not only for people who are -- who don't have transportation themselves, but for those who want to responsibly travel to L.A. and points in between to enjoy entertainment, and likewise to bring people here, too, to boost our economy, to treat our businesses, and to increase people here.
- > Supports Washington Alternative.

Whittier Historic Neighborhood Association

- > My concerns are affordable housing in Whittier for our children and grandchildren. I don't know how the next generation will be able to afford to live and work in our beautiful community the way it presently is without better transportation and without fewer cars.
- > We should be heading back to the kind of parking requirements that were needed when these homes were built 50 to 100 years ago, and we are heading that way.
- > Transportation is going to good mass transit and other creative transportation alternatives are going to help get us there. And that's the—as far as I know, that's the way that's essential for affordable living in this community in the future.

3.2 Summary of Comment Themes Received from Public

Metro received 294 comments during the Public Scoping Period. All Public Scoping Comments are available in their entirety in **Appendix A** of this report. Comments were received through six (6) methods including electronically through the Project website, email and helpline, as well as via U.S. Mail or submission of a written or oral comment at one of the six (6) Public Scoping Meetings and at the information booths attended throughout the public scoping period. The following chapters provide a breakdown of these comments by source, which communities they address, environmental categories, if related to purpose and need and agency/elected offices comments.

3.3 <u>Scoping Comments by Project Alternatives</u>

Sixty-eight percent of comments (201) submitted during the Public Scoping Period referenced one of the Project alternatives (SR 60, Washington Alternative, Combined, No Build). The major themes expressed by stakeholders in their comments included:

- > Opposition to SR 60 at-grade alignment from S Atlantic Bl to Findlay Av
- Support from City of Whittier and business groups and employers for Washington Alternative
- > Concerns raised over environmental justice and equal consideration for undergrounding in lower-income areas of the county

SR 60 Alternative: A total of 106 comments received referenced the SR 60 Alternative. The SR 60 Alternative as proposed received the lowest amount of support from the public.

Comments from stakeholders who reside or conduct business along the proposed SR 60 Alternative expressed their demands that Metro underground this proposed alignment to mitigate aesthetic, noise and vibration, traffic and parking, construction, and community and neighborhood impacts. Environmental Justice concerns were also raised in multiple stakeholder comments over the proposed at-grade alignment of this alternative. A large number of comments submitted from East Los Angeles or Montebello stakeholders in the Via Campo neighborhood indicated opposition to the SR 60 Alternative unless the alignment is grade-separated (underground) from S Atlantic BI to Findlay Av. A portion of these comments submitted were "form comments" that contained the same messaging but were submitted by different stakeholders.

Stakeholder comments that expressed opposition to the SR 60 Alternative cited community/neighborhood impacts, noise and vibration impacts, air quality impacts and visual and aesthetic impacts as their primary concerns.

Washington Alternative: A total of 73 comments received referenced the Washington Alternative. Of the 73 comments that referenced the Washington Alternative, a vast majority of comments indicated support for this alignment. Several comments indicated the Alternative would increase transit access to employment hubs and/or increase access for transit dependent populations and comments also indicated the Alternative would help relieve traffic and parking congestion. The City of Whittier, Whittier Uptown Association, Whittier Chamber of Commerce and PIH Health, a major health center in the region indicated support for the alignment because of the access it would provide employees and patients to the healthcare center.

Several stakeholder comments expressed opposition to the alignment as proposed primarily because of traffic and parking concerns and safety and security concerns.

Combined Alternative: A total of 23 comments received referenced the Combined Alternative. Seven comments indicated the Alternative would help relieve traffic congestion in the corridor, several comments indicated the Alternative would provide additional access to employers and the communities in eastern Los Angeles County. All comments referencing the Combined Alternative expressed support for the alternative, and a majority expressed support for the Washington Alternative to be the "first" phase and one (1) comment expressing support for the SR 60 Alternative being the "first" phase.

No Build: Several stakeholders expressed concerns with the Project's community/neighborhood impacts, impacts on traffic and parking, and noise & vibration impacts for the three build alternatives.

Stakeholders expressed support for additional bus service (TSM) being added in the Project area instead of moving forward with one of the Project's build alternatives.

3.4 Scoping Comments Totals Regarding Project Purpose and Need

This chapter breaks down comments based on the number of comments that addressed the Project's Purpose and Need. The entire Purpose and Need description for this Project can be found in the Notice of Intent, published in the Federal Register, in **Appendix C**. The purpose and need categories for this Project include:

- 1. Improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system.
- 2. Serve the large number of transit-dependent and low-income populations in the Project area and increase access to major employment centers, activity centers, and destinations in the Project area and Los Angeles County.
- 3. The Project aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and Projected employment and population growth in eastern Los Angeles County.

After an analysis of the comments received during the Scoping Comment Period, 12 comments addressed category 1, 38 comments addressed category 2, and 31 comments addressed category 3, as referenced in the Purpose and Need for the Project.

3.5 Scoping Comments Totals by Environmental Category

Comments received by the public were also analyzed by the environmental categories they addressed. The table below breaks down the number of comments received into 23 environmental categories that are being evaluated as part of the environmental review.

Environmental Category	Description	#
Alternatives & Stations	Comments that concern stations and the Washington and SR 60 alternatives or the Combined or No-Build alternative.	169
Traffic and parking	Comments that concern traffic circulation and impacts and parking at stations or potential parking impacted by the Project.	117
Community and neighborhood impacts	Comments that concern potential impacts to communities and neighborhoods adjacent to the proposed alignments and stations.	99
Air Quality	Comments that concern air quality impacts as a result of the Project.	66

Table 6 Comment Counts by Environmental Category

Environmental Category	Description	#
Environmental Justice	Comments that concern environmental impacts or issues and the	
	equal treatment and involvement of all people regardless of race,	53
	color, national origin, or income.	
Noise and vibration	Comments that concern noise and vibration impacts from the	53
	proposed alignments and stations.	رر
Safety and security	Comments that concern safety and security on the proposed	46
	alignments and at stations.	- T-
Visual and aesthetics	Comments concerning potential visual and aesthetic impacts of the	
	Project in the communities near the proposed alignments and	25
Funding	stations.	
Funding	Comments concerning where funding for the Project comes from.	21
Property Impacts/ROW	Comments that concern potential property acquisition or other	
	impacts from the construction of the proposed alignments, stations	13
	and parking.	
Construction Impacts	Comments that concern impacts during the future construction	11
	period of the Project.	
Economic and fiscal impacts	Comments that concern the economic and fiscal impacts related to	
	the Project, including gentrification and decreased/increased land	9
	value.	
Outreach	Comments that concern how outreach was provided during the	8
	course of the scoping period or before/after the scoping period.	-
Operations	Comments that concern the future operation of the proposed	7
	alignments or current operations of existing Metro lines/services.	,
Land use and developments	Comments that concern current and proposed land uses and	6
	developments near the proposed alignments.	
Ecosystems & biological	Comments that concern impacts to ecosystems (habitats and	C
resources	biological resources (plants and animals) along the proposed	6
General information	alignments. Comments that were not specifically concerning any of the listed	
General mormation	environmental categories but pertain to the Project.	5
Other or N/A	Comments that did not specifically address an environmental	
	category.	3
Geotechnical, seismic, and	Comments concerning geotechnical, seismic or hazardous materials	
hazardous materials	near the proposed alignments and stations.	3
Historic, archaeological	Comments concerning potential historic or archeological impacts of	
,	the proposed alignments and/or stations.	2
Maintenance yard	Comments concerning the proposed maintenance facility.	1
Hydrology and water quality	Comments concerning impacts to water quality impacts as a result of	_
	the Project.	1
Parklands	Comments that concern parklands in the Project area.	1

3.6 Scoping Comments Total by Source

Public comments were received through six (6) primary methods including: 146 (50%) received as oral comments at a Public Scoping Meeting, 70 (24%) received electronically through Project email or website comment form, 43 (14%) through U.S. Mail, 23 (8%) through comment sheets submitted at Project meetings or events, eight (2%) received through court reporter testimonial, and three(1%) transcribed comments received on the Project's helpline.

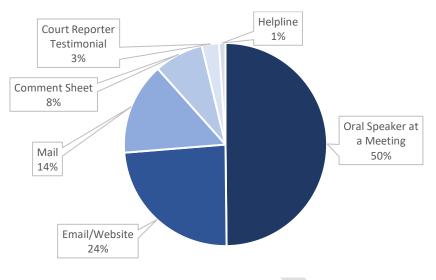


Figure 1 Percentage of Comments by Source

3.7 Scoping Comments Total by Community

The figure below indicates the number of comments received from stakeholders in each corridor community. Comments were sorted by the community a stakeholder indicated they were representing.

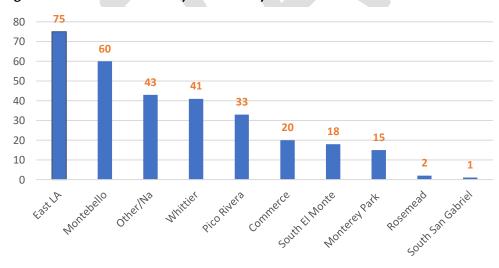


Figure 2 Comment Counts by Community

3.8 Social Media Comments

Metro ran Facebook event ads for the each of the six (6) Public Scoping Meetings. These event ads garnered some social media comments between community members that are included as part of this report's appendices (Appendix A). However, these exchanges are not reflected in the comment summaries included in this report (sections 3.3 - 3.8) as they were not submitted through the

official scoping comment channels (oral testimony documented by a court reporter at a Scoping Meeting or submitted via mail, email and website). Regardless, the concerns captured in these exchanges will also be addressed in the Supplemental Draft EIS/Recirculated Draft EIR.

4. Public Scoping Outcomes

4.1 Public Scoping Meetings Overview

Public Scoping Meetings took place on June 13, 17, 19, 22, 24 and 26, 2019 in the corridor communities of Whittier, Commerce, East Los Angeles, South El Monte, and Montebello. Notification of these meetings was conducted through CEQA/NEPA compliant outreach methods outlined in chapters 1 and 2 of this report.

Materials provided at the meetings were the same included a fact sheet, presentation, display boards, meeting guide, comment card, speaker card. All meeting handouts were available in Spanish and are available in **Appendix D** of this report. All materials, including the presentation, provided at the meetings were also made available on the project website *(metro.net/eastsidephase2)* following the meeting series.

4.2 <u>Public Participation</u>

A total of 573 stakeholders attended Public Scoping Meetings in June 2019 and provided 222 comments. The table below provides the number of participants and comment submittal by meeting. Redacted scans of sign-in sheets from each of the meetings are available in **Appendix B** of this report. Representatives from the following stakeholder groups and businesses also attended on or more of the meetings:

- > Anubis Properties
- > City of Hope
- > East Los Angeles Chamber of Commerce
- > East Yard Communities for Environmental Justice
- > Los Angeles County Bicycle Coalition
- > Metro Service Council
- > PIH Health

- Rowland Heights Community Coordinating Council
- > Uptown Whittier Association
- > Via Campo Residents / Justice & Equality for the Eastside Coalition
- > Whittier Area Chamber of Commerce
- > Whittier Democratic Club

Table 7 Public Participation by Meeting

Meeting	Date	Participants	Comments
Public Scoping	Thu., June 13, 2019	86	> Speakers: 34
Meeting #1 – Whittier			> Written Comments: 5
			> Oral Testimony
			Comments: 2
Public Scoping	Mon., June 17, 2019	41	> Speakers: 12
Meeting #2 –			> Written Comments: 7
Commerce			> Oral Testimony
			Comments: 5

Public Scoping Meeting #3 – East Los Angeles	Wed., June 19, 2019	120	> Speakers: 43> Written Comments: 3
Public Scoping Meeting #4 – S El Monte	Sat., June 22, 2019	41	 > Speakers: 12 > Written Comments: 7 > Oral Testimony Comments: 5
Public Scoping Meeting #5– Montebello	Mon., June 24, 2019	190	 > Speakers: 28 > Written Comments: 20 > Oral Testimony Comments: 6
Public Scoping Meeting #6 – Pico Rivera	Wed., June 26, 2019	95	 > Speakers: 20 > Written Comments: 7 > Oral Testimony Comments: 12
573 Totals			 > Speakers: 149 > Written Comments: 54 > Oral Testimony Comments: 33

4.3 Government Agencies, Elected Officials & Special Districts Participation

Government agencies, elected officials' offices and special districts were also invited to attend the six (6) Public Scoping Meetings in addition to the Agency Scoping Meeting. The table below summarizes their participation at the Public Scoping Meetings as well as the overall total number of public participants and comments collected at each.

Table 8 Participation of Government Agencies,	Elected Officials & Special Districts at Public
Scoping Meetings	

Meeting	Stakeholder Organization		
Meeting #1 – Whittier Thurs., June 13, 2019	 > Office of Congresswoman Linda Sanchez, 38th District > Office of Los Angeles County Supervisor Janice Hahn, 4th District > City of Whittier 		
Meeting #2 – Commerce Mon., June 17, 2019	 > Office of Los Angeles County Supervisor Hilda Solis, 1st District > Office of Los Angeles County Supervisor Janice Hahn, 4th District > Office of U.S. Congresswoman Lucille Roybal-Allard, 40th District > City of Commerce 		

Meeting	Stakeholder Organization
Meeting #3 – East Los Angeles Wed., June 19, 2019	 > Office of Los Angeles County Supervisor Hilda Solis, 1st District > Office of Los Angeles County Supervisor Janice Hahn, 4th District > Office of U.S. Congresswoman Lucille Roybal-Allard, 40th District > County of Los Angeles Department of Consumer and Business
Meeting #4 – S. El Monte Sat., June 22, 2019	 Office of Los Angeles County Supervisor Hilda Solis, 1st District City of South El Monte
Meeting #5 – Montebello Mon., June 24, 2019	 Federal Transit Administration (FTA) Office of Senator Susan Rubio Office of Los Angeles County Supervisor Hilda Solis, 1st District Office of Los Angeles County Supervisor Janice Hahn, 4th District City of San Gabriel City of Montebello City of Monterey Park
Meeting #6 – Pico Rivera Wed., June 26, 2019	 > Office of Los Angeles County Supervisor Hilda Solis, 1st District > City of Santa Fe Springs

5. Next Steps in Environmental Review Process

The comments and questions Metro received during this scoping comment period will be analyzed and evaluated as appropriate as part of the environmental study process. Metro anticipates releasing the Supplemental Draft EIS/Recirculated Draft EIR for public review and comment in 2021, a process that will also include public hearings in the Project area to gather community input and comments. The Project team will continue to engage the community through information sessions, tours, among other community events and activities in the coming months to continue to gather feedback about the Project.

Figure 3 Phases of Project Development



This timeline is subject to change based on various factors, including funding opportunities (See Project Funding section).



ATTACHMENT D – 2019 SCOPING SUMMARY REPORT APPENDICES



EASTSIDE TRANSIT CORRIDOR PHASE 2

Public Outreach Scoping Summary

Report Appendices

Appendix	Reference Pages
Appendix A – Scoping Comments	2 – 882
Appendix B – Participation	883 – 990
Appendix C – Notification	991 – 1053
Appendix D – Meeting Handouts and Informational Material	1054 – 1203
Appendix E – Website	1204 – 1205
Appendix F – Mailing Lists	1206 – 1300
Appendix G – Outreach Toolkit	1301 – 1306
Appendix H – Earned Media	1307 – 1328



EASTSIDE TRANSIT CORRIDOR PHASE 2

Appendix A Scoping Comments

Section	Reference Pages
A.1 – Comments Received from Government Agencies & Special Districts	3 – 85
A.2 – Comments Received from Stakeholder Groups and Businesses	86 – 377
A.3 – Written Comments Received at Public Scoping Meetings	378 – 451
A.4 – Oral Comments Received at Public Scoping Meetings	452 – 779
A.5 – Comments Received by Mail	780 – 799
A.6 – Comments Received by Email	800 - 851
A.7 – Social Media Announcement/Discussions	852 – 882

A.1 – Comments Received from Government Agencies & Special Districts

Government agency comments were submitted by public agencies during the Scoping Comment Period. This section also includes responses to invitation sent by Metro and the FTA to relevant agencies to be Participating or Cooperating Agencies.



EASTSIDE TRANSIT CORRIDOR PHASE 2

A. 1 – Comments Received from Government Agencies & Special Districts

Government agency comments were submitted by public agencies during the Scoping Comment Period. This section also includes responses to invitation sent by Metro and the FTA to relevant agencies to be Participating or Cooperating Agencies.

Agency Responses to Invitation to be Cooperating or Participating Agency



EASTSIDE TRANSIT CORRIDOR PHASE 2

Responses to Invitation to be Cooperating or Participating Agencies Received from Government Agencies, Elected Officials & Special Districts

#	Agency	Representative Name	Comment	Comment	Reference
			Date	Туре	Pages
		Local			
1	City of El Monte	Alex Hamilton	6/07/2019	Written	7
2	City of Industry	Joshua Nelson	7/30/2019	Email	8
3	City of Rosemead	Ben Kim	6/04/2019	Email	9
4	City of Santa Fe Springs	Priscilla Moreno	7/02/2019	Email	10
5	City of South El Monte	Jose Jimenez	7/02/2019	Email	11
6	City of Whittier	Martin Browne	7/02/2019	Email	12
		County			
7	Los Angeles County Parks	Jui Ing Chien	7/02/2019	Email	14
	and Recreation				
8	Los Angeles County	Rosemary Mallard	6/12/2019	Email	15
	Department of Public Health				
9	Los Angeles County	Mi Kim	7/02/2019	Email	16
	Department of Regional				
	Planning				
10	Los Angeles County	Jose Suarez	7/03/2019	Email	17
	Department of Public Works				
		Regional			
11	Southern California	Anita Au	7/15/2019	Email	19
	Association of Governments				
12	South Coast Air Quality	Lijin Sun	6/05/2019	Email	20 – 21
	Management District				
		Federal			
13	National Marine Fisheries	Anthony Spina	06/11/2019	Email	23
	Service				
14	Secretary of Defense	Anne Powers	06/10/2019	Email	24 – 25
15	Transportation Security	Eddie Mayenschein	6/25/2019	Written	26
	Administration				

Local Agencies



 11333 Valley Boulevard El Monte, CA 91731
 (626) 580 - 2002
 ahamilton@elmonteca.gov
 elmonteca.gov

June 7, 2019

Ms. Jenny Cristales-Cevallos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2952

RE: City Participation Status for Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Dear Ms. Cristales-Cevallos:

Thank you for the invitation to participate in the environmental review of the above mentioned project. This letter confirms the City's desire to participate in the process. My office will be in touch in the near future to designate the specific staff contact who will oversee the review. In the meantime, please do not hesitate to call me at 626 580-2002 with any questions.

Sincerely,

ALEX HAMILTON CITY MANAGER

"The Friendly City of El Monte"

From: Josh Nelson <<u>JNelson@cityofindustry.org</u>>
Sent: Tuesday, July 30, 2019 7:43 AM
To: Cristales-Cevallos, Jenny <<u>CristalesCevallosJ@metro.net</u>>
Subject: Eastside Transit Corridor Phase 2 Project

Is it too late for the City of Industry to request to be a participating agency for the subject project? Thanks!

Regards,

Joshua Nelson, PE CITY OF INDUSTRY Director of Public Works/City Engineer D: 626.945.0845

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>
Sent:	Tuesday, July 2, 2019 4:08 PM
То:	Edgar Gutierrez; Josh Francis
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'
Subject:	FW: EIR Review Meeting for Eastside Transit Corridor Phase 2 -

Scoping.

Jenny Cristales-Cevallos

From: Ben Kim <bkim@cityofrosemead.org>
Sent: Tuesday, June 04, 2019 11:53 AM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Cc: Gloria Molleda <gmolleda@cityofrosemead.org>
Subject: EIR Review Meeting for Eastside Transit Corridor Phase 2 -

Hello Jenny,

Thank you for sending the invite for the upcoming Eastside Transit Corridor Phase 2 Environmental Review meeting. The City of Rosemead will participate in the meeting and will be represented by the following:

Mr. Steven Ly, Councilmember Ms. Gloria Molleda, City Manager Mr. Ben Kim, Director of Community Development

With regards,

Ben Kim Director of Community Development



8838 E. Valley Blvd. Rosemead, CA 91770 Office: (626) 569-2169 Cell: (626) 578-5838 www.cityofrosemead.org

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>		
Sent:	Tuesday, July 2, 2019 4:12 PM		
То:	Edgar Gutierrez; Josh Francis		
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'		
Subject:	FW: Invitation Acceptance		

Participating agency.

Jenny Cristales-Cevallos

From: Priscilla Moreno <PriscillaMoreno@santafesprings.org>
Sent: Thursday, June 06, 2019 3:38 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: Invitation Acceptance

Good afternoon,

I would like to respond on behalf of City of Santa Fe Springs City Manager, Ray Cruz. He would like to be a participating agency in the environmental review process for the Eastside Transit Corridor Phase 2 Project. If you have any further questions, please do not hesitate to contact me. Thank you.

Priscilla Moreno I Secretary to City Manager/City Council City of Santa Fe Springs I City Manager's Office 11710 Telegraph Road I Santa Fe Springs, CA 90670 (562) 868-0511, Ext 7307 I (562) 868-7112 Fax pmoreno@santafesprings.org I www.santafesprings.org

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From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>
Sent:	Tuesday, July 2, 2019 4:17 PM
То:	Edgar Gutierrez; Josh Francis
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'
Subject:	FW: Invitation to Participate in the Environmental Review Process - Eastside Transit Corridor Phase 2

Participating agency.

Jenny Cristales-Cevallos

From: Jose Jimenez <jjimenez@soelmonte.org>
Sent: Tuesday, June 11, 2019 4:20 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: RE: Invitation to Participate in the Environmental Review Process - Eastside Transit Corridor Phase 2

Good Afternoon Jenny,

If not too late, would it be possible to be included in the participatory agency group for the EIS process related to the Eastside Transit Corridor Phase 2.

Thanks,

Jose D. Jimenez Community Development Director City of South El Monte 1415 Santa Anita Avenue South El Monte California, 91733 jjimenez@soelmonte.org Tel: (626) 579-6540 Extension: 3218

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>		
Sent:	Tuesday, July 2, 2019 4:09 PM		
То:	Edgar Gutierrez; Josh Francis		
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'		
Subject:	FW: Eastside Gold Line Environmental Review Process - City of Whittier		

Scoping

Jenny Cristales-Cevallos

From: mbrowne@cityofwhittier.org <mbrowne@cityofwhittier.org>
Sent: Tuesday, June 04, 2019 12:08 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Cc: Galaniz@cityofwhittier.org
Subject: Eastside Gold Line Environmental Review Process - City of Whittier

Jenny,

The City of Whittier would like to accept your invitation and be included in the EIS/EIR process as a participating agency.

Greg Alaniz, Director of Parks, Recreation and Community Services is the lead and will coordinate with the Departments of Public Works and Community Development.

Thank you,

Martin Browne

Community Services Manager 13225 Walnut St. Whittier, CA 90602 562.567.9470 FAX 562.567.2878 mbrowne@cityofwhittier.org

To view the latest Parks & Recreation Brochure "Click Here"

To register for City of Whittier classes "Click Here"

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County Agencies

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>
Sent:	Tuesday, July 2, 2019 4:18 PM
То:	Edgar Gutierrez; Josh Francis
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'
Subject:	FW: Invitation to Interagency Scoping Meeting -Eastside Transit Corridor Phase 2

Participating agency.

Jenny Cristales-Cevallos

From: Jui Ing Chien <jchien@parks.lacounty.gov>
Sent: Wednesday, June 12, 2019 9:32 AM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Cc: Clement Lau <clau@parks.lacounty.gov>
Subject: Invitation to Interagency Scoping Meeting -Eastside Transit Corridor Phase 2

Hi Jenny,

This is Jui Ing Chien with Los Angeles County Parks and Recreation. We just received a letter today regarding the invitation to interagency scoping meeting for the subject project. We missed the meeting. However, we would like to accept the invitation to become a participating agency. Thank you.

<u>Jui Ing Chien</u> (626)588-5317 jchien@parks.lacounty.gov 1000 S. Fremont Ave., Unit #40 Building A-9, 3rd Floor Alhambra, CA 91803

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>		
Sent:	Tuesday, July 2, 2019 4:19 PM		
То:	Edgar Gutierrez; Josh Francis		
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'		
Subject:	FW: Metro Announcements re Eastside Transit Corridor		

Participating agency.

Jenny Cristales-Cevallos

From: Rosemary Mallard <RMallard@ph.lacounty.gov>
Sent: Wednesday, June 12, 2019 1:53 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: Metro Announcements re Eastside Transit Corridor

Good afternoon,

Gerardo Pinedo has been receiving these updates however he no longer is at the Dept of Health Services. For DHS letters, please direct to:

Christina Ghaly, Director County of Los Angeles Department of Health Services 313 N. Figueroa Street, Room 912 Los Angeles CA 90012

Thank you.

Rosemary Mallard County of Los Angeles Department of Public Health Operations Support Bureau 5555 Ferguson Drive, Rm. 320-10 Commerce, CA 90022 323-914-8502 <u>rmallard@ph.lacounty.gov</u> Participating agency

Jenny Cristales-Cevallos

From: Mi Kim <mkim@planning.lacounty.gov>

Sent: Wednesday, June 12, 2019 10:09 AM

To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>

Cc: James Drevno <JDrevno@planning.lacounty.gov>; Norman Ornelas

<NOrnelas@planning.lacounty.gov>

Subject: Participation in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Dear Ms. Jenny Cristales-Cevallos,

This is regarding the invitation to participate in the EIR review for the Eastside Transit Corridor Phase 2 Project.

Our primary contact for this project is,

James Drevno, Regional Planner Jdrevno@planning.lacounty.gov (213) 974-6425

We also have an alternate contact for you, Norman Ornelas <u>nornelas@planning.lacounty.gov</u> (213) 974-6425

Thank you,

Mi Kim | Supervising Regional Planner Los Angeles County Department of Regional Planning 320 W. Temple Street, 13th Floor | Los Angeles, CA 90012 Phone 213.974.6425 | Fax 213.680.0434 | TDD 213.617.2292

From:	Cristales-Cevallos, Jenny
То:	Edgar Gutierrez; Josh Francis
Cc:	<u>"DeRosier, Lucila K."; Lisa Ives; "Helene Kornblatt"</u>
Subject:	FW: Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project
Date:	Wednesday, July 10, 2019 10:17:45 AM

Scoping information please see below.

Jenny Cristales-Cevallos

From: Jose Suarez <JSUAREZ@dpw.lacounty.gov>

Sent: Wednesday, July 03, 2019 3:05 PM

To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>

Cc: Bill Swindle <WSwindle@dpw.lacounty.gov>; Kent Tsujii <KTSUJII@dpw.lacounty.gov>; Jeff Pletyak <JPLETY@dpw.lacounty.gov>; Toan Duong <TDUONG@dpw.lacounty.gov>; Mario Rodriguez <MRODRIGU@dpw.lacounty.gov>

Subject: Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Good afternoon Ms. Cristales-Cevallos,

Thank you for the opportunity to participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project. I would like to confirm Los Angeles County Public Works' participation. There will be two representatives from two separate Public Works Divisions. They are as follows and are cc'd with this e-mail:

Bill Swindle Railroad Coordinator Transportation Planning and Programs Division Office: (626) 458-3935

Kent Tsujii Civil Engineer Traffic Safety and Mobility Division Office: (626) 300-4776

Thank you,

Jose L. Suarez, P.E. Senior Civil Engineer Los Angeles County Public Works Office: (626) 458-4921 **Regional Agencies & Special Districts**

From:	Cristales-Cevallos, Jenny
To:	Edgar Gutierrez; Josh Francis
Cc:	<u>DeRosier, Lucila K.; "Ives, Lisa"; "Helene Kornblatt"</u>
Subject:	FW: SCAG Accepts Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project
Date:	Tuesday, July 16, 2019 10:27:53 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

Acceptance from SCAG

Jenny Cristales-Cevallos

From: Anita Au <au@scag.ca.gov>
Sent: Monday, July 15, 2019 2:30 PM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Cc: Ping Chang <CHANG@scag.ca.gov>; Philip Law <LAW@scag.ca.gov>
Subject: SCAG Accepts Invitation to Participate in the Environmental Review Process for the Eastside
Transit Corridor Phase 2 Project

Good afternoon Jenny,

SCAG would like to accept your invitation to become a participating agency for the Eastside Transit Corridor Phase 2 Project. Please include myself and Mr. Philip Law, Manager of Transit/Rail Department (<u>law@scag.ca.gov</u>), in any further notices and updates for the project.

Thank you!

SCAGlogo_RGB	Anita Au Associate Regional Planner Tel: (213) 236-1874 au@scag.ca.gov SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017
ConnectSoCal-OutlookBanner	?

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>
Sent:	Tuesday, July 2, 2019 4:12 PM
То:	Edgar Gutierrez; Josh Francis
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'
Subject:	FW: Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor
	Phase 2 Project

Participating agency

Jenny Cristales-Cevallos

From: Lijin Sun <LSun@aqmd.gov>
Sent: Wednesday, June 05, 2019 7:33 AM
To: Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Cc: Michael Krause <MKrause@aqmd.gov>
Subject: Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Ms. Cristales-Cevallos,

South Coast AQMD staff received a letter, dated May 29, 2019, as an invitation to participate in the environmental review process for the Eastside Transit Corridor Phase 2 Project. We appreciate the invitation and look forward to working with you during the preparation of a Supplemental EIS/Recirculated EIR as a CEQA commenting agency. To fulfill this role, South Coast AQMD staff reviews and may comment on the technical completeness and adequacy of the air quality and health risks analyses as well as recommend mitigation measures, as appropriate. Our goal is to ensure that project emissions and health risk impacts are adequately evaluated, disclosed, and mitigated to the maximum extent feasible. We are also available, upon request, for technical consultation for the CEQA air quality analysis.

Upon completion of the Supplemental EIS/Recirculated EIR, please forward a copy directly to:

South Coast Air Quality Management District Planning, Rule Development & Area Sources Attn: CEQA-Intergovernmental Review 21865 Copley Drive, Diamond Bar, CA 91765

In addition, please send with the Supplemental EIS/Recirculated EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and <u>electronic</u> versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (<u>not PDF files</u>). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

Should you have any questions, please feel free to contact me.

Thank you, Lijin Sun, J.D. Program Supervisor, CEQA IGR South Coast Air Quality Management District 21865 Copley Drive, Diamond Bar, CA 91765 Direct: (909) 396-3308 Fax: (909) 396-3324 Please note that the South Coast AQMD is closed on Mondays.

Federal Agencies

June 11, 2019

Refer to NMFS No: INQ-2019-00106

Manjeet Ranu Senior Executive Officer, Countywide Planning and Development Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012

Re: Response to Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Dear Mr. Ranu:

Thank you for your letter of May 29, 2019, inviting the National Marine Fisheries Service (NMFS) to participate in the environmental review process for the Federal Transit Administration's (FTA) Eastside Transit Corridor Phase 2 Project. NMFS is electing to decline participation in the review process as we do not intend to submit comments on the Project.

Please direct questions regarding this letter to Jess Adams in Long Beach, CA at jessica.admas@noaa.gov or 562-980-4013.

Sincerely,

Anthony P. Spina Chief, Southern California Branch California Coastal Office

cc: Charlene Lee Lorenzo, FTA (<u>Charlene.leelorenzo@got.gov</u>) Administrative File: 150308WCR2019CC00115

From:	Cristales-Cevallos, Jenny <cristalescevallosj@metro.net></cristalescevallosj@metro.net>		
Sent:	Tuesday, July 2, 2019 4:16 PM		
То:	Edgar Gutierrez; Josh Francis		
Cc:	DeRosier, Lucila K.; 'Ives, Lisa'; 'Helene Kornblatt'		
Subject:	FW: Regret: FTA Environmental Review Process for the Eastside Transit Corridor Phase 2 Project		

Rejecting to be participating agency

Jenny Cristales-Cevallos

From: Lee Lorenzo, Charlene (FTA) <Charlene.LeeLorenzo@dot.gov>
Sent: Monday, June 10, 2019 11:41 AM
To: Powers, Anne CIV SD <Anne.Powers@sd.mil>
Cc: Nguyen, Mary (FTA) <Mary.Nguyen@dot.gov>; Cristales-Cevallos, Jenny <CristalesCevallosJ@metro.net>
Subject: RE: Regret: FTA Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Good afternoon Anne,

Thank you for the notification.

Regards,

Charlene Lee Lorenzo, PMP

Acting Director

Federal Transit Administration, Region 9 Los Angeles Metropolitan Office 888 South Figueroa Street, Suite 440 Los Angeles, CA 90017-5467 tel: 213.202.3952 cell: 202.981.2877 fax: 213.894.6185 www.fta.dot.gov

From: Powers, Anne CIV SD [mailto:Anne.Powers@sd.mil]
Sent: Monday, June 10, 2019 11:33 AM
To: Lee Lorenzo, Charlene (FTA) <<u>Charlene.LeeLorenzo@dot.gov</u>>
Subject: Regret: FTA Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Good Afternoon,

Neither the Acting Secretary of Defense nor the Department of Defense will be participating in the FTA Environmental Review Process for the Eastside Transit Corridor Phase 2 Project. Thank you, Anne

Anne F. Powers

Director of Scheduling Office of the Secretary of Defense 703-692-7100

U.S. Department of Homeland Security 601 South 12th Street Arlington, VA 20598

JUN 2 5 2019



Transportation Security Administration

Manjeet Ranu Los Angeles County MTA Senior Executive Officer, Countywide Planning and Development One Gateway Plaza Los Angeles, CA 90012

Dear Mr. Ranu:

Thank you for your letter dated May 29, 2019, requesting the Transportation Security Administration (TSA) participation in the Environmental Review Process for the Eastside Transit Corridor Project. As you know, the TSA was created in the wake of the September 11th attacks and charged with the singular mission of preventing another large scale act of terrorism on the American transportation system.

While we will not participate in the Environmental Review, we will monitor the project and address any security issues as they may arise. Further, we appreciate the partnership with the LA Metro and continue to work closely with the you on a number of security activities to include security awareness training, drills and exercises and intelligence and information sharing.

Thank you again for the invitation and we will monitor the project as it continues to move forward.

Sincerely,

Eddie D. Mayenschein Assistant Administrator Policy, Plans, and Engagement

7/9/19 mitro

Agency Comments



EASTSIDE TRANSIT CORRIDOR PHASE 2

Agency Comments

#	Agency	Representative Name Local	Comment Date	Comment Type	Reference Pages
1	City of Monterey Park	Ron Bow	7/15/2019	Written	30
2	City of Pico Rivera	Christina Foulkes	7/09/2019	Written	31 – 35
3	City of Rosemead	Gloria Molleda	7/15/2019	Written	36 – 37
4	City of San Gabriel (3)	Jason Pu	6/24/2019	Oral	38
5		Jason Pu	6/24/2019	Oral	39 - 40
6		Jason Pu	6/24/2019	Written	41 - 42
7	City of Santa Fe Springs (2)	Noe Negrete	6/26/2019	Written	43
8		Raymond Cruz	6/26/2019	Written	44
9	City of South El Monte	Jose Jimenez	7/15/2019	Written	45 – 46
10	City of Whittier	Jeffrey Collier	7/15/2019	Written	47
		County			
11	Los Angeles County Fire Department	Michael Takeshita	6/19/2019	Written	50 – 52
12	Los Angeles County Parks and Recreation	Alina Bokde	7/15/2019	Written	53 – 56
13	Los Angeles County Supervisor Janice Hahn	Janice Hahn	7/15/2019	Written	57
		Regional			
14	Whittier Union High School District	Leighton Anderson	6/17/2019	Written	59 – 60
		State			
15	California Department of Conservation	Curtis M. Welty	6/28/2019	Written	62 – 63
16	California Department of Fish & Wildlife	Erinn Wilson	7/19/2019	Written	64 – 72
17	Caltrans District 7 (2)	Ron Kosinksi	6/04/2019	Written	73 – 74
18		Miya Edmonson	7/15/2019	Written	75 – 76
19	Native American Heritage Commission	Steven Quinn	6/07/2019	Written	77 – 81
		Federal			
20	Environmental Protection Agency	Zac Appleton	3/18/2019	Written	83 – 85

Local Agencies



320 West Newmark Avenue • Monterey Park • California 91754-2896 www.montereypark.ca.gov



City Council Peter Chan Mitchell Ing Stephen Lam Hans Liang Teresa Real Sebastian

City Clerk Vincent D. Chang

City Treasurer Joseph Leon

July 15, 2019

Ms. Jenny Cristales-Cevallos, Project Manager LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY One Gateway Plaza Los Angeles, California 90012

Subject: Accepting Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project

Dear Ms. Cristales-Cevallos:

The City of Monterey Park (City) accepts the invitation to be actively involved as a participating agency in the environmental review process for the Eastside Transit Corridor Phase 2 Project. The City has strong interest in this Project and was present at the June 10, 2019 scoping meeting.

With regard to the scope studied by the Supplemental/Recirculated Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR), the City asks that impacts to the City's adjacent commercially zoned properties along the north side of SR-60 be considered, so as not to preclude full build-out of the Monterey Park Marketplace project which is currently nearing completion. The City continues to support the SR-60 LRT alternative, and generally any alternative that extends the Gold Line easterly from the current Atlantic Station terminus toward Monterey Park and other cities to the east. The City continues to support locating a station within Monterey Park city limits.

We appreciate the opportunity to review the Draft EIR/EIS for the Eastside Transit Corridor Phase 2 Project and request to be included on any future distribution pertaining to the proposed project. Should you have any questions, please do not hesitate to contact Mark McAvoy, Director of Public Works/City Engineer at 626.307.1323 or at mmcavoy@montereypark.ca.gov.

Sincerely,

Ron Bow City Manager City of Monterey Park



City of Pico Rivera COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

6615 Passons Boulevard - Pico Rivera, California 90660 (562) 801-4332 Web: www.pico-rivera.org e-mail: scastro@pico-rivera.org **City Council**

Brent A. Tercero Mayor Gustavo V. Camacho Mayor Pro Tem Raul Elias Councilmember Gregory Salcido Councilmember

Julia Gonzalez Acting Director

July 9, 2019

Jenny Cristales-Cevallos, Senior Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mail Stop 99-22-6 Los Angeles, California 90012

SUBJECT: SCOPING COMMENTS – EASTSIDE TRANSIT CORRIDOR PHASE 2 NOTICE OF INTENT TO PREPARE A SUPPLEMENTAL DRAFT EIS

Dear Ms. Jenny Cristales-Cevallos:

Thank you for the opportunity to comment on the Notice of Intent (NOI) to Prepare a Supplemental Draft Environmental Impact Statement (EIS) for the Eastside Transit Corridor Phase 2 Project (Project). This letter conveys the City of Pico Rivera's planning efforts currently underway in regards to transit-supportive development along the proposed Washington Boulevard Alignment and at the proposed Rosemead Boulevard light rail transit station and the City's concerns regarding the alignment as currently proposed within the boundaries of Pico Rivera.

Pico Rivera Elects To Be a Participating Agency

In response to Metro's *Invitation to Participate in the Environmental Review Process for the Eastside Transit Corridor Phase 2 Project* letter, dated May 29, 2019, the City of Pico Rivera has elected to be a participating agency. Per direction provided within the aforementioned letter, City staff informed Ms. Jenny Cristales-Cevallos, Senior Manager, at Metro regarding the City's decision to elect to be a participating agency via email on June 10, 2019. As you know, the City of Pico Rivera has been involved in previous scoping meetings when the Washington Boulevard alignment and the SR-60 alignment were being discussed and studied as separate alignments, with the cities and businesses along the Washington Boulevard Coalition. The Washington Boulevard Coalition maintains its support for the Eastside Transit Corridor Phase 2 Project to extend light rail services into east Los Angeles County, providing reliable public transit opportunities to residents and businesses.

City of Pico Rivera's Efforts in Transit-Supportive Development

The City of Pico Rivera was awarded a planning grant in the amount of \$390,000 from the Los Angeles County Metropolitan Transportation Authority (Metro) Transit Oriented Development (TOD) Planning Grant Program. In addition, a local match of \$50,000 and \$20,000 in "in-kind" planning/economic development staff time were approved, for a total project cost of \$460,000, of which \$440,000 would be available for consultant services. With the aforementioned funding, the City of Pico Rivera will prepare to adopt regulatory changes that advance transit-supportive development patterns by creating a new transitoriented specific plan for the area the will be served by the future Eastside Transit Corridor Phase 2 light rail stop, amending the general plan and as appropriate, the Zoning Code and the Pico Rivera Towne Center Specific Plan, and advancing the relevant environmental clearances.

The TOD Specific Plan will be prepared for the area within a half (½) mile radius of the Eastside Transit Corridor Phase 2 Project's proposed light rail station within the vicinity of the intersections of Washington and Rosemead Boulevards. The proposed project map area (Attachment A) for the TOD Specific Plan is tentative in nature and modifications to the project area boundaries are anticipated as the project moves forward and outreach with community members, business and property owners, and City officials is conducted. The proposed TOD Specific Plan will serve as the tool establishing a link between the implementation of the policies of the General Plan and attributes of the individual opportunities sites, selected during the specific plan process, in the defined areas. The Specific Plan will ultimately discuss the distribution, location and extent of the land uses within the plan's area. Also, included will be an implementation plan which will incorporate regulations, programs, public works projects and financing measures to carry out the proposed Specific Plan.

On June 11, 2019, the Pico Rivera City Council approved a professional services agreement with Kimley-Horn and Associates, Inc. (Kimley-Horn). City of Pico Rivera staff are currently preparing to conduct the TOD Specific Plan kick-off meeting with Kimley-Horn staff. In addition, City staff and Kimley-Horn staff will prepare for a meeting with Metro staff for policy collaboration, which consists of discussing relevant Metro policies and programs that should be incorporated into the TOD Specific Plan. Once such program would be Metro's Transit Supportive Planning "Toolkit", which focuses on incorporating Metro's 10 Transit Supportive Planning Elements: compact design; complete neighborhoods; street and network connectivity; site layout, parking layout and building design; affordable housing; commercial stabilization, business retention and expansion; transit prioritization, accessibility and area design; parking management; transportation demand management; and pedestrian and bicycle circulation. City staff are working directly with Desiree Portillo-Rabinov in Metro's TOD Planning Grant Program (email: portillorabinovd@metro.net, phone: 213-922-3039).

Concerns Regarding Aerial Alignment vs. At-Grade Alignment

1. Economic Impacts

The proposed light rail alignment will traverse the City of Pico Rivera along Washington Boulevard from the City's westerly to the easterly terminus. One of the City's largest commercial centers, referred to as the Pico Rivera Towne Center, is located on the south side of the street section located between Paramount and Rosemead Boulevards. Within the same street section, on the north side, are various smaller commercial developments, along with a large commercial center, referred as Marketplace. The Marketplace development is located on the northwest corner of Washington and Rosemead Boulevards.

Due to the presence of existing major shopping centers along the alignment, the City is requesting that the economic impacts of the Project be analyzed and examined within the Supplemental EIS. In addition, the economic impacts of an at-grade alignment and an aerial alignment should be examined where each alignment option is analyzed separately; however, City staff is aware that portions of the analysis may have similar findings. The potential economic impacts of the Project would most likely be caused by the length and intensity of construction activities and the general operation of the light rail alignment and station; however, City staff is particularly interested in what economic impacts would be caused by an at-grade alignment versus an aerial alignment, if any difference can be determined. Analysis of economic impacts should also determine what impacts will come into effect during the Project's construction phase versus during its operation upon construction completion. Such impacts could be caused by accessibility issues, lack of visibility for commercial developments, and overall aesthetics. City staff recommends utilizing data and observations from previous light rail projects that have been constructed within circumstances similar to that of the subject Project, in addition to other methods traditionally utilized by Metro.

Furthermore, the City is concerned regarding the potential removal of an existing Chili's Grill and Bar, located within the Pico Rivera Towne Center at 8890 Washington Boulevard, in order to accommodate the construction of a park-and-ride parking structure to serve the Rosemead Boulevard light rail station. Due to the quality of life value that productive and family-friendly sit-down restaurants bring into the City and the desire Pico Rivera residents have for quality family-oriented sit-down restaurants, the City is requesting that the economic impacts of removing any productive and desired establishments for the purpose of constructing a park-and-ride parking structure be evaluated. The analysis should consider locating park-and-ride parking structures within adjacent underutilized parcels, such as the property located at 8737 Washington Boulevard, currently occupied by Wells Fargo bank, and a currently vacant building located at 8825 Washington Boulevard. Both of the underutilized parcels are located on the north side of Washington Boulevard, between Crossway Drive to the west and Rosemead Boulevard to the east.

2. Noise Impacts

Along with commercial developments, there are several single family homes and multifamily developments along the south and north sides of Washington Boulevard from its westerly to easterly terminus within the City of Pico Rivera. It is assumed that noise impacts to the surrounding existing developments will be analyzed, as such impacts were analyzed in the initial EIS; however, as stipulated within this letter, the City of Pico Rivera is in the beginning stages of developing a TOD Specific Plan for the area surrounding the proposed light rail station adjacent to the intersection of Washington and Rosemead Boulevards. The purpose of the Specific Plan will be to encourage transit-supportive development, which usually includes increasing density and providing mixed-use developments consisting of residential units. The City recommends that noise impacts to potential future residential development within the TOD Specific Plan boundaries be analyzed, so that such future residential developments may feasibly comply with local, state and federal ambient noise and ground-borne vibration/noise levels generated by the Project during the construction phase and during the light rail alignment and stations operation and maintenance.

The City of Pico Rivera looks forward to reviewing the Draft EIS. If you have any questions regarding this comment letter, please contact me at (562) 801-2163 or by email at cfoulkes@pico-rivera.org. Please send the Draft EIS to the following address:

Christina Foulkes Principal Planner City of Pico Rivera 6615 Passons Boulevard Pico Rivera, California 90660

Sincerely,

Fall

Christina Foulkes Principal Planner

Tentatively Proposed Project Area Map

Washington and Rosemead Boulevard Transit Oriented Development Specific Plan



MAYOR: Margaret Clark

MAYOR PRO TEM: Sandra Armenta

COUNCIL MEMBERS: SEAN DANG POLLY LOW STEVEN LY



July 15, 2019

City of Rosemead

8838 E. VALLEY BOULEVARD P.O BOX 399 ROSEMEAD, CALIFORNIA 91770 TELEPHONE (626) 569-2100 FAX (626) 307-9218

Jenny Cristales-Cevallos, Project Manager LA METRO One Gateway Plaza, MS 99-22-6 Los Angeles, CA 90012 <u>eastsidephase2@metro.net</u>

Subject: Response to Scoping for the EIS/EIR to be Prepared for the Eastside Transit Corridor Phase 2 Project

Dear Ms. Cristales-Cevallos:

The City of Rosemead would like to thank METRO for providing this opportunity to comment on the Scoping for the preparation of a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project.

It is our understanding that the project will look at four project alternatives; No Build, An Aerial Line over the SR-60 Freeway, a combination of a below grade and at grade line along Washington Boulevard and a combination of both the SR-60 line and Washington Boulevard line. The project is proposing several transit stations within proximity to City of Rosemead residents at The Montebello Shops, at Santa Anita and the SR-60 and at Peck Road and the SR-60. The City recognizes that a robust Transit system is needed and would like to see the SR-60 alternative whether on its own or in concert with the Washington Boulevard line move forward and be selected as the preferred alternative.

Our residents have expressed several concerns with maintenance of the transit stations in upkeep and future costs and would like this included in the EIR. There is also a concern that during construction, Traffic will be diverted onto our local arterials and will significantly impact our residents quality of life with added congestion locally as well as create a diversion of routes to and from work and school which will result in an increase in Greenhouse Gas Emissions, pollutants and a decrease in pedestrian safety as they walk. We expect that these items will be of concern to not only the City of Rosemead but also other Cities which border the potential Transit lines. A detailed analysis of traffic with and without the preferred project and during construction should be included in the final EIR.

We appreciate the opportunity to comment on the project scoping and would like to remain on the mailing list for updates on project scoping and meeting dates.

Sincerely,

Ilaia Molleda

Gloria Molleda City Manager

c: Mayor and City Council

You have a voice in our future.

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: DATE: Quiet Cannon Conference & Event Cent 6/24/19 because I believe it would provide Il SR-60 Route SUDDOFT buch." "borry for the East west computer traffic or greater 60 an the most congested among two freeways ornad opportunity an Congestion congestion report on trasf Mowever, believe longer dista is order Count +0 Vice Orange and VENSO bus orger would d much heed Blud My proposed Washington Altemat NP. enong 972 make regli enth eFn completion 60 support timetable to E max mize dollars and reduce the M east - wes entire region Jason Pu San Gabriel Mayor City of CITY, STATE, ZIP

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

City of San Gabriel

1	PUBLIC SCOPING MEETING
2	MONTEBELLO, CALIFORNIA
3	JUNE 24, 2019
4	
5	JASON PU: My name is Jason Pu. I am the Mayor
6	of the City of San Gabriel.
7	I appreciate Metro having these public scoping
8	meetings to get community input on the site extension of the
9	Gold Line. And I would like to advocate for keeping the Gold
10	Line, the extension, along the route that would be along the
11	60 rather than the route that is proposed for it to go down
12	the 5. All freeways in the region are heavily congested, but
13	I would say that the 10 and the 60 Freeways are the most
14	congested freeways in the area, especially as it interfaces
15	with housing. Where it's affordable now for people to live
16	is farther east, but where the jobs are is still downtown or
17	the west side, so they are traveling east/west along the 10
18	and the 60 to commute to work every single day. And having
19	the Eastside extension, you know, along the 60 or somewhere
20	maybe even hopefully between the between the 60 and the 10
21	would help get cars off the road. Off the 10 and 60 Freeways
22	I think is the maximum benefit for the region and the local
23	communities.
24	And even if that is the route that is selected or
25	at least selected to be built first, I would also say, you

1	know, waiting until 2040 or that kind of time frame for it to
2	be completed is also a tough pill to swallow because, in that
3	case, that won't be something that I will be able to use, nor
4	will my daughter be able to use it, but perhaps my grandkids
5	will be able to use it. And, you know, so it's not only
6	about having the route that would get the most cars off the
7	road, but also about accelerating the project so that we can
8	get some traffic congestion relief now or sooner.
9	And I thank the Metro Board for its consideration
10	of my comments and those of the community.
11	Thank you.
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City of San Gabriel

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4	JASON PU: First I want to say that I fully
5	support one of the comments that were made here about
6	undergrounding. There is no reason why our Eastside
7	community should be shortchanged as compared to the Westside
8	community.
9	(Applause.)
10	But I also wanted to speak as to the three options
11	that Metro is now considering in terms of what to build and I
12	want to start encouraging the SR 60 route which has already
13	been discussed. Hopefully it will be built with the
14	community in mind, that is, done in an environmental way and
15	know how it will in the future affect all neighborhoods. And
16	but we all know that the 10 and the 60 Freeways are two of
17	the worst freeways in the country. And the reason is because
18	of housing affordability encourages population farther and
19	farther east, but the jobs are still here in our area,
20	downtown and the Westside. So many people are commuting on
21	the 10 and the 60 Freeway east/west two, three hours a day
22	each way. So that's why I believe the SR 60 route would have
23	the grandest bang for the buck. Have the greatest chance to
24	get most cars off the road and best chance of reducing
25	congestion for the entire region.

1	The Washington Boulevard route along the 5 there is
2	no doubt that congestion along the 5 is bad as well.
3	However, I think traffic on the 5 is longer distance traffic
4	as in traffic from Orange County, from L.A. and vice versa.
5	So in order to really address that congestion you have to
6	build a much longer line than what is being proposed by the
7	Washington alternative.
8	And my concern for the combined alternative is that
9	there really isn't enough funding to build enough of a line
10	on both routes for it to be really useful and effective. So
11	it's almost like getting, you know, the worse of both worlds.
12	So I encourage Metro and the community here to support SR 60
13	route to build it first and to build it faster.
14	Thank you for listening.
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You have a voice in our future.

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: PLED RIVERA

ridership LPA based the ON Washington be should of points destination. pration COMMUM M stongly considered at-grade Rlignment should 21 design how component CritCN San River. Right anes on and lanes through the Darkik reduction 01 Showly 21 diverted nut uper traffic dune, deprived Count that congestion Southwast has her provide public transportation and onject Hansportation mass this to area NOE NEGRETE OF PUBLIC WORKS DIRECTVN SANTA FE SPRINGS CITY OF MAILIN

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



6/26/19

DATE:

 \ge

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

You have a voice in our future.

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6/26/19

LOCATION: PILO Rivera

The City of Santa Re Springs supports the Washington Bled would to have the most efficient Altorgh option. we 04 method construction effective Concerns commonst pen opposition Although 18 VOCK hie there malergrownel av it by 2028 with Varie constructed Eon store two

Kaymor Sunter Fe Springs

MAILING ADDRESS

CITY, STATE, ZIP

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



 \times

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2



CITY OF SOUTH EL MONTE

Community Development Department

July 15, 2019

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, MS 99-22-1 Los Angeles, CA 90012

Re: City of South El Monte Comments on Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project

Ms. Cristales-Cevallos,

Thank you for including the City of South El Monte in the environmental review process for Metro's Eastside Transit Corridor Phase 2 Expansion. As understood by the City staff, Metro is preparing a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project (Project) that proposes to extend the Gold Line further east from its current terminus at Pomona Boulevard and Atlantic Boulevard in East Los Angeles to South El Monte via State Route 60 (SR-60) and Whittier along Washington Boulevard.

Through this letter the City would like to submit comments that should be considered as part of the Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project.

Should you have any questions regarding this letter, please call Jose Daniel Jimenez at (626) 579-6540, extension 3218 or via email at jjimenez@soelmonte.org.

Sincerely,

Jose Daniel Jimenez Community Development Director

Attachment: Comments on Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project

cc: Rachel Barbosa, Interim City Manager City Council 2019 Read File

Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project

Comments:

The City of South El Monte has considered the information presented as part of the scoping process for Metro on the Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project and request that the comments below be integrated or addressed as part of the environmental review process.

General Comments:

- The City of South El Monte is in full support of Metro's light rail plans in the region. The City of South El Monte recommends that Metro consider a Locally Preferred Alternative (LPA) that will focus on one alignment, rather than an option that considers a combination of two alternatives. As understood by staff, three billion dollars are allocated to this project, which will cover the approximate cost of the SR-60 (South El Monte) Alternative. Consideration to build out both lines at the same time will result in a reduced SR-60 line that may not extend into the City of South El Monte. Therefore, the City of South El Monte is requesting that the SR-60 LPA be given the highest consideration as this line will extend into and to the benefit of the City of South EL Monte.
- In the event that a preferred LPA is not approved by Metro, staff would request that any transportation funds dedicated to the SR-60 LPA be diverted to fund alternative modes of transportation within the community of South EL Monte. Alternative modes of transportation included, but are not limited to Bus Rapid Transit (BRT), first-last mile projects, and additional transit routes with stops within the City of South El Monte.
- As part of the decision-making process, the City of South El Monte requests that any and all discussions or decisions that may impact the South El Monte Community include city staff.
- Staff also requests that Metro consider any possible funding assistance or help to aide in the funding of TOD developments within the tentative light rail stations.
- South El Monte High School is adjacent to the proposed alignment, City staff request the high school and school district officials be considered as part of the decision-making process.



Joe Vinatieri Mayor

Fernando Dutra Mayor Pro Tem

Henry Bouchot Council Member

Cathy Warner Council Member

Josué Alvarado Council Member

Jeffrey W. Collier City Manager

City of Whittier

13230 Penn Street, Whittier, California 90602-1772 (562) 567-9999 www.cityofwhittier.org

July 15, 2019

Jenny Cristales-Cevallos, Senior Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mail Stop 99-22-6 Los Angeles, California 90012

SUBJECT: EIS/EIR SCOPING COMMENTS – EASTSIDE TRANSIT CORRIDOR PHASE 2

Dear Ms. Cristales-Cevallos:

On behalf of the City of Whittier, we are appreciative of the opportunity to participate in the scoping for the Supplemental Draft Environmental Impact Statement (EIS) for the Eastside Transit Corridor Phase 2 Project (Project). As you know, the City of Whittier is part of a larger coalition of residents, businesses, educational agencies and government agencies highly supportive of expansion of transit opportunities in our region.

Whittier seeks to continue to be a participating agency, as we have previously been involved in the process studying the Washington Boulevard alignment and the SR-60 alignment. As the current Administrative Chair of the Washington Boulevard Coalition, we maintain our support for the Eastside Transit Corridor Phase 2 Project to extend light rail services into the eastern portions of Los Angeles County, providing reliable public transit opportunities to residents and businesses, including many whom reside within the largest concentration of disadvantaged communities in California. As an active member of the Washington Boulevard Coalition, we are encouraged that the City of Montebello has recently joined our Coalition meetings, which includes the City of Commerce, Pico Rivera, Santa Fe Springs, and Whittier, to work together in the planning and coordination for the Washington Boulevard alignment.

Understanding that the close coordination between transit planning and land use planning are high priorities of the Metro Board, it is important to mention that the City of Whittier is currently in the process of updating our General Plan. Substantial community discussion regarding environmental justice, connective communities, transit connectivity, and mixed-use and zoning for transit-oriented development has helped to inform this "Envision Whittier" process. We are prepared to adopt regulatory changes that advance transit-oriented development patterns, including standards in our new General Plan, a new transit-oriented Page Two Jenny Cristales-Cevallos July 15, 2019

development specific plan for the area that will be served by the future Eastside Extension Phase 2 light rail terminus, and as appropriate, amending the Zoning Code and advancing the relevant environmental clearances to facilitate early project delivery of the Washington Blvd. alignment.

One of the region's largest healthcare providers and busiest hospitals, PIH Health Hospital, is located adjacent to the terminus station and is highly supportive of the Washington Boulevard alignment. We join them in urging full analysis of circulation, access for emergency vehicles, and transit-oriented station design that will service their 625,000 annual patients and 6,000 employees and volunteers.

Moreover, the potential health and economic development impacts of the project cannot be divided from the environmental impacts; there are direct correlations between environmental justice and physical and socioeconomic health. A robust review of the multitude of potential health and economic benefits from the Eastside Extension of the Gold Line will be critical in the consideration of the long-term impacts of the project.

Whittier is posed to start construction later this year on the 2.8 mile easterly extension of the Greenway Trail from its current terminus at Mills Avenue to the Orange County line. This will provide connectivity to the City of La Habra and ultimately to bike trails beyond in Fullerton and Brea. These trail design efforts have been in the planning and design stages by our neighboring cities and OCTA for some time. The Draft EIS/EIR needs to assess connection of the Whittier Greenway Trail connection to the terminus station as well as consider the extension of the Trail to communities in Orange County.

Further, Whittier is launching the study of a shuttle that will link Uptown Whittier, The Groves (which will include 750 new housing units in a mixed-use planned community), PIH/Gold Line station, and other areas of the community. Additionally, we have been in discussions with communities to the east in North Orange County as well as with OCTA about providing transit connections that will link to the terminus station in order to reduce the number of vehicles commuting on our local arterial streets. The Draft EIS/EIR should assess these and other potential forms of connectivity to the station as well as the impact on ridership.

We look forward to robust participation in the environmental study and to reviewing the Draft EIS.

Sincerely,

Jeffrey W. Collier City Manager

cc: Whittier City Council Supervisor Janice Hahn Phillip A. Washington, Metro CEO

County Agencies



COUNTY OF LOS ANGELES FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE LOS ANGELES, CALIFORNIA 90063-3294 (323) 881-2401 www.fire.lacounty.gov

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June 19, 2019

Jenny Cristales-Cevallos, Project Manager Metropolitan Transportation Authority Planning and Development One Gateway Plaza Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos:

RECIRCULATED ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT, "EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT," TO IMPROVE MOBILITY, ACCESSIBILITY AND CONNECTIVITY TO THE REGIONAL TRANSIT SYSTEM BY EXPANDING THE METRO GOLD LINE EASTSIDE EXTENTION TO THE EAST BY 6.9 TO 9.5 MILES, LOS ANGELES COUNTY, FFER 201900054

The Recirculated Environmental Impact Statement/Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the Draft EIS/EIR.

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

LAND DEVELOPMENT UNIT:

1. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.

AGOURA HILLS ARTESIA AZUSA BALDWIN PARK BELL BELL GARDENS BELL GARDENS BELLFLOWER BRADBURY SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

CALABASAS CARSON CERRITOS CLAREMONT COMMERCE COVINA CUDAHY DIAMOND BAR DUARTE EL MONTE GARDENA GLENDORA HAWAIIAN GARDENS HAWTHORNE HERMOSA BEACH HIDDEN HILLS HUNTINGTON PARK INDUSTRY INGLEWOOD IRWINDALE LA CANADA-FLINTRIDGE LA HABRA LA MIRADA LA PUENTE LAKEWOOD LANCASTER LAWNDALE LOMITA LYNWOOD MALIBU MAYWOOD NORWALK PALMDALE PALOS VERDES ESTATES PARAMOUNT PICO RIVERA POMONA RANCHO PALOS VERDES ROLLING HILLS ROLLING HILLS ESTATES SANTA CLARITA SIGNAL HILL SOUTH EL MONTE SOUTH GATE TEMPLE CITY WALNUT WEST HOLLYWOOD WESTLAKE VILLAGE WHITTIER Jenny Cristales-Cevallos, Project Manager June 19, 2019 Page 2

- 2. Notify the County of Los Angeles Fire Department at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area.
- 3. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

For any questions regarding the report, please contact Joseph Youman at (323) 890-4243 or Joseph.Youman@fire.lacounty.gov.

FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Joseph Brunet at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or <u>Perla.garcia@fire.lacounty.gov</u> if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

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Jenny Cristales-Cevallos, Project Manager June 19, 2019 Page 3

Very truly yours,

Michel y. Tull

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION PREVENTION SERVICES BUREAU

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COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

² John Wicker, Director

Norma E. Garcia, Chief Deputy Director

July 15, 2019

Ms. Jenny Cristales-Cevallos Project Manager Countywide Planning and Development Los Angeles County Metro One Gateway Plaza Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos:

RECIRCULATED NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

The NOP for the Supplemental/Recirculated Draft Environmental Impact Report for the Eastside Transit Corridor Phase 2 Project has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). The Project would extend the Metro Gold Line further east from the existing Atlantic Station in East Los Angeles to South El Monte via State Route 60 (SR-60) and/or Whittier along Washington Boulevard. The proposed SR-60 Alternative may impact Whittier Narrows Recreation Area and the Rio Hondo River Trail. The proposed Washington Boulevard Alternative may impact both the Rio Hondo River Trail and San Gabriel River Trail. Please find below our detailed comments:

Whittier Narrows Recreation Area (WNRA)

WNRA is a 1,492-acre park located in the City of South El Monte and is one of Los Angeles County's largest and most popular recreation areas. The park is located on both sides of the SR-60 at Rosemead Boulevard and Santa Anita Avenue.

<u>Aesthetics</u>: The proposed Project would degrade the quality of the existing viewshed from within the park. The existing view from inside the park consists of lake, trees, and the mountains, which would be partially blocked by the construction of the SR-60 Alternative south of the Pomona Freeway. Potential mitigation measures include (but are not limited to): minimizing grading of natural and semi-natural open space; placing of new or existing utilities underground; and addition of landscaping such as ivy-covered columns and planting of trees along the alignment so that the project would be less visible from the park.

Planning and Development Agency • 1000 S. Fremont Avenue, Unit #40, Alhambra, CA 91803 • (626) 588-5322

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 2

<u>Air Quality</u>: The proposed activities associated with Project construction could result in fugitive dust, mobile emissions, and various stationary source emissions. Certain park patrons, including the elderly, children, and persons with pre-existing respiratory or cardiovascular illness, are especially vulnerable to the effects of air pollutants. Potential mitigation measures include (but are not limited to): applying water sprays to all disturbed active construction areas, scheduling truck trips outside peak traffic hours, and using alternatively fueled vehicles for Project operational activities.

<u>Stormwater Management:</u> The land that is proposed for the development of the proposed Santa Anita Station serves a valuable role for ground water recharge. Paving or otherwise making it impermeable could increase water run-off into Legg Lake at WNRA with potential for increased pollution from trash and chemical contamination. Legg Lake is already under a Total Maximum Daily Load (TMDL) Consent Decree from the Regional Water Quality Control Board. Potential mitigation measures include (but are not limited to): strategically-placed vegetated buffers, grassy strips and swales; and permeable pavement for the proposed station.

<u>Noise</u>: Construction of the proposed project would generate increased noise levels adversely affecting sensitive receptors such as the elderly and children who use the park. Although construction noise is a temporary impact, mitigation measures should be provided and may include (but not limited to): scheduling construction during off peak use of the recreation facilities; using the most current methods of equipment noise control; and provision of enclosures on motor compartments.

<u>Biological Resources</u>: The Project should consider construction and rail operationsrelated impacts on sensitive bird species. WNRA is a popular bird watching hot spot and many birding enthusiasts visit the park for this reason. We recommend that Metro consult with the Whittier and Pasadena Audubon Societies for potential mitigation. Should the Project require tree removal, tree trimming and/or the re-planting of trees for restoration, please contact Mr. David Jallo, Park Superintendent, at (626) 575-5526 or djallo@parks.lacounty.gov.

<u>Park Accessibility</u>: The proposed Santa Anita Station would facilitate rail transportation to WNRA, enabling visitors to conveniently travel to the park by train. With the increased visitation from rail-travelers, connectivity with park trails/pathways would need to be considered. Impacts from vehicle traffic to the proposed rail station at Santa Anita may also impact park use, especially during times of weekends, special events, and/or other holidays such as Easter and Mother's Day. The EIR should analyze how the increased traffic would affect the park during weekends, special events, and holidays, and provide appropriate mitigation measures. Please contact Mr. David Jallo, Park Superintendent, at (626) 575-5526 or djallo@parks.lacounty.gov for coordination on park access related matters.

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 3

<u>Triple B Clay Shooting Range</u> Shooting activities in the shooting range normally impact the area south of the Pomona Freeway. Construction activities on the north side of the shooting range may interfere with shooting activities. We recommend that the project install temporary walls to stop shotgun pellets.

Rio Hondo River Trail and San Gabriel River Trail

Both alternatives, along with the combined alternatives, may affect the Rio Hondo River Trail and San Gabriel River Trail. The proposed Project should take DPR's unpaved multi-use trails, which are used for hiking, biking, and horseback riding, into consideration early in the planning process. The Project primarily focuses on paved bicycle trails and paths. For the location of DPR's multi-use trails, please download and review the file "Department of Parks and Recreation Trails" from the Los Angeles County GIS Data Portal. (https://egis3.lacounty.gov/dataportal/).

The Washington Alternative is proposing at-grade segments at the Rio Hondo River Trail crossing and at-grade/aerial options at the San Gabriel River Trail crossing, which may affect trail users. The Washington Alternative has a long span across the Rio Hondo River; further clarification is needed with regards to the elevation change of the tracks dropping to at-grade.

All construction activities, specifically those which generate construction traffic, noise and/or disturbances, shall occur outside of high visitations days (weekends) and holidays. If temporary trail closure, obstruction detour, and/or restrictions are deemed necessary, Metro shall coordinate with DPR sixty (60) days prior to the onset of construction activities to allow for review and coordination of schedule for construction activities. Prior to temporary trail closure, obstructions, detour and/or restrictions, Metro shall provide the DPR a complete description of construction activity, materials, equipment, method, trail re-route options and vehicles to be used, temporary signage as well as best management practices to be implemented. For trail inquiries, please contact Ms. Natasha Krakowiak, Trail Planner, at (626) 588-5813 or at nkrakowiak@parks.lacounty.gov.

Prior to construction or any disturbance of the trail, Metro shall notify the public at-large of the pending construction activity, if any, forty-five (45) days prior to commencing construction. The form of public outreach shall be through several mediums such as local publications and public signs within a one-mile radius of trail access points or existing trails. Notices on the trail shall begin approximately two (2) miles north and south of the construction zone in both directions with intermediate signs every one half mile. Notice shall be sent to groups such as equestrian, mountain bike, and hiking groups in the general area. Please coordinate with our trail staff regarding re-routing of the Rio Hondo River Trail and the San Gabriel River Trail during construction.

Ms. Jenny Cristales-Cevallos July 15, 2019 Page 4

Construction activities and operations occurring within WNRA, Rio Hondo River Trail and San Gabriel River Trail may require a right-of-entry permit from DPR. Metro shall contact DPR ninety (90) days prior to commencing construction. For inquiries on the right-of-entry permit, please contact Ms. Diane Thome, Administrative Assistant III, at (626) 588-5324 or by email at dthorne@parks.lacounty.gov.

Thank you for including DPR in this environmental review process. If we may be of further assistance, please contact Ms. Jui Ing Chien, Park Planner, at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

Sincerely,

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A ina Bokde Deputy Director

AB:CL:JIC:NK:nk

c: Parks and Recreation (R. Williams, C. Lau, D. Jallo, M. O'Connor, N. Krakowiak, L. Barocas, D. Thorne, J. Chien)



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012 Telephone (213) 974-4444 / FAX (213) 626-6941

JANICE HAHN CHAIR

July 15, 2019

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012

Dear Ms. Cristales-Cevallos,

As the Chair of the Los Angeles County Board of Supervisors and as a Metro Board Member, I support accelerating Metro's Gold Line Eastside Extension Phase II. This rail project is part of the Metro Boardapproved priority "4 Pillar Projects" to be built in time for the 2028 Olympics.

The current environmental study will demonstrate the impacts and solutions to best deliver a project that will grow Metro's ridership, provide the greatest level of connectivity between neighborhoods, spur economic development in the surrounding areas, and have a strong partnership with local jurisdictions.

Recently, I had the pleasure to work with the "Washington Boulevard Coalition," an advocacy group in favor of the project alternative that ends in Whittier. This 8.8-mile alternative would begin underground, traveling to the Citadel Shopping Outlets in Commerce, the schools and neighborhoods of Montebello and Pico Rivera, the job centers in Santa Fe Springs, and the PIH Health Hospital in downtown Whittier.

This alternative, known as the Washington Boulevard alternative, is projected to carry between 19,600-21,000 daily riders, connecting residents to their jobs, schools, healthcare, and bringing true equity to the region.

It is energizing to see local communities organizing themselves to speak in favor of this project. I am looking forward to seeing the completion of the environmental study, which will determine the alternative that carries the greatest potential to meet the transportation needs of our underserved communities.

Sincerely,

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JANICE HAHN Chair, Board of Supervisors Supervisor, Fourth District County of Los Angeles

Regional Agencies & Special Districts

WHITTIER UNION HIGH SCHOOL DISTRICT

Whittier Union High School District



to achieve and maintain excellence

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9401 South Painter Avenue • Whittier, California 90605-2729 • 562-698-8121

June 17, 2019

Ms. Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, California 90012

Re: Public Scoping Comment - Supplemental/Recirculated EIS/EIR for Gold Line Alternatives

Dear Ms. Cristales-Cevallos:

Please accept this written comment to supplement the oral comments that I offered at the public scoping meeting on June 13, 2019 in Whittier.

I am an elected member of the Board of Trustees of the Whittier Union High School District, which serves over 10,000 high school students and their families in all or a portion of the Cities of Whittier, Pico Rivera, Santa Fe Springs, and Norwalk as well as unincorporated Whittier and other cities. The District operates five comprehensive high schools (Whittier High School, Pioneer High School, Santa Fe High School California High School and La Serna High School), a continuation school, an adult school and a variety of other educational and instructional programs and services in southeast Los Angeles County. The geographic boundaries of the District encompass a significant percentage of the overall study area for the Supplemental/Recirculated EIS/EIR.

In my oral comments, I noted that the area and population served by our District are significantly *under*-served by existing transportation infrastructure. While the heavily congested 605 Freeway (a north-south corridor) generally provides a western boundary for our area, we are largely "landlocked" in terms of access to east-west freeway systems, and heavily reliant on surface streets or highways such as Whittier and Washington Boulevards. This sets us apart from the Montebello area which is much more closely proximate to the Pomona (60) Freeway and therefore benefits more from existing freeway routes.

This fact should be taken into consideration in connection with the Washington Alternative identified for scoping purposes, in comparison to the SR 60 LRT Alternative. The SR 60 LRT Alternative – as the name suggests – would align the rail system with the existing freeway, while the Washington Alternative would provide high-capacity transportation infrastructure in an area where such infrastructure does not currently exist.

Serving an under-served community has evident benefits in and of itself. In terms of light-rail transit, *ridership* is likely to be enhanced by providing a convenient, clean and economical transit option in an area in which fewer options of any kind can be found.

It is the mission of the Whittier Union High School District to achieve and maintain excellence in providing a comprehensive education for all students. The students and families of our District – a very substantial majority of which are classified in federal and state statistical measures as socio-economically disadvantaged – would reap a significant benefit from access to such transit services, and likely more so than communities that already have convenient access to the east-west Pomona Freeway.

<u>Regional healthcare needs</u> would also be better served by the direct route to PIH Health Hospital – Whittier and the network of medical offices and services which have grown up around that Hospital compared to the other alternative being studied.

Access to <u>improved athletic and recreational facilities</u> will also be enhanced. Our District has recently constructed a new stadium and athletic facilities at Pioneer High School (Pioneer Blvd. at Slauson Ave.) and the school is also slated to become the site for a new Aquatic Center to be built by the County of Los Angeles through the efforts of Supervisor Janice Hahn. These facilities deserve enhanced access opportunities.

From an <u>environmental</u> viewpoint, the principal environmental benefit from LRT installations is that they provide alternatives to motor transport on streets and freeways. Intuitively, this benefit will be greater from the siting of a Gold Line extension within an existing landlocked area where the need for alternative transit is the greatest. Among other things, residents of the District's service area are more likely to be engaged in longer (both in miles and duration) trips due to the landlocked character of the area compared to regions more closely tied to existing east-west freeways. The environmental benefit (chiefly in terms of exhaust emissions) from providing an alternative to motor vehicle transit would therefore be more pronounced.

Thank you for the opportunity to submit these comments. We would welcome the opportunity to confer with Metro staff regarding these matters if that would be beneficial to you.

Sincevely. Leighton Anderson

Leighton Anderson Board of Trustees Whittier Union High School District

 c: Jeff Collier, Whittier City Manager Joe Vinateri, Mayor of Whittier Janice Hahn, L.A. County Board of Supervisors Ian Calderon, California State Assembly Bob Archuleta, California State Senate

State Agencies

June 28, 2019

VIA EMAIL

Ms. Jenny Cristales-Cevallos, Senior Manager Metro One Gateway Plaza, Mail Stop: 99-22-6 Los Angeles, CA 90012 Email: <u>cristalescevallosj@Metro.net</u>

Dear Ms. Cristales-Cevallos:

RECIRCULATED NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) SCH: NO. 2010011062

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and encompasses all or portions of the Montebello, Lapworth (abandoned), East Los Angeles, Whittier, and Bandini oil fields. Division records indicate the nearby presence of oil field production facilities and multiple active, idle, and plugged oil and gas wells, with particular possible concerns in the East Los Angeles field where the "Washington Alternative" appears to pass through the center of this field and its 25 wells. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing dogdist1@conservation.ca.gov.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing <u>DOGDIST1@conservation.ca.gov</u> or by calling (562) 637-4400.

Sincerely,

Curter M. all

Curtis M. Welty, PG Associate Oil and Gas Engineer

cc: The State Clearinghouse in the Office of Planning and Research Email: <u>state.clearinghouse@opr.ca.gov</u>

Christine Hansen, DOC OGER Email: <u>Christine.Hansen@conservation.ca.gov</u>

Vanessa Adame, DOC OGER Email: <u>Vanessa.Adame@conservation.ca.gov</u>

Naveen Habib, DOC OGER Email: <u>Naveen.Habib@conservation.ca.gov</u>

Jan Perez, DOGGR CEQA Unit Email: <u>Jan.Perez@conservation.ca.gov</u>

Environmental CEQA File



CALIFORNIA Provinsion Wild Dire

State of California – Natural Resources Agency DEPARTMENT OF FISH AND WILDLIFE South Coast Region 3883 Ruffin Road San Diego, CA 92123 (858) 467-4201 www.wildlife.ca.gov

July 19, 2019

Ms. Jenny Cristales-Cevallos, Senior Manager Metro One Gateway Plaza, MS 99-22-6 Los Angeles, CA 90012 <u>Cristalescevallosj@Metro.net</u>

Subject: Comments on the Notice of Preparation of a Supplemental/Recirculated Draft Environmental Impact Report for the Eastside Transit Corridor Phase 2 Project, SCH# 2017081062, Los Angeles County

Dear Ms. Cristales-Cevallos:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Notice of Preparation (NOP) for the Eastside Transit Corridor Phase 2 Project (Project) Supplemental/Recirculated Draft Environmental Impact Report (SDEIR).

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State [Fish & Game Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect state fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & Game Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" (see Fish & Game Code, § 2050) of any species protected under the California Endangered Species Act (CESA; Fish & Game Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & Game Code, §1900 et seq.), CDFW recommends the project proponent obtain appropriate authorization under the Fish and Game Code.

Conserving California's Wildlife Since 1870

Ms. Jenny Cristales-Cevallos Metro July 19, 2019 Page 2 of 9

Project Location: The Project encompasses the existing Metro Gold Line Station at Atlantic Boulevard in East Los Angeles and proposes an eastward extension of this light rail transit (LRT) line either to the City of Whittier or the City of South El Monte. The Project area encompasses over 50 square miles of communities to the east and southeast of downtown Los Angeles. It includes portions of the cities of Commerce, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier, and portions of unincorporated Los Angeles County, which include East Los Angeles and west Whittier-Los Nietos.

Project Description/Objectives: The Project would extend the Metro Gold Line Eastside Extension from the existing Atlantic Station to eastern Los Angeles County.

The SDEIR will focus on the No Build Alternative and the following build alternatives for environmental review:

- SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);
- Washington Boulevard Alternative with the Atlantic Boulevard below-grade option (referred to as the Washington Boulevard Alternative); and
- Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives.

It is anticipated that the SDEIR may include, but is not limited to, variations in station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist Metro in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Specific Comments

- <u>Regional Setting</u>. CEQA Guidelines section 15125(c) require the Lead Agency to include information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis placed on resources that are rare or unique to the region. The SDEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities from Project-related impacts. CDFW considers these communities as threatened habitats having both regional and local significance. Plant communities, alliances, and associations with a state-wide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting <u>https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities#sensitive%20natural%20communities</u>.
- 2) <u>Construction-related Impacts</u>. The SDEIR should include an analysis of impacts related to pile driving near water ways (both channelized and natural) as well as bridges that support bats and/or nesting birds. Pile driving and other construction techniques have the potential to significantly impact terrestrial and aquatic species. The analysis should consider the

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different levels of impacts to aquatic and non-aquatic species due to sound/shock waves that attenuate in water.

- 3) <u>Fuel Modification</u>. The SDEIR should include information as to how the Project or adjacent land may be affected by fuel modification requirements. A discussion of any fuel modification requirements for this Project should be included in the SDEIR to allow CDFW to assess potential impacts to biological resources. CDFW recommends all fuel modification requirements be met on the Project, and not in mitigation lands or habitat adjacent to the Project. Habitat being subjected to fuel modification (e.g., thinning, trimming, removal of mulch layer) should be considered an impact to these vegetation communities and mitigated accordingly. CDFW also recommends any irrigation proposed in fuel modification zones drain back into the development and not onto natural habitat land as perennial sources of water allow for the introduction of invasive Argentine ants.
- 4) <u>Rodenticide Use</u>. Impacts to biological resources can occur from wildlife directly consuming poison. Impacts can also occur through secondary poisoning where an animal consumes another organism that has consumed poison. CDFW confirmed anticoagulant rodenticide in 14 of 14 mountain lions necropsied in 2013 (McMillin, 2013). Lima et al. (2010), tested 96 birds (11 raptor species) in California and found 86 out of 96 raptors tested positive for second generation anticoagulant rodenticides. CDFW recommends the SDEIR contain language disallowing the use of rodenticides that could result in direct or secondary poisoning to native mammals, birds, and raptors.
- 5) <u>Landscaping</u>. CDFW recommends using native, locally appropriate plant species for landscaping on the Project site. CDFW recommends invasive/exotic plants, including pepper trees (*Schinus* genus) and fountain grasses (*Pennisetum* genus), be restricted from use in landscape plans for this Project. A list of invasive/exotic plants that should be avoided as well as suggestions for better landscape plants can be found at <u>http://www.calipc.org/landscaping/dpp/planttypes.php?region=socal</u>.
- 6) <u>Jurisdictional Waters</u>. The Project crosses over several streams. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to CDFW pursuant to Fish and Game Code Section 1600 *et seq.*
 - a) CDFW's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA¹.
 - b) The project area may support aquatic, riparian, and wetland habitats; therefore, a preliminary delineation of the streams and their associated riparian habitats should be

¹ A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

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> included in the SDEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service (FWS) wetland definition adopted by CDFW². Be advised that some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.

- c) In project areas which may support ephemeral or episodic streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of these resources and help maintain natural sedimentation processes; therefore, CDFW recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.
- d) Project-related changes in upstream and downstream drainage patterns, runoff, and sedimentation should be included and evaluated in the SDEIR.
- e) As part of the LSA Notification process, CDFW requests the 100, 50, 25, 10, 5, and 2year frequency storm event for existing and proposed conditions. CDFW recommends the SDEIR evaluate the results and address avoidance, minimization, and/or mitigation measures that may be necessary to reduce potential significant impacts.

General Comments

- 1) <u>Project Description and Alternatives</u>. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the SDEIR:
 - A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,
 - b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.
- 2) <u>Wetlands Resources</u>. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's policies. The Wetlands Resources policy (<u>http://www.fgc.ca.gov/policy/</u>) of the Fish and Game Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

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² Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, FWS.

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- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the Project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the SDEIR and these measures should compensate for the loss of function and value.
- b) The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this state that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this state; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & Game Code, § 5650).
- 3) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or State-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or . threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit, Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 4) <u>Biological Baseline Assessment</u>. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the SDEIR should include the following information:

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- a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)];
- b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline);
- c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the Project site and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer, 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;
- d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. CDFW's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. CDFW recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at <u>http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp;</u>
- e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California SSC and California Fully Protected Species (Fish & Game Code, §§ 3511, 4700, 5050 and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the USFWS; and,
- f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.
- 5) <u>Biological Direct, Indirect, and Cumulative Impacts</u>. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the SDEIR:
 - a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and

frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat (if any) supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included;

- b) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & Game Code, § 2800 et. seq.). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the SDEIR;
- c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the SDEIR; and,
- d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 6) <u>Compensatory Mitigation</u>. The SDEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.
- 7) Long-term Management of Mitigation Lands. For proposed preservation and/or restoration, the SDEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.
- 8) <u>Nesting Birds</u>. CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty

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under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 1 through September 1 (as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbance area (within 500-feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

- 9) <u>Translocation/Salvage of Plants and Animal Species</u>. Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.
- 10) <u>Moving out of Harm's Way</u>. The proposed Project is anticipated to result in clearing of natural habitats that support many species of indigenous wildlife. To avoid direct mortality, we recommend that a qualified biological monitor approved by CDFW be on-site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss. If the project requires species to be removed, disturbed, or otherwise handled, we recommend that the SDEIR clearly identify that the designated entity shall obtain all appropriate state and federal permits.
- 11) <u>Revegetation/Restoration Plan</u>. Plans for restoration and re-vegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

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- a) CDFW recommends that local on-site propagules from the Project area and nearby vicinity be collected and used for restoration purposes. On-site seed collection should be initiated in the near future to accumulate sufficient propagule material for subsequent use in future years. On-site vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.
- b) Restoration objectives should include providing special habitat elements where feasible to benefit key wildlife species. These physical and biological features can include (for example) retention of woody material, logs, snags, rocks and brush piles (see Mayer and Laudenslayer, 1988).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist Metro in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Kelly Schmoker-Stanphill, Senior Environmental Scientist (Specialist), at (626) 335-9092 or by email at <u>Kelly.schmoker@wildlife.ca.gov</u>.

Sincerely.



ec: CDFW Victoria Tang – Los Alamitos Andrew Valand – Los Alamitos Kelly Schmoker – Glendora

Scott Morgan (State Clearinghouse)

References

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Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A Manual of California Vegetation, 2nd ed. ISBN 978-0-943460-49-9.

DEPARTMENT OF TRANSPORTATION DISTRICT 7 100 S. MAIN STREET, SUITE 100 LOS ANGELES, CA 90012 PHONE (213) 897-0362 FAX (213) 897-0360 TTY 711 www.dot.ca.gov



Making Conservation a California Way of Life.

June 4, 2019

Mr. Manjeet Ranu Senior Executive Officer, Countywide Planning and Development One Gateway Plaza Los Angeles, CA 90012-2952

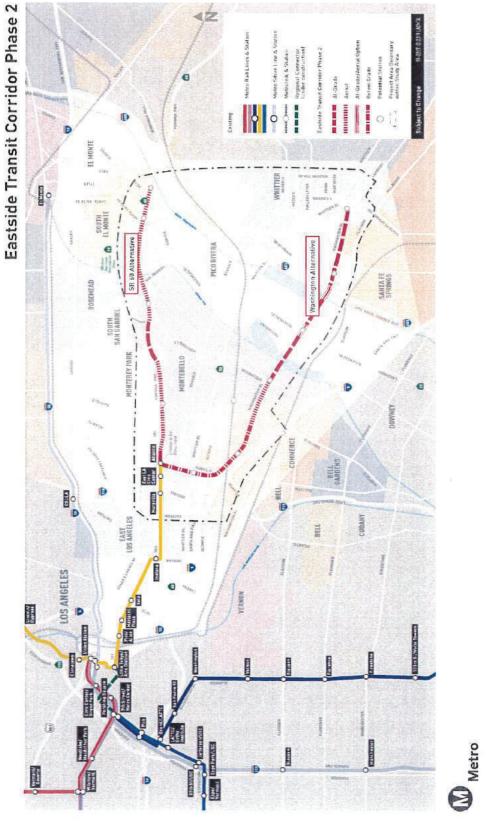
Dear Mr. Ranu:

This is in response to your invitation to the California Department of Transportation (Caltrans) to continue to be a cooperating agency for the Eastside Transit Corridor Phase 2 Project (Project) during preparation of the Supplemental Draft EIS. Caltrans Division of Environmental Planning has reviewed the material your office provided for the Project, and we accept your invitation to become a cooperating agency for the Project. We look forward to working with you and the Federal Transit Administration to provide engineering and environmental assistance within State Route 60 and other State right-of-way for proposed alignments and alternatives that are adjacent to or intersect the state highway system.

Please continue to keep us informed of this Project and of other future developments that could potentially impact our transportation facilities. If you have any questions, please contact Lourdes Ortega, Senior Environmental Planner, Environmental Planning Division at (213) 897-9572.

Sincerely, Ron Kosins

Deputy District Director, Environmental Planning Division Department of Transportation, District 7



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DEPARTMENT OF TRANSPORTATION DISTRICT 7 – Office of Regional Planning 100 S. MAIN STREET, MS 16 LOS ANGELES, CA 90012 PHONE (213) 897-9140 FAX (213) 897-1337 TTY 711 www.dot.ca.gov



Making Conservation a California Way of Life.

July 15, 2019

Ms. Jenny Cristales-Cevaltos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza; Mall Stop 99-22-6 Los Angeles, CA 90012

> RE: Eastside Transit Corridor Phase 2 Project – Notice of Preparation (NOP) of a Supplemental Draft Environmental Impact Statement /Environmental Impact Report (Supplemental Draft EIS/EIR) SCH# 2010011062 GTS # 07-LA-2019-02536 Vic. LA-60/PM: R 3.349 to LA-60/PM: 11.201

Dear Ms. Jenny Cristales-Cevaltos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP of a Supplemental Draft EIS/EIR. The proposed project would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The four alternatives to be evaluated in the Supplemental Draft EIS/EIR include: No Build Alternative, SR 60 Alternative, Washington Alternative, and Combined Alternative. The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors will consider adopting a Locally Preferred Alternative (LPA) based on the findings of the Supplemental Draft EIS/EIR.

After reviewing the Supplemental Draft EIS/EIR, Caltrans has the following comments:

• If the "Washington Alternative" or "Combined Alternative" are selected, Caltrans suggests that the project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.

• Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM methodology and it is recommended to use a traffic simulation model for the analysis.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already

Ms. Jenny Cristales-Cevaltos July 15, 2019 Page 2 of 2

congested, causes an increase in the demand/capacity ratio of greater than 1%.

Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

• For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.

Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02536

Sincerel

MIYA EDMONSON IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION Cultural and Environmental Department

1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 Phone (916) 373-3710 Email: nahc@nahc.ca.gov Website: http://www.nahc.ca.gov Twitter: @CA_NAHC

June 7, 2019

Jenny Cristales-Cevaltos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza; Mall Stop 99-22-6 Los Angeles, CA 90012

RE: SCH# 2010011062 Eastside Transit Corridor Phase 2 Project, Los Angeles County

Dear Ms. Cristales-Cevaltos:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of <u>portions</u> of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.



AB 52

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

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

- 7. <u>Conclusion of Consultation</u>: Consultation with a tribe shall be considered concluded when either of the following occurs:
 - a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. <u>Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:</u> Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. <u>Required Consideration of Feasible Mitigation</u>: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
 - a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
 - a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - **b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

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

<u>SB 18</u>

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09 14 05 Updated Guidelines 922.pdf

Some of SB 18's provisions include:

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

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

NAHC Recommendations for Cultural Resources Assessments

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

- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

- 3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - **b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my

email address: Steven.Quinn@nahc.ca.gov.

Sincerely, Umelle

Steven Quinn Associate Governmental Program Analyst

cc: State Clearinghouse

Federal Agencies



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION IX 75 Hawthorne Street San Francisco, CA 94105

March 18, 2019

Ray Tellis Federal Transit Administration, Region 9 90 Seventh Street, Suite 15-300 San Francisco CA 94103

Subject: Scoping Comments for the Supplemental Draft Environmental Impact Statement for the Proposed Eastside Transit Phase 2 Project, Los Angeles County, California

Dear Mr. Tellis:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent by the Federal Transit Administration (FTA) in the Federal Register on February 11, 2019, requesting scoping comments to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) for the proposed Transit Improvements in the Eastside Transit Corridor Phase 2, in the eastern portion of Los Angeles County, California. We understand that the Los Angeles County Metropolitan Transportation Authority (Metro) will also be preparing an Environmental Impact Report document jointly with the this SDEIS to comply with the California Environmental Quality Act. EPA provides these comments pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA acknowledges the modifications to the proposed project that FTA and Metro have developed to address concerns identified through the development of the Draft EIS published in 2014, particularly the development and eventual adoption of a State Route 60 North Side Design Variation to avoid impacts to the Operating Industries, Inc. Superfund site. Our attached scoping comments provide recommendations for Alternatives Analysis, Aquatic Resources, and Contaminated Land.

We appreciate the opportunity to offer scoping comments. Because the proposed project is adjacent to the OII Superfund site, as well the Omega Chemical Superfund site, EPA requests that FTA and Metro please continue to coordinate with our agency as the Alternatives being analyzed are refined. When the SDEIS is ready, please send one hardcopy to the address above (specify Mail Code ENF 4-2) at the same time that you upload the electronic file through eNEPA. If you have any questions, please contact me, the lead reviewer for this project, at 415-972-3321 or appleton.zac@epa.gov.

Sincerel

Zac Appleton Environmental Review Section

cc: Ted Matley, Federal Transit Administration Mary Nguyen, Federal Transit Administration Laura Cornejo, Los Angeles County Metropolitan Transportation Authority Veronica Li, US Army Corps of Engineers, Los Angeles District Lisa Sandoval, US Army Corps of Engineers, Los Angeles District

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EASTSIDE TRANSIT CORRIDOR PHASE 2

A.2 – Comments Received from Stakeholder Groups and Businesses

Comments were received from stakeholder groups and businesses in writing during the scoping period, orally or submitted on comment sheets at the Scoping Meetings.



EASTSIDE TRANSIT CORRIDOR PHASE 2

#	Organization	Representative Name	Comment Date	Comment Type	Reference Pages
1	Brookfield Residential Properties Inc.	Marc Huffman	6/11/2019	Written	88
2	East Los Angeles Chamber	Eddie Torres	6/17/2019	Oral	89 – 92
3	of Commerce (4)	Eddie Torres	6/17/2019	Written	93
4		Eddie Torres	6/17/2019	Written	94
5		Eddie Torres	6/19/2019	Oral	95 – 98
6	Justice and Equality for the Eastside Coalition (Letter and Petition)	John Corcoran	6/19/2019	Written	99 – 363
7	PIH Health (2)	Kevin Koga	6/13/2019	Oral	364
8		James West	6/27/2019	Email	365 – 367
9	Uptown Whittier Association	Frank Medina	6/13/2019	Oral	368 – 370
10	Washington Light Rail Transit Coalition	Jeffrey Collier	7/15/2019	Written	371 – 372
11	Whittier Chamber of Commerce	Carol Crosby	6/13/2019	Oral	373 – 374
12	Whittier Historic Neighborhood Association	Susan Cameron	6/13/2019	Oral	375 – 377

Comments Received From Stakeholder Groups and Businesses

EPA SCOPING COMMENTS ON EASTSIDE TRANSIT PHASE 2 SUPPLEMENTAL PROJECT, LOS ANGELES COUNTY, CALIFORNIA, MARCH 16, 2019

Alternatives Analysis

We recommend that Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) summarize the history of interagency coordination, as well as the Metro Board decisions, that led to the refined set of alternatives proposed for consideration for environmental review in the Supplemental Draft Environmental Impact Statement (SDEIS). Please discuss if the elimination of the Garfield Avenue Build Alternative will result in specific design requirements to the remaining Build Alternatives. For example, identify if a higher minimum number of stations, or larger number of vehicle parking spaces at stations, will be required as elements of the remaining Build Alternatives.

Aquatic Resources

The State Route 60 (SR-60) Build Alternative proposes to extend the light rail line east of the Atlantic Station, along SR-60, north of the Operating Industries, Inc. (OII) Superfund site, through the Whittier Narrows area, terminating at or near Peck Road/Durfee Avenue. EPA recommends that FTA and Metro coordinate closely with United States Army Corps of Engineers, Los Angeles District for any planned alignment through the Whittier Narrows Area, so that potential conflicts between multiple projects in that area can be avoided.

Contaminated Land

The Notice of Intent (NOI) indicates that the SDEIS will consider an Atlantic Boulevard below-grade option. In that option, the existing Atlantic Boulevard Station would become below-grade, and the Gold Line light rail line would proceed below-grade roughly along Atlantic Boulevard to Washington Boulevard. Since that design option can be reasonably anticipated to disturb subsurface soils, and there are a number of small-scale Resource Conservation and Recovery Act (RCRA) regulated hazardous waste generators on the alignment, we recommend FTA consider a soil sampling, analysis, and response plan for contaminated soils, as well as an occupational safety plan for this design option.

The NOI also indicates that the proposed Washington Boulevard alignment would continue at-grade on Washington Boulevard to just west of Lambert Road, with a design option of an aerial span along Washington Boulevard. We note that the project's soil vapor investigation report from 2016 detected low concentrations of perchloroethylene (PCE) in subsurface soil gas at a potential station area on Washington Boulevard and Lambert Road. The contaminants may originate at the Omega Chemical Superfund site. The measured concentrations of PCE were below EPA cleanup levels for the Omega site, but some samples exceeded EPA or State screening levels for PCE in a commercial/industrial exposure scenario. We recommend FTA continue to use the best available soil vapor investigation information in this alignment's design and construction safety protocols.



June 11, 2019

Ms. Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012

RE: Metro Gold Line Eastside Extension Phase II

Dear Ms. Cristales-Cevallos:

Brookfield Residential would like to express our support for the Metro Gold Line Eastside Extension Phase II Project.

Specifically, we feel that the Washington Blvd. connection is the best alternative of the alternatives that are being considered. While both the SR-60 and Washington Blvd. alternatives have merit, and the combined alternative would offer the best of both; if choosing between the two, we believe that the Washington Blvd. alternative would be preferable. The potential station locations identified for the Washington Blvd. alternative offer stronger regional destinations, and provide greater access to a geographic area that will make regional transportation more efficient. Additionally, the proposed station across from PIH Health Hospital - the largest employer in the City of Whittier - would make the station a regional hub and reduce vehicle traffic in the area.

We believe that the Washington Blvd. option has the potential to advance transit-oriented development, and add more mixed-use communities to the region, which will ultimately lead to reduction in vehicle miles traveled and successful economic development by local municipalities, such as the City of Whittier.

Sincerely,

Marc Huffman Vice President of Planning & Entitlement

3200 Park Center Drive, Suite 1000 | Costa Mesa, California 92626 | Tel: 714.427.6868 | Fax: 714.200.1835 12265 El Camino Real, Suite 180 | San Diego, California 92130 | Tel: 858.481.8500 | Fax: 858.255.6937 12045 East Waterfront Drive, Suite 400 | Playa Vista, California 90094 | Tel: 310.822.0074 | Fax: 310.821.9429 www.BrookfieldRP.com | www.BrookfieldSoCal.com

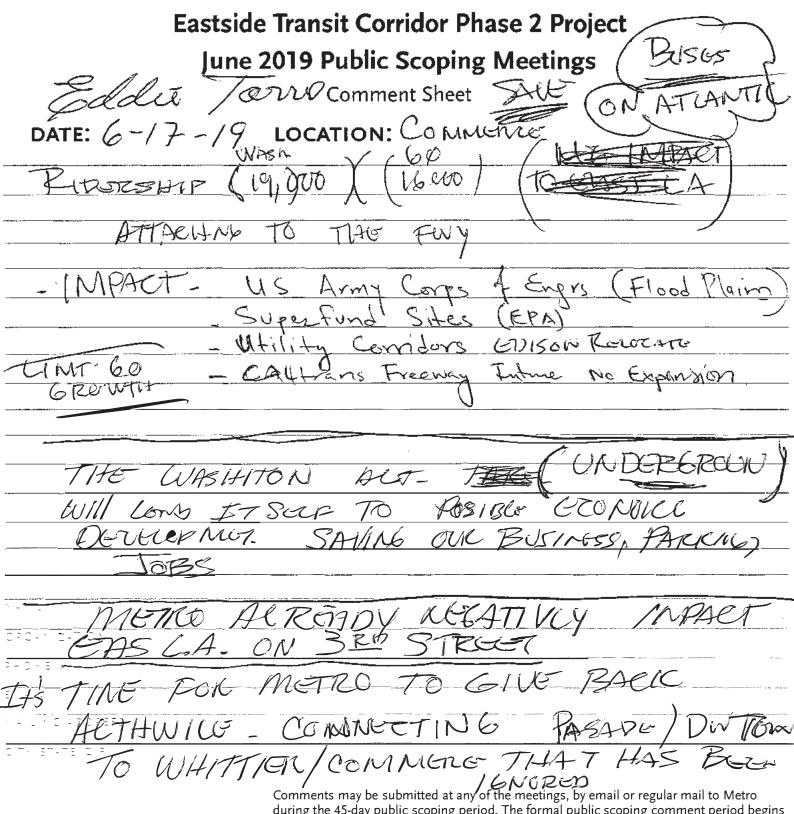
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19	EDDIE TORRES: Okay. We have two more. I'd like
20	to move that I want to complain about that. So I'd
21	like to stand can I face my fellow audience here?
22	Sorry for viewing my back.
23	So my name is Eddie Torres, current president
24	of the East Los Angeles Chamber of Commerce I didn't
25	have to write that down and also a resident of the

1	East L.A. I've been following this whole project for
2	over two well, four years. I can give the
3	presentation to you.
4	So here we go. The East L.A. Chamber of
5	Commerce and residents of East Los Angeles support the
6	Washington alternative underground only. It provides
7	possible economic redevelopment. It impacts East
8	Los Angeles to a minimum. If we go underground, we save
9	parking, we save businesses, we save jobs.
10	We support this also because of the fact that
11	it's environmentally more safe than the 60. I'll get to
12	that. The ridership on Washington for the Washington
13	alternative is greater than the 60 freeway.
14	We don't agree with the "Y" or the "X" or the
15	"Z" alternate connect and everything. We know there's
16	no money for that. So I don't know why we're talking
17	about it.
18	So those are the reasons one more reason.
19	The Washington alternative also takes the people from
20	Pasadena and Downtown and Little Tokyo to Commerce. And
21	Washington has been ignored by Metro for years. It's
22	time for East Los Angeles to get back what Metro
23	devastated on Third Street, losing businesses and losing
24	homes.
25	So the reason to not support the 60 freeway

1 alternative is because it negatively affects 2 East Los Angeles. The ridership is not that great. 3 They have this thing called -- and you should have not named it this. You should have called it what it is. 4 It's a dump. They call it special funding. 5 Sorry to disrespect. There's nothing fun about it. 6 7 So they're going to have to dig that up to 8 put the columns in there to support Metro going at 9 grade. It's going to go on one side. But because of the special funding, it's going to go across the 10 11 freeway. 12 Also, Caltrans has already wrote a letter 13 that if they put it on the side of the freeway, it's 14 going to limit them from ever expanding the 60 freeway. I don't know if you guys are paying attention, but every 15 16 freeway is looking for expansion. The 5, the 10. 17 They're talking about the 405, expanding it. So it's 18 crazy not to limit -- to limit yourself to something to 19 try to commit to helping transportation and limit 20 yourself on the other hand. 21 And people think that everybody is going to give up their cars. I'm telling you, it's not the fact 22 23 that we have more cars. We have more people, and we're 24 going to keep having more people. 25 Another bad thing about the 60 alternative is

1	the power lines from Edison, Caltrans I already
2	mentioned, and the Army Corps of Engineers. The flood
3	channel is being will be greatly impacted.
4	So here we go. We're spending hundreds of
5	thousands of dollars, if not millions of dollars, to put
6	an alternative on the side of the freeway that takes
7	you will take pedestrian ridership. Does that make
8	sense? Is that good use of your dollars? I don't think
9	so.
10	I'm not looking at this as a resident of the
11	East Los Angeles. I'm looking at this for the future of
12	the kids that are growing up now, what's going to
13	benefit them, a good use of a valuable service that's
14	going to benefit them. So I ask everybody here to
15	support the Washington alternative. Because if you
16	don't speak and you don't fill out this card, you're not
17	counted. So please fill out one of these cards and
18	support of the Washington alternative and do not support
19	the 60 alternative because it does nothing but spend our
20	money to put less people to a destination, all the while
21	the [unintelligible] for years and years.
22	God bless you, and thank you for your time.

You have a voice in our future.



during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

East Los Angeles Chamber of Commerce

You have a voice in our future.

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings Torregment Sheet LOCATION: ('OMMERCE DATE 145 てわい 6 HER RSHIP. へヘーキスズ 1.--. 2 224432

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/*eastsidephase2*

East Los Angeles Chamber of Commerce

EDDIE TORRES: Good afternoon. Good afternoon, ladies and gentlemen. My name's Eddie Torres, born and raised in East L.A., went to 4th Street, went to Griffith, went to Garfield. I've been following the Metro with everything that's happening since the devastation on 3rd Street. Metro didn't want me on the advisory committee because of my outspoken attitude and just

1	wanting the best for our community, but I fought to get
2	on it. When they told us, about three years ago, the
3	Metro consultants, they started we sat with the
4	Whittier Whittier Boulevard Association, two
5	consultants, and someone from Metro, and they said they
6	were going to go down to Arizona at grade.
7	I counted the letters "underground" in my
8	hand, and they said we got to during this
9	during this word, it's 11 letters, "underground."
10	Martha can attest to this. We fought not to
11	put them in Arizona and go underground in Atlantic, and
12	now it's like that. We can have anything we fight in
13	unity to do. So let's see a show of hands for
14	everybody here who wants to go underground. Thank you.
15	Okay. So that's for the record.
16	Now, you might not agree with me on this.
17	That's why I make this statement. Anything going on
18	the 60 freeway is is a bad use of our funds. One is
19	they call it a super fund zone. They're going to go
20	under a toxic waste, spend hundreds of thousands, if
21	not millions of dollars will be used for transportation
22	to clean up something that they might not be able to
23	clean up right. Old story, keeps on happening.
24	Second of all are you trying to put me
25	off?

1	MR. GUTIERREZ: Speak directly into the
2	microphone.
3	EDDIE TORRES: So so down. They they want
4	to put the light rail on the side of the freeway, on a
5	freeway, for a freeway. It's already going to the same
6	place as the freeway. So when they spend money on
7	that see a show of hands for that. Raise your
8	hands, we need to spend money on that. That's like a
9	joke, eh?
10	Now, do we want to spend money to have them
11	hold back the expansion of the 60 freeway? Guess what?
12	That's what's going to happen. Caltrans already wrote
13	a letter to Metro and said we're against this project
14	because it's going to stop the expansion. How many
15	freeways since the last 50 years have expanded? 710's
16	expanding, 5 expanding. They're going to expand the
17	60, but they're going to spend money, our tax dollars
18	to give us less than we need for transportation.
19	The Washington alternative the Washington
20	alternative going underground is the one that makes
21	sense, will get more dollars, will get more economic
22	dollars, but if we go down on 60 freeway, we're wasting
23	valuable dollars for transportation for our future.
24	So the East L.A. Chamber of Commerce, I
25	happen to be president at this time and local

1	president, is against the the 60 proposal, and only
2	supports the Washington underground. We want the best
3	we can get. We want the money we development we can
4	get.
5	And I hate to differ anybody, but if anybody
6	knows me, I'm going to speak public and say what's
7	happening. We need economic redevelopment. So the
8	plaza at grade by Mariachi Plaza could bring a
9	hundreds of thousands of dollars in a focal point. We
10	need to do it at grade, for the for the plaza, not
11	underground. Nobody's going to see it.
12	So God bless you, and I ask you to think of
13	the future, because you guys are the ones, the future.
14	The kids the kids are going to see this. It's not
15	going to be around for me. I'm already 62 years old,
16	turning 63 in August. God bless you, and please
17	support Washington. Thank you.



THE JUSTICE AND EQUALITY FOR THE EASTSIDE COALITION

justiceandequality4eastside@gmail.com

Tel: (323) 558-8008

TRANSMITTAL

HAND DELIVER REGULAR MAIL

FEDEX No:. 775724074223

- DATE: JULY 12, 2019
- TO: JENNY CRISTALES-CEVALLOS PROJECT MANAGER, METRO ONE GATEWAY PLAZA, MS 99-22-6 LOS ANGELES, CA 90012

TEL: (213) 418-3026 FROM: JOHN CORCORAN

RE: METRO SR-60 NORTHSIDE DESIGN VARIATION EASTSIDE TRANSIT CORRIDOR PHASE 2 SCOPING COMMENTS

MESSAGE:

Ms. Cristales-Cevallos:

Please find enclosed the below listed documents:

These are presentations presented by the Justice and Equality for the Eastside Coalition at the (6) six Metro scoping meetings held in June, 2019, and one prescoping meeting held on May 13, 2019 at the East L.A. Library.

I wanted to ensure that these comments were entered into the official scoping document comments relating to the Supplemental/Recirculated Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR)

Thank you in advance for your prompt attention to these matters.

ENCLOSED:

- The Justice and Equality for the Eastside Coalition positions presented Monday, May 13, 2019 at the ELA Library
- Metro Whittier Meeting Statement for Public Scoping Meetings June 13, 2019 (VC)
- Metro Commerce Meeting Statement for Public Scoping Meetings June 17, 2019 (VC)
- JEEC positions presented 6-19-19 (JC compilation)
- Metro East Los Angeles, CA Statement for Public Scoping Meetings 6-19-19 (VC)



THE JUSTICE AND EQUALITY FOR THE EASTSIDE COALITION

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Tel: (323) 558-8008

- Metro South El Monte, CA Meeting Statement for Public Scoping Meetings June 22, 2019 - (VC)
- South El Monte Metro Presentation 6-22-19 (VC)
- JEEC positions presented 6-24-19 at the Quiet Cannon Banquet Center in Montebello, CA (JC)
- Montebello Metro Presentation 6-24-19 (VC)
- JEEC positions presented Wednesday, June 26, 2019 at the Pio Pico (COMPILED)- JC
- Pico Rivera Metro Presentation 6-26-19 (VC)

JC/op

Per our conversation

Per your request

For your information

For your review and comments
 Please call following receipt
 Other

Los Angeles County Metropolitan Transportation Authority



One Gateway Plaza, Los Angeles, CA 90012-2952 Phillip A. Washington Chief Executive Officer 213.922.7555 Tel 213.922.7447 Fax washingtonp@metro.net

March 19, 2018

Mr. Richard Drury 410 12th St, Ste 250 Oakland, CA 94607 <u>Via Email and US Mail</u> <u>richard@lozeaudrury.com</u>

RE: Underground Alternative EIR Analysis SR-60 Northside Design Variation (Eastside Transit Corridor Phase 2 Project)

Dear Mr. Drury:

Thank you for your letter dated March 9, 2018 requesting that Metro analyze an underground option for the SR-60 Northside Design Variation (NSDV) Alternative on Pomona Boulevard/Via Campo, between the west side of Atlantic Boulevard to the eastside of Findley Avenue, in the forthcoming Eastside Transit Corridor Phase 2 Project reinitiated Draft Environmental Impact Study/Report (DEIS/R).

Metro has heard the community's concern regarding the proposed at-grade to aerial alignment on Pomona/Via Campo and the community's interest in having Metro study the underground option for the SR-60 NSDV Alternative. In response, Metro has included a special design and feasibility analysis task as part of the Advance Conceptual Engineering (ACE) work that will be carried out in support of the reinitiated DEIS/R. As part of this task, the contractor will evaluate the feasibility of an underground alignment along the Pomona/Via Campo segment, including its transitions to at-grade track. As part of this work, we will also identify potential benefits and impacts of the design. The resulting technical memo will then inform the overall environmental process and will provide us with the needed information to determine whether to modify the current SR-60 NSDV Alternative, or add an additional project alternative to be evaluated or an environmental alternative.

Adding an underground SR-60 project alternative to the DEIS/R, as suggested in your March 9, 2018 letter, would require Board action. However, analyzing an underground design option for the SR-60 NSDV Alternative does not require Board action and this is the approach staff is proposing to take. Ultimately, the Board will have the discretion to approve the SR-60 NSDV Alternative with the underground option. This action will be largely informed by the findings in the technical memo and community input.

Mr. Richard Drury March 19, 2018 Page 2

You can locate this task within the Advanced Conceptual Engineering Design/Urban Design Service, Request for Proposal No. AE5124 that has been released, under Exhibit A, Task 3.7.8, page 59. You may contact Mr. Adrian Luesang, Metro Principal Contract Administrator at <u>luesanga@metro.net</u>, to request a copy of the Request for Proposal or for additional information.

The Metro Board is expected to award contracts to carry out the work for the reinitiated DEIS/R for the Eastside Phase 2 Transit Corridor in early summer 2018. Shortly thereafter, Metro will host a series of community meetings throughout the study area to provide a project update to the communities and key stakeholders. Your information has been added to our outreach database to ensure you are notified of any opportunities to participate in the process.

Thank you again for your letter. Should you have any additional questions regarding this Project, please contact Laura Cornejo, Deputy Executive Officer at <u>cornejol@metro.net</u>.

Sincerely

Phillip A. Washington Chief Executive Officer

Enclosure: March 9, 2018 letter

cc: John Corcoran, mainc@earthlink.net Ana Cubas, anaesmeraldacubas@gmail.com Eric Garcetti, Chair Sheila Kuehl, 1st Vice Chair James Butts, 2nd Vice Chair Kathryn Barger, Board Member Mike Bonin, Board Member Jacquelyn Dupont-Walker, Board Member John Fasana, Board Member Robert Garcia, Board Member Janice Hahn, Board Member Paul Krekorian, Board Member Therese McMillan, Chief Planning Officer, Metro Manjeet Ranu, Senior Executive Officer, Metro

3.7.8 SR 60 NSDV Alternative At-Grade Segment Design Study

The Contractor shall apply Metro's Grade Crossing Policy and conduct a grade crossing design study focusing on the proposed LRT extension in unincorporated East Los Angeles on Pomona Boulevard between the current Gold Line terminus station at Atlantic Boulevard/Pomona Boulevard intersection and the Pomona Boulevard/Sadler Avenue intersection.

The Contractor shall first review the transportation analysis data from the August 2014 Draft EIS/EIR and the May 2017 Technical Study related to the proposed SR 60 Alternative LRT extension on Pomona Boulevard. The Contractor shall obtain and review the updated traffic volume data and the Grade-Crossing/Traffic analysis for Pomona Boulevard and cross streets from the EIS/EIR consultant. The Grade-Crossing/Traffic analysis data will be conducted in accordance with *Metro's Grade Crossing and Safety Policy for Light Rail Transit (October 2010)* by the EIS/EIR consultant as part of the re-circulated Draft EIS/EIR transportation impacts analysis.

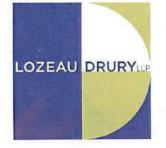
The Contractor shall investigate the engineering feasibility of the proposed at-grade LRT operations on Pomona Boulevard based on a field visit of the corridor to understand existing travel patterns of all modes (auto, bus, shuttles, truck, pedestrian, bicycle, and curbside activities), projected future corridor operating conditions of all travel modes, anticipated LRT train frequency and operations, third party utilities, right-of-way and surrounding land uses. The Contractor shall provide recommendations to Metro on potential design modifications that would reduce or minimize potential traffic, access, parking and environmental impacts (if any) to the community.

In addition, the Contractor shall prepare Conceptual Engineering design drawings (up to 5% level of engineering) on an aerial photograph background illustrate the locations of the proposed design modifications (up to two (2) sets of options) to the LRT trackway plan and profile and the roadway configuration including traffic lane geometrics, stop bar locations, sidewalk, intersection, curb radius, and accommodations for all travel modes of access (e.g., bus stop, pedestrian and bicycles).

The Contractor shall present the recommended design options to Metro and Los Angeles County staff and other key stakeholders and shall incorporate comments received as appropriate.

Deliverables:

- Draft and Final Technical memorandum summarizing SR 60 NSDV Alternative At-Grade Segment Design Study assumptions, methodology/process, and recommendations.
- Draft and Final Conceptual Engineering Design drawings for potential design modifications (up to two (2) sets of options) at up to 5% level of engineering and calculations, at the scale of 1" = 100' (minimum).



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BY E-MAIL AND OVERNIGHT MAIL

July 11, 2019

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012 Eastsidephase2@metro.net

RE: Eastside Transit Corridor Phase 2 CEQA Scoping Comment

Dear Ms. Cristales-Cevallos:

I am writing on behalf of the Justice and Equality for the Eastside Coalition ("JEEC") concerning the scope of the review pursuant to the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA") for the Eastside Transit Corridor Phase 2 Project ("Project"). JEEC is a coalition consisting of over 400 homeowners and residents of the Via Campo neighborhood covering both East Los Angeles and Western Montebello.

- The Justice and Equality for the Eastside Coalition opposes the SR-60 Northside Design Variation alternative, commonly called the 60 Freeway Gold Line Extension, as currently proposed, with an at-grade and aerial build. A no build option will be advocated for by the Justice and Equality for the Eastside Coalition, if Metro continues to support this alternative for an at-grade and aerial design.
- The Justice and Equality for the Eastside Coalition will only support the 60
 Freeway Gold Line Extension if an underground construction design is utilized
 on Pomona Blvd. for the first 4,500 ft. from west of Atlantic Blvd. to east of
 Findlay Ave, at the beginning of the Montebello Golf Course.
- The Justice and Equality for the Eastside Coalition supports the Atlantic Blvd./Washington Blvd. alternate, but only if the Atlantic Blvd. portion is built fully underground.
- 4. The Justice and Equality for the Eastside Coalition would also support an underground design on Pomona Blvd. between west of Atlantic Blvd. to Findlay Ave. on the north side of the 60 Freeway.

Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 2 of 11

JEEC requests that the Supplemental/Recirculated Draft Environmental Impact Report/Statement ("SRDEIR/S") analyze all impacts and alternatives required by CEQA and NEPA, including, but not limited to the following:

1. Underground Alternative for First 4500 Feet of SR-60 LRT Alternative.

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JEEC requests that the SRDEIR/S analyze an underground alternative for the first 4500 feet of the 60 Freeway Gold Line Extension from west of Atlantic Blvd. to east of Findlay Ave, at the beginning of the Montebello Golf Course.

The law requires that the Underground Alternative be analyzed in the RSDEIR/S, not merely in a separate study. As the United States District Court stated in the case of *Today's IV v. Federal Transit Administration*, 2014 WL 3827489 (C.D.Cal. 2014):

If the public proposes a reasonable alternative, the agency must consider it in the EIS. *City of Sausalito v. O'Neill*, 38 F.3d 1186 (9th Cir.2004); *Morongo Band v. Fed. Aviation Admin.*, 161 F.3d 569, 575 (9th Cir.1998).

Today's IV, Inc. v. Fed. Transit Admin., No. LA CV13-00378 JAK, 2014 WL 3827489, at *14 (C.D. Cal. May 29, 2014). In that case, Metro failed to study in the EIR the "open-face shield" tunnel boring method for a portion of the Regional Connector project. While Metro studied the tunneling method in a separate technical analysis, the alternative was not analyzed in the EIR/S. As a result, the Federal Court held that the EIR/S was legally deficient. The District Court's decision was affirmed by the Ninth Circuit Court of Appeals. Japanese Village, LLC v. Fed. Transit Admin., 843 F.3d 445 (9th Cir. 2016).

The National Environmental Policy Act ("NEPA") requires the agency to analyze all "reasonable alternatives" in the EIS, even if they are not ultimately implemented. "The existence of a viable but unexamined alternative renders the environmental impact statement inadequate. An agency must look at every reasonable alternative..." *Friends of Yosemite Valley v. Kempthorne*, 520 F.3d 1024, 1038 (9th Cir. 2008); *So. Pasadena v. Slater*, 56 F.Supp.2d 1106, 1121 (C.D. Cal. 1999).

The law under the California Environmental Quality Act ("CEQA") is similar to NEPA in this respect. The courts have held that a potentially feasible alternative that might avoid a significant impact must be discussed and analyzed in an EIR so as to provide information to the decision makers about the alternative's potential for reducing environmental impacts. *Habitat and Watershed Caretakers v. City of Santa Cruz*, 213 Cal.App.4th 1277 (2013), 1304; Guidelines § 15126.6(b). The alternative selected must be analyzed in the DEIR, not only the Final EIR, and certainly not in a technical appendix. *Washoe Meadows Community v. Department of Parks and Recreation*, 17 Cal.App.5th 277, 288 (2017).

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Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 3 of 11

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For these reasons, the SRDEIR/S must analyze an underground alternative for the first 4500 feet of the 60 Freeway Gold Line Extension from west of Atlantic Blvd. to east of Findlay Ave, at the beginning of the Montebello Golf Course.

In comparing the underground alternative to the above-ground alternative, we ask Metro to analyze the following issues:

- Which alternative will have the quickest commute time, measured in minutes, beginning from the East Los Angeles Atlantic station to all the stations listed in the fact sheet? Metro has failed to share any estimated commute times with the Eastside communities.
- 2. Which alternative will have the highest ridership, measured in ridership both ways from the stations outlined in the fact sheet to Union Station?
- 3. Which alternative will improve traffic conditions the most, measured in traffic minutes and traffic miles per hour (mph)?
- 4. Which alternative will increase residential and commercial real estate value the most, measured in percentages?
- 5. Which alternative will produce the healthiest and cleanest air, measured in new asthma cases, new lung cancer cases, Green House Gases (GHGs –specifically Carbon dioxide, methane, and nitrous oxide), and measurements of hexavalent chromium levels?
- 6. Which alternative will provide the healthiest future generation of children, measured in new cases of developmental disabilities in children?
- 7. Which alternative will have the safest Metro stations, measured with crime statistics separated by violent crimes, non-violent crimes, crimes against women, and crimes against children under the age of 18?
- 8. Which alternative will have the most and highest level of security, measured in foot patrols, cameras, and type of entry/exit gating?
- 9. Which alternative will have the safest traffic intersections, statistics measured in fatal and non-fatal accidents for motorist and pedestrians for both adults and children under the age of 18?
- 10. Which alternative will have the least noise pollution for the surrounding Metro communities, measured in decibels?
- 11. Which alternative will keep the most residential and commercial curbside parking and provide the most parking for Metro riders, measured in the number of available parking spaces available for commercial and residential curbside street parking and the amount of new Metro parking structures and parking spaces? Will parking at the new Metro parking structures be free forever or will Metro begin charging for parking, if so, when?
- 12. Which alternative is capable of having the most available Metro station stops and support and improve the current bus system by providing bus commuters more connecting options to Metro train stations?
- 13. Which alternative can feasibly adapt to the future of technology 50 years from now?

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14. Which alternative can feasibly accommodate the most future traffic expansions by local cities and Caltrans for the next 20 years? For example, the 60 freeway expansion.

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- 15. Which alternative will have the least amount of impact while being built on the surrounding communities? Please study, measure, and compare the number of projected new businesses that will open, business revenue changes in percentages, and the amount of projected businesses closures in your study. This information is required for Metro to make any statement of overriding considerations under CEQA, to determine whether the economic benefits of the Project outweigh the environmental costs.¹
- 16. Which alternative will be the most sustainable and not ruin what we have left of nature, measured in the number of trees chopped down, plants removed, and square feet of natural habitat lost?
- 17. Which alternative will have the least amount of businesses and homes taken away and destroyed by Metro?

2. Environmental Justice Analysis.

JEEC requests that the SRDEIR/S analyze the environmental justice impacts of the proposed alternatives. We also request an environmental justice analysis of Metro's expenditures of resources in various communities. It appears that Metro is much more likely to expend the resources necessary to put rail lines underground when they pass through wealthier, predominantly white communities. By contrast, when rail lines pass through lower-income, communities of color (environmental justice communities), it appears that Metro is much more likely to place the rail lines above ground, where they have profoundly greater adverse impacts on the surrounding communities due to noise,

¹ Under CEQA, when an agency approves a project with significant environmental impacts that will not be fully mitigated, it must adopt a "statement of overriding considerations" finding that, because of the project's overriding benefits, it is approving the project despite its environmental harm. (14 Cal.Code Regs. §15043; Pub. Res. Code §21081(B); Sierra Club v. Contra Costa County (1992) 10 Cal.App.4th 1212, 1222). A statement of overriding considerations expresses the "larger, more general reasons for approving the project, such as the need to create new jobs, provide housing, generate taxes and the like." (Concerned Citizens of South Central LA v. Los Angeles Unif. Sch. Dist. (1994) 24 Cal.App.4th 826, 847). A statement of overriding considerations must be supported by substantial evidence in the record. (14 Cal.Code Regs. §15093(b); Sierra Club v. Contra Costa Co. (1992) 10 Cal.App.4th 1212, 1223)). The agency must make "a fully informed and publicly disclosed" decision that "specifically identified expected benefits from the project outweigh the policy of reducing or avoiding significant environmental impacts of the project." (15 Cal.Code Regs. §15043(b)). Key among the findings that the lead agency must make is that: "Specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report...[and that those] benefits of the project outweigh the significant effects on the environment." (Pub. Res. Code §21081(a)(3), (b)).

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traffic congestion impacts, visual blight, community division, air pollution, and other impacts.

For example, the 9 mile, \$9.3 billion Westside Subway Extension known as the Metro Purple Line, which passed through predominantly white communities, including Beverly Hills, Century City, Westwood, was built underground. However, Metro now proposes to construct the Eastside SR-60 alignment, which passes through communities of color, above-ground. The only difference appears to be the ethnicity of the surrounding communities. We request that the SRDEIR/S analyze the disparate expenditure or resources with respect to whether Metro is more likely to expend the resources to place rail lines underground in white communities as compared to communities of color.

a. Government Code 11135

California Government Code Section 11135 prohibits discrimination in government programs and benefits. Government Code Section 11135(a) specifically provides that no person in California shall be denied "full and equal access" to the benefits of state programs as described above. The section prohibits "disparate impact" in governmental spending. Thus, even if Metro does not intentionally discriminate in its spending, if Metro's spending has an unintentional discriminatory impact, it still runs afoul of Section 11135. Therefore, it is necessary to determine if Metro's spending patterns are having a discriminatory impact on communities of color. Further, Government Code Section 11139 permits civil actions for equitable relief to enforce regulations created by state agencies to implement Section 11135. Thus, disparate impact discrimination is actionable in California under both the statute and regulations. Under CEQA, a lead agency may not approve a project with significant unavoidable imposed unless it is "otherwise permissible under applicable laws and regulations." (CEQA §21002.1(c).) Therefore, Metro must determine whether its actions comply with Section 11135.

b. CEQA

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The California Attorney General has issued a guidance document on environmental justice analysis under CEQA, entitled, *Environmental Justice at the Local and Regional Level* (2012). (Exhibit A). The CEQA Guidelines illustrate: "For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant." (Id. at p. 4, citing CEQA Guidelines § 15131, subd. (b); see also id. at § 15382 ["A social or economic change related to a physical change may be considered in determining whether the physical change is significant."]). Under CEQA, the agency must analyze the environmental justice impacts of the proposed action, and propose all feasible mitigation measures and alternatives to reduce those impacts. Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 6 of 11

c. Title VI

The US Department of Transportation (DOT) has issued guidance concerning Title VI of the 1964 Civil Rights Act. DOT's Title VI regulations prohibit recipients of federal funding from using "criteria or methods of administering your program which have the effect of subjecting individuals to discrimination based on their race, color, or national origin." "Neutral policies or practices that result in discriminatory effects or disparate impacts violate DOT's Title VI regulations, unless the agency can show the policies or practices are justified and there is no less discriminatory alternative." (FTA EJ Circular, p.2). (Exhibit B). Overall goal of the DOT EJ guidance is to ensure "a fair distribution of the benefits or burdens associated with Federal programs, policies, and activities." (Id. p.3)

Under DOT guidance, "adverse effects" including, "air, noise, water pollution," "destruction or diminution of aesthetic values," "vibration," "increased traffic congestion," (FTA EJ Circular, p. 8). DOT requires the agency to "compare the burdens of the activity experience by EJ populations with those experienced by non-EJ populations." (Id. p.8).

"For example, when considering a fixed guideway project, we recommend that you compare the type, level, and quality of mitigation proposed for EJ and non-EJ populations in the project's study area. If a mitigation measure is proposed for a non-EJ population, but not for the EJ population, you will need to explain why such *mitigation cannot be implemented in both communities.* If, after considering the adverse effects and potential benefits of the proposed project, you determine that the proposed project will have a disproportionately high and adverse effect on minority populations, or low-income populations, then you must determine whether further mitigation measures or alternatives are practicable, and implement practicable mitigation measures or alternatives, before moving forward with the activity." (FTA, p. 18 (emphasis added)). "A program, policy or activity that will result in a disparate impact as to one of these protected classes may be carried out only if: (1) the recipient can demonstrate a substantial legitimate justification for the program, policy or activity; and (2) there are no comparably effective, reasonable alternative practices that would result in less disparate impacts." (FTA, p. 19). Agency must analyze whether the impacts of the project are borne disproportionately by EJ communities, whether the benefits of the project or enjoyed by EJ or non-EJ communities, whether mitigation measures are taken equally for EJ and non-EJ communities. (FTA p. 19).

FTA defines "adverse effect" to include, "an adverse effect that: (a) is predominantly borne by a minority population and/or a low-income population, or (b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." (FTA, p. 45-46).

The proposed Eastside SR-60 Extension will have adverse impacts on the Via Campo Community, which is an environmental justice community (EJ community). The

Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 7 of 11

Project will have adverse impacts on the Via Campo community outlined in the DOT guidance, including noise, vibration, traffic congestion, construction noise and pollution, diminution of aesthetic values by placing aerial rail lines above the community causing noise and shadow, diminution of property values, and other impacts. The impacts will be "appreciably more severe" than will be suffered by non-EJ communities. This is because in non-EJ communities, such as the predominantly wealthier, whiter communities of the Westside, Metro has spent the resources to place the fixed rail lines below-ground, while in the EJ communities on the Eastside, Metro proposes an above-ground construction that will have dramatic impacts on the surrounding EJ community. Such discriminatory impact is prohibited by Title VI of the Civil Rights Act.

Under Title VI, the Project may only proceed if "there are no comparably effective, reasonable alternative practices that would result in less disparate impacts." (FTA, p. 19). Clearly, there are reasonable alternatives that would result in less disparate impacts. Specifically, Metro could adopt the same underground alternative that it implemented for the Purple Line on the Westside through Beverly Hills. The underground alternative is feasible, and would reduce the impacts of the Project on the EJ communities of the Eastside.

d. NEPA

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DOT's Guidance requires analysis of environmental justice impacts in the NEPA environmental impact statement (EIS). The DOT Guidance states, "These [environmental justice] definitions must be part of your EJ analysis in your NEPA documentation. Your environmental review documents should contain a discussion of the impacts on the community as a whole, as well as whether there will be disproportionately high and adverse effect on EJ populations... This is particularly important for public transit projects because they often involve both adverse effects (such as short-term construction impacts, increases in bus traffic, etc.,) and positive benefits (such as increased transportation options, improved connectivity, or overall improvement in air quality." (FTA, p. 46).

"If you cannot avoid, minimize, or mitigate the adverse effect, your NEPA analysis should contain a discussion or why the impacts of any alternatives could not be avoided or minimized. You should specifically describe potential mitigation for those effects and how the impacted populations were involved in the decision process." (FTA, p. 48).

Thus, the EIS must include an environmental justice analysis for the Project. The analysis must analyze the impacts of the Project on the EJ communities of the Eastside compared to impacts on non-EJ communities, such as those of the Westside. The Project imposes adverse impacts such as noise, vibration, air pollution, traffic congestion and other impacts on the Via Campo and other EJ communities. Yet, these communities do not enjoy the benefits of the Project. Via Campo is merely a "pass-through" community that bears the burdens of the Project, but does not enjoy the Project's benefits.

Furthermore, the adverse impacts can be minimized if Metro simply imposes the same mitigation measures and alternatives implemented for the Purple Line on the

Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 8 of 11

Westside – namely, placing the alignment underground. FTA's environmental justice guidance requires that the EJ communities of the Eastside be afforded the same benefits, alternatives and mitigation measures as the non-EJ communities of the Westside.

3. Cumulative Impact Analysis

JEEC requests that the SRDEIR/S analyze the cumulative impacts of the Project together with other impacts already burdening the community. In particular, the Project will have cumulative impacts when considered together with the SR-60 Freeway, which already divides the community, and burdens the community with noise, air pollution, shadows, aesthetic impacts and other impacts. Also, the Los Angeles airport (LAX) sometimes uses flight patterns that cause noise pollution in the area. The Eastside Extension will only add to these existing burdens. The Project will add noise from rail screeching, train horns, track cleaning, air pollution, traffic congestion, shadow and aesthetic impacts, and other impacts.

The US Environmental Protection Agency has issued guidance on the analysis of environmental justice impacts in NEPA documents, entitled, *Final Guidance For Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses* (April 1998). (Exhibit C). The document states:

EPA NEPA analyses must consider the cumulative effects on a community by addressing the full range of consequences of a proposed action as well as other environmental stresses which may be affecting the community. Cumulative impacts are defined in 40 CFR 1508.7, as "the incremental impact(s) of the action when added to other past, present, and reasonably foreseeable future actions...." In such cases, mitigation measures need to be developed and analyzed to reduce an adverse cumulative effect. In addition, minority populations and low-income populations are often located in areas or environments that may already suffer from prior degradation. EPA analysts need to place special emphasis on other sources of environmental stress within the region, including those that have historically existed, those that currently exist, and those that are projected for the future.

 Potential for aggravated susceptibility due to existing air pollution (in urban areas), lead poisoning, existence of abandoned toxic sites.

Increased urbanization may occur around a new facility due

Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 9 of 11

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to increased employment or **due to transportation system upgrades.** This may result in disproportionately high and adverse effects to low-income communities due to increased air pollution, lower housing values...

(Final Guidance For Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses (April 1998) §2.2.2 (emphasis added))

Pursuant to the EPA Guidance document, the EIS must analyze the cumulative air pollution, noise, traffic and other impacts of the Project, considered together with other environmental stressors in the community. The EPA Guidance expressly calls out "transportation system upgrades" and requires analysis of the impacts on EJ communities, such as "increased air pollution" and "lower housing values." The EIS must analyze these cumulative impacts.

Similarly, CEQA requires analysis of cumulative impacts. Recognizing that several projects may together have a considerable impact, CEQA requires an agency to consider the "cumulative impacts" of a project along with other projects in the area. (Pub. Resources Code §21083(b); CEQA Guidelines §15355(b)). If a project may have cumulative impacts, the agency must prepare an EIR, since "a project may have a significant effect on the environment if '[t]he possible effects of a project are individually limited but cumulatively considerable." (*Communities for a Better Environment v. Calif. Res. Agency* (2002) 103 Cal.App.4th 98, 114; *Kings County Farm Bur. v. City of Hanford* (1990) 221 Cal.App.3d 692, 721). It is vital that an agency assess "the environmental damage [that] often occurs incrementally from a variety of small sources . . ." (*Bakersfield Citizens For Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1214). Thus, the EIR must analyze the cumulative impacts of the Eastside extension project, considered together with the many other sources of pollution in the community, particularly the SR-60 freeway.

4. Urban Decay Analysis

JEEC requests that the SRDEIR/S analyze whether the proposed Project will cause or contribute to urban decay. Data exists indicating that Metro stations may increase levels of crime in certain communities, particularly when alignments are built atgrade. Data indicates increases in crime after the opening of Metro stations and/or atgrade rail alignments. For example, crime rates at some stations have increased by 50 to 100% in recent years. (See, Exhibit D). We ask Metro to analyze these crime statistics in the SRDEIR/S and whether the increase in crime is causing or contributing to urban decay.

In Bakersfield Citizens for Local Control v. City of Bakersfield (2004) (124 Cal.App.4th 1184) (Bakersfield Citizens), the court expressly held that an EIR must analyze a project's potential to cause urban decay if there is substantial evidence showing that the project may lead to such impacts. The court pointed out that CEQA requires the project proponent to discuss the project's economic and social impacts Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 10 of 11

where "[a]n EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic and social changes." (CEQA Guidelines §§ 15131(a) and 15064(f).)

Bakersfield Citizens concerned a proposal to construct two WalMart Stores within 3 miles of each other. Evidence was submitted that the stores could cause urban decay by forcing local downtown stores to close. The court held that this impact must be analyzed in the EIR. Most of the cases cited by the Bakersfield Citizens court concerned other retail developments with alleged urban decay impacts. (See, Citizens Assoc. for Sensible Dev. of Bishop Area v. County of Inyo (1985) 172 Cal.App.3d 151, 170 171 (shopping mall threatens downtown businesses and urban decay); Citizens for Quality Growth v. City of Mt. Shasta (1988) 198 Cal.App.3d 433, 445-446 (shopping mall may cause "business closures" in downtown area); Friends of Davis v. City of Davis (2000) 83 Cal.App.4th 1004, 1019 (insufficient evidence that Borders bookstore may threaten local bookstores); see also, Anderson First Coalition v. City of Anderson (2005) 30 Cal.Rptr.3d 738 (shopping center); American Canyon Community United for Responsible Growth v. City of American Canyon (2006) 145 Cal.App.4th 1062, 1074 (urban decay impacts of supercenter must be analyzed); Gilroy Citizens for Responsible Planning v. City of Gilroy (2006) 140 Cal.App.4th 911, 920 (EIR adequately analyzed urban decay impacts of supercenter).)

The Bakersfield Citizens court also cited an industrial and a prison project that were alleged to have blighting impacts. The court noted that in Christward Ministry v. Superior Court (1986) (184 Cal. App. 3d 180, 197) (Christward Ministry) an agency was required to analyze in the EIR the potential that odors, noise, and traffic from a garbage dump could adversely impact a nearby religious retreat center. The Bakersfield Citizens court noted that this was a type of "urban blight" impact. The court also noted that in City of Pasadena v. State of California (1993) (14 Cal.App.4th 810) (City of Pasadena) the "blighting" impact of a parole office on a nearby residential neighborhood was recognized (however the court held that insufficient evidence had been presented to establish that the parole office may have an urban blight impact).

Finally, the *Bakersfield Citizens* court recognized that cumulative blight impacts must be considered. In other words, it is necessary to analyze the blight impacts of the proposed project together with other past, present and future projects in the area. (124 Cal.App.4th at 1193)

Given the evidence that at-grade Metro alignments may be causing or contributing to increases in crime in certain areas, the EIR/S should analyze this impacts with respect to urban decay. The document should propose feasible mitigation measures, such as increased security presence, whether below-grade alignments have lesser associated crime than at-grade alignments, etc.

Metro Eastside Transit Corridor Phase 2 Project Justice and Equality for the Eastside Coalition Scoping Comments July 11, 2019 Page 11 of 11

5. Other Impacts

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In addition to the above, JEEC requests that the SRDEIR/S analyze the following impacts:

- 1. Inability of emergency vehicles to navigate between both sides of Pomona Blvd. if they are blocked in the center by a Metro Rail i.e. the same situation which currently exists on 3rd Street between Atlantic Blvd. to Indiana St.
- Loss of Caltrans' right of way which will eliminate Caltrans' ability to do lane or carpool lane expansions on the 60 Freeway between Atlantic Blvd. and Peck Rd.
- 3. Noise impacts from Metro horns on Hillview Ave. and Atlantic Blvd. to local residential areas of the Via Campo neighborhood.
- 4. Permanently restrict any business development along Pomona Blvd. where the Metro line will be in the center of the roadway, similar to what has occurred on 3rd Street.
- 5. Loss of greenscape, trees and plants on the 60 Freeway if an aerial line is constructed.
- 6. Higher risks of slope erosion.
- Pedestrian safety risks, with higher fatality risks than associated with the current pre Metro line conditions.
- 8. Higher vehicle accident exposures between Metro lines and vehicles.
- 9. Hexavalent Chromium and other heavy metal contamination that may be caused by Metro line wheel friction on the tracks.
- 10. Shadow impacts of the elevated tracks on surrounding EJ communities.

We ask Metro to compare the proposed at-grade and overhead alignment with a belowgrade alignment with respect to each of the above impacts.

Sincerely.

Richard Toshiyuki Drury LOZEAU DRURY LLP

EXHIBIT A

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Environmental Justice at the Local and Regional Level Legal Background

Cities, counties, and other local governmental entities have an important role to play in ensuring environmental justice for all of California's residents. Under state law:

"[E]nvironmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

(Gov. Code, § 65040.12, subd. (e).) Fairness in this context means that the *benefits* of a healthy environment should be available to everyone, and the *burdens* of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects.

Many local governments recognize the advantages of environmental justice; these include healthier children, fewer school days lost to illness and asthma, a more productive workforce, and a cleaner and more sustainable environment. Environmental justice cannot be achieved, however, simply by adopting generalized policies and goals. Instead, environmental justice requires an ongoing commitment to identifying existing and potential problems, and to finding and applying solutions, both in approving specific projects and planning for future development.

There are a number of state laws and programs relating to environmental justice. This document explains two sources of environmental justice-related responsibilities for local governments, which are contained in the Government Code and in the California Environmental Quality Act (CEQA).

Government Code

Government Code section 11135, subdivision (a) provides in relevant part:

No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state....

While this provision does not include the words "environmental justice," in certain circumstances, it can require local agencies to undertake the same consideration of fairness in the distribution of environmental benefits and burdens discussed above. Where, for example, a general plan update is funded by or receives financial assistance from the state or a state agency, the local government should take special care to ensure that the plan's goals, objectives, policies and implementation measures (a) foster equal access to a clean environment and public health benefits (such as parks, sidewalks, and public transportation); and (b) do not result in the unmitigated concentration of polluting activities near communities that fall into the categories defined in Government Code section 11135.¹ In addition, in formulating its public outreach for the general plan update, the local agency should evaluate whether regulations governing equal "opportunity to participate" and requiring "alternative communication services" (*e.g.*, translations) apply. (See Cal. Code Regs., tit. 22, §§ 98101, 98211.)

Government Code section 11136 provides for an administrative hearing by a state agency to decide whether a violation of Government Code section 11135 has occurred. If the state agency determines that the local government has violated the statute, it is required to take action to "curtail" state funding in whole or in part to the local agency. (Gov. Code, § 11137.) In addition, a civil action may be brought in state court to enforce section 11135. (Gov. Code, § 11139.)

California Environmental Quality Act (CEQA)

Under CEQA, "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects" (Pub. Res. Code, § 21002.) Human beings are an integral part of the "environment." An agency is required to find that a "project may have a 'significant effect on the environment" if, among other things, "[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly[.]" (Pub. Res. Code, § 21083, subd. (b)(3); see also CEQA Guidelines,² § 15126.2 [noting that a project may cause a significant effect by bringing people to hazards].)

CEQA does not use the terms "fair treatment" or "environmental justice." Rather, CEQA centers on whether a project may have a significant effect on the physical environment. Still, as set out below, by following well-established CEQA principles, local governments can further environmental justice.

CEQA's Purposes

The importance of a healthy environment for all of California's residents is reflected in CEQA's purposes. In passing CEQA, the Legislature determined:

- "The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern." (Pub. Res. Code, § 21000, subd. (a).)
- We must "identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds from being reached." (*Id.* at subd. (d).)

¹ To support a finding that such concentration will not occur, the local government likely will need to identity candidate communities and assess their current burdens. ² The CEQA Guidelines (Cal. Code Regs., tit. 14, §§ 15000, et seq.) are available at <u>http://ceres.ca.gov/ceqa/</u>.

- "[M]ajor consideration [must be] given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian." (*Id.* at subd. (g).)
- We must "[t]ake all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise." (Pub. Res. Code, § 21001, subd. (b).)

Specific provisions of CEQA and its Guidelines require that local lead agencies consider how the environmental and public health burdens of a project might specially affect certain communities. Several examples follow.

Environmental Setting and Cumulative Impacts

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There are a number of different types of projects that have the potential to cause physical impacts to low-income communities and communities of color. One example is a project that will emit pollution. Where a project will cause pollution, the relevant question under CEQA is whether the environmental effect of the pollution is significant. In making this determination, two long-standing CEQA considerations that may relate to environmental justice are relevant – setting and cumulative impacts.

It is well established that "[t]he significance of an activity depends upon the setting." (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718 [citing CEQA Guidelines, § 15064, subd. (b)]; see also *id.* at 721; CEQA Guidelines, § 15300.2, subd. (a) [noting that availability of listed CEQA exceptions "are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant."]) For example, a proposed project's particulate emissions might not be significant if the project will be located far from populated areas, but may be significant if the project will be located in the air shed of a community whose residents may be particularly sensitive to this type of pollution, or already are experiencing higher-than-average asthma rates. A lead agency therefore should take special care to determine whether the project will expose "sensitive receptors" to pollution (see, e.g., CEQA Guidelines, App. G); if it will, the impacts of that pollution are more likely to be significant.³

In addition, CEQA requires a lead agency to consider whether a project's effects, while they might appear limited on their own, are "cumulatively considerable" and therefore significant. (Pub. Res. Code, § 21083, subd. (b)(3).) "[C]umulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future

³ "[A] number of studies have reported increased sensitivity to pollution, for communities with low income levels, low education levels, and other biological and social factors. This combination of multiple pollutants and increased sensitivity in these communities can result in a higher cumulative pollution impact." Office of Environmental Health Hazard Assessment, *Cumulative Impacts: Building a Scientific Foundation* (Dec. 2010), Exec. Summary, p. ix, available at http://oehha.ca.gov/ej/cipa123110.html.

projects." (*Id.*) This requires a local lead agency to determine whether pollution from a proposed project will have significant effects on any nearby communities, when considered together with any pollution burdens those communities already are bearing, or may bear from probable future projects. Accordingly, the fact that an area already is polluted makes it *more likely* that any additional, unmitigated pollution will be significant. Where there already is a high pollution burden on a community, the "relevant question" is "whether any additional amount" of pollution "should be considered significant in light of the serious nature" of the existing problem. (*Hanford, supra*, 221 Cal.App.3d at 661; see also *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025 [holding that "the relevant issue ... is not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant in light of the serious nature"]

The Role of Social and Economic Impacts Under CEQA

Although CEQA focuses on impacts to the physical environment, economic and social effects may be relevant in determining significance under CEQA in two ways. (See CEQA Guidelines, §§ 15064, subd. (e), 15131.) First, as the CEQA Guidelines note, social or economic impacts may lead to physical changes to the environment that are significant. (*Id.* at §§ 15064, subd. (e), 15131, subd. (a).) To illustrate, if a proposed development project may cause economic harm to a community's existing businesses, and if that could in turn "result in business closures and physical deterioration" of that community, then the agency "should consider these problems to the extent that potential is demonstrated to be an indirect environmental effect of the proposed project." (See *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 446.)

Second, the economic and social effects of a physical change to the environment may be considered in determining whether that physical change is significant. (*Id.* at §§ 15064, subd. (e), 15131, subd. (b).) The CEQA Guidelines illustrate: "For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect would be significant." (*Id.* at § 15131, subd. (b); see also *id.* at § 15382 ["A social or economic change related to a physical change may be considered in determining whether the physical change is significant."])

Alternatives and Mitigation

CEQA's "substantive mandate" prohibits agencies from approving projects with significant environmental effects if there are feasible alternatives or mitigation measures that would substantially lessen or avoid those effects. (Mountain Lion Foundation v. Fish and Game Commission (1997) 16 Cal.4th 105, 134.) Where a local agency has determined that a project may cause significant impacts to a particular community or sensitive subgroup, the alternative and mitigation analyses should address ways to reduce or eliminate the project's impacts to that community or subgroup. (See CEQA Guidelines, § 15041, subd. (a) [noting need for "nexus" between required changes and project's impacts].)

Depending on the circumstances of the project, the local agency may be required to consider alternative project locations (see Laurel Heights Improvement Assn. v. Regents of University of

California (1988) 47 Cal.3d 376, 404) or alternative project designs (see Citizens of Goleta Valley v. Board of Supervisors (1988) 197 Cal.App.3d 1167, 1183) that could reduce or eliminate the effects of the project on the affected community.

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The lead agency should discuss and develop mitigation in a process that is accessible to the public and the affected community. "Fundamentally, the development of mitigation measures, as envisioned by CEQA, is not meant to be a bilateral negotiation between a project proponent and the lead agency after project approval; but rather, an open process that also involves other interested agencies and the public." (Communities for a Better Environment v. City of Richmond (2010) 184 Cal.App.4th 70, 93.) Further, "[m]itigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments." (CEQA Guidelines, § 15126.4, subd. (a)(2).)

As part of the enforcement process, "[i]n order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented," the local agency must also adopt a program for mitigation monitoring or reporting. (CEQA Guidelines, § 15097, subd. (a).) "The purpose of these [monitoring and reporting] requirements is to ensure that feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded." (*Federation of Hillside and Canyon Assns. v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261.) Where a local agency adopts a monitoring or reporting program related to the mitigation of impacts to a particular community or sensitive subgroup, its monitoring and reporting necessarily should focus on data from that community or subgroup.

Transparency in Statements of Overriding Consideration

Under CEQA, a local government is charged with the important task of "determining whether and how a project should be approved," and must exercise its own best judgment to "balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian." (CEQA Guidelines, § 15021, subd. (d).) A local agency has discretion to approve a project even where, after application of all feasible mitigation, the project will have unavoidable adverse environmental impacts. (*Id.* at § 15093.) When the agency does so, however, it must be clear and transparent about the balance it has struck.

To satisfy CEQA's public information and informed decision making purposes, in making a statement of overriding considerations, the agency should clearly state not only the "specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits" that, in its view, warrant approval of the project, but also the project's "unavoidable adverse environmental effects[.]" (*Id.* at subd. (a).) If, for example, the benefits of the project will be enjoyed widely, but the environmental burdens of a project will be felt particularly by the neighboring communities, this should be set out plainly in the statement of overriding considerations.

The Attorney General's Office appreciates the leadership role that local governments have played, and will continue to play, in ensuring that environmental justice is achieved for all of California's residents. Additional information about environmental justice may be found on the Attorney General's website at <u>http://oag.ca.gov/environment</u>.

Office of the California Attorney General – Environmental Justice – Updated: 07/10/12 Page 6 of 6

EXHIBIT B



U.S. Department of Transportation

CIRCULAR

Federal Transit Administration FTA C 4703.1

August 15, 2012

Subject: ENVIRONMENTAL JUSTICE POLICY GUIDANCE FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS

- 1. <u>PURPOSE</u>, The purpose of this circular is to provide recipients of Federal Transit Administration (FTA) financial assistance with guidance in order to incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA.
- 2. AUTHORITY.
 - a. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994.
 - b. U.S. DOT Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 77 FR 27534, May 10, 2012.
 - c. Federal Transit Laws, Title 49, United States Code, Chapter 53.
- 3. <u>WAIVER</u>. FTA reserves the right to waive any provisions of this circular to the extent permitted by Federal law or regulation.
- 4. FEDERAL REGISTER NOTICE. In conjunction with publication of this Circular, FTA published a notice in the *Federal Register*, addressing comments received during development of the Circular.
- 5. <u>AMENDMENTS TO THE CIRCULAR</u>. FTA reserves the right to update this circular to reflect changes in other revised or new guidance and regulations that undergo notice and comment, without further notice and comment on this circular. FTA will post updates on our website at <u>www.fta.dot.gov</u>. The website allows the public to register for notification when FTA issues *Federal Register* notices or new guidance. Please visit the website and click on "sign up for e-mail updates" for more information.

6. <u>ACCESSIBLE FORMATS</u>. This document is available in accessible formats upon request. To obtain paper copies of this circular as well as information regarding these accessible formats, call FTA's Administrative Services Help Desk, at: 202-366-4865. Individuals with hearing impairments may contact the Federal Relay Service at 1-800-877-8339 for assistance with the call.

<u>/s/</u>____

Peter M. Rogoff Administrator

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Environmental Justice Policy Guidance for Federal Transit Administration Recipients FTA Circular 4703.1

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ACRONYMS

ACS	American Community Survey
CAC	Community Advisory Council
CEQ	Council on Environmental Quality
DOT	U.S. Department of Transportation
EJ	Environmental Justice
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HHS	Department of Health and Human Services
LEP	Limited English Proficiency
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act of 1969
OMB	Office of Management and Budget
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program

This guidance is intended to improve the internal management of FTA with respect to environmental justice. It will not be deemed to create any right, benefit or trust obligation either substantive or procedural, enforceable by any person, or entity in any court against the agency, its officers, or any other person. Compliance with this guidance will not be justiciable in any proceeding for judicial review of agency action.

Chapter I Environmental Justice, Title VI, and Public Transportation

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), to make environmental justice (EJ) part of our mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on minority populations and/or low-income populations (collectively "EJ populations"). Environmental justice at FTA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews.

In May 2012, DOT issued an updated internal Order, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order). The DOT Order updates the Department's original Environmental Justice Order, which was published April 15, 1997. The DOT Order continues to be a key component of the Department's strategy to promote the principles of environmental justice in all Departmental programs, policies, and activities.

DOT Order 5610.2(a) sets forth the DOT policy to consider environmental justice principles in all DOT programs, policies, and activities. It describes how the objectives of environmental justice will be integrated into planning and programming, rulemaking, and policy formulation. The DOT Order sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and NEPA provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions.

The updated DOT Order reaffirms DOT's commitment to environmental justice and clarifies certain aspects of the original order, including the definitions of "minority" populations in compliance with the Office of Management and Budget's (OMB) Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity of October 30, 1997. The revisions clarify the distinction between a Title VI analysis and an environmental justice analysis conducted as part of a NEPA review, and affirm the importance of considering environmental justice principles as part of early planning activities in order to avoid disproportionately high and adverse effects. The updated DOT Order maintains the

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original order's general framework and procedures and DOT's commitment to promoting the principles of environmental justice in all DOT programs, policies, and activities.

The Executive Order directs Federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of agency programs, policies, and activities on EJ populations.

A. Guiding Environmental Justice Principles

The guiding EJ principles followed by DOT and FTA are briefly summarized as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

You should consider these goals of environmental justice throughout transportation planning and project development, and through all public outreach and participation efforts conducted by FTA, its grantees and subgrantees.

In our grant agreements, we require you, as a recipient of FTA funds, to facilitate our compliance with Executive Order 12898 and the DOT Order 5610.2(a). You facilitate our compliance by incorporating EJ principles into your transportation decision-making process and environmental review documents.

B. Title VI Nondiscrimination Law

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons. Under DOT's Title VI regulations, as a recipient of DOT financial assistance, you are prohibited from, among other things, using "criteria or methods of administering your program which have the effect of subjecting individuals to discrimination based on their race, color, or national origin." For example, neutral policies or practices that result in discriminatory effects or disparate impacts violate DOT's Title VI regulations, unless you can show the policies or practices are justified and there is no less discriminatory alternative. In addition, Title VI and DOT regulations prohibit you from intentionally discriminating against people on the basis of race, color, and national origin.

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The overlap between the statutory obligation placed on Federal agencies under Title VI to ensure nondiscrimination in Federally-assisted programs administered by State and local entities, and the administrative directive to Federal agencies under the Executive Order to address disproportionately high and adverse impacts of Federal activities on EJ populations explain why Title VI and environmental justice are often paired. The clear objective of the Executive Order and Presidential Memorandum accompanying the Executive Order is to ensure that Federal agencies promote and enforce nondiscrimination as one way of achieving the overarching objective of environmental justice – a fair distribution of the benefits or burdens associated with Federal programs, policies, and activities.

C. How Do Title VI and EJ Work Together?

Environmental justice and Title VI are not new concerns. The Presidential Memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that must be applied "as an important part of . . . efforts to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects." According to the U.S. Department of Justice, "... the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community's minorities – flows directly from the underlying principle of Title VI itself."¹

Today, environmental justice and Title VI are receiving greater emphasis. Effective transportation decision-making depends upon understanding and properly addressing the unique needs of different socioeconomic groups. This is more than an academic exercise; it requires providing opportunities for meaningful engagement to all sectors of the public potentially affected by FTA projects. This Circular is provided to assist you with promoting environmental justice and ensuring nondiscrimination on projects that use FTA funds in your community.

¹ See Title VI Legal Manual, U.S. Department of Justice Civil Rights Division (2001), page 59.

D. What Are the Similarities and Differences Between Title VI and Environmental Justice?

Environmental justice principles have been confused with the requirements of Title VI. Here is a summary of the key differences between environmental justice and Title VI.

Key aspects of the authorities	Title VI	Environmental Justice
What is the basis for the authority?	Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.	The basis for addressing environmental justice is an Executive Order: EO 12898 directs each Federal agency to "make achieving environmental justice part of its mission." The EO was intended to improve the internal management of the executive branch and not to create legal rights enforceable by a party against the U.S.
What is the purpose of the authority?	Title VI prohibits recipients of Federal financial assistance (e.g., states, local governments, transit providers) from discriminating on the basis of race, color, or national origin in their programs or activities, and it obligates Federal funding agencies to enforce compliance.	EO 12898 calls on each Federal agency to achieve "environmental justice by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations"
To whom does the authority apply?	Title VI is a Federal law that applies to recipients and subrecipients of Federal financial assistance (<i>e.g.</i> , states, local governments, transit providers), and not to DOT itself.	EO 12898 applies to Federal agency actions, including DOT's and FTA's actions. Title VI is one of the tools used by Federal agencies to implement this directive.
What does the authority require, and of whom?	Under Title VI, DOT has the responsibility to provide oversight of recipients and to enforce their compliance with Title VI, to ensure that recipients do not use DOT funds to subsidize discrimination based on race, color, or national origin.	EO 12898 is a directive from the President of the United States to Federal agencies Intended to improve the internal management of the Federal government. DOT issued its own Order implementing EO 12898, and updated the Order in May 2012 (Order 5610.2(a)).

Chapter I

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Key aspects of the authorities	Title VI	Environmental Justice
What does the authority say with regard to negative effects or impacts?	In accordance with 49 CFR part 21, and Title VI case law, if an otherwise facially neutral program, policy or activity will have a discriminatory impact on minority populations, that program, policy or activity may only be carried out if (1) the recipient can demonstrate a substantial legitimate justification for the program, policy or activity; (2) there are no comparably effective alternative practices that would result in less disparate impacts; and (3) the justification for the program, policy or activity is not a pretext for discrimination.	DOT Implemented EO 12898 in its order on EJ, which provides that if a DOT program, policy or activity will have a disproportionately high and adverse effect on minority or low- income populations, that program, policy or activity may only be carried out if further mitigation measures or alternatives that would reduce the disproportionately high and adverse effects are not practicable. In determining whether a mitigation measure or an alternative is "practicable," the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account.
Does the authority create any rights or remedies?	Title VI allows persons alleging discrimination based on race, color, or national origin by recipients of Federal funds to file administrative complaints with the Federal departments and agencies that provide financial assistance. Persons alleging intentional discrimination (i.e., disparate treatment) may bring a court action seeking to enforce Title VI but cannot do so with regard to allegations of discrimination based on agency disparate impact regulations. Disparate impact complaints may be filed with the Federal agency.	EO 12898 establishes the Executive Branch policy on environmental justice; it is not enforceable in court and does not create any rights or remedies.

Thus, while Title VI is one tool for agencies to use to achieve the principles of environmental justice, it is important to recognize that Title VI imposes statutory and regulatory requirements that are broader in scope than environmental justice. You are cautioned that while there may be overlap, engaging in an EJ analysis under Federal transportation planning and the National Environmental Policy Act of 1969 (NEPA) provisions will not satisfy Title VI requirements, as outlined in FTA's Title VI Circular. Similarly, a Title VI analysis will not necessarily satisfy environmental justice, given that Title VI does not include low-income populations. Moreover, Title VI applies to all activities of Federal recipients, not solely those which may have disproportionately high and adverse human health or environmental effects on EJ populations.

For example, while a bus rehabilitation project may not impose disproportionately high or adverse health or environmental effects on EJ populations, the *use* of those buses subsequent to the rehabilitation may be subject to a Title VI analysis to ensure that vehicles assigned to a particular area does not result in a disparate impact on the basis of race, color, or national origin. In addition, if there are substantive changes to the service levels for which the rehabilitated or other buses will be used, *i.e.*, the vehicles are deployed in such a way that the nature and quantity of service in a particular area is changed, then a service equity analysis must be conducted under Title VI to determine whether this change results in a disparate impact on the basis of race, color, or national origin. The requirements for that particular analysis are part of the compliance determinations made for Federal transit recipients under FTA's Title VI Circular, and you are encouraged to review that document.

E. Conducting an Environmental Justice Analysis

The Executive Order directs Federal agencies to make environmental justice part of their mission through identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of our programs, policies, and activities on EJ populations. For FTA, this means following the three guiding principles of environmental justice:

- To avoid, minimize, and mitigaté disproportionately high and adverse effects.
- To ensure the full and fair participation by all potentially affected communities
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

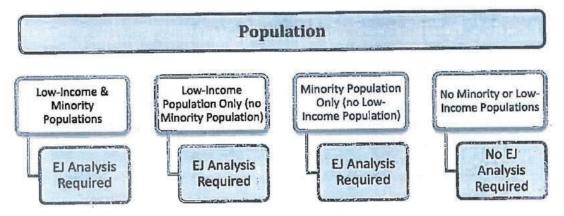
An EJ analysis starts with determining whether minority populations and/or low-income populations will experience potential environmental or health impacts from a proposed program, project, or activity.

A **minority population** means any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by a proposed DOT program, policy or activity. Minority includes persons who are American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.

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Low-income means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. However, you are encouraged to use a locally developed threshold, such as that used for FTA's grant program,² or a percentage of median income for the area, provided that the threshold is at least as inclusive as the HHS poverty guidelines.³ A **low-income population** means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.

The two terms "minority" and "low-income" should not be presumptively combined. There are minority populations of all income levels, whereas low-income populations may be minority, non-minority, or a mix in a given area. As the definition of minority indicates, even minority populations can include several racial or ethnic categories. As the chart below demonstrates, although the two groups may overlap, that is not always the case.



Whether a plan or project impact area has one or more minority populations and/or lowincome populations is determined by analyzing the demographic data for the area, and is discussed in more detail in Chapter II of this Circular.

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² Public Law 112-141 defines "low-income individual" to mean "an individual whose family income is at or below 150 percent of the poverty line, as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2), including any revision required by that section, for a family of the size involved."

³ When FTA funds are combined with other DOT funds or when one NEPA review is used to evaluate activities for multiple DOT agencies, then low-income means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.

Under the DOT Order, adverse effect means:

"the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities."

An EJ analysis also includes a determination of whether the activity will result in a "disproportionately high and adverse effect on human health or the environment," which is defined in the DOT Order as:

"an adverse effect that:

- (1) is predominantly borne by a minority population and/or a lowincome population, or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."

Once you have identified your EJ populations, you will want to compare the burdens of the activity experienced by EJ populations with those experienced by non-EJ populations. Similarly, you will want to compare the activity's benefits experienced by EJ populations as compared to non-EJ populations. Chapter II discusses this analysis in more detail.

F. What Is the Purpose of a Separate Circular on Environmental Justice?

This Circular is designed to provide a framework to assist you as you integrate principles of environmental justice into your transit decision-making process. The Circular contains recommendations for State DOTs, MPOs and transit providers on (1) how to fully engage EJ populations in the transportation decision-making process; (2) how to determine whether EJ populations would be subjected to disproportionately high and adverse human health or environmental effects of a public transportation project, policy, or activity; and (3) how to avoid, minimize, or mitigate these effects.

Chapter I

A key component of environmental justice is engaging EJ populations as a part of your transportation planning process. We recommend that your public engagement plan incorporate outreach techniques that are designed to encourage meaningful participation from members of the EJ populations in your community. If your long-range plan, Transportation Improvement Program/Statewide Transportation Improvement Program, or transit project is estimated to have disproportionately high and adverse human health or environmental effects on EJ populations, engaging these populations early in the process may help you avoid, minimize, or mitigate these impacts. In the event the effects cannot be avoided, minimized, or mitigated, such engagement may help you develop off-setting benefits.

Finally, a note about what is not in this Circular. This Circular does not contain any new requirements, policies or directives. Under existing Federal law, you are required to include interested parties and the public in your transit decision-making and planning processes. This Circular recognizes that how you approach environmental justice in any specific situation will need to be tailored to the unique circumstances of each decision, whether it is a project review under NEPA or the development of long-range and short-range transportation plans.

Public transit providers know firsthand how critical public transportation is for many members of low-income populations and minority populations, many of whom have no other reliable transportation to get them to jobs, health care, school, or childcare services.

G. Summary

The DOT Order on EJ sets forth guidance for determining whether a DOT or a DOT-funded program, policy, or activity is likely to have disproportionately high and adverse human health or environmental effects on low-income or minority populations. The DOT Order directs FTA to consider EJ objectives when administering the requirements of NEPA; Title VI and related statutes; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA); Congressionally-authorized planning requirements; and other laws, regulations, and executive orders that address or affect infrastructure planning and decision-making; social, economic, or environmental matters; public health; or public engagement.

The DOT Order provides the definitions and framework for your EJ analyses. These important definitions are set forth above, and in more detail, in the Appendix. Chapter II of the Circular provides an analytical framework for effectively addressing environmental justice in public transportation plans, programs, projects, and activities. It also addresses disproportionately high and adverse effects, including mitigation measures and consideration of alternatives that would avoid or reduce the disproportionately high and adverse effects. In order to create infrastructure that meets the needs of the community,

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Chapter I

you must be committed to public outreach and creating meaningful opportunities for public engagement, including participation by minority and low-income communities. Chapter III provides detailed guidance on the range of public engagement approaches that you can deploy in these various activities. Together, Chapters II and III provide the foundation for effectively integrating EJ principles into the public transportation decisionmaking processes. Chapters IV and V describe the particular considerations of environmental justice in planning and NEPA activities, respectively. .

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Chapter II Conducting an Environmental Justice Analysis

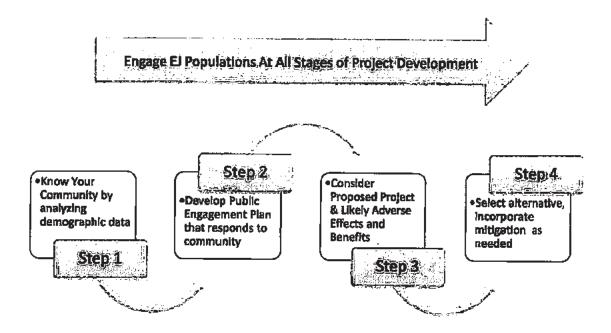
This chapter provides an analytical framework for conducting an EJ analysis of your plan, program, or project (activity) under the principles of environmental justice. The analytical framework is designed to assist you as you work your way through an analysis of the environmental justice implications of your plans, programs, projects, and activities. You may need to adapt or adjust this framework to fit the particular activity you are analyzing.

Throughout the continuum of transit decision-making, there are many occasions for you to consider the public transportation needs of EJ populations. We recommend that you consider EJ principles as part of Statewide, metropolitan, and local long- and short-range planning process, with early and ongoing engagement of the public in all stages of decision-making. In addition, we recommend that transit providers consider EJ principles during local planning activities and service delivery through project development and design, including consideration as part of the environmental review required by NEPA.

A. Environmental Justice Analysis

An EJ analysis starts with knowing basic socioeconomic information about the people who live and/or work in your community. Without this information, you cannot determine whether your proposed activity will affect minority and/or low-income populations. Once you know who is in your community, you can develop a targeted public engagement plan that will encourage the full and fair participation by all members of the affected communities. Your public engagement plan will then help guide you through the rest of the analysis as you consider whether the proposed programs, policies, and activities will result in disproportionately high and adverse human health or environmental effects on EJ populations.

As the chart below illustrates, the engagement of EJ populations in all aspects of your transportation decision-making process is fundamental to truly making the principles of environmental justice a part of your mission.



Each step is discussed in more detail in this Circular. In this Chapter, we will explore recommendations for gathering and analyzing demographic data sources to better inform you about the members of your community who may be impacted by your transit decision. We will also discuss the analytical framework we recommend you use when considering an EJ issue. In Chapter III, we will discuss developing a robust public engagement plan that provides for the full and fair participation of all members of the community including members of EJ populations. In Chapters IV and V, we discuss more specifically how to undertake an EJ analysis during development of your transportation plans and during the NEPA process.

B. Know Your Community

Effective transportation planning starts with knowing who lives and works in your community and what their mobility needs are. This is true for an effective EJ analysis as well. You will need to obtain and analyze relevant data within the planning or project area. You will use this data to create a residential demographic profile to help you determine where EJ populations are located.

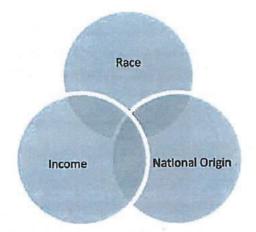
1. Sources of Demographic Data

Demographic data is available from a number of publicly available sources. The two primary sources for demographic data - the Decennial Census of Population (Census) and 2

the annual American Community Survey (ACS) – are available from the U.S. Census Bureau⁴ and aid in identifying the locations and demographic characteristics of EJ and non-EJ populations. Census data is available at the Census tract, Census block, and block group level.⁵

The U.S. Census data also includes economic Census data and TIGER (Topologically Integrated Geographic Encoding and Referencing) files, which contain a digital database that can be used with Geographic Information System (GIS) or other mapping software to show geographic distribution of populations and other Census data.

Census data on age, race and ethnicity is available at the Census block level, which is the most geographically detailed level of Census data available. Other types of socioeconomic data, such as income, poverty and education, are available from ACS at the Census tract, block group or block level. Statewide and metropolitan planning activities may affect large areas, while transit provider planning and project-level effects are usually localized. Small area Census data such as blocks and block-



groups is generally more appropriate for projects and local planning activities. Large scale Census data, such as tracts and counties, may be more appropriate for Statewide and metropolitan planning activities. You may also find it helpful to use data developed through the Statewide or metropolitan planning process for local projects to get a sense of the larger area. You should determine the most appropriate level of Census data to use based on the project and the area.

Other data can supplement U.S. Census data, if it has a sound basis and gives an accurate assessment of income levels and other population characteristics. In some instances, population characteristics can be derived from information available from MPOs, councils of government, and city or county agencies. Other local sources of information include State and local tax and financing agencies, economic and job development agencies, social service agencies, local health organizations, school districts, local public agencies, and community

⁴ The types of data sets and resources available from the U.S. Census Bureau are summarized on their website at <u>http://www.Census.gov</u>.

⁵ Explanation of how these classifications are defined can be found in U.S. Census publications on social, economic, and housing characteristics, under "Area Classifications," and at http://www.Census.gov/geo/www/tiger/glossary.html.

action agencies. The source and basis of the information on income and what it represents should be identified. We recommend that each situation be evaluated in context.

Local transit providers or planning agencies may wish to augment this national data with local information regarding residential property assessed valuations and rent or by surveying local residents directly to obtain current demographic and development information in greater geographic detail.⁶ Some of this information, however, may vary widely in quality, level of specificity, and format. Therefore, it is important when collecting information that you recognize when data was collected, the data sources used, and data reliability.

Regardless of the source, you will want to use the most up-to-date reliable data available, understand the basic assumptions used in each compilation, and recognize the purposes for which data were originally collected. As well, consistency in data sources may be an important consideration, particularly if the analysis seeks to track changes in socioeconomic data over time.

The composite residential demographic profile may be portrayed and analyzed most effectively when a GIS software platform is used. The data overlay and mapping capabilities of GIS are useful tools in evaluating the patterns of completed or planned transportation activities relative to the locations of EJ populations, and can help you evaluate how various populations may be differentially affected by a plan or proposed project. By conducting a GIS analysis, you can spatially depict the percent of minority populations and low-income populations relative to a planning area or to a project by overlaying the percent of minority populations with the low-income populations relative to the planning or project impact area. Additional maps can depict disaggregated minority populations so outreach strategies can be tailored to the specific needs of the community.

The Census Bureau website provides demographic data for download and use by the public. The Census Bureau periodically releases digital files called TIGER/Line files. The Census Bureau's TIGER/Line files are created from the Census Bureau's TIGER database of selected geographic and cartographic information and provide a digital database of geographic features such as roads, railroads, rivers, lakes, political boundaries, and Census statistical boundaries covering the entire United States.

The TIGER/Line data files do not include demographic data but they contain geographic entity codes that can be linked to the Census Bureau's demographic data. For information

⁶ Transit providers that meet certain requirements set forth in the Title VI Circular also are required as part of their Title VI program to collect and report demographic data. Data collected as part of your Title VI program may also be used for your EJ analysis.

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Chapter III

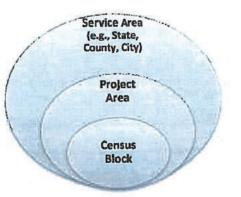
on how to use the TIGER/Line data with a specific software package, contact the company that produced the software. Environmental Systems Research Institute (ESRI) provides free block group geographic files.⁷ Census 2010 TIGER/Line files are available for download from the Census Bureau website⁸ and are also available on CD-ROM and DVD.

2. Unit of Geographic Analysis

The unit of geographic analysis is the area impacted by the proposed action. Depending on the nature of the proposed action, the unit of geographic analysis may be a governing body's jurisdiction, a transit provider's service area, a neighborhood, Census tract, or other

similar unit. However, when establishing the boundaries of the geographic unit, you will want to be careful not to choose boundaries that artificially dilute or inflate the affected minority population and/or low-income population.

For example, when considering the impacts of a new light rail line, it is appropriate to establish the area affected by the project to include the entire alignment, which would then be compared with the transit provider's service



area. However, when considering the location for a maintenance yard that will support the new rail line, both the affected area and the comparison geographic unit may be different and therefore may require its own analysis. In other words, those persons located adjacent to the maintenance yard may experience different and more intense impacts from the maintenance yard than those persons along the alignment but farther away from the yard.

When considering the impacts of a multi-modal transfer center in a small town or rural area, the town or county may be an appropriate area by which to compare the general population and the EJ populations affected by the project. The area around the transfer center should be an appropriate size such that you can conduct a meaningful analysis of the effects on the EJ populations.

Through the Statewide or metropolitan planning processes, we recommend that you conduct an evaluation of the system-level EJ impacts of a collection of projects in the long-range plan. When projects move from a long-range plan into the short-range Transportation Improvement Program (TIP) or State Transportation Improvement

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⁷ Available at <u>http://www.esri.com/data/free-data/index.html.</u>

^B Available at <u>http://www.Census.gov/geo/www/tiger/.</u>

Program (STIP), they are assumed to be reasonably assured of funding and ready for implementation. Chapter IV addresses integration of environmental justice into the transportation planning process in more detail. At that point, for projects that include Federal funds or involve a Federal approval, you will need to evaluate the projects under NEPA, which is described in Chapter V of this Circular. When considering EJ principles for individual projects, the geographic unit for comparison may need to be smaller than the entire geographic area covered by the long-range plan depending on the project and its likely impacts. You are encouraged to work closely with your FTA Regional Office in establishing an appropriate unit of geographic analysis.

3. How Do You Know If An EJ Population Is Present?

Disproportionately high and adverse effects, not population size, are the bases for environmental justice. A very small minority or low-income population in the project, study, or planning area does not eliminate the possibility of a disproportionately high and adverse effect on these populations. Some people wrongly suggest that if minority or lowincome populations are small ("statistically insignificant"), this means there is no environmental justice consideration. While the minority or low-income population in an area may be small, this does not eliminate the possibility of a disproportionately high and adverse effect of a proposed action. EJ determinations are made based on effects, not population size. It is important to consider the comparative impact of an action among different population groups.

The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood Census tract, or other similar unit. However, for analytical purposes it must be appropriate to the scope of the plan, program, or project to determine disproportionate burdens on EJ versus non-EJ populations affected by that plan, program, or project. We recommend that you make reasonable efforts to identify the presence of distinct minority and/or low-income communities residing both within, and in close proximity to, the proposed project or activity and to identify those minority and/or low-income groups who use or are dependent upon natural resources that could be potentially affected by the proposed action. Non-traditional data gathering techniques, including outreach to community-based organizations and tribal governments early in the screening process, may be the best approach for identifying distinct minority and/or low-income communities, and/or tribal interests within the study area.

You should work closely with your FTA Regional Office for additional guidance as you conduct your analysis.

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C. Determining Disproportionately High and Adverse Effects

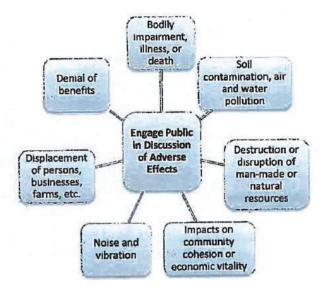
The first of the three guiding EJ principles is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. As discussed in Chapter I, the DOT Order defines the following important concepts: (1) what constitutes an "adverse effect," (2) how to determine whether an adverse effect is "disproportionately high," and (3) how to determine whether an EJ population will bear a "disproportionately high and adverse effect" of the project. Each of these concepts is explored in more detail below.

1. Identifying Adverse Effects

As discussed in Chapter I, the DOT Order defines: (1) what constitutes an "adverse effect," and, (2) when a "disproportionately high and adverse effect" on an EJ population is present.

The definition of adverse effects includes the totality of significant individual or cumulative human health or environmental effects to human health, the natural and social environment, community function, etc. It also includes the denial, reduction, or delay in receiving benefits, which should be addressed like any other impact.

When considering whether a potential effect is "adverse," it is important to include the community that might be impacted by that effect in the discussion.



What one population may perceive as an adverse effect, another may perceive as a benefit. It is also possible that, within the same population, the same action may be perceived by various segments as both an adverse effect and a benefit. This is why having a robust public engagement plan is so important.

2. Determining Whether Adverse Effects Are Disproportionately High

Determinations of disproportionately high and adverse effects include taking into consideration "mitigation and enhancements measures that will be taken and all offsetting benefits to the affected minority and low-income populations... as well as the design,

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comparative impacts, and the relevant number of similar existing system elements in nonminority and non-low-income areas."9

Many public transportation projects involve both adverse effects such as short-term construction impacts, increases in bus traffic, etc., and positive benefits such as increased transportation options, improved connectivity, or overall improvement in air quality. Whether adverse effects will be disproportionately high is dependent on the net results after consideration of the totality of the circumstances. Consideration of these factors cannot be done in a vacuum. Rather, we recommend that you undertake reasonable efforts to engage members of EJ populations who may be impacted by a proposed project, program, or activity, regardless of whether you may consider the proposed activity to have an overall benefit to the community. (*See* Chapter III, Public Engagement.)

Adverse Effects

- Air and water pollution, soil contamination
- Destruction or disruption of man-made or natural resources
- Adverse impacts on community cohesion or economic vitality
- Noise and vibration
- Effects on property values

Benefits

- Decrease in travel time
- Improved air quality
- Expanded employment opportunities
- Better access to transit options
- Improved quality of transit service
- Increased property values

For example, when considering a fixed guideway project, we recommend that you compare the type, level, and quality of mitigation proposed for EJ and non-EJ populations in the project's study area. If a mitigation measure is proposed for a non-EJ population, but not for the EJ population, you will need to explain why such mitigation cannot be implemented in both communities.

If, after considering the adverse effects and potential benefits of the proposed project, you determine that the proposed project will have a disproportionately high and adverse effect on minority populations or low-income populations, then you must determine whether further mitigation measures or alternatives are practicable, and implement practicable

⁹ DOT Order, section 8.b.

mitigation measures or alternatives, before moving forward with the activity. "in determining whether a mitigation measure or an alternative is 'practicable,' the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account."¹⁰

In addition, Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin. Accordingly, a program, policy, or activity that will result in a disparate impact as to one of these protected classes may be carried out only if: (1) the recipient can demonstrate a substantial legitimate justification for the program, policy or activity; and (2) there are no comparably effective, reasonable alternative practices that would result in less disparate impacts. This analysis is discussed in more detail in FTA's Title VI Circular.

3. Determining Whether Adverse Effect Will Be Borne By EJ Population

Whether an adverse effect is "disproportionately high" on minority and low-income populations depends on whether that effect is (1) predominantly borne by an EJ population, or (2) will be suffered by the EJ population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-EJ population. We recommend that you engage the affected EJ populations in this discussion as well.

Questions to consider when determining if disproportionately high and adverse human health or environmental impacts exist include:

- Whether the adverse effects on EJ populations exceed those borne by non-EJ populations?
- Whether cumulative or indirect effects would adversely affect an Ej population?
- Whether mitigation and enhancement measures will be taken for EJ and non-EJ populations?
- Whether there are off-setting benefits to EJ populations as compared to non-EJ populations?

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¹⁰ DOT Order, section 8.c.

Chapter III Achieving Meaningful Public Engagement With Environmental Justice Populations

One of the guiding principles of environmental justice is to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. It is important that you develop and use public engagement efforts to encourage environmental justice populations to participate during the planning and implementation of transit projects.

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By ensuring that environmental justice populations are engaged in the decision-making process, you can develop transportation plans, programs, and projects that will address the transportation needs of environmental justice populations and will include their priorities. Having done so, you will be in a better position to develop transportation plans that are fair across all levels of society, particularly when establishing the priorities under limited available funding for transit projects. Understanding the needs and priorities of environmental justice populations will also help you to balance the benefits of the proposed project against its adverse effects. This partnership with environmental justice populations

will assist you as you consider options to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects. Moreover, with a robust and inclusive public engagement program, you will be in a better position to know whether your plans or projects as implemented will prevent the denial of, reduction in, or significant delay in the receipt of benefits by environmental justice populations.

In this chapter, we identify strategies and techniques for effective public engagement of environmental justice populations that may be used during the planning process and NEPA review. This Circular contains practical suggestions designed to help you develop a strategy for outreach and public participation that is designed for the unique environmental justice populations in your community. We have tried to go beyond the traditional methods of public outreach to incorporate innovative approaches that leverage the ever-changing communications environment in which we live. As you consider whether these non-traditional methods will be effective for engaging underrepresented ş

populations in your community, neither underestimate the prevalence of electronic media with all segments of society, nor forget the effectiveness of "low tech" communication methods such as hanging posters or handing out flyers. Finally, we recognize that public outreach strategies used in any particular instance must be tailored to address the scope of the proposed plan, project or activity, the population of the planning or project impact area, and your resources available for public outreach.

The strategies and techniques discussed in this chapter are suggestions, and the discussion is not meant to be exclusive or exhaustive. You are in the best position to know which strategies will be effective for your specific situation. Also, you are likely to develop other techniques that will more effectively reach the members of your community. We encourage you to use those techniques, as you know your community better than anyone else.

A. Public Engagement as Part of Transportation Planning

Public engagement is integral to good transportation planning. Without meaningful public participation, you risk making poor decisions, or decisions that have unintended negative consequences. With it, it is possible to make a lasting contribution to an area's quality of life. Public engagement is more than an agency requirement and more than a means of fulfilling a statutory obligation. Meaningful public participation is central to good decision-making on transportation planning.

As you develop your public engagement strategy, we recommend that you keep in mind the requirements of the joint FTA/FHWA planning regulations, which provide greater detail and definition for public engagement. The statutory and regulatory framework creates a proactive program of engagement, interaction, and accountability involving decision makers, interested parties, and the public, including environmental justice populations. FTA/FHWA joint planning regulations require you to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

The fundamental objective of public engagement programs is to ensure that the concerns and issues of everyone with a stake in transportation decisions are identified and addressed in the development of the policies, programs, and projects being proposed in their communities. For many of you, engaging EJ populations in the transportation decision-making process is a standard part of your overall public engagement plan that is integrated throughout the process, from the earliest stages (long-range planning, visioning, and scenario planning) through project implementation (construction, operation, and ongoing evaluation). Effective public engagement strategies typically are designed to eliminate barriers to active participation by all members of the community, including EJ populations. Strategies should also create constructive, productive dialogue that will lead to practical decisions that benefit all members of the community, including low-income populations and minority populations. Responsive transportation plans and projects that are designed to serve the needs of all members of the community involve not only the expertise of transportation planners, traffic engineers, urban designers, architects, and other professionals, but also include the views and ideas of the public as collaborators and experts with their own experiences and visions for the future.

Additionally, it is important that you follow the requirement in the FTA/FHWA planning regulations that call for periodic review of the effectiveness of your public engagement process, and the procedures and strategies contained in the participation plan, to ensure a full and open participation process. This review would include revisions to the process, as appropriate.

B. Getting to Know Your Community

The effectiveness of your public engagement plan will depend on how well you know the members of your community. This means going beyond the numbers in the demographic

profile, and learning about the individuals in your service area, including members of EJ populations, and finding out what is important to them.

Although we use the term "EJ populations" throughout this Circular, you should in no way infer from that term that there is only one way to communicate with all minority populations and low-income populations. For example, communication techniques that may be effective for engaging African-Americans who live in a densely populated urban area in the Northeastern United States may not be effective for engaging African-Americans who live in a rural area in the

Know Your Community

- Where do they work?
- Where do they relax?
- What languages do they speak at home?
- How do they get their information?

Midwest. Similarly, how long members of a minority group have lived in the United States may affect the way you communicate with that community. We recommend that you include strategies that address the needs of limited English proficient (LEP) persons as appropriate to ensure compliance with Title VI. FTA's Title VI Circular and DOT's policy guidance on LEP are good resources for you to review.

Analyze the public engagement you have used in the past to see how effective it was. The more you know about the values, traditions, and histories of the communities that make up

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your service area, the more you can tailor your public engagement for these groups. A good place to start getting to know your community is by reviewing the customer comments you receive through surveys, comment cards, and other techniques. You also may want to search the Internet for blogs or websites about public transportation in your community.

C. Traditional Public Outreach

You are probably familiar with the formal public outreach required by Federal, State, or local law for certain transportation decisions (*e.g.*, public meetings on annual budgets, long-range plans, service reductions or fare increases, etc.). Required notice and comment periods are intended to generate comments for an official docket, which is a reliable and organized method for collecting and documenting public input. Public meetings, listening sessions and community forums can provide a good baseline for public engagement campaigns when they are well-facilitated and supplemented with more interactive approaches.

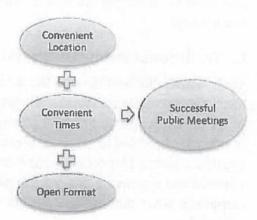
You can make these processes more inviting and user-friendly by writing clear, concise, and understandable documents, and by clarifying the ways for members of the public to provide comments on proposed transportation plans and projects. You will want to provide opportunities for EJ populations to analyze proposals, submit additional data, and provide comments. This can be achieved by scheduling a series of interactive outreach sessions during the notice and comment process, and by making the comments received during those sessions part of the public record. It is also possible to utilize interactive and collaborative online technologies, such as social networking, blogs, videosharing and wikis, to generate increased awareness of, and interest in, the notice and comment process.

For long-range plans, significant capital projects, and other major decisions, it is worthwhile to explore more resource-intensive and in-depth engagement opportunities, including visioning and scenario planning workshops and other collaborative processes. These events can be scaled up or down according to the resources available to support them. Workshops draw members of the public together and expose them to the complexity of plans and projects and the tough choices to be made. It is important to recruit members of EJ populations to participate in community-wide events. Additional events specifically designed to target EJ populations also may be appropriate in some situations.

D. Hosting Successful Public Meetings

Many agencies rely on formal public meetings as the foundation of their public engagement

plan because such meetings are often required under Federal, State, or local laws. These types of meetings can be effective, particularly if you are well-prepared for the meeting, adequately publicize the meeting, and hold it at a convenient time and location. These required public meetings, hearings or comment periods are the minimum requirement to meet specified legal requirements and should not constrain your public engagement strategy. The most successful public meetings will follow a series of more informal meetings with community groups and smaller gatherings of community members.



FTA/FHWA joint planning regulations include requirements for where to hold public meetings and the methods of engagement to use. For example, under Federal regulations, you are required to:

- Hold public meetings at convenient and accessible locations and times;
- Employ visualization techniques to describe plans; and
- Make public information available in electronically accessible formats and means, such as the World Wide Web.

Consider the *location* of the meetings, including whether to hold the meeting in a location that serves the interests of EJ communities, such as community centers, social service organizations, or local schools.

- Is the meeting in a convenient location that is easily accessible by public transit?
- Is the room large enough and comfortable?
- Is the location accessible to persons with disabilities?

The *timing* for the meeting should be designed to allow maximum participation by EJ communities.

 Consider work schedules, school schedules, rush hours, meal hours, and religious worship hours when setting the date and time for the meeting. You may want to schedule more than one meeting and to vary the times of meetings. ÷

 Consider whether your community might prefer meetings scheduled for early mornings or weekends.

You should consider the *format* of the meeting to allow maximum input.

- Develop a meeting format that allows everyone to participate if they want to.
 This may mean setting reasonable time limits for speakers so that a few individuals do not monopolize the meeting.
- Limit your own comments. The purpose of this meeting is to hear from the public.
- Be willing to adapt the room set-up to accommodate the attendees. For example, if you expect 100 people to attend a public meeting, that may require a traditional public meeting set-up (a head table, a podium and rows of chairs, and regulated by an agenda and a three-minute speaking limit). A meeting with a smaller group may be more informally arranged.

Make the public participation process accessible to all.

- Designate a specific employee to accommodate the needs of persons who are linguistically and culturally isolated, as well as persons who have disabilities. You may have obligations under Title VI to provide assistance to persons who do not speak English well or at all.
- When planning accessible public engagement campaigns, it is vital for agencies to consider that people have different learning styles, educational attainment levels, and literacy skills. Therefore, it is a good idea to go beyond the auditory nature of public meetings to include visual and tactile tools and techniques in the overall public engagement strategy.

Communicate clearly during the meeting.

- Assess a group's preferred types of communications prior to the meeting.
- Clearly explain the purpose of the meeting and the steps in the process, including the proposed schedule.
- Provide information in plain language. Make sure technical information and complex policies and procedures are described in layperson's terms rather than jargon.
- Spell out acronyms and define technical concepts and terms; Federal, State, and local transportation planning processes are complex.
- Break the plan or project into pieces; plan public sessions that focus on one part or section at a time.

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Finally, you will need to provide notice to the community, including EJ populations, about the meeting to encourage people to participate. Check Federal, State, and local requirements to be sure that you comply with any formal publication or notice requirements. For example, your State's open meetings law may require that you provide notice in certain specified media 48 hours before the meeting. These requirements establish the minimum that must be done for providing notice. We recommend that you use other methods to provide notice to the public.

People generally expect that government entities will post on their websites electronic versions of major action documents, such as proposed transportation plans, NEPA review documents, public engagement plans, and actions by its governing board. If you do not already do this, we recommend that you consider implementing such a practice as soon as practicable.

In addition, Federal, State, or local law may require that documents that require an official comment period and administrative record (such as a draft environmental impact

EffectiveNotice

- Required Notice
- Signs on Transit Vehicles, Stations, Stops
- Email Blasts
- Social Networking
- Notice in Ethnic or Community Media

statement) be made available for public review at your office and other public offices that are open to the general public, such as libraries, community centers, etc. We recommend that you make these documents available in locations that are easily accessible by members of EJ populations. That location may not necessarily be your main offices. At a minimum, you may want to consider making documents available at local public library branches which may be open evenings and weekends and are in locations serving EJ populations.

Where appropriate, we recommend that you develop signs or other materials to post or distribute. Although signs may be placed in a static location, they can be an effective means for reaching targeted audiences who use that location regularly. For example, if you want to reach your customers to let them know about a meeting, project, or service proposal, consider placing signs on the inside of transit vehicles, at bus shelters, or in transit stations. These ads and signs can be designed for visual impact and often draw wider interest than formal legal notices. Other techniques include purchasing billboards in EJ communities, providing information kiosks at community events, and providing storefront displays. The key is to let the community know about the issue under consideration and your desire to have them participate before a final decision is made. In addition to meeting with the public face-to-face, we recommend that you include the use of traditional and non-traditional media as part of your public engagement strategy. Traditional media include your website; local newspapers, radio, and television stations. It also includes leveraging and your transit assets, such as signs on buses, trains, stations, and bus shelters.

We recommend that you do not rely solely on "official" notice methods, but that you consider other cost-effective ways to reach members of your committee. Particular EJ populations may read or listen to ethnic media that are delivered in native languages and provide information about public and cultural events occurring in the community. These media may also provide opportunities for inclusion of news articles or editorial comments from their point of view. Use of ethnic media can help you tailor your communication, message, and voice.

We also recommend that you consider radio or television advertisements that serve LEP populations. You may want to undertake marketing research to ensure the media buy targets the appropriate environmental justice market with the correct media message. Outreach to LEP populations could include audio programming available on podcasts.

E. Non-Traditional Outreach

As discussed above, Federal, State, and local law may establish the minimum required for you to comply with legal requirements for public engagement and notice. You should not, however, let these minimum requirements limit you from using other methods to engage the public. Rather, we recommend that you identify other ways to engage the public that may be less formal than a public meeting or formal listening session. For example, consider attending meetings held within the community or organized by local



advocacy groups or faith-based coalitions. Consider non-traditional media outlets, such as local, neighborhood publications, or internet outlets, such as YouTube, Twitter, or Facebook. New ways to reach large numbers of the public are emerging almost daily, and we suggest that you consider whether any of these methods will work for your community.

1. Informal Group Meetings

Seek out opportunities to attend existing community group meetings, such as neighborhood associations, faith-based coalitions, and advocacy groups. Just as the downtown business coalition will meet with the decision makers to provide input into the process, we recommend that you provide similar opportunities to EJ communities early in the process. Waiting to bring EJ communities and decision makers together in the same room until the first public meeting, or until the final decision, is not as effective as engaging with them early on. Decision makers benefit from public comments and ideas while there is still time to suggest and discuss alternatives, and it gives the public the opportunity to influence the decision-making process.

One strategy for meaningful engagement is to approach differing viewpoints between you and the community in a non-traditional fashion. Conflict often presents an opportunity to become aware of community priorities. Identify and learn from past practices that have resulted in disagreements or misunderstandings between EJ populations and your organization. Challenges will often arise when transit agencies and planning "experts" tell a minority or low-income community what is best for it. Instead, try carefully listening to the community's concerns. Often times, they support the specific project proposed, but are concerned about other issues such as service reliability or safety. Do not take a defensive posture. Acknowledge the short-comings of your transit operations or the plan. Most importantly, be honest about the community concerns you can address and those you cannot. Too often, conflicts surrounding a transit project or changes in service stem from longstanding trust issues between the community and the transit operator. *Remember: Building trust and confidence in your transit system will not occur overnight*.

You develop trust from these meetings by promptly following through on commitments made during meetings. It's helpful to acknowledge the contribution of the public in the decision-making process and explain the reasons for the decision.

2. Digital media

As a result of technological advances, there are many new and very cost-effective methods for communicating with the public that go well beyond posting legal notices and documents to your website. You can use digital media to engage people not just during public meetings or business hours, but at any time of the night or day. These tools can be used to reach out to people whose schedules do not allow them to attend meetings, to those who are intimidated or put off by large government-sponsored meetings or hearings, and to those who prefer to deliver their comments in writing rather than in person. Also, consider leveraging digital communications that can be used on personal mobile devices such as mobile phones or smartphones. While not all members of EJ populations have

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convenient access to a computer, researchers have identified high rates of mobile phone and smartphone use amongst EJ populations. Thus, the use of "blast" public engagement information via text messages can be an effective way to reach your target audience.

Social media (e.g., YouTube, Twitter, Facebook) can also be an effective tool for creating a forum for public dialogue. Social media can be accessed on mobile devices, as well as on laptops, desktops, and some video game consoles and televisions. This level of accessibility makes social media ideal for broadcasting information and questions, and generating comments, virtual conversations, increased visibility, and excitement (especially when a posting "goes viral"). Consider recording in audio and visual formats presentations about your transportation plan or project and posting the digital file not only on your website but on YouTube, iTunes, and other outlets.

Another way to incorporate new voices and ideas into the transportation planning process is through crowdsourcing, a form of distributed problem solving. This technology allows community members to contribute to the design of something like a bus stop or a transit center. Transportation plans and projects can be discussed over longer periods of time via Web-based discussion forums including webinars, webcasts, wikis, and online dialogues. These platforms create structured, moderated opportunities to engage in two-way communication, from any location at any time of day. Interactive and collaborative online technologies are becoming increasingly accessible and affordable to the public at large, including EJ populations.

3. Direct Mail Campaigns

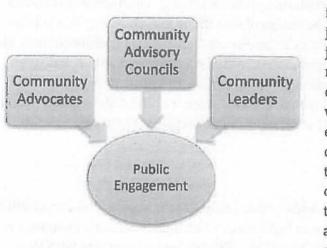
You may want to consider developing shorter information pieces, such as fliers or handbills that can be distributed by direct mail, or at bus stops, rail stations, community events, or other places where large numbers of people gather. By forming partnerships with local businesses or community-based organizations, you may be able to distribute written materials through direct mail campaigns, utility bills, and school bulletins, and at other key locations. These organizations can also help you develop a list of members or organizations from the EJ community.

4. Community Led Events

You can also cast a wider net by creating public engagement opportunities for groups. Effective techniques in this realm include hosting a table or booth at a community event or piggybacking an engagement effort onto a regularly-scheduled community meeting. It can also be productive to conduct discussions including focus groups and roundtables; many agencies offer modest incentives (*e.g.*, stipends, refreshments, child care, transit passes) to those who attend. Many transit operators and planning agencies have found that these adjunct approaches can increase the ability of EJ populations to participate in activities.

5. Partnerships with Community-Based Organizations and Leaders

We recommend that your outreach strategy include building relationships with community-based organizations who serve underrepresented populations. You can partner with community-based organizations to hold meetings, facilitate discussions, and work with the leaders of these groups to obtain feedback on your public engagement plan. Consider how you can combine forces and resources with agencies that share a mission to interact with specific populations. Community leaders are ideally positioned to champion the public engagement process and disseminate information to their constituents and members during the course of their day-to-day activities.



Encourage your staff to become familiar with local environmental justice networks and environmental justice organizations at the local, regional, state, and national levels. It can also be effective for you to partner with educational institutions including elementary and secondary schools, community colleges, and universities that traditionally have served minority or low-income populations. Staff at these institutions can often provide access to communities, neighborhoods, and groups.

You may choose to create a Community Advisory Council (CAC) or a task force that focuses on a specific project or on the needs of specific populations (low-income, minority, and/or transit dependent persons). Transit providers often appoint one or more members of EJfocused organizations to their transportation planning board. Significant public outreach is encouraged to ensure the communities are well represented on the committee. However, we do not recommend that you rely on a CAC or transportation planning board as the sole method for engaging EJ populations because members may not represent the diverse viewpoints of the EJ community.

Community outreach coordinators who have extensive knowledge of the EJ populations you are targeting, relationships with community leaders within that community, and the

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cultural and linguistic competency may be helpful when engaging EJ communities in your planning or project management team. These outreach practitioners have a rich understanding of ways to effectively communicate with and build relationships with EJ populations, which often enhances trust and rapport.

By engaging community leaders, community advocates, and community advisory councils, you will be better able to develop strategies that not only make your traditional public engagement activities more effective, but also help you develop other non-traditional methods for engaging the community in your transportation planning and project implementation activities. These traditional public outreach methods are important, but should not be used exclusively. Rather, we recommend that you strive to develop a robust public outreach strategy that engages all members of the community, including members of EJ populations.

F. Summary

No single tool or technique can create effective interaction between the public and decision makers; each transit operator, State DOT, or MPO will achieve this goal differently, depending on the preferences of its decision makers and on its organizational structure, community history, public engagement culture, and demographic characteristics.

A robust public engagement program that meets the particular needs of the community relative to the plan, project, or decision under consideration is important. We recognize that you may not be able to resolve every issue or concern raised by the EJ community or that every need or request can be met. However, we recommend that you work diligently to engage in a meaningful public dialogue with the EJ populations impacted by your plan, project, or decision by listening to what they have to say, respond to their comments and concerns, and incorporate their comments into the transportation process where practicable.

Engaging EJ populations in the decision-making process should not be regarded as "extra" or "special" effort; rather, public engagement of underrepresented groups such as EJ populations is the cornerstone to an inclusive and effective public engagement process.

Chapter IV Integrating Principles of Environmental Justice in Transportation Planning and Service Delivery

This chapter will provide you with guidance on incorporating EJ principles into Statewide, metropolitan and local planning processes.¹¹ As recognized in EO 12898, the DOT Order, and the statutory and regulatory framework governing transportation planning, the mobility needs of EJ populations are an important consideration in the planning process.

Transportation planning plays a fundamental role in the state, region or community's vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public engagement.

A. What Is the Transportation Planning Process?

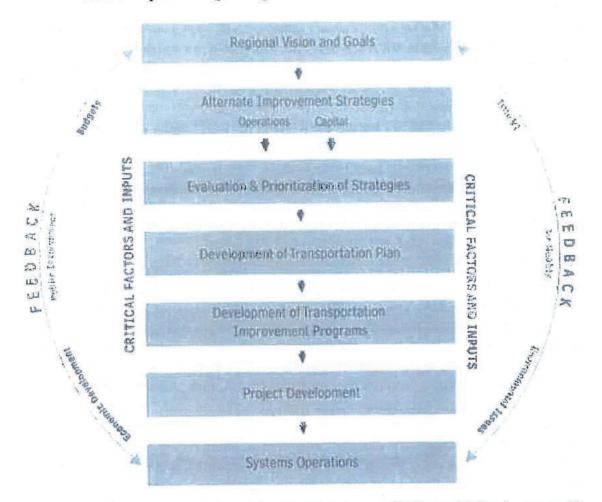
Transportation planning is a cooperative process designed to foster engagement with all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the Metropolitan Planning Organization (MPO), state Department of Transportation (state DOT), and transit operators. The figure below illustrates the transportation planning process.

Transportation planning includes a number of steps:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;

¹¹ This chapter assumes the reader has a basic understanding of Federal law related to transportation planning requirements. For more information on joint FTA/FHWA planning processes, please see FTA's website: <u>www.fta.dot.gov</u>.

- Estimating the impact of recommended future improvements to the transportation system on the environment, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.



Federal law requires transportation planning processes at the Statewide level, managed by State DOTs; and in Census-defined urbanized areas, planning processes are managed by Metropolitan Planning Organizations (MPOs). They are a primary means by which State and local officials work with all communities, stakeholders, interested parties, and transit providers to draft long range transportation plans—covering a 20 or more year time frame – and establish investment priorities for projects and programs in those plans through development of short range, four-year transportation improvement programs (TIPs and STIPs). Compliance with this planning process is a necessary first step in establishing eligibility for future Federal funds.

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FTA and FHWA have adopted joint regulations (see 23 CFR part 450) to implement the statewide and metropolitan planning provisions in the Federal transportation statutes. These regulations detail a process of collaborative transportation decision-making led by State DOTs and MPOs, which incorporates the participation of the public and other stakeholders. Agencies leading these planning activities specifically address transit needs and issues as part of the larger multimodal scope of these plans. Likewise, transit agencies need to ensure that they are early and active participants in these state and metropolitan led efforts, including provision of data and other information that define current and future transit needs. Essential to all is the meaningful engagement of the community, including members of EJ populations as a part of the planning process. Through effective public engagement you are able to identify and understand the needs of the community as a whole, and incorporate those needs into your transportation plans.

In addition to the required Statewide and metropolitan planning process, transit providers and other local entities frequently engage in planning activities, and may want to consider the strategies outlined in this chapter in order to address EJ principles.

B. Planning Tools for Residential Demographic Profiles

Central to effective transportation planning is accurate information regarding the populations that will either use, or be affected by, the transportation projects and programs included in the statewide and metropolitan transportation plans. Chapter II of this Circular describes how to complete a residential demographic profile, including the types of data you collect and analyze to ensure minority and low-income populations are appropriately identified. A demographic profile of the community or communities within the "planning impact area" is essential to create an effective public engagement strategy, as discussed in Chapter III of this Circular. Note that the "planning impact area" can range dramatically from the entire boundary of the subject state or metropolitan region, to the more constrained sphere of a particular project. Once you have gathered data through the demographic profile, different techniques and tools can be brought to bear to manage and analyze the demographic data required for various plans, and elements of plans.

Tools such as GIS and Census data are described in Chapter II of this Circular. Two additional informational resources will soon be available from the Census Bureau that can support more detailed evaluation of the travel needs of EJ populations and the available options: Census Transportation Planning Package (CTPP) and Longitudinal Employer and Household Dynamics (LEHD).¹² The CTPP presents results from the ACS in a series of tables describing worker characteristics, work place characteristics, and commuter travel

¹² LEHD home page is located at <u>http://lehd.did.Census.gov/led</u>. Also available is the companion tool, OnTheMap, at <u>http://lehdmap.did.Census.gov</u>.

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data; all at small area units of geography specified by MPOs and States. These data will permit a comparative assessment of accessibility, travel times, travel mode usage, and other travel attributes across EJ and non-EJ populations. The LEHD uses modern statistical and computing techniques to combine Federal and State administrative data on employers and employees with core Census Bureau data. Together, these data may provide a useful picture of travel behavior, flows, and mode choice.

Again, states, MPOs and transit grantees are urged to review the FTA/FHWA joint planning regulations and related technical assistance provided on the agencies' respective websites.

C. Strategies for Public Engagement for Planning Activities

Once you have determined who lives in the relevant areas related to projects and activities addressed in the state or metropolitan plan, and the residential locations of EJ populations, you are in a position to develop and implement a strategy for engaging EJ populations at the earliest stages of planning. Those leading the planning effort, whether they be states, MPOs, or transit grantees, should provide meaningful and frequent opportunities for community members and decision makers to voice future visions of their communities. Public engagement strategies, including non-traditional methods for engaging EJ populations, are discussed in more detail in Chapter III of this Circular.

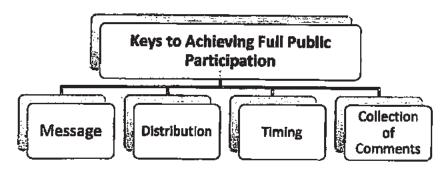
As you develop your public engagement strategy, you should be mindful of requirements of the joint FTA/FHWA planning regulations, which provide greater detail and definition for public engagement. The statutory and regulatory framework creates a proactive program of engagement, interaction, and accountability involving decision makers, interested parties, and the public, including EJ populations. FTA/FHWA joint planning regulations require you to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

For planning purposes, it is important to engage EJ populations in a dialogue focused on their accessibility and mobility needs, with a focus on both immediate and long term issues. These needs may be matched with both a policy framework to address them alongside other issues in the plan, and a priority list of investments for consideration in metropolitan and statewide transportation plan recommendations. To the extent that EJ populations identify transit investments among their needs and priorities, transit agencies providing those services must be actively engaged throughout the overall planning process to help articulate those needs to states and MPOs.

D. Strategies to Achieve Full Public Participation for Planning Activities

In developing your plan, we recommend that statewide, metropolitan and local transportation planning practitioners consider the following types of questions before embarking on an outreach program targeted to EJ populations:

- What messages and information will you provide to spark public interest and engagement at the planning stage before project details and spending plans are established?
- Through what means and in what manner will you distribute this information?
- At what stages in the planning process will you engage in outreach and information dissemination?
- How will transportation decision makers learn of issues that are of particular concern to EJ populations?
- How will you use input from the public, including EJ populations, in the planning process, so that their input influences transportation investment decisions?
- How will you evaluate the effectiveness of the public engagement process, including its success in reaching BJ populations?
- Are there barriers to the public engagement process to limited English proficient populations, people with disabilities, etc.? How will you avoid or mitigate those barriers?



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Your public engagement strategies should be flexible and robust enough to solicit meaningful input from EJ populations on transportation needs and approaches to address those key elements in the planning process. This can be accomplished through the following:

- Identification of goals and visions of the future across EJ and non-EJ populations, including the role of transportation in achieving those visions as the basis of State DOT, MPO, and transit provider development of regional transportation goals and policies;
- Discussion of the extent and quality of current transportation options for serving current and future mobility needs of EJ populations, including articulation of specific issues, problems, and concerns with current facilities and services;
- Identification of recommended future projects and strategies for addressing these needs, along with the implementation priorities in the long-range plan;
- Provisions for ongoing engagement of communities in monitoring the implementation of recommended projects and strategies, re-evaluating their needs, and tracking emerging demographic and development shifts in order to ensure future populations are engaged.

E. Future Goals and Visions

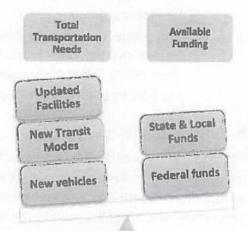
Fundamental to the planning process at all levels is the development of a vision for future transportation. In developing that vision, we recommend that you engage EJ populations on mobility, accessibility, community environment, and any other goals that help to identify unmet needs and prepare options for addressing those needs. We recommend that you consider capturing the EJ population's goals and visions, keeping in mind that these are fluid concepts and can change over time.

The visioning process typically will include broad community goals, and how transportation programs and projects help or hinder achievement of those goals. For example, preserving affordable housing may be a key focus for EJ communities, and this preservation may be challenged when major capital investments are made in transportation access and facilities. Similarly, State or regional development policies supporting improved jobs and housing can inform the transportation dialogue at the goals stage and prompt decision makers to increase their support for shorter distance, community-based travel choices, including viable options for those who do not own a car. In all, understanding the future visions of communities, from the perspective of both EJ populations and non-EJ populations, will provide an important insight into the transportation issues that you may want to address in the planning process.

F. Transportation Needs and Recommended Projects

Goals and visions do not serve as stand-alone exercises – they serve as a guide to the identification of future transportation needs in the planning process, and how those needs might be addressed with current and future resources. State and metropolitan plans are "financially constrained," which means important choices must be made among the many demands to maintain and enhance the transportation system. Transportation planning processes seek to identify and respond to the unmet accessibility and mobility needs of all communities, with general parity across EJ and non-EJ populations. Special studies, such as those performed in support of the local coordinated public transit-human service transportation plan, may provide further insight into the transportation needs of EJ populations and the most appropriate strategies for addressing those needs.

Given the inherent competition for limited resources within a financially constrained plan, transit providers may want to provide any travel and demographic surveys or other studies that they have conducted to State and metropolitan planners to incorporate into the planning process to better inform the transit elements of the multi-modal plans. It is not unusual for transit providers to survey their customers regarding the usage of their systems, the demographic characteristics of users, and patterns of customer comments on unmet needs and overall satisfaction with services. With that



in mind, transit providers may want to gather information useful for these larger state and metropolitan planning processes when they collect data, thereby enabling the survey and study efforts to leverage each other's value.

While you strive to reflect the needs of all communities proportionately by projects and strategies within the 20-year horizon of the long-range plan, you should also consider the needs of EJ populations when setting priorities of projects contained in the plan, as reflected by the projects programmed in the TIP or STIP. As with the long-range planning process, selection of projects for the TIP or STIP also requires public engagement and comment.

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G. Current Operations, Management, and Maintenance

Environmental justice requires that you engage EJ populations to obtain their feedback on the need for new or expanded transit services, as well as improvements to how existing facilities and service are being operated and maintained – and importantly, this is not limited to Statewide or MPO long-range planning. Transit providers routinely engage in local service and budget planning efforts – led by themselves or others – where current and future transit services are under review. We recommend that transit providers planning for future service operations engage EJ populations, especially when considering possible reductions or restructuring of transit service.

You may want to consider the following questions to guide the discussion with the public to inform Statewide, metropolitan and local planning officials on how well current operation, management, and maintenance of facilities and services serve the needs of communities, with particular attention to the parity between EJ and non-EJ populations.

- Are transportation facilities and systems maintained to an adequate and equivalent state of good repair in EJ and non-EJ areas?
- Are facilities and services operated to an equivalent degree of safety and reliability in EJ areas as compared with non-EJ areas?
- Is accessibility to key employment, medical, educational, and other opportunities at equivalent levels for EJ and non-EJ populations?
- Are newer vehicles placed on routes based on ridership, age of vehicles being replaced, and other neutral criteria?
- Have you considered EJ concerns when siting maintenance or bus storage facilities?

Of particular note at the local level, transit providers must consider whether proposed service or fare changes will be disproportionately borne by EJ populations. This analysis is described in more detail in FTA's Title VI Circular, which outlines requirements for a "service equity analysis" and a "fare equity analysis" to ensure these service changes do not result in a disparate impact on the basis of race, color, or national origin.

H. Dynamic Nature of Planning and Public Engagement

Your responsibilities to engage EJ populations do not end with the completion of a longrange plan, a short-range TIP or STIP, or a local plan. Rather, we recommend that you maintain a regular and open dialogue with EJ populations as you monitor the effectiveness of the plan and identify future trends in transportation for future long-range plans, TIPs, STIPs; and local plans. We recommend that your planning process provide for the

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continued monitoring and surveying of the use of transportation facilities, the demographic characteristics of transit customers, the performance of the systems, and how patterns of exceptional and inferior performance are experienced by customers.

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Chapter V Incorporating Environmental Justice Principles into the NEPA Process

Environmental justice should be considered and addressed in all NEPA decision-making and appropriately documented in Environmental Impact Statements, Environmental Assessments, or Categorical Exclusions. NEPA requires Federal agencies to consider the environmental effects of projects proposed for Federal funding if there is a potential for significant environmental effects. Agencies must consider whether a Federally funded project will have an EJ impact regardless of the NEPA class of action. While most CE's may not require extensive EJ analysis if any, the project sponsor will have to do an early assessment to verify whether or not further EJ analysis is needed. Thus, incorporation of environmental justice principles in your NEPA review is not a new responsibility, but something you already do through basic compliance with NEPA.¹³

Executive Order 12898 and the accompanying Presidential Memorandum call for specific actions to be directed in NEPA-related activities. They include:

- Analyzing environmental effects, including human health, economic, and social effects on minority populations and low-income populations when such analysis is required by NEPA;
- Ensuring that mitigation measures outlined or analyzed in EA's, EIS's, and ROD's, whenever feasible, address disproportionately high and adverse environmental effects or proposed actions on minority populations and lowincome populations; and
- Providing opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility to public meetings, official documents, and notices to affected communities.

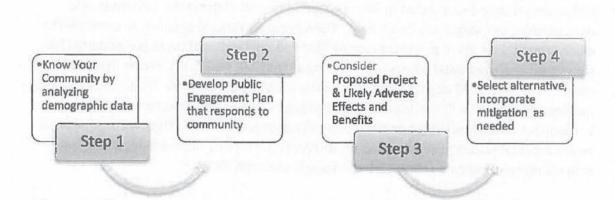
FTA's guidance for incorporating principles of environmental justice into the NEPA process is intended to be consistent with the definitions and guidance issued by the Council on Environmental Quality (CEQ) and the U.S. Environmental Protection Agency (EPA). (See, DOT Order 5610.2(a) at ¶4.) The general framework for implementing NEPA is presented in regulations (40 CFR part 1500 et seq.) promulgated by CEQ. In addition, FTA and FHWA

¹³ This chapter assumes that the reader has a basic understanding of NEPA and the FTA/FHWA regulations implementing NEPA, 23 CFR part 771.

have issued joint regulations (see 23 CFR part 771) and related procedures that describe the process for developing documents for an environmental review under NEPA.

A. Adapting Your EJ Analysis for NEPA.

In Chapter II, we set forth the process for undertaking an EJ analysis as follows:



This analysis is easily adapted to the analysis required under NEPA and its implementing regulations for assessing the environmental impacts that may result from a government action. Environmental review is required for all Federally-funded projects and includes:

- Reviewing important adverse effects of the project to determine whether those adverse effects are significant;
- Determining whether adverse effects can be avoided, minimized, or mitigated; and,
- Assessing the Project's benefits versus its burdens on the environment.

For FTA-funded projects, NEPA begins when you notify your Regional Office of a proposed project and provide information on the proposed project including a project description, a summary of prior planning work on the project, the project's general purpose and need or a general statement of need, a graphic showing the location of the proposed project, its potential effects on the environment and human health, and, to the extent available and applicable to the project, its proposed termini, station locations and sizes, the maintenance facility (existing or proposed), and other project features. With this information, FTA makes a determination as to the class of NEPA action, *i.e.*, whether it is an Environmental Impact Statement (EIS), Environmental Assessment (EA) or Categorical Exclusion (CE). Further guidance on each classification is contained in 23 CFR part 771.

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In this Chapter, we provide recommended strategies for incorporating environmental justice into your project reviews under NEPA. CEQ regulations, and FTA/FHWA joint regulations have certain specific requirements for public engagement, including comment periods and public hearings, dissemination of information, and responding to public comments. As discussed in Chapter III, you should not view these requirements as the only means for public engagement; rather, you should develop a robust public engagement strategy that is designed to engage all segments of the community including members of EJ populations.

Additionally, the CEQ regulation and the FTA/FHWA joint NEPA regulation emphasize the importance of making the NEPA process more useful to decision makers and the public by reducing paperwork and the accumulation of extraneous background data and emphasizing real environmental issues and alternatives. The Plain Writing Act of 2010 states that Federal agencies shall write "clear government communications that the public can understand and use." Documents should be concise, clear and to the point and shall focus on the issues meaningful to a decision. It is important to use plain language and avoid excessive technical language.

EJ populations, as well as the larger general public, will be far more meaningfully engaged in the NEPA process if concise and readable documents are provided. Abbreviated executive summaries and handouts are helpful for distributing relevant project evaluation information to the public. Involving the public, including EJ populations, in the NEPA process at the earliest stages allows them to understand and comment on the proposed project in a meaningful way.

Your environmental review under NEPA should document the extent to which potential EJ issues have been identified and addressed. As with any issue evaluated as part of NEPA, the parameters of the EJ analysis will depend on the nature of the project and its potential environmental impacts. As a part of your NEPA analysis, you will assess whether there will be potential human or natural environmental effects. If preliminary analysis indicates that there is a potential for environmental effects, then you will need to conduct a more detailed assessment to estimate the level of those effects. In undertaking this assessment, you also will need to consider whether the potential environmental effects will have a disproportionately high and adverse effect on EJ populations.

B. Define the Project Area and Identify EJ Populations.

Once you have identified a project that will require review under NEPA, then you need to define the unit of geographic analysis impacted by the proposed project. The boundaries of your unit of geographic analysis should be large enough to include the area likely to experience adverse effects, but not so large as to artificially dilute the minority population

and/or low-income population. Similarly, you should not constrict the boundaries to artificially inflate EJ populations. Establishing the appropriate geographic area surrounding the project should be done early in the process, *i.e.*, around the time planning for scoping begins for environmental impact statements and planning begins for environmental assessments.

For example, when considering the impacts of a new light rail line, it may be appropriate to establish the area affected by the project to include the entire alignment, which would then be compared with the transit provider's service area. However, when considering specific elements of a project, such as power stations, maintenance yards, stations, or park and rides, may have sub-units of geographic analysis to address the unique environmental impacts from these project elements. Moreover, you need to be particularly sensitive to diluting EJ populations. For example, although it may be reasonable when analyzing the impacts of the entire rail line to use a geographic unit of a half-mile on either side of the alignment, a half-mile radius around a maintenance yard for the unit of geographic analysis may be too large, given that those persons located adjacent to the maintenance yard may experience a more



direct impact from the maintenance yard than those persons farther away from the yard.

Once you have identified the impact area, you will need to undertake an analysis of the demographic characteristics of the persons located within the impact area (*e.g.*, residential or business, race, age, income levels, etc.). It is at this point in the process when you will analyze whether the project impact area contains EJ populations.

In Chapter II, we discussed the need to know your community through gathering relevant demographic data from reliable sources, including U.S. Census data and locally gathered data. This data is then used to identify EJ populations within your proposed project area and the larger comparison geographic area. The 2010 Census provides information on minority populations to the Census Block level – the smallest geographic area. American Community Survey (ACS) data is available for 1-year, 3-year, and 5-year estimates. Although this data is not as reliable as Census data, it can be useful when analyzing the demographics in the proposed project area.

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C. Identify Adverse Environmental Effects on EJ Populations

The primary purpose of a NEPA review document is to identify the important environmental effects of the project both during and after construction and to determine whether those environmental effects are significant. DOT Order 5610.2(a) defines a number of key terms used in your EJ analysis, including "adverse effect" and "disproportionately high and adverse effect."

All reasonably foreseeable social, economic, and environmental effects on minority populations and low-income populations must be identified and addressed as part of your NEPA review: As defined in the Appendix of the DOT Order, adverse effects include, but are not limited to:

- Bodily impairment, infirmity, illness, or death.
- Air, noise, and water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms, or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.
- The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

The DOT Order also defines "disproportionately high and adverse effect on human health or the environment," to include:

"an adverse effect that:

- (a) is predominantly borne by a minority population and/or a lowincome population, or
- (b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude

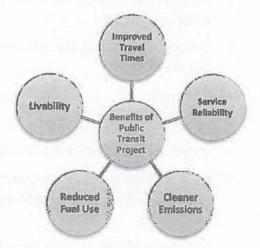
than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."

These definitions must be a part of your EJ analysis in your NEPA documentation. Your environmental review documents should contain a discussion of the impacts on the community as a whole, as well as whether there will be disproportionately high and adverse effects on EJ populations. Your EJ analysis looks at identified subsets of your community to determine if any of the impacts identified result in a disproportionately high and adverse human health or environmental effect on an EJ population.

Determinations of disproportionately high and adverse effects include taking into consideration mitigation and enhancement measures that will be incorporated into the project. Additionally, your analysis also should include consideration of offsetting benefits to the affected minority and low-income populations. This is particularly important for public transit projects because they often involve both adverse effects (such as short-term construction impacts, increases in bus traffic, etc.) and positive benefits (such as increased transportation options, improved connectivity, or overall improvement in air quality).

Your NEPA EJ analysis will include a review of the totality of the circumstances before you determine whether there will be disproportionately high and adverse effects on EJ populations.

Most transit projects are undertaken because they will provide a number of benefits to the community. Public transportation project benefits may include, but are not limited to: increased access to jobs, community facilities and services; access to additional travel modes; improved travel times or service reliability; enhanced economic development potential;



improvements in air quality; an increase in the livability and sustainability of neighborhoods; and a reduction in transportation costs. Therefore, as a part of the environmental review process, you should discuss all positive effects that would affect the community as a whole.

As with the discussion of adverse effects, your discussion of benefits should also consider project benefits accruing specifically to EJ populations. Identifying benefits is important to any NEPA review because it provides the framework in which the Federal agency will consider adverse impacts and proposed mitigation measures before issuing its final agency action.

The questions below may be helpful as you determine whether your proposed project results in any disproportionately high and adverse effects:

- Will the project result in "adverse effects?"
- Will the project result in adverse effects predominately borne by an EJ population?
- Will the project result in adverse effects that would be suffered by the EJ population that would be appreciably more severe or greater in magnitude than the adverse effects that would be suffered by the non-EJ population?
- Does the project propose mitigation and/or enhancement measures?
- Are there project benefits that would accrue to the EJ population as compared to non-EJ populations?
- Does the project affect a resource that is especially important to an Ej population? For example, does the project affect a resource that serves an especially important social, religious, or cultural function for an Ej population?

Through consideration of these questions you will be more prepared to identify those adverse effects that are likely to be disproportionately high and adverse. Your environmental review documents should contain a discussion of the impacts on the community as a whole, as well as whether there will be disproportionately high and adverse effects on EJ populations. Your EJ analysis looks at identified subsets of your community to determine if any of the impacts identified result in a disproportionately high and adverse human health or environmental effect on an EJ population.

In addition, Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin. Accordingly, a program, policy, or activity that will result in a disparate impact as to one of these protected classes may be carried out only if: (1) the recipient can demonstrate a substantial legitimate justification for the program, policy or activity; and (2) there are no comparably effective alternative practices that would result in less disparate impacts. This analysis is discussed in more detail in FTA's Title VI Circular.

If, after considering the adverse effects and potential benefits of the proposed project, the proposed project will have a disproportionately high and adverse effect on minority populations or low-income populations, then you should consider whether further

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mitigation measures or alternatives are practicable before moving forward with the activity. "In determining whether a mitigation measure or an alternative is 'practicable,' the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects will be taken into account."¹⁴

If you cannot avoid, minimize, or mitigate the adverse effect, your NEPA analysis should contain a discussion of why the impacts of any alternatives could not be avoided or minimized. You should specifically describe potential mitigation for those effects and how the impacted populations were involved in the decision process. Finally, you should include a discussion of the remaining disproportionately high and adverse human health or environmental effects on EJ populations, if any, and why further mitigation is not proposed. While considering adverse effects and possible mitigation, you may also want to consider whether there are any enhancements or betterments that you can provide the community in lieu of mitigation. For example, a community may be more accepting of an unavoidable adverse effect of a new rail line if the project includes features such as better lighting, more trees, and community gathering areas.

D. Public Engagement and NEPA

Both the CEQ NEPA regulation at 40 CFR 1501.7 and the FTA/FHWA regulation at 23 CFR 771.105(c) and 771.111, emphasize the need for public participation during the NEPA process. Special considerations may be necessary to effectively include EJ populations in the NEPA public participation process.

The CEQ regulation and the FTA/FHWA joint NEPA regulation support ongoing public outreach activities throughout the NEPA process that are helpful for keeping stakeholders, agencies and the general public involved. The regulations require that a 45-day public comment period on a DEIS and a 30-day public comment period for an EA be provided. Also, conducting a minimum of one public hearing is required for an EIS. Though not required for an EA, a public meeting is an effective means for encouraging public input in the process. Additional public outreach activities beyond the minimum requirements are important for encouraging the public, including EJ populations, to be engaged throughout the NEPA process.

Chapter III of this Circular provides a discussion of effective strategies for engaging members of the public who may be interested in or affected by the proposed project. It is important to adapt your strategies for public engagement to fit the needs of community groups within your project area. The goal with any public engagement strategy is to

¹⁴ DOT Order, section 8.c.

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encourage and facilitate the inclusion of all members of the public in the decision-making process.

The FTA/FHWA regulation provides that recipients can achieve public participation on proposed projects by providing public meetings and seeking input from the public through the scoping process for the environmental review process of projects evaluated with an environmental impact statement and for projects evaluated with an environmental assessment for which FTA chooses to do scoping. Depending on the classification of the NEPA review, Federal transit law and FTA regulations provide other specific public participation activities for the environmental review process. In addition, the regulations provide for formal notification processes, such as publishing a notice in the *Federal Register* or local newspapers of record. As you develop your public participation strategy, you should keep in mind that the regulations provide the minimum requirements for public engagement under NEPA. You are encouraged to use additional public engagement if needed to reach specific segments of the public that would like to participate or will be affected by the project, such as EJ populations.

We recommend that your public engagement strategy involve EJ populations throughout the process. Consider inviting members of EJ communities to become involved during the planning phase and continue their involvement into the NEPA scoping through mitigation to ensure that their concerns are incorporated into the project and to build ongoing trust.

E. Environmental Impact Statements and Environmental Assessments

An EIS is required for major Federal actions significantly affecting the quality of the human environment. Proposed actions in which the significance of the environmental impact is not clearly established are analyzed in EAs. Where the significance of the impacts is uncertain, proposed actions are analyzed in EAs. EAs are important analytical tools, intended to aid in the determination of significance of the effects of a proposed action. Compared to EISs, there are fewer detailed regulatory requirements for EAs as to content, format, or public participation. The scale of EAs usually depends on the relative significance of the projected impacts.

Public participation and involvement is required throughout the NEPA process, beginning with scoping. However, if you have identified significant EJ populations during the definition and screening stages (pre-scoping activities), you may want to consider engaging EJ populations at this early stage. Your EIS or EA should include the following components:

- Provide a description of the EJ populations within the study area affected by the project, if any, and a discussion of the method used to identify this population (e.g., analysis of Census data, minority business directories, direct observation, or a public involvement process).
- A discussion of all adverse effects of the project both during and after construction that would affect the identified minority and low-income populations.
- A discussion of all positive effects that would affect the identified minority and low-income populations, such as an improvement in transit service, mobility, or accessibility.
- A description of all mitigation and environmental enhancement actions incorporated into the project to address effects, including, but not limited to, any special features of the relocation program that go beyond the Uniform Relocation Act and address adverse community effects such as separation or cohesion issues; and the replacement of the community resources destroyed by the project.
- A discussion of the remaining effects, if any, and why further mitigation is not proposed.
- For projects that travel through predominantly minority and low-income and predominantly non-minority and non-low-income areas, a comparison of mitigation and environmental enhancement actions that affect predominantly low-income and minority areas with mitigation implemented in predominantly non-minority or non-low-income areas.

We recommend that your EJ analysis includes a discussion of your consideration of the affected community's views on the project and the potential benefits and burdens of the project, and alternatives that have less impact on EJ populations. In selecting the preferred alternative, your NEPA document should include a discussion of the magnitude and distribution of disproportionately high and adverse human health or environmental effects on EJ populations for all reasonable alternatives.

F. Categorical Exclusions

Many transit projects meet the CEQ's definition of categorical exclusions contained in 40 CFR 1508.4. Categorical exclusions are actions that do not individually or cumulatively have a significant environmental effect. Activities classified as a categorical exclusion are projects that:

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- Do not induce significant impacts to planned growth or land use for the area;
- Do not require the relocation of significant numbers of people;
- Do not have a significant impact on any natural, cultural, recreational, historic or other resource;
- Do not involve significant air, noise or water quality impacts;
- Do not have significant impacts on travel patterns; or
- Do not otherwise either individually or cumulatively have any significant environmental impacts.

The FTA/FHWA NEPA regulation has identified two types of categorical exclusions: Activities that fall within the listed categorical exclusions set forth in 23 CFR § 771.117(c) and documented categorical exclusions, which are activities set forth in 23 CFR § 771.117(d), and require additional documentation in order to establish that the proposed activity meets the criteria for a categorical exclusion.

Examples of activities listed under 23 CFR § 771.117(c) include, but are not limited to, activities which do not involve or lead directly to construction, such as planning and research activities; ridesharing activities; purchase of vehicles; purchase and installation of maintenance or operating equipment to be located within an existing transit facility and with no significant impacts off the site. Because these activities meet the criteria for a categorical exclusion under CEQ regulations (40 CFR § 1508.4) and therefore will not result in significant environmental effects, we do not usually require any further environmental documentation or review under NEPA.¹⁵ However, if circumstances exist that indicate that further evaluation or analysis based on potential environmental effects on EJ populations, you may be asked by your Regional Office to conduct further evaluation. Often times those circumstances would have already caused FTA to elevate the project to an EA or EIS.

Examples of transit activities listed under documented categorical exclusions (23 CFR § 771.117(d)) include construction of new bus storage and maintenance facilities in areas used predominately for industrial or transportation purposes where such construction is not inconsistent with existing zoning, or certain rehabilitation or reconstruction of existing rail and bus buildings. As a part of your documentation, you will need to consider the potential impacts on members of EJ populations and you will need to provide information to support your EJ analysis. The scope of the documents and analysis required will vary depending on the scope of the proposed project. Your Regional Office will assist you in

¹⁵ This is consistent with the EPA's Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses (April 1998).

determining what additional documentation or studies may be required before we can determine the classification of the action.

If a proposed activity involves unusual circumstances, such as substantial controversy on environmental grounds or inconsistencies with Federal, State or local laws, the project may need to be evaluated with additional documentation, including possibly an environmental impact statement or an environmental assessment.

APPENDIX

This appendix contains definitions of terms used, explanations of authorities, and complete citations for regulations and other material cited in this Circular.

A. Definitions

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Adverse Effect means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities.

Benefits and Burdens Analysis means an evaluation comparing the impacts likely to be experienced by EJ populations against those likely to be experienced by non-EJ populations and the community as a whole in order to address any disproportionate benefits or burdens between EJ populations and the population at large.

Disproportionately High and Adverse Effect on Minority and Low-income Populations means an adverse effect that:

- (2) is predominantly borne by a minority population and/or a low-income population, or
- (3) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

El population means low-income populations and/or minority populations.

Grantee means Recipient. See definition for Recipient.

Long-Range Plan means the official Statewide or metropolitan multimodal transportation plan covering a period of no less than 20 years developed through the Statewide or metropolitan transportation planning process.

Low-income means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.¹⁶

A low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed or transient persons who will be similarly affected by a proposed DOT program, policy or activity.

Metropolitan Planning Organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Minority Persons include the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- (3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- (4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

¹⁶ You are encouraged to use a locally developed threshold, such as that used for FTA's grant program, or a percentage of median income for the area, provided that the threshold is at least as inclusive as the HHS poverty guidelines. Public Law 112-141 (MAP-21), revises 49 U.S.C. § 5302 to include a definition of "low-income individual" to mean "an individual whose family income is at or below 150 percent of the poverty line, as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2), including any revision required by that section, for a family of the size involved."

(5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority population means any readily identifiable group of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.

Programs, Policies, and/or Activities means all projects, programs, policies, and activities that affect human health or the environment, and that are undertaken, funded, or approved by FTA. These include, but are not limited to, permits, licenses, and financial assistance provided by FTA. Interrelated projects within a system may be considered to be a single project, program, policy, or activity for purposes of addressing EJ concerns.

Recipient (aka **Grantee**) means any entity that receives Federal financial assistance from FTA, whether directly or indirectly.

Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23, U.S. Code, and chapter 53 of title 49, U.S. Code.

Transit Provider means any entity that operates public transportation services, and includes States, local and regional entities, public and private entities.

Transportation Improvement Program (TIP) means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23, U.S. Code and title 49, U.S. Code Chapter 53.

We means Federal Transit Administration.

You means Recipient (Grantee).

B. Authorities

This Circular builds on existing Orders and Authorities developed since issuance of Executive Order 12898. While this list is not exhaustive, we have included the authorities most relevant to consideration of EJ principles in the transportation context.

Executive Order 12898

Issued on February 11, 1994, EO 12898, "Federal Actions to Address Environmental justice in Minority Populations and Low-Income Populations," directs each Federal agency to "make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." The EO was intended to improve the internal management of the executive branch and not to create legal rights enforceable by a party against the United States, its agencies, its officers, or any person; however, Federal agencies are required to implement the provisions of the EO consistent with, and to the extent permitted by, existing law.

Presidential Memorandum Accompanying EO 12898

The Presidential Memorandum accompanying EO 12898 emphasizes the importance of existing laws, such as Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act of 1969 (NEPA), that can assist with implementation of the principles of the Executive Order. The Memorandum provides that in accordance with Title VI, "each Federal agency shall ensure that all programs or activities receiving Federal assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin." With regard to NEPA, the Memorandum provides that, when NEPA requires a Federal agency to analyze "the environmental effects, including human health, economic and social effects, of Federal actions," that the agency analyze "the effects on minority communities and low-income communities." Further, mitigation measures should "address significant and adverse environmental effects,"

U.S. DOT Order 5610.2(a)

On May 10, 2012, DOT issued Order 5610.2(a), Actions to Address Environmental justice in Minority Populations and Low-Income Populations 77 FR 27534 (May 2, 2012). This Order updates the Department's original Environmental Justice Order, which was published April 15, 1997. The updated Order reaffirms DOT's commitment to environmental justice and clarifies certain aspects of the original Order, including the definitions of "minority" populations in compliance with the Office of Management and Budget's (OMB) Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity of October 30, 1997. The revisions affirm the importance of considering environmental justice principles

as part of early planning activities in order to avoid disproportionately high and adverse effects. The updated Order maintains the original Order's general framework and procedures and DOT's commitment to promoting the principles of environmental justice in all DOT programs, policies, and activities.

National Environmental Policy Act (NEPA)

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The National Environmental Policy Act (NEPA) (42 U.S.C. 4321 *et seq.*) is the national charter for protection of the environment. NEPA ensures that environmental information on certain major Federal actions is available to public officials and citizens before decisions are made and before actions are taken (40 CFR 1500.1). NEPA directs agencies to:

- identify and assess the reasonable alternatives to proposed actions that will avoid, minimize, or mitigate adverse effects of these actions upon the quality of the human environment (40 CFR 1500.2);
- use all practicable means to restore and enhance the quality of the human environment and avoid, minimize, or mitigate any possible adverse effects of their actions upon the quality of the human environment (40 CFR 1500.2);
- evaluate alternative courses of action and make decisions in the best overall
 public interest based upon a balanced consideration of the need for safe and
 efficient transportation; of the social, economic, and environmental impacts
 of the proposed transportation improvement; and of national, State, and local
 environmental protection goals (23 CFR 771); and,
- encourage and facilitate public involvement in decisions which affect the quality of the human environment (40 CFR 1500.2).

Executive Order 12898 states that, to the extent practical and appropriate, Federal agencies shall determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. These determinations are generally made at the project level during the NEPA process pursuant to the policy that, "to the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental review document required by FTA's NEPA regulation." 23 CFR 771.105(a).

Title VI

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

As the Presidential Memorandum accompanying EO 12898 stated, in accordance with Title VI, "each Federal agency shall ensure that all programs or activities receiving Federal assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin."

Joint FHWA/FTA Regulation for Statewide and Metropolitan Planning

FHWA and FTA updated their joint planning regulation in 2007; the regulation can be found at 23 CFR part 450 (adopted at 49 CFR part 613). The regulation requires a continuing, cooperative, and comprehensive planning process, and contains the requirements for public participation during the planning process. In addition, the regulation requires identification and consideration of potential issues for which environmental mitigation may be warranted in both Statewide and metropolitan transportation planning. While not focused on impacts affecting the built environment and EJ populations in particular, these provisions provide for identification and consideration of such potential impacts at the very earliest stage of decision-making – the planning process.

Joint FHWA/FTA NEPA Regulation

The FHWA/FTA joint NEPA regulation is at 23 CFR Part 771 (adopted at 49 CFR part 622). In section 771.105, FTA and FHWA make the following policy statements: Alternative courses of action will be evaluated and decisions will be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the transportation improvement; and of Federal, State, and local environmental protection goals. Public engagement and a systematic interdisciplinary approach are essential parts of the development process for proposed actions, and measures necessary to mitigate adverse impacts will be incorporated into the action. In considering whether a mitigation measure will be Federally-funded, FHWA and FTA will consider, among other factors, the extent to which the proposed measures would assist in complying with a Federal statute, Executive Order, or Administration regulation or policy. Section 771.111 requires, for FTA projects, public meetings and input from the public through the scoping process for environmental review documents. For documents requiring an EIS, an early opportunity for public engagement in defining the purpose and need for action and the range of alternatives must be provided.

Council on Environmental Quality (CEQ) EJ Guidance

The Council on Environmental Quality developed *Environmental Justice Guidance under the National Environmental Policy Act* in December, 1997. The guidance, as with EO 12898, is intended to assist Federal agencies in improving the internal management of the executive branch with respect to environmental justice under NEPA.

The CEQ guidance includes principles agencies should consider in making the determination of whether an agency action raises environmental justice issues. If an agency action may potentially have an effect on minority populations, low-income populations or Indian tribes, the document recommends the agency develop a strategy for public engagement in the agency's determination of the scope of the NEPA analysis. There is extensive guidance on developing a sound public participation process.

FTA Master Agreement

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FTA annually publishes a Master Agreement, which is incorporated by reference and made a part of every grant agreement and cooperative agreement. Section 12.j. of FTA's Master Agreement provides that recipients agree to promote environmental justice by: (1) following and facilitating FTA's compliance with Executive Order No. 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," 42 U.S.C. § 4321 note, and (2) following the DOT Order addressing environmental justice. The DOT Order is 5610.2(a), 77 FR 27534 (May 10, 2012).

C. References

For more information on the authorities cited above and referenced in other Chapters, we have included the citations, below.

- a. Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. Section 2000d.
- b. National Environmental Policy Act of 1969, as amended, 42 U.S.C. Section 4321 et seq.
- c. Moving Ahead for Progress in the 21st Century (MAP-21), Pub. L. 112-141 (July 6, 2012).
- d. U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964," 49 CFR part 21. <u>http://ecfr.gpoaccess.gov/cgi/t/text/text-</u> idx?c=ecfr&tpl=/ecfrbrowse/Title49/49cfr21 main 02.tpl
- e. Joint FHWA/FTA regulations, "Planning Assistance and Standards," 23 CFR part 450 (adopted at 49 CFR part 613). <u>http://ecfr.gpoaccess.gov/cgi/t/text/text-</u> <u>idx?c=ecfr&tpl=/ecfrbrowse/Title23/23cfr450 main 02.tpl</u>
- f. Joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," 23 CFR part 771 (adopted at 49 CFR part 622). <u>http://ecfr.gpoaccess.gov/cgi/t/text/text-</u> idx?c=ecfr&tpl=/ecfrbrowse/Title23/23cfr771_main_02.tp]
- g. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," Feb. 11, 1994, 59 FR 7629 (Feb. 16, 1994). <u>http://www.archives.gov/Federal-register/executive-orders/pdf/12898.pdf</u>
- h. Executive Order 13166, "Improving Access To Services For Persons With Limited English Proficiency," Aug. 11, 2000, 65 FR 50121 (Aug. 16, 2000). <u>http://www.justice.gov/crt/about/cor/Pubs/eolep.php</u>
- i. U.S. DOT 2011 implementation report on environmental justice, available at http://www.fhwa.dot.gov/environment/environmental justice/ej at dot/.
- j. U.S. DOT Order 5610.2(a) Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 77 FR 27534 (May 10, 2012). <u>http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_561_02a/</u>.

- k. U.S. DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, 70 FR 74087 (Dec. 14, 2005). <u>https://www.docr.dot.gov/page/dots-lep-guidance</u>
- CEQ. Environmental Justice Guidance under the National Environmental Policy Act (Dec. 1997), available at <u>http://www.fta.dot.gov/documents/Environmental</u> <u>luscite guidance nepa ceq1297.pdf</u>.
- m. FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients. <u>http://www.fta.dot.gov/legislation_law/13718.html</u>
- n. FTA Master Agreement FTA MA(18), Oct. 1, 2011, available at http://www.fta.dot.gov/documents/18-Master.pdf.

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EXHIBIT C

Final Guidance For Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses

April 1998

DISCLAIMER AND ACKNOWLEDGMENTS

The mention of company or product names is not to be considered an endorsement by the U.S. Government or by the Environmental Protection Agency. With the technical assistance of Science Applications International Corporation (SAIC), this document was prepared in partial fulfillment of EPA Contract 68-WE-0026, Work Assignment 72-IV.

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This guidance is intended to improve the internal management of EPA with respect to environmental justice under NEPA. It will not be deemed to create any right, benefit or trust obligation either substantive or procedural, enforceable by any person, or entity in any court against the agency, its officers, or any other person. Compliance with this guidance will not be justiciable in any proceeding for judicial review of agency action.

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1.0 PURPOSE

On February 11, 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." This Executive Order is designed to focus the attention of federal agencies on the human health and environmental conditions in minority communities and low-income communities. It requires federal agencies to adopt strategies to address environmental justice concerns within the context of agency operations. In an accompanying Presidential memorandum, the President emphasizes existing laws, including the National Environmental Policy Act (NEPA) should provide opportunities for federal agencies to address environmental hazards in minority communities and low-income communities. In April of 1995, the U.S. Environmental Protection Agency (EPA) released the document titled "Environmental Justice Strategy: Executive Order 12898." The document defines the approaches by which EPA will

If yes, this should trigger both an enhanced outreach effort to assure that low-income and minority populations are engaged in public participation and analysis designed to identify and assess the impacts. Also, a positive response to this question should increase the team's sensitivity to the potential for cumulative impacts.

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In general, census and other data should be used to characterize the population within the affected area, in terms of minority (i.e., racial or ethnic), economic, and educational demographics. However, it should be noted that census data have been shown to be unreliable in some cases, in part because the level of aggregation may not offer a fine enough mesh to identify the existence of such communities. Also, census data are based on self-reporting. These data are not always consistent and are prone to undercounting minority populations and low-income populations due to a perceived reluctance for certain populations to divulge information (see Section 2.1.1). This is a screening-level analysis, so extensive efforts to validate census data should not be necessary at this stage, unless there is substantial uncertainty in (a) the answer to the screening question or (b) the ability to delineate the affected area at this early stage. Because the applicability of the census data can only be determined on a case-by-case basis, the EPA NEPA analyst should supplement this information with data from other sources. For example, additional information can be obtained from: local resources through questions, interviews, and research; geographical mapping system (GIS) or other similar overlay mapping systems; and economic impact analyses.

Environmental effects are often realized in inverse proportion to the distance from the location or site of the proposed action (i.e., the closer the population is to the action, the greater the potential impacts). As a result, an effort should be made to correlate the demographic analysis to the area most likely to bear environmental effects. On the other hand, depending on the resource affected, and the users of that resource, proximity to the site may not correlate with the likelihood of disproportionately high and adverse effects on minority communities or low-income communities.

It also is important during the initial screening stages to locate all minority communities or low-income

communities within the region surrounding a proposed location. The analytical teams should keep in mind that sometimes distinct minority communities or low-income communities may be geographically located within another minority community or low-income community. In some cases, a minority community or low-income community that is surrounded by another minority community or lowincome community may bear disproportionately high and adverse effects compared to the surrounding communities. In addition, the EPA NEPA analyst should be sensitive to situations where the affected community represents the majority population over the extended area. For example, locations along the United States-Mexico border include entire counties where minority populations represent a majority of the population in the county. These areas are predominantly Latino, although when the county population is compared to the population of the entire state, the proportion represents a much smaller percentage of the population. Similarly, counties in the Mississippi Delta region represent areas where African Americans comprise a majority of the total population.

Ouestion 2

Are the environmental impacts likely to fall disproportionately on minority and/or low-income members of the community and/or tribal resources?

A positive response should trigger both an enhanced outreach effort to assure that low income and minority populations are engaged in public participation and an analysis designed to identify impacts on both the larger population and on minority and/or low-income members of the population. A positive response could result from any of several factors, including the following:

Within a potentially affected area, minority and/or lowincome populations could be unevenly distributed, thus subject to different levels or intensity of impacts than the larger population. This pattern should cause concern for cumulative impacts. An example would be subsistence dependence on an affected resource by members of a community.

The impacts may affect a cultural, historical, or protected (e.g., treaty) resource of value to an Indian Tribe or a

minority population, even when the population is not concentrated in the vicinity.

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If the answer to both screening questions is "no," then the environmental justice screening analysis should be documented in scoping notices and in EISs/EAs and RODs/FONSIs. In addition, certain unique cultural, geographic, or economic factors may exist within an area that could warrant additional investigation. Also, later information and analyses may show that the screening analysis was mistaken. Indeed, analysts should re-examine the screening questions (and the key factors identified in Chapter 2) at key steps in the NEPA process (*e.g.*, following scoping, in drafting the EIS/EA, in soliciting comments on draft EISs, in responding to comments, and in preparing RODs and FONSIs).

3.2.2 Environmental Justice and the Determination of Significance

CEQ regulations (40 CFR 1508.27) detail factors that should be considered in making a determination of whether a proposed action is significant, thereby requiring a "detailed statement" (*i.e.*, an EIS). Economic or social effects alone do <u>not</u> trigger an EIS [40 CFR 1508.14].

According to CEQ's Guidance for Considering Environmental Justice under the National Environmental Policy Act, the "... Executive Order does not change the prevailing legal thresholds and statutory interpretations under NEPA and existing case law. For example, for an EIS to be required, there must be a sufficient impact on the environment to be "significant' within the meaning of NEPA. Agency consideration of impacts on low-income populations, minority populations or Indian tribes may lead to the identification of disproportionately high and adverse human health or environmental effects that are significant and that otherwise would be overlooked." CEQ requires that significance be evaluated in terms of "intensity" or "severity of impact." Here too, the narrowed focus could affect the determination. Several factors that affect the evaluation of intensity are relevant to situations involving environmental justice issues. These include the degree of scientific controversy, uncertainty (since distributional analysis is relatively new in the NEPA context and this

introduces an element of uncertainty in impact assessment), and cumulative significance of related actions.

Environmental justice concerns should sensitize EPA NEPA analysts to the need to focus analyses on relevant contexts. Focusing the analysis may show that potential impacts, which are not significant in the NEPA context, are particularly disproportionate or particularly severe on minority and/or low-income communities. As mentioned previously, disproportionately high and adverse effects should trigger the serious consideration of alternatives and mitigation actions in coordination with extensive community outreach efforts.

3.2.3 Scoping and Planning

Scoping consists of identifying and defining the range of actions, alternatives and impacts that will be considered in an environmental impact statement (40 CFR 1508.25). During the scoping phase of the EIS process, EPA must consider connected, cumulative and similar actions to the proposed action, identify alternatives to the proposed action that may mitigate or avoid potential environmental consequences, and assess potential impacts (direct, indirect, and cumulative). A similar planning process is used for EAs.

The identification of environmental justice concerns and the incorporation of these concerns into the scoping analysis can have implications for the nature and extent of the scoping analysis, the EIS and/or the EA.⁽⁹⁾ Indian Tribe representation in the process should be sought in a manner that is consistent with the government-to-government relationship between the United States and tribal governments, the federal government's trust responsibility to federally-recognized tribes, and treaty rights. This will help to ensure that the NEPA process is fully utilized to address concerns identified by tribes and to enhance protection of tribal environments and resources. As defined by treaties, statutes, and executive orders, the federal trust responsibility may include the protection of tribal sovereignty, properties, natural and cultural resources, and tribal cultural practices.

3.2.3.1 Incorporating Environmental Justice Concerns into EA Development If the environmental justice screening analysis does not identify minority communities or low-income communities, and suggests no disproportionately high and adverse effects on those communities and/or on tribal resources, then the EA and FONSI should describe the analysis and note the conclusion.

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If the initial screening analysis identifies an affected community that is minority and/or low-income or identifies a disproportionately high and adverse effect upon a minority community, and/or on tribal resources, or on a low-income community, then a smaller scale scoping analysis (than that undertaken for an EIS) should be conducted and some level of public participation should be designed and implemented to solicit community involvement and input, and to develop alternatives and mitigation measures. Mitigation measures should be developed and alternatives should be crafted so as to allow an evaluation of the relative disproportionality of impacts across reasonable alternatives. The EA also should include a comparative socioeconomic analysis that is scaled and tailored to evaluate the potential effects to the minority and/or low-income community (i.e., in the case of environmental justice concerns, the EA should include socioeconomic analyses scaled according to the severity of the impacts).

3.2.3.2 Incorporating Environmental Justice Concerns in EIS Scoping

If the environmental effects of a project are deemed significant, the scoping notices (including the notice of intent for the EIS) should include a description of the results of the environmental justice screening analysis. If the results of the screening analysis are negative (i.e., any potentially affected population is not a minority community or low-income community and the effects are not likely to fall disproportionately on a minority and/or low-income community, and/or on tribal resources), then the scoping notice should state this finding and request additional information on whether there may be disproportionately high and adverse effects that were overlooked during the screening analysis.

If the environmental justice screening analysis concludes that there is a potential for disproportionately high and adverse effects, then the EPA NEPA analyst should ensure that the EIS scoping process raises environmental justice concerns and that sufficient data and information are generated to evaluate these potential effects. Prior to the full-scale scoping process, public outreach strategies should be developed and implemented. The public participation process should be used to define and evaluate environmental justice concerns by:

Consulting with community leaders and members of the surrounding communities to seek their assistance in identifying all minority and/or low-income communities that may be affected by the proposed action.

Consulting with officials in tribal, state and/or local government agencies over the environmental and human health concerns within the region and who may be familiar with the demographics of the affected populations. Where environments of Indian tribes may be affected, agencies must consider pertinent treaty, statutory or executive order rights and consult with tribal governments in a manner consistent with the government-to-government relationship.

Soliciting information from the local community on potential environmental justice issues through public participation efforts (see Chapter 4 for a discussion of public participation).

• Soliciting public comment on environmental issues through formal public notice and comment procedures tailored to the community (see Chapter 4).

• If the proposed activity is deemed significant to warrant the development of an EIS, or if the community has raised significant concerns to be addressed in an EA, EPA should establish a community advisory board to work with EPA in the development of the respective NEPA documents.

The public participation efforts designed as part of the scoping effort for an EIS should clearly describe any environmental justice concerns identified by EPA, and should specifically ask the public to suggest alternatives and mitigation measures aimed at reducing or avoiding disproportionately high and adverse effects. The Agency also should design comparative socioeconomic, environmental and health analyses of all reasonable alternatives and mitigation measures that are tailored and/or scaled to evaluate the impacts to the affected minority and/or low-income community and/or tribal resources.

3.2.4 Identification of Affected Resources

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CEO regulations state that an EIS is required only when there is a significant impact on the physical or natural environment. Notwithstanding, early in the EA and/or EIS process, the EPA NEPA analyst should identify the physical environment and all natural resources that could be potentially affected by the proposed action and by alternative actions. The EPA NEPA analyst should develop a full understanding of baseline demographic, socioeconomic, and environmental conditions so that a comprehensive assessment of the types of impacts that may be imposed upon all human and natural resources (e.g., air, water, soils, wildlife) can be conducted and an understanding of how these impacts may translate into human health concerns can be developed. For a detailed discussion on how effects to human health and natural resources might be determined, please reference Section 2.2.

To account for potential environmental justice concerns, EPA NEPA analysts should be sensitive to identifying whether affected resources are used by a minority or lowincome community. In addition, analyses of potential effects on all surrounding resources should be focused narrowly or specifically toward how potential effects to these resources may translate into disproportionately high or adverse human health and/or environmental effects on minority and/or low income communities.

The EPA NEPA analyst should use all means available to identify particular natural resources that, if affected by the proposed action, could have a disproportionately high and adverse effect on minority and/or low-income communities. In particular, natural resources that support subsistence living (*e.g.*, hunting, fishing, gathering) should be identified. In addition, Indian Tribes may have treatyprotected resources on or off reservation lands and may hold some natural resources sacred due to religious beliefs and/or social/ceremonial ties. Alternatives and mitigation measures should be explicitly solicited from the affected community early in the process, such as during scoping. Throughout the process, but especially beginning in this phase, the Agency should provide affected communities with technical assistance to ensure that the communities thoroughly understand the proposed action and have meaningful participation and input. All resources that could be affected should be thoroughly developed and documented. A discussion of all findings should be shared with potentially affected communities during public participation phases of the NEPA process to ensure full disclosure and to solicit additional public comment and input.

3.2.5 Identification of Alternatives

NEPA and the CEQ regulations require the identification and development of a reasonable array of alternatives. In addition, CEQ requires that all reasonable alternatives, including a "no action" alternative, must be analyzed rigorously and objectively. The selection of potential alternatives should begin early in the evaluation and, in fact, should be part of the scoping process. In addition, if environmental justice issues are identified, then alternatives should be drawn so as to allow an assessment of the disproportionate nature of the effects, as well as the magnitude of the effects, on the communities of concern.

An evaluation of potential environmental justice issues should be conducted for all reasonable alternatives. In addition, for each alternative that may result in potential environmental justice concerns, mitigation measures aimed specifically at those impacts should be identified and analyzed. The results of all analyses of environmental justice issues, including study results that identify no environmental justice issues, should be described fully in scoping documents, EISs and EAs. All results should be fully disclosed during public participation procedures, and public comment and input on the analyses and conclusions should be solicited. Chapter 2 provides an overview of the factors that should be evaluated to identify and define potential environmental justice concerns. These factors will also be helpful in understanding the need for mitigation or additional alternatives and identifying mitigation or alternative options.

The EPA NEPA analyst should keep in mind that the goal of identifying and developing alternatives for mitigating

disproportionately high and adverse effects is not to distribute the impacts proportionally or divert them to a non-minority or higher-income community. Instead, alternatives should be developed that mitigate or avoid effects to both the population at large and any disproportionately high and adverse effects on minority or low-income communities. In other words, the goal of developing reasonable alternatives is not to move the impacts around, but to identify viable alternative actions that meet program goals and avoid or reduce the environmental, socioeconomic, human health and/or ecological effects associated with the preferred action. Generally, the types of alternatives that may potentially lead to the avoidance or reduction of effects include: a) the identification of alternate locations or sites where impacts to susceptible populations or environments will be avoided; b) altering the timing of planned activities or periodic emissions to account for seasonal dependencies on natural resources; c) the adoption of pollution prevention practices and policies to reduce or mitigate emissions and/or impacts; d) reducing the size or intensity of an action; and e) taking no action.

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3.2.6 Prediction of Environmental Consequences

CEQ regulations require government agencies to identify, predict and describe reasonably foreseeable beneficial as well as adverse changes to existing conditions that may result from implementing either the proposed action or alternative actions. Impacts across alternatives must be compared. The prediction and description of potential disproportionately high and adverse effects must begin during the screening and scoping stages of the process, as noted above. Throughout the NEPA process, environmental justice concerns should be identified, disclosed, and discussed with affected communities.

In preparing an EIS or EA, ecological and human health risk assessments are conducted to identify and evaluate potential environmental and human health impacts that may be imposed. In addition, interrelated socioeconomic impacts that would result from a proposed action and alternatives are analyzed. Chapter 5 provides an overview of the types of analyses and analytical tools that may be used to analyze these issues and approaches that may be appropriate to assess disproportionately high and adverse effects. Again, throughout the development and public disclosure of EPA NEPA analyses and findings, full discussions of the analytical process undertaken to identify environmental justice concerns and all findings and conclusions should be disclosed to and discussed with all affected and interested parties.

In evaluating the environmental impacts of the proposed action and alternative actions in an EIS, CEQ regulations (40 CFR 1508.25) require EPA to consider: three types of actions (connected actions, cumulative actions, and similar actions); three types of alternatives (no action, other reasonable course(s) of actions, and mitigation measures not in the proposed action); and three types of impacts (direct, indirect, and cumulative). Environmental justice concerns should be identified and analyzed within the context of all actions, alternatives and impacts. Exhibit 4 provides examples of how environmental justice issues could arise and/or be considered for each of these variables.

3.2.7 Mitigation Measures

Regulations require that mitigation measures be developed to address environmental effects, including cumulative impacts, threatened by proposed actions (40 CFR 1502.14(f) and 1502.16(h)). In addition, mitigation measures should be developed specifically to address potential disproportionately high and adverse effects to minority and/or low-income communities. When identifying and developing potential mitigation measures to address environmental justice concerns, members of the affected communities should be consulted. Enhanced public participation efforts should also be conducted to ensure that effective mitigation measures are identified and that the effects of any potential mitigation measures are fully analyzed and compared (see Chapter 4). Mitigation measures may include a variety of approaches for addressing potential effects and balancing the needs and concerns of the affected community with the requirements of the action or activity. For example, potential mitigation measures for addressing disproportionately high and adverse effects could include:

1. Reducing pollutant loadings through changes in processes or technologies.

2. Reducing or eliminating other sources of pollutants or impacts to reduce cumulative effects.

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3. Planning for and addressing indirect impacts prior to project initiation (*e.g.*, planning for alternative public transportation alternatives if the project may result in increased population growth).

4. Providing assistance to an affected community to ensure that it receives at least its fair (i.e., proportional) share of the anticipated benefits of the proposed action (e.g., through job training, community infrastructure improvements).

5. Relocating affected communities, upon request or with concurrence from the affected individuals.

6. Establishment of a community oversight committee to monitor progress and identify potential community concerns.

7. Changing the timing of impact-causing actions (*e.g.*, noise, pollutant loadings) to reduce effects on minority communities or low-income communities.

8. Conducting medical monitoring on affected communities and providing treatment or other responses if necessary.

If mitigation measures are determined to be necessary to reduce disproportionately high and adverse effects on minority and/or low-income communities, and/or tribal resources, then the measures should be committed to in the FONSI or ROD. This provides an additional avenue for public notice and involvement. Other steps that can be considered to ensure that mitigation measures are effective and are implemented include the following:

• Establishing the mitigation measure as a requirement in the permit or authorizing document.

• Requiring financing at the outset of the project for both implementing the measure and monitoring its effectiveness. Ensure clearly defined monitoring guidelines are in place.

• Requiring monitoring reporting, which should be made available to the public.

• Identifying clear consequences and penalties for failure to implement effective mitigation measures.

3.2.8 Decisions

The two NEPA decision documents identified in CEO regulations are: 1) a ROD following an EIS and, 2) a FONSI following an EA. All EPA NEPA decision documents should include a concise summary of all steps undertaken to identify environmental justice concerns and the results of those steps. In cases where environmental justice concerns are identified, the decision documents should fully discuss these concerns, explain all alternatives and mitigation options that were analyzed, and explain how environmental justice concerns factored into the decision. In cases where effects to tribal lands or resources have been identified and the Indian Tribe and EPA disagree as to the preferred alternative or mitigation measures, the Indian Tribe may request that the EPA initiate a dispute resolution process to resolve this conflict. In addition, public participation efforts related to environmental justice concerns should be documented in the decision document. Finally, mitigation measures that are evaluated, disclosed to the public, and chosen in conjunction with the alternative to be implemented should be identified and discussed. If no concerns are identified, this finding should be stated along with the basis of EPA's conclusion.

4.0 PUBLIC PARTICIPATION

Adequate public participation is crucial to incorporating environmental justice considerations into EPA's NEPA actions, both to enhance the quality of the analyses and to ensure that potentially affected parties are not overlooked and excluded from the process. Public participation under NEPA involves two-way communications, with EPA receiving information, comments, and advice, as well as disseminating information on possible approaches, analyses, and decisions. This is particularly important when there are potential environmental justice issues involved. To sufficiently and adequately address potential environmental justice concerns and communicate with potentially affected communities, the EPA NEPA analyst should include one or more persons who are familiar with environmental justice issues and appropriate communications strategies. It is important that EPA take

steps to encourage and facilitate more active participation by low-income communities and minority communities in its NEPA process. This goal can be accomplished through careful identification of target audiences and aggressive community outreach beyond the traditional forms.

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There are established procedures for public participation in NEPA actions and decision-making processes (as in other federal actions). However, these procedures have not always been successful in informing or gaining participation by minority communities and low-income communities. Although they may be most affected, they may be the least informed, simply because of the means of communications used; this can be for any number of obvious reasons, such as language, culture, educational level or geographic location. In most cases, relatively simple approaches--well within the purview of "standard" public participation techniques--can overcome most barriers to informing and seeking involvement of interested or affected communities. This in turn can ensure that federal decisions are consistent with Executive Order 12898 and enhance the actual and perceived fairness of federal actions.

The first subsection below briefly describes public participation that is required during the NEPA process by CEQ and EPA regulations. The next subsection then identifies a number of the special concerns and unique issues that may arise in addressing environmental justice issues, and identifies several mechanisms that may be used in EPA's NEPA process to address those special concerns and issues.

4.1 Public Participation Under NEPA

Public participation is one of the hallmarks of NEPA, and is reflected in CEQ's and EPA's NEPA regulations. According to 40 CFR 6.400(a), "EPA shall make diligent efforts to involve the public in the environmental review process...." There are several clearly defined steps in public participation under NEPA, and these are described below.

Scoping. CEQ regulations require "scoping" following the publication of a notice of intent to prepare an EIS, but before the EIS is prepared. CEQ regulations define scoping as "an early and open process for determining the scope of

issues to be addressed and for identifying the significant issues related to a proposed action" (40 CFR 1501.7). In general, scoping has three broad purposes: identifying public and agency concerns with a proposed action, defining issues and alternatives to be examined in detail, and saving time by ensuring that relevant issues are identified early and drive the analyses (see 40 CFR 1500.4(g), 1500.5(d)). A public meeting is held during scoping, with notice of the meeting made in the *Federal Register*, local newspapers, and utilizing other means of announcing public meetings, depending on case-specific circumstances.

Scoping for EAs is not addressed in either CEQ or EPA regulations. In practice, EA scoping can range from a process more or less identical to that used for EISs, to relatively minimal involvement of outside parties.

CEQ has indicated that the scoping process ends "once the issues and alternatives to be addressed in the EIS have been clearly identified," usually "during the final stages of preparing the draft EIS..." (CEQ "Guidance Regarding NEPA Regulations"). It is emphasized that public participation does not end here, but continues throughout the NEPA process, as described below, and even beyond.

Public review of EISs and EAs. As with scoping, CEQ and EPA NEPA regulations clearly specify the means by which the public is involved in reviewing draft and final EISs. EPA regulations require at least one public meeting on all draft EISs (40 CFR 6.400(c)). The meeting is generally announced in the *Federal Register* and in local newspapers and by other means. Regulations also provide other means of soliciting comments and information. Comments must be solicited from other appropriate federal, tribal, state, and local agencies, and from the public, specifically including a request for comments from "those persons or organizations who may be interested or affected" (40 CFR 1503.1(a)(4)).

EPA then has to consider and address all comments received on the draft EIS in preparing the final EIS, and final EISs must include responses to comments. As with draft EISs, final EISs are noticed in the *Federal Register* and elsewhere. Again, interested parties may submit comments on final EISs prior to EPA's final decisions. EAs must be made available to the public (40 CFR 1506.6: C.E.Q. 40 Questions, #38). A combination of methods may be used to provide notice of availability; the methods should be tailored to the needs of particular cases. Traditionally there has been limited public involvement before and during EA preparation by EPA unless there is a question of significance (*i.e.*, some question as to whether an EIS is necessary) or some particular public interest.

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Public review of RODs and FONSIs. Records of Decision on EISs must be disseminated to all those who commented on the draft or final EIS (40 CFR 6.400(e)). No public review is required prior to or after issuance of the ROD. Findings of No Significant Impact on EAs, in contrast, must be made available for public review before they become effective (40 CFR 6.400(d)), and this involves at least local notice and advertising. The FONSI and "attendant publication" must state that comments disagreeing with the decision may be submitted, and any such comments must be considered by EPA (40 CFR 6.400(d)).

4.2 Mechanisms to Enhance Participation

The public participation provision in Executive Order 12898 and its accompanying memorandum are designed to ensure that there is adequate and effective communication between federal decision makers and affected low-income communities and minority communities. This is consistent with the NEPA mandate to involve the public. The involvement of low-income communities and/or minority communities, however, presents some challenges to what has come to be the "normal" pattern of formal public participation under NEPA. In order to establish trust with all types of stakeholders, interaction with the affected community should:

- Encourage active community participation.
- Recognize community knowledge.
- Utilize cross-cultural formats and exchanges.

In all cases where EPA's initial screening indicates that there is a potential for disproportionately high and adverse effects on low-income and/or minority communities, the Agency should make a concerted effort to identify stakeholders in the affected community and include the following groups and organizations in their outreach efforts:

- Environmental organizations and agencies
- Minority businesses, associations and trade organizations
- Civic associations and public interest groups
- Grassroots/community-based social service organizations
- Federal elected officials and agencies

• Homeowners' or tenants' associations, neighborhood watch groups and resident organizations

- · Labor unions and organizations
- · State and local elected officials and agencies
- News media, the Internet and other electronic media
- Tribal governments and Tribal organizations
- Religious groups and organizations

• Libraries, vocational and other schools, colleges and universities

- Medical community
- Legal aid providers
- Rural cooperatives
- Civil rights organizations
- Senior citizen's groups

Other sources of advice are ethnic and cultural-based environmental justice networks (e.g., Indigenous Environmental Network, Southwest Network for Environmental and Economic Justice, Southern Organizing Committee). The People of Color Environmental Groups *Directory*⁽¹⁰⁾ is a valuable major source of information on such local groups and individuals. Similarly, Historically Black Colleges and Universities, Tribal Colleges and Universities or other higher education institutions located in areas with or serving predominantly minority or lowincome areas, may be able to assist EPA in designing (and participating in) public participation strategies. Exhibit 5 identifies a number of particular communications challenges and possible approaches to overcoming these challenges in addressing environmental justice issues. These should be supplemented by case-specific advice--on challenges and on solutions--that are solicited from local experts and others familiar with both the proposed action and the affected community.

	Minority Communities
Challenge	Possible Approaches to Overcoming
Language or	Provide assistance to hearing or sight impaired individuals
Communication barriers	• Provide simultaneous translation of meetings
	Use local translators where possible
	• Translate key documents in entirety (notices, summaries, etc.)
	• Establish "comment line" (e.g., 800 number) for callers to leave recorded comments
	Advertise meetings/process in alternative-language medium
	• Design communication strategy to reach all segments of population
	• Use facilitated meeting rather than conventional stand-up comments to encourage comments
Distance to meeting or inconvenient access (e.g., rural or cross-town)	• Arrange for "comment line" (<i>e.g.</i> , 800 number) to provide remote access to meeting or to allow callers to leave recorded comments
	• Arrange for telephone tie-in from several locations (<i>e.g.</i> , from several schools, religious centers)

	 Hold series of shorter meetings (down to 1-2 hours each) in multiple locations
	• Arrange for alternative transportation (possibly through proponent)
	• Ensure location is accessible to public transportation and identify itinerary in notices
	• Use local cable-channel broadcast with telephone call-in
	• Have proponent provide transportation vouchers
	 Seek advice of local groups/individuals
	• Arrange for satellite link-up (perhaps funded by proponent)
Unfamiliar surroundings (government buildings, luxury hotel, etc.)	 Use schools or other local facilities including religious centers, churches, temples, mosques
	 Have several smaller decentralized meetings, including open-air meetings (possibly with tent backup) in season
	 Seek advice from local groups/individuals
	• Use local facilitator
	• Establish "comment line" (e.g., 800 number) for callers to leave recorded comments or to participate from remote locations
Outside normal EPA communications loops (i.e., Federal Register, newspapers)	• Use pro-active approach to identify stakeholder (both groups and affected individuals). Consult with local advocates/public interest groups to identify outreach mechanisms and refer to the <i>People of Color Environmental Groups Directory</i> .
	• Disseminate information through alternative media (neighborhood organization newsletters, religious centers, fliers, local cable access channel, local radio broadcasts, etc.).
	• Co-sponsor public meetings with local community groups to nurture trust and credibility.
	• Make announcements to those on the mailing list; make follow-up phone calls to encourage attendance.
	• Direct consultation with tribal governments and public

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	meetings at tribal facilities or on/near tribal lands.
Format of Meetings	• Use town hall type meetings.
	 Avoid "panel of experts"
	 Use small focus-group seminars or workshops.
	 Use community "experts" and comments as part of communication strategy
	 Seek advice of local groups.
	• Use a trained facilitator who is sensitive to environmental justice issues.
Schedule conflicts (i.e., conflict with working hours, working days)	 Conduct personal interviews using audio or video recording devices
	• Hold after-hours and/or weekend meetings or sessions
	 Hold meetings on successive days
	• Hold multiple shorter meetings at diverse times/days
	• Establish "comment line" (<i>e.g.</i> , 800 number) for callers to leave recorded comments
	• Arrange for child-care (possibly funded by proponent)
Technically complex issues	 Provide sufficient background explanations beyond the usual means
	• Use plain language in meetings and printed material
	 Seek advice of local groups/individuals
	• Provide hands-on demonstrations/participation (e.g., tours of similar facilities/locations)
	• Use visual presentations (e.g., pictures, videos)
	 Provide two-way communication - Q & A
	• Use background summary reports, fact sheets, and abstracts
	 Provide technical and/or financial assistance to community, local organization, and/or tribal government to review,

	evaluate, and comment on the NEPA documents and provide meaningful input throughout the NEPA process.
Trust	 Clearly present goals of NEPA, the proposed action, the public involvement process, and what is expected to be gained from the process
	• Do not oversell: present uncertainties and limitations
	 Goals should be written and in clear language
	• Present experiences and track record, successes and failures

EPA-anticipated impacts and community perceptions of those impacts (and their fairness) can be very different, so both must be considered. When perceptions are the concern, an effort to involve and inform the community can go a long way toward building confidence that EPA's analyses and actions are well-intended and balanced. When actual impacts (i.e., disproportionately high and adverse human health or environmental effects) are the concern, the participation can serve to educate the Agency and help identify the means to identify alternatives and/or mitigate the impacts.

Although EPA and CEQ public participation regulations focus primarily on public meetings, there are other mechanisms that can also facilitate public input. Once community leaders and stakeholders have been identified and a dialogue established, a mailing list should be assembled so that information can be sent to this group, as well as formal announcements of a public meeting.

Another mechanism for providing information to the public is the establishment of information repositories which are accessible to members of the affected community. Locations can include libraries, churches, community centers, etc. Technical documents should contain a summary written to the lay public and translated, if necessary, into the dominant language of the affected community.

Meaningful public participation is based on the proposition that people should have a say in decisions which affect their lives in a significant way. Thus, for the public participation process to be effective, it must: • Seek out and facilitate the involvement of those potentially affected;

• Contain the implicit commitment by decision makers to seriously consider the input of the public; and

 Communicate to participants how their advice was or was not utilized.

Minority communities and low-income communities are no different than any other in that there are nearly as many opinions as there are people. Thus, it is important not to focus exclusively on one mechanism (or one person or one group) for disseminating or soliciting information. Rather, it is important to use as many avenues as possible to solicit participation and to disseminate information. For example, when there are formal or informal representatives that purport to speak for a wider population, it is always advisable to seek divergent opinions.

Dr. Robert Bullard, Director of the School of Arts and Sciences at Clark Atlanta University, provides a framework for public participation when addressing environmental justice concerns during the NEPA process. Dr. Bullard points out that effective public involvement strategies have four common characteristics: inclusiveness, representation, parity, and communication. Inclusiveness refers to the assurance that all affected communities and stakeholders are represented and involved in the decision-making process. In terms of representation, he points out that it is crucial that the persons who are representing a specific community or stakeholder group truly reflect that community's, stakeholder's, and constituent's views, values, and norms. Parity involves all stakeholder groups having equal opportunity and capacity to provide input and full participation, as well as an equal voice in the decisionmaking process. Dr. Bullard further points out that an effective communications strategy accounts for different groups weighing and acting upon government actions and policies differently. An effective communications strategy recognizes, respects, and values cultural diversity of communities and stakeholders that represent a specific race, ethnic group, gender, age, geographic region, and a host of other characteristics.

As mentioned above, a recommended approach to ensure adequate public participation by minority and/or lowincome communities when the screening analysis indicates there may be disproportionately high and adverse effects is to include a person familiar with environmental justice public participation issues on the "project review team." CEO "Guidance Regarding NEPA Regulations" recommends that an interagency project review team be used when appropriate, with the team functioning as a source of information, a coordination mechanism, and an expert review team. When environmental justice issues must be faced, the review team should consult with the local community (including but not limited to organized groups concerned with environmental justice) during and following scoping, and should provide specialized expertise to EIS preparers.

The following are additional mechanisms for enhancing participation in the NEPA process: 1) allow public review of RODs; 2) government-to-government consultation with tribal governments, including formal requests for Indian Tribes to seek participation as cooperating agencies; 3) Community Advisory Boards for the development of NEPA documents; 4) community consultants; and 5) technical assistance to affected communities to enhance understanding of proposed action, technical documents, and full range of potential alternatives and mitigation measures.

In general, the effort expended in actively soliciting community involvement after the initial screening process should reflect the potential significance of the effects. As noted above, however, there should be some effort to communicate with stakeholders in all cases, including EAs, where the screening analysis identifies potential disproportionately high and adverse effects. Although the health or environmental impacts analyzed in EAs may not be "significant," from the NEPA standpoint, they may be perceived as significant by affected parties. Although this concern would not trigger an EIS, it should trigger more EIS-like scoping and public participation prior to and following EA preparation. To the extent practicable and consistent with regulations, an EIS-like public participation process should be undertaken for EAs when social or economic impacts will be or are perceived to be substantial, even when the impacts are not expected to be significant.

5.0 METHODS AND TOOLS FOR IDENTIFYING AND ASSESSING

DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS

A fundamental step for incorporating environmental justice concerns into EPA NEPA compliance activities is identifying minority and/or low-income communities that may bear disproportionately high and adverse effects as a result of a proposed action. Once these minority and/or low-income communities are identified and located, the potential for disproportionately high and adverse effects to these communities must be assessed. It is important to understand where such communities are located and how the lives and livelihoods of members of these communities may be impacted by proposed and alternative actions. Minority communities and low-income communities are likely to be dependent upon their surrounding environment (e.g., subsistence living), more susceptible to pollution and environmental degradation (e.g., reduced access to health care), and are often less mobile or transient than other populations (e.g., unable to relocate to avoid potential impacts). Each of these factors can contribute to minority and/or low-income communities bearing disproportionately high and adverse effects. Therefore, developing an understanding of where these communities are located and how they may be particularly impacted by government actions should be a fundamental aspect of the EA and EIS development process.

Currently, EAs and EISs generally evaluate and compare potential environmental, ecological, economic and/or human health risk impacts among and between broadly defined affected areas and populations. Potential impacts to smaller populations, individual communities, neighborhoods, census tracts, or environments (*e.g.*, single lake or watershed within a larger affected area) are not generally isolated, or disassociated from total impacts.

Minority and/or low-income communities are often concentrated in small geographical areas within the larger geographically and/or economically defined population center targeted for study. Minority communities and lowincome communities may comprise a very small percentage of the total population and/or geographical area. Therefore, the assumptions and inputs used in conjunction with traditional analytical tools for studying potential impacts under NEPA, and the results of the analyses, may not fully reflect the impacts that may be borne by these smaller communities or populations. An analysis of disproportionate impacts will develop an understanding of how the total potential impacts vary across individual communities. This allows analysts to identify and understand what portion of the total impacts may be borne by minority or low-income communities, to assess whether they are disproportionately high and adverse, and to develop alternatives and mitigation measures if necessary.

As described in Chapter 3, the first step in identifying the potential for environmental justice concerns is to characterize the population affected by the proposed action in terms of racial and ethnic composition and in terms of relative income distribution. The composition of the population should then be compared to the characteristics of the population (*e.g.*, percentage of minority populations residing near a proposed project versus the percentage of minority populations located within a single or multiplecounty area surrounding the proposed project). Populations surrounding the proposed project should be characterized in terms of income distribution levels, as well as in terms of racial and ethnic diversity.

Many of the potential effects that may be borne by minority and/or low-income communities may be analyzed or assessed using the same analytical tools that are currently used in the development of EAs and EISs. However, once a potential environmental justice issue is identified, these tools may need to be modified or more likely, the scope of the analyses may need to be narrowed to focus on a smaller affected area or population.

Several types of analytical tools are currently available and are being refined and/or modified to assist analysts and decision makers in identifying potential environmental justice concerns and assessing potentially disproportionately high and adverse effects on minority and low-income communities. The following sections provide an overview of some of the available tools and the types of analyses that may be useful for identifying and assessing disproportionately high and adverse effects (by evaluating both total effects and effects on a smaller scale). It is not an ensure that disproportionately high and adverse human health or environmental effects on minority communities and low-income communities are identified and addressed. It establishes Agency-wide goals for American Indian, Alaska Native, and other indigenous peoples (e.g., Native Hawaiian). It also establishes Agency-wide goals for environmental protection, and lists actions the EPA would take to incorporate environmental justice into its mission.

In August 1997, the EPA Office of Environmental Justice released the "Environmental Justice Implementation Plan." The Implementation Plan supplements the EPA environmental justice strategy. It provides estimated time frames for undertaking revisions, identifying the lead agents and determining the measures of success for each action item. Several EPA offices are developing more specific plans and guidance to implement Executive Order 12898 and this Agency-wide strategy.

This document serves as a guidance to incorporate environmental justice goals into EPA's preparation of environmental impact statements (EISs) and environmental assessments (EAs) under NEPA. The National Environmental Policy Act of 1969 (42 U.S.C. §4321 et seq.) serves as the Nation's basic environmental protection charter. A primary purpose of NEPA is to ensure that federal agencies consider the environmental consequences of their actions and decisions as they conduct their respective missions. For "major Federal actions significantly affecting the quality of the human environment," the federal agency must prepare a detailed environmental impact statement (EIS) that assesses the proposed action and all reasonable alternatives. EISs are required to be broad in scope, addressing the full range of potential effects of the proposed action on human health and the environment. Regulations established by both the Council on Environmental Quality (CEO) and EPA require that socioeconomic impacts associated with significant physical environmental impacts be addressed in the EIS.

Environmental assessments have also become very important components of the NEPA process. Originally intended to serve as a mechanism for determining whether an agency's action was significant, thereby meriting an EIS, EAs are important analyses on their own. As a matter of policy, EAs completed by EPA regularly address socioeconomic effects associated with environmental impacts of Agency actions.

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The purpose of this guidance is to assist EPA staff responsible for developing EPA NEPA compliance documentation, including EISs and EAs, in addressing a specific concern -- that of environmental justice. Because analyzing and addressing environmental justice may assist in determining the distributional effects of environmental impacts on certain populations, it is entirely consistent with the NEPA process. This guidance is intended to:

• heighten awareness of EPA staff in addressing environmental justice issues within NEPA analyses and considering the full potential for disproportionately high and adverse human health or environmental effects on minority populations and low-income populations;

 present basic procedures for identifying and describing junctures in the NEPA process where environmental justice issues may be encountered;

• present procedures for addressing disproportionately high and adverse effects to evaluate alternative actions, and;

• present methods for communicating with the affected population throughout the NEPA process.

As seen throughout this guidance document, environmental justice issues can be and should be analyzed and addressed using many of the same tools currently intrinsic to the NEPA process.

1.1 Background

1.1.1 What is Environmental Justice?

Environmental Justice has been defined by a variety of organizations interested in the topic. EPA's Office of Environmental Justice offers the following definition:

"The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."

The goal of this "fair treatment" is not to shift risks among populations, but to identify potential disproportionately high and adverse effects and identify alternatives that may mitigate these impacts.

1.1.2 Executive Order 12898

Executive Order 12898 and its accompanying memorandum have the primary purpose of ensuring that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations ..."⁽¹⁾ The Executive Order also explicitly called for the application of equal consideration for Native American programs. To meet these goals, the Order specified that each agency develop an agency-wide environmental justice strategy.

The Presidential Memorandum that accompanied the Executive Order calls for a variety of actions. Four specific actions were directed at NEPA-related activities, including:

1. Each federal agency must analyze environmental effects, including human health, economic, and social effects, of federal actions, including effects on minority communities and low-income communities, when such analysis is required by NEPA.

2. Mitigation measures outlined or analyzed in EAs, EISs, or Records of Decision (RODs), whenever feasible, should address significant and adverse environmental effects of proposed federal actions on minority communities and lowincome communities.

3. Each federal agency must provide opportunities for community input in the NEPA process, including identifying potential effects and mitigation measures in consultation with affected communities and improving accessibility of public meetings, official documents, and notices to affected communities.

4. In reviewing other agencies' proposed actions under Section 309 of the Clean Air Act, EPA must ensure that the agencies have fully analyzed environmental effects on minority communities and low-income communities, including human health, social, and economic effects.

As noted earlier, the purpose of this guidance is to assist EPA personnel in identifying and evaluating disproportionately high and adverse human health or environmental effects in minority communities and lowincome communities within the context of NEPA documents prepared by EPA for actions which EPA complies with the procedural requirements of NEPA (*e.g.*, research and development activities, facilities construction, wastewater treatment construction grants, EPA-issued National Pollutant Discharge Elimination System (NPDES) permits for new sources, and programs under the EPA Voluntary NEPA Compliance Policy), including instances where EPA satisfies its NEPA compliance obligation as a cooperating agency. It is also meant to improve the affected communities' access to the NEPA process.

1.2 Principles/Philosophy of this Guidance

This guidance highlights important ways in which EPAprepared NEPA documentation may help to identify and address EJ concerns. The rationale and associated implications of the guidance will be described in the remainder of this document. This section provides a summary listing of the major implications.

EPA officials should be vigilant in identifying where EPA actions may have disproportionately high and adverse human health or environmental effects on minority and/or low-income communities.

Identification should occur as early as possible, preferably during any initial screening exercise. The screening exercise should identify the presence of minority or lowincome communities and whether such communities are likely to experience adverse environmental or human health effects as a result of proposed EPA actions. The sensitivity to environmental justice concerns should sharpen the focus of the analysis. While the analytical tools to be used are similar, the analysis should focus both on the overall affected area and population and on smaller areas and/or communities within the affected area.

It is desirable that EPA NEPA analysts tasked with identifying and addressing environmental justice issues work as a team. This team should be comprised of an interdisciplinary staff that includes individuals familiar with environmental justice issues, public participation mechanisms and outreach strategies, Native American concerns and issues and who are experienced in the risk assessment process. Additionally, the team should consult with EPA's Regional Environmental Justice coordinators (refer to Appendix A), who are valuable resources in identifying local community groups among other functions.

Where proposed actions may affect tribal lands or resources (e.g., treaty-protected resources⁽²⁾, cultural resources and/or sacred sites⁽³⁾) EPA will request that the affected Indian Tribe⁽⁴⁾ seek to participate as a cooperating agency (40 CFR 1508.5). Where differences occur regarding the preferred alternative or mitigation measures that will affect tribal lands or resources, the affected Indian Tribe may request that a dispute resolution process be initiated to resolve the conflict between the tribe and the Agency.

Environmental justice concerns may lead to more focused analyses, identifying significant effects that may otherwise have been diluted by examination of a larger population or area. Environmental justice concerns should always trigger the serious evaluation of alternatives as well as mitigation options.

Identifying the "affected community" is particularly important. The effects of the proposed action will often vary depending on the distance of the affected community from the action and the type of effect created by the action (*e.g.*, airborne or waterborne pollution, increased traffic, etc.). Effects on the community should be discussed in terms of reasonable increments from the site of the action.

Community involvement is particularly important in cases involving potential environmental justice issues. Early and sustained communications with the affected community throughout the NEPA process is an essential component of environmental justice.

For meaningful community involvement to be achieved in circumstances where environmental justice is an issue, technical assistance supplied by EPA should be available to the community to assist in their full participation (e.g., interpretation of scientific documents, development of alternatives or mitigation measures).

EISs and RODs, and EAs and FONSIs (Finding of No Significant Impact) should document the analyses used to identify the presence or absence of disproportionately high and adverse effects and present the results of those analyses. The ROD and the FONSI should document the conclusion of these analyses (i.e., whether the action will or will not have a disproportionately high and adverse effect on minority and/or low-income communities) and describe any mitigation that will be undertaken to avoid or minimize such effects.

1.2.1 EPA Actions Requiring NEPA Compliance

EPA is required to comply with NEPA for its research and development activities, facilities construction, wastewater treatment construction grants under Title II of the Clean Water Act and under certain Appropriations Acts, and EPA-issued National Pollutant Discharge Elimination System (NPDES) permits for new sources subject to new source performance standards. The Agency is exempted by statute for actions taken under the Clean Air Act and for most Clean Water Act programs. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), requires EPA to comply only with the substantive, not the procedural, requirements of other environmental laws for on-site responses. In the case of other EPA programs, the courts have found EPA procedures to be "functionally equivalent" to the NEPA process and therefore these EPA programs are exempt from NEPA procedural requirements. Also, EPA voluntarily prepares EISs for a number of actions pursuant to a longstanding statement of Agency policy.

Exhibit 1 identifies EPA's major program areas and indicates which actions are subject to NEPA, which Congress has exempted from NEPA, which have been found to be functionally equivalent to NEPA, and which receive NEPA-like analyses. This guidance is applicable solely to EPA programs and actions subject to NEPA and not those identified as "functionally equivalent" in Exhibit 1. However, this should not preclude its use as reference where "functionally equivalent" programs or actions processes may benefit from the information contained therein.

1.2.2 EPA Review of Proposed Actions Under Clean Air Act §309

As a result of §309 of the Clean Air Act, EPA has a key role in the overall implementation of NEPA. Specifically, §309 mandates that EPA "review and comment in writing on the environmental impact of any matter relating to duties and responsibilities granted pursuant to this chapter or other provisions of the authority of the Administrator, contained in any (1) legislation proposed by any federal department or agency, (2) newly authorized federal projects for construction and any major federal agency action (other than a project for construction) to which Section 4332(2)(C) of this title applies [subject to Section 102(2)(C) of NEPA], and (3) proposed regulations published by any department or agency of the Federal government. Such written comment shall be made public at the conclusion of any such review" (42 U.S.C. §7609(a)).

In conducting §309 reviews, EPA is further directed by the Presidential Memorandum that accompanied Executive Order 12898 to ensure that agencies fully analyze environmental effects of their proposed actions on minority and low-income communities, including human health, social, and economic effects. As a result of both §309 and the Presidential Memorandum, EPA is able to assist other federal agencies in evaluating proposed actions that are subject to NEPA by identifying possible environmental justice concerns that may result from such actions and by offering alternative solutions and mitigation measures for unavoidable impacts.

Although mention is made here of EPA's responsibilities under §309, this document is not intended to provide guidance for §309 reviews. EPA's §309 guidance should be used for that purpose. This guidance supplements the Council on Environmental Quality's "Environmental Justice Guidance Under the National Environmental Policy Act" and is tailored to EPA's conduct in actions for which EPA must comply with NEPA and where EPA has jurisdiction as a cooperating agency. It does not provide guidance related to other federal agencies' actions or for EPA's review of other federal agencies' EISs.

1.3 Organization of this Guidance

The remainder of this guidance is organized as follows: Chapter 2 describes key environmental justice terms and factors and the application of the key definitions and factors in the context of standard NEPA analyses; Chapter 3 describes key steps in the NEPA process, including both EISs and EAs, where analyses of environmental justice concerns should be incorporated; Chapter 4 discusses public participation approaches of direct relevance to minority and/or low-income communities; and Chapter 5 provides a brief overview of methodological tools that can be used to identify and assess potential disproportionately high and adverse effects.

2.0 KEY TERMS AND FACTORS FOR CONSIDERATION IN EVALUATING

ENVIRONMENTAL JUSTICE CONCERNS

The purpose of this section is to introduce key terms and concepts to heighten the EPA analyst's awareness of how disproportionately high and adverse effects may be identified. The discussion is based on guidance prepared by a task force of the Interagency Working Group on Environmental Justice (IWG). The IWG was created by Executive Order 12898 and is comprised of the heads (or representatives) of 17 departments and agencies.

The identification and analysis of disproportionately high and adverse human health or environmental effects on minority communities and low-income communities should occur throughout the NEPA process, from the initial phases of the screening analysis through the consideration and communication of all alternatives and associated mitigation techniques.

In conducting an EPA NEPA analysis that is sensitive to environmental justice concerns, the inter-disciplinary team of EPA NEPA analysts should have an understanding of key terms central to environmental justice and should understand what factors need to be considered to ensure that all relevant concerns are identified and evaluated in a direct and explicit manner. The team should include experts familiar with available and appropriate public participation procedures and strategies and, where such concerns may arise, individuals familiar with the unique concerns of Native American Tribes and populations. Developing a keen sensitivity to potential environmental justice concerns and modifying the scope of the analysis can have a dramatic impact on whether environmental justice concerns are identified and addressed adequately and appropriately. Therefore, the EPA NEPA analyst must be sensitive to what issues and factors to look for to avoid the possibility that disproportionately high and adverse effects may be inadvertently missed, incorrectly characterized, or inappropriately minimized. So as to avoid potential oversights of environmental justice concerns, the EPA NEPA analyst should work closely with the affected community in drafting an EIS or EA, and where the community's concerns warrant, EPA should formalize this interaction (e.g., community advisory boards).

Appendix A includes the Council on Environmental Quality's (CEQ's) "Environmental Justice Guidance Under the National Environmental Policy Act" which incorporates the IWG-developed guidance on key terms in Executive Order 12898 that are pertinent to environmental justice analyses. That guidance was developed to assist federal agencies in conducting analyses of disproportionately high and adverse effects of their programs, policies, and activities. The guidance is not static but provides for informed judgment in every case; this means that EPA NEPA analysts will need to make careful decisions to ensure that environmental justice concerns are identified and addressed.

The remainder of this chapter is organized into two sections. The first section addresses terms that should be considered in identifying the existence of minority communities or low-income communities. The second section identifies factors that often are associated with disproportionately high and adverse effects, including cumulative and indirect impacts, on minority or lowincome members of the larger community. Methodological approaches for conducting analyses appear in Chapter 5.

2.1 Defining Minority and/or Low-Income Population

The purpose of this section is to assist the analyst in determining whether there is a minority community or lowincome community that may be addressed in the scope of EPA's NEPA analysis.

2.1.1 Minority and Minority Population

The first part of the guidance on minority population provided by the IWG provides a numeric measure: over 50 percent of the affected area. The remainder of the guidance calls for the analyst to use his or her best judgment in evaluating the potential for EJ concerns. It is important that the EPA NEPA analyst consider both the circumstances of any groups residing within the affected area, as well as the percentage of the affected community that is composed of minority peoples.

Within its guidance, the IWG explains that a minority population may be present if the minority population percentage of the affected area is "meaningfully greater" than the minority population percentage in the general population or other "appropriate unit of geographic analysis." The term "affected area," although not defined by the guidance, should be interpreted as that area which the proposed project will or may have an effect on. The IWG guidance also advises agencies not to "artificially dilute or inflate" the affected minority population when selecting the appropriate unit of geographic analysis. Clearly, a key element here is the selection of the appropriate level of geographic analysis; that is, selecting a comparison population to which the population in the affected area will be compared to identify if there are "meaningfully greater" percentages. The selection of the appropriate unit of geographic analysis may be a governing body's jurisdiction, a neighborhood census tract, or other similar unit. This is done to prevent artificial dilution or inflation of the affected minority population. In an EPA NEPA analyses, the analyst should use the potentially affected population under various alternatives as a benchmark for comparison wherever possible. In addition, a simple demographic comparison to the next larger geographic area or political jurisdiction

should be presented to place population characteristics in context and allow the analyst to judge whether alternatives adequately distinguish among populations. For example, all preliminary locations for a project could fall in minority neighborhoods, therefore, a comparison among them would not reveal any population differences. Consequently, an additional alternative would be necessary to allow any disproportionately high and adverse effects to be identified.

The fact that census data can only be disaggregated to certain prescribed levels (*e.g.*, census tracts, census blocks) suggests that pockets of minority or low-income communities, including those that may be experiencing disproportionately high and adverse effects, may be missed in a traditional census tract-based analysis. Additional caution is called for in using census data due to the possibility of distortion of population breakdowns, particularly in areas of dense Hispanic or Native American populations. In addition to identifying the proportion of the population of individual census tracts that are composed of minority individuals, analysts should attempt to identify whether high concentration "pockets" of minority populations are evidenced in specific geographic areas.

The IWG guidance also advises agencies to consider both groups of individuals living in geographic proximity to one another, or a geographically dispersed/transient set of individuals, where either type of group "experiences common conditions" of environmental exposure or effect within the guidance provided for minority population. This can result from cultural practices, educational backgrounds, or the median age of community residents (*e.g.*, disproportionate numbers of elderly residents, children, or women of child bearing age may be more susceptible to environmental risks).

A factor that should be considered in assessing the presence of a minority community is that a minority group comprising a relatively small percentage of the total population surrounding the project may experience a disproportionately high and adverse effect. This can result due to the group's use of, or dependence on, potentially affected natural resources, or due to the group's daily or cumulative exposure to environmental pollutants as a result of their close proximity to the source. The data may show that a distinct minority population may be below the thresholds defined in the IWG key terms guidance on minority population. However, as a result of particular cultural practices, that population may experience disproportionately high and adverse effects. For example, the construction of a new treatment plant that will discharge to a river or stream used by subsistence anglers may affect that portion of the total population. Also, potential effects to on- or off-reservation tribal resources (e.g., treaty-protected resources, cultural resources and/or sacred sites) may disproportionately affect the local Native American community and implicate the federal trust responsibility to tribes.⁽⁵⁾

The EPA NEPA analyst should look at each situation on a case-by-case basis to determine if there may be disproportionately high and adverse effects on a minority population.

The EPA NEPA analyst should make every effort to identify the presence of distinct minority communities residing both within, and in close proximity to, the proposed project, and to identify those minority groups which utilize or are dependent upon natural resources that could be potentially affected by the proposed action. Nontraditional data gathering techniques, including outreach to community-based organizations and tribal governments early in the screening process, may be the best approach for identifying distinct minority communities and/or tribal interests within the study area. See Chapter 4 for a discussion of public outreach techniques.

2.1.2 Low-Income Population

This guidance recommends that pursuant to the CEQ guidance, low-income populations in an affected area (that area in which the proposed project will or may have an effect) should be identified with the annual statistical poverty thresholds from the Bureau of the Census' Current Population Reports, Series P-60 on Income and Poverty. In conjunction with census data, the EPA NEPA analyst should also consider state and regional low-income and poverty definitions as appropriate. In identifying low-income populations, agencies may consider as a community a group of individuals living in geographic proximity to one another or set of individuals (such as migrant workers or Native Americans) where either type of group

experiences common conditions of environmental exposure.

As with the identification of minority communities, the level of aggregation of available data is an issue of concern when seeking to determine whether one or more lowincome communities may be affected by a project. Also, as with minority communities, "pockets" of low-income individuals may be masked by aggregated data. The level of aggregation of data, as well as how current the available data are, should be taken into account by the EPA NEPA analyst.

Determining the existence and location of low-income and minority communities within the reaches of a projects' influence can be a difficult task. Several means of gathering this information are available; however, it is up to the EPA NEPA analyst to ascertain which techniques will best suit the project at hand. Further, the EPA NEPA analyst must be flexible and open to consider additional avenues which may be unique to select projects or geographic areas. The use of national decennial census data in depicting lowincome/poverty and minority statistics is one of the most common methods used. While the census provides valuable information for the EPA NEPA analyst, there are often many gaps associated with the information. Therefore, it may be necessary for the EPA NEPA analyst to validate this information with the use of additional sources. The additional methods available in locating the populations of interest include contacting local resources, government agencies, commercial database firms, and the use of locational/distributional tools. (Please see Chapter 5 regarding the use of locational/distributional tools.)

Local resources should be sought for local and up-to-date knowledge of a given area and its inhabitants as well as a lead to other sources of information. Examples of local resources include: community and public outreach groups, community leaders, and state universities (i.e., economic departments).

State government agencies such as the Department of Economic Development, Planning and Development Department, State Minority Business Office, and State Enterprise Zone Offices are also valuable resources to contact. For example, if an area is designated as an "enterprise zone", unique economic and demographic data may exist in that particular area, access to which could enhance the EPA NEPA analyst's ability to assess the economic situation of a given area.

Local resources and state governments can both be contacted for information regarding factors that are characteristic of low-income communities and which may assist in identifying these communities. These factors may include: limited access to health care, an inadequate, overburdened or aged infrastructure, and particular dependence of the community, or components of the community, on subsistence living (e.g., subsistence fishing, hunting, gathering or farming). In some cases, these factors can be evaluated directly from traditional information sources. For example, the age and condition of water treatment facilities and presence of lead service lines should be available from municipal utilities. Outreach to community groups may be the most reliable data collection method in other cases, such as those where the degree to which the cultural and dietary habits of low-income or minority families and their economic condition dictate subsistence living. Consequently, where the community median household income may exceed that of the poverty line, conditions generally associated with low-income communities may be present, resulting in cumulative effects that may meet the threshold for environmental justice concerns.

Commercial database firms are often capable of tailoring census data information of human communities and income/poverty level to specified areas of geographic detail. For example, by manipulating specified census bureau tract data with customized buffer areas, statistics can be generated to accommodate current growth estimates from local government agencies or planning departments. Locational/distributional tools are also capable of determining the locations of certain human communities. Examples include maps, aerial photographs, and geographical information systems (GIS). Further explanations of these tools are presented in Chapter 5.

2.2 Considering Effects

This section discusses the term "disproportionately high and adverse human health or environmental effects" and provides an overview of some factors that should be considered in assessing the presence of such effects. It also addresses how the concept of environmental justice plays in conducting cumulative and indirect impact analyses in support of NEPA.

2.2.1 Disproportionately High and Adverse Effects

Disproportionately high and adverse effects encompass both human health and environmental effects. The IWG's guidance suggests the need for the analyst to exercise informed judgments as to what constitutes "disproportionate" as well as "high and adverse." This, in turn, suggests some level of comparative analysis with the conditions faced by an appropriate comparison population. As noted in Section 2.1.1, alternatives need to be drawn so that the potentially affected populations under various alternatives are distinctive and allow disproportionality to be assessed.

2.2.2 Cumulative and Indirect Effects

EPA NEPA analyses must consider the cumulative effects on a community by addressing the full range of consequences of a proposed action as well as other environmental stresses which may be affecting the community. Cumulative impacts are defined in 40 CFR 1508.7, as "the incremental impact(s) of the action when added to other past, present, and reasonably foreseeable future actions " For example, when considering a project that will have a permitted discharge to the surrounding surface waters, it may be of concern to populations who rely on subsistence living patterns (i.e., fishing) and already receive public water through lead service lines; the cumulative effects associated with both the discharge and the lead service lines must be taken into account. In such cases, mitigation measures need to be developed and analyzed to reduce an adverse cumulative effect. In addition, minority populations and low-income populations are often located in areas or environments that may already suffer from prior degradation. EPA analysts need to place special emphasis on other sources of environmental stress within the region, including those that have historically existed, those that currently exist, and those that are projected for the future. Common variables of concern may include:

• Number/concentration of point and nonpoint release sources, including both permitted and non-permitted.

• Presence of listed or highly ranked toxic pollutants with high exposure potential (*e.g.*, presence of toxic pollutants included within EPA's 33/50 program).

• Multiple exposure sources and/or paths for the same pollutant.

Historical exposure sources and/or pathways.

• Potential for aggravated susceptibility due to existing air pollution (in urban areas), lead poisoning, existence of abandoned toxic sites.

• Frequency of impacts.

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Source data, including historical, existing, and projected sources, yielding projected effects in concert with that from the resulting proposed action should be analyzed with respect to minority or low-income receptors. As noted above, these include cultural, health and occupation-related variables such as:

• Health data reflective of the community (*e.g.*, abnormal cancer rates, infant and childhood mortality, low birth weight rate, blood-lead levels).

• Occupational exposures to environmental stresses which may exceed those experienced by the general population.

• Diets, or differential patterns of consumption of natural resources⁽⁶⁾, which may suggest increased exposures to environmental pathways presenting potential health risk.

The EPA NEPA analyst may have difficulty in determining the point at which stress levels become too great, exceeding risk thresholds. This lack of a definitive threshold should encourage the EPA NEPA analyst to compare the cumulative effects of multiple actions with appropriate community, regional, state, or national goals, standards, etc. to determine whether the total effect is significant.

With respect to natural resources, analysts should look to the community's dependence on natural resources for its economic base (e.g., tourism and cash crops) as well as the cultural values that the community and/or Indian Tribe may place on a natural resource at risk. Further, it is essential for the EPA NEPA analyst to consider the cumulative impacts from the perspective of these specific resources or ecosystems which are vital to the communities of interest.

Several methods for determining cumulative effects are described within CEQ's January 1997 handbook entitled, "Considering Effects Under the National Environmental Policy Act." The EPA NEPA analyst may wish to consider these methods in assessing cumulative effects on lowincome and/or minority communities.

In the process of determining future actions, for example, it is essential for the EPA NEPA analyst to apply judgment and experience, to go beyond the number of projects that are funded in the area, and predict which of the actions in the early planning stage have realistic potential to move forward. The EPA NEPA analyst should use the best available information from similar projects in the region and also consult with local government planning agencies which may have master development plans in the region. In addition, private land-owners and organizations may be willing to disclose their future land use plans.

Although cumulative effects analyses commonly involve assumptions and uncertainties, exhausting all applicable analyses will provide the greatest likelihood of accurately depicting the possibility of disproportionately high and adverse effects on low-income and/or minority communities. Analysts should be as resourceful as possible in addition to seeking information from traditional sources. Decisions should be supported by the best data currently available and/or the best data gathering techniques in conjunction with all appropriate analyses.

EISs and EAs must also address indirect impacts [40 CFR 1502.16(b), 1508.8(b) 1508.9], which are characterized as those that are caused by the action and are reasonably foreseeable, but that occur later in time and/or at a distance. Indirect effects include growth effects related to induced changes in the pattern of land use; population density and/or changes to infrastructure; or growth rates and related effects to the air, water and other natural systems, including ecosystems.

Increased urbanization may occur around a new facility due to increased employment or due to transportation system upgrades. This may result in disproportionately high and adverse effects to low-income communities due to increased air pollution, lower housing values, and reduced access to fishing/farming locations. In addition, recreational lands and water may be indirectly affected by government actions. In the case of activities potentially affecting Native Americans, potential impacts, both direct and indirect, can occur to sacred sites and/or other natural resources used for cultural purposes. For example, the loss of a sacred site, or other impacts to larger areas of religious and spiritual importance may be so absolute that religious use of the site abruptly ceases -- a direct impact. However, discontinued use may result in other indirect impacts. Proposed actions may also result in business failures, and associated unemployment, erosion of tax bases, and reduced public services. These types of effects may be exacerbated for low-income communities and minority communities due to an inability to relocate, to travel long distances to find alternative means of employment, or to attract new industry or commerce.

The potential for indirect impacts to affect a community is best understood when the analytical team is thoroughly familiar with the local community. It is important that the EPA NEPA analyst gain a full understanding of potential cultural impacts to the community. This is best accomplished through direct communication using effective public participation and consultation. A discussion of public participation approaches appears in Chapter 4.

2.2.3 Environmental Exposure

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Executive Order 12898 provides that environmental human health research, whenever practicable and appropriate, shall include diverse segments of the population in epidemiological and clinical studies, including segments at high risk from environmental hazards, such as minority and low-income populations and workers who may be exposed to substantial environmental hazards. The Executive Order further states that environmental human health analyses, whenever practicable and appropriate, shall identify multiple and cumulative exposures. In addressing the term "environmental hazard" for the purpose of research, data collection and analysis provisions in the Executive Order, the IWGKey Terms guidance states that it is "a chemical, biological, physical or radiological agent, situation, or source that has the potential for deleterious effects to the environment and/or human health." The IWG points out that the factors that may be important in defining a *substantial*⁽²⁾ environmental hazard are the likelihood, seriousness, and the magnitude of the impact. The IWG Key Terms provides guidance for "multiple environmental exposure" and "cumulative environmental exposure."

The EPA NEPA analyst should include individuals who are familiar with collecting and analyzing data that assesses the potential environmental and human health risks potentially borne by minority and low-income communities as a result of the project or activity. EPA NEPA analysts gain a better understanding of potential environmental risks to the community by directly using effective public participation and consultation techniques. An assessment of such potential risks should then be used to determine whether disproportionately high and adverse effects may be borne by minority communities or low-income communities.

2.3 Summary of Factors to Consider in Environmental Justice Analyses

This section provides an overview of many of the factors that should be considered when identifying and evaluating environmental justice concerns. Given the subjective nature of some of the elements that are important to environmental justice analyses, some consideration of the *factors* or characteristics that may lead to disproportionately high and adverse effects to a community may prove to be useful when conducting such analyses. EPA's Office of Environmental Justice points out that an understanding of the underlying factors that contribute to environmental justice concerns allows for a more thorough identification of the concerns and the development of more effective mitigation measures.

In focusing the identification of environmental justice concerns, the EPA NEPA analyst may approach the analysis of environmental justice from three vantage points: 1) whether there exists a potential for disproportionate risk; 2) whether communities have been sufficiently involved in the decision-making process; and 3) whether communities currently suffer, or have historically suffered, from environmental and health risks or hazards. The factors listed in this section are provided within the context of these three approaches for identifying potential environmental justice concerns and provide the EPA NEPA analyst with a starting point in determining what factors to consider in an environmental justice assessment. However, almost every situation will have its own nuances. As such, the EPA NEPA analyst should be prepared to apply these factors flexibly to fit a specific situation, just as the IWG guidance provided above may require judgments to ensure that communities are defined in a fair manner (See Exhibit 3 for Summary of Factors).

Exhibit 3. SUMMARY OF FACTORS TO CONSIDER IN ENVIRONMENTAL JUSTICE ANALYSIS

FACTORS ASSOCIATED WITH POTENTIAL EXPOSURE TO/AND RISKS FROM ENVIRONMENTAL HAZARDS

The general factors that should be considered include DEMOGRAPHIC factors, GEOGRAPHIC factors, ECONOMIC factors, and HUMAN HEALTH and RISK factors. For each of these, specific variables for consideration are listed.

DEMOGRAPHIC FACTORS

Demographic factors are one of the key components of environmental justice. Race, ethnicity, and low-income status are some of the primary considerations of the environmental justice movement. However, numerous other demographic factors also may play vital roles in an environmental justice assessment. These include, but are not limited to:

Population Age	Older or younger populations may be more susceptible to risks, when taking into account special health concerns of the elderly and potential for greater exposure in younger populations (<i>e.g.</i> , ingestion of soil). In addition, children's immature bodily defense systems may make them more susceptible to toxic effects.
Population Density	High population density may promote a synergistic effect between industrial pollutants and typical urban pollutants (<i>e.g.</i> , ground level ozone), especially if industry is located in close proximity (5 miles or less) to high density populations. Low population density may lead the NEPA analyst to underestimate the actual environmental harm to the affected population when conducting a risk assessment.
Population Literacy	If documents are technically complex and not adequately explained communities with lower levels of education may encounter difficulty in its ability to understand or sufficiently identify and interpret risk

	and other factors.
Population /	Rapid or severe changes in population or economic growth rate may
Economic	result in potential impacts to existing community or public services
Growth	and infrastructure. Changes in growth rate may include: (1) an
	increase in low-income or minority population(s) in an area (e.g.,
	migration), (2) high birth rates, and (3) cumulative impacts due to
	multiple sources of population increases.

GEOGRAPHIC FACTORS

Certain communities may be at high risk from environmental hazards or exposed to substantial environmental hazards due to geographic factors that isolate them from other surrounding communities or that tend to allow pollutants to accumulate in the environment surrounding the community. Such factors include, but are not limited to:

Climate	Weather patterns (e.g., prevailing winds) that may concentrate pollutants in a certain area, allow pollutants to migrate, increase certain exposure pathways (such as respiration), or cause pollutants to behave in a manner that differs from that expected under normal weather conditions.
Geomorphic Features	Mountains, hills, or other surface features, natural or human in origin, that may affect pollutant dispersal and may focus or funnel pollutants in particular directions or to particular locations.
Hydrophic Features	Presence of surface water and/or aquifers that may provide drinking water, subsistence fisheries, cultural significance and use, and recreational use.

ECONOMIC FACTORS

Economic factors can be divided into two categories: the economic condition of the individuals in the community in question, and the overall economic base of the community. The economic condition of the individuals in the population, if poor, may exacerbate risk factors and may preclude avoidance of risk factors. The economic condition of the community at large may result in situations that preclude the local government's ability to adequately protect the population or may promote the acceptance of disproportionately high and adverse effects. Such factors include, but are not limited to

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<u>Individual</u> <u>Economic</u> <u>Conditions</u> Income Level / Health Care	This includes such issues as whether affordable or free quality health care is available and, whether any cultural barriers exist to seeking health care. Many low-income and/or minority communities lack adequate levels and quality of health care, often due to lack of resources or lack of access to health care facilities.
Access Infrastructure	Consideration should be given to whether existing infrastructure
Conditions	provides sufficient protection from adverse impacts (e.g., protection of domestic water supply, especially if the community relies on

	public or non-public drinking wells or surface water; adequacy of sewage facilities) and the effect that new facilities may have on the ability of existing infrastructure to be reliable and provide adequate protection. In many low-income and/or minority communities, historic allocation of resources has resulted in inadequate infrastructure development and maintenance.
Life-Support Resources	This includes subsistence living situations (e.g., subsistence fishing, hunting, gathering, farming), diet, and other differential patterns of consumption of natural resources. If a community is reliant on consumption of natural resources, such as subsistence fishing, an additional exposure pathway may be associated with the community that is not relevant to the population at large. Similarly, dietary practices within a community or ethnic group, such as a diet low in certain vitamins and minerals, may increase risk factors for that group.
Distribution of Costs	Consideration of the distribution of costs to pay for environmental projects to the extent that regulations and programs are paid for by user fees on necessary goods and services (e.g., sewer and water bills, garbage services, electric bills, gasoline taxes). These have a substantial negative effect on low-income families who must pay a disproportionate fraction of their income for these goods and services, the addition of user fees for another plant or facility may add to the disparate treatment of those individuals.
Community	Reliance on polluting industries for jobs and economic development.
<u>Economic Base</u> Industrial	If the community is reliant on polluting industries for jobs and tax revenue, there may be reluctance to take actions that would avoid risk to health and the environment at a cost to the industry. In
	addition, minority or low-income communities may not enjoy other benefits in proportion to the risks or impacts they bear.
Brownfields	Communities with low revenues may be unable to finance economic rehabilitation efforts that would improve the physical environment of a community.
Natural Resources	Reliance on natural resources for economic base (e.g., tourism, crops; use of resources to create salable items, such as woven baskets among Native Americans; subsistence and commercial fisheries).
Other	Other indirect effects which a low-income or minority population, due to economic disadvantage, may not be able to avoid, that will have a synergistic effect with other risk factors (<i>e.g.</i> , vehicle pollution, lead-based paint poisoning, existence of abandoned toxic sites, dilapidated housing stock).
HUMAN HEALT RISK FACTORS	TH AND

Evaluation of human health and risk factors relevant to environmental justice concerns may prove to be complicated when detailed technical analyses of risk factors and interaction of toxic chemicals are undertaken. However, the following include, but are not limited to, factors which allow for consideration of whether more detailed risk assessments or analyses specific to minority or low-income populations are appropriate:

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Emissions	Number of point and nonpoint sources of emissions including permitted and non-permitted (violations) releases.
Toxics	Presence of or exposure to highly toxic pollutants.
Exposures	Multiple exposure sources and/or paths for the same pollutant.
Poilutants	Exposure to multiple pollutants.
Pesticides	Exposure to pesticides by workers and to the misuse of pesticides.
Locations	Exposure through multiple locations (e.g., workplace, home, school, ambient).
Concentrations	Exposure to emissions from concentrated locations of the same type of industry (or industries).
Health Data	Health data for population in question (e.g., abnormal levels of cancers, asthma, emphysema, birth defects, low birth weight, infant and childhood mortality blood-lead levels asbestosis). This data could indicate historical hazards and health risks which, in concert with the effects of the proposed action could cumulatively or indirectly raise environmental justice issues.
Research Gaps	Research gaps (e.g., subsistence consumption, demographics dietary effects, synergistic effects of chemicals).
Data Collection	Data collection/analysis reliability and validity.

FACTORS RELATED TO CULTURAL AND ETHNIC DIFFERENCES AND COMMUNICATIONS CONCERNS

When determining whether communities have been afforded opportunity for meaningful involvement, broad factors for consideration include the following. Other considerations for public participation are discussed in Chapter 4 of the "Guidance on Environmental Justice in EPA's NEPA Compliance Analyses."

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Public Access	Whether community members have access to the decision-making process (<i>i.e.</i> , whether the community is fairly represented on commissions, boards, etc., and whether the community is fairly made aware of their role in the decision-making process).
Cultural Expectations	Cultural expectations and understanding of the decision-making process.
Meaningful Information	Access to meaningful and understandable information, such as clear presentation of what a facility produces, what pollutants it releases, how these are managed, and the potential risk to the population.
Job Security	Potential for fear within the community that participating in the process may jeopardize job security.

Literacy Rate	If a low literacy rate exists, consideration should be given to the clarity and accuracy of presentations to the community and whether non-written materials, such as videos, have been considered for use in presentations.
Translations	Consideration of non-English translations, both written and oral during community presentations or public meetings.
Community Representation	Consideration should be given to whether representatives were selected by community decree or by outside sources without proper consultation with the community.
Community Identification	Whether identification of minority and/or low-income communities took into account all potentially-impacted communities. If communities were geographically defined rather than culturally defined, certain communities that are impacted, given other cultural factors, may be unfairly excluded.
Indigenous Populations	In addition, when projects or activities may affect tribal lands or resources or Native American communities, the NEPA analytical team should include one or more analysts familiar with Native American issues and culture, and the Agency should formally reque the affected Indian Tribe(s) to seek participation as a cooperating agency. Specific factors to consider in such situations include, but a not limited to: The trust responsibility to and treaties, statutes and executive orders
	with federally-recognized Indian Tribes. Effect of insufficient financial and technical resources for the development and implementation of tribal environmental programs.
Environmental ju conditions, and th	ORS RELATED TO HISTORICAL AND POLICY ISSUES stice assessments may require looking at historical conditions, existing the impact of future actions. Many of the factors discussed above, such will necessarily address this question, but certain other factors may also tion, including:
Industrial Concentration	Concentration of industries that may create a high risk of exposure the environmental hazards for the community's economic base. Factors that may lead to such a result include government/industry
Inconsistent Standards	arrangements that may reduce available public funding for adequate protection of low-income or minority populations (<i>e.g.</i> , tax breaks provided to certain industries to encourage the location of such

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	example, data relevant to low-income communities may not be adequately collected and analyzed given the potential for inadequate resources within the community to collect and analyze data.
Program Gaps	Program gaps between tribal, state, and federal programs (such as asbestos worker protection programs) that may have subjected communities to high risk of exposure to environmental hazards. Such gaps include the lack of explicit Congressional authorization for tribal participation in and delegation/authorization of certain EPA programs and the sufficiency of funding and technical assistance for the development of tribal environmental programs.
Non-Inclusive Processes	Decision-making and documentation processes that were non- scientific, and/or non-inclusive in nature (e.g., selection of community representatives by potentially-affected industry rather than by community decree).
Past Practices	Adequacy of past resource allocation practices.
Cultural Diversity	Past and present cultural diversity or lack thereof on decision-making boards, within agencies, commissions, etc.
Obligations	Adherence to prior agreements, such as treaties, statutes and executive orders with tribes. EPA should be particularly careful not to diminish tribal resources, including cultural and natural resources and treaty rights, without tribal concurrence and EPA should ensure the protection of such resources from environmental harm.

3.0 INCORPORATING ENVIRONMENTAL JUSTICE INTO THE NEPA PROCESS

3.1 Overview of the NEPA Process

A general framework for implementing NEPA requirements is presented in regulations (40 CFR Parts 1500 through 1508) promulgated by the Council on Environmental Quality (CEQ). Federal agencies, in turn, have developed their own rules for NEPA compliance that are consistent with the CEQ regulations while addressing the specific missions and program activities of each agency. EPA's regulations are found at 40 CFR Part 6. Over the past 25 years, the NEPA framework for environmental review of proposed federal actions has been substantially refined, based on further congressional directives, action by CEQ, and an extensive body of case law.

As stated in Section 1.0, an EIS is required for major federal actions significantly affecting the quality of the human environment. The basic analytical planning process for EISs required under NEPA and its implementing regulations for assessing the environmental impacts that may result from a government action includes:

1. Definition: Define the purpose and need for the action.

2. Screening: Preliminary delineation of potential impacts.

3. Scoping: Outline proposed action; define objectives; define scope; identify decisions that need to be made; focus resources; initiate public participation.

4. Affected Resources: Define the resources that may be affected if the action meets the proposed objectives.

5. Alternatives: Identify and define practical alternatives for meeting objectives.

6. Mitigation: Identify possible mitigation measures to minimize or avoid potential impacts.

7. Consequences: Predict the environmental impacts and other consequences of the proposed action and alternatives.

8. Decisions: Make decisions regarding a course of action, including mitigation measures developed to address environmental effects threatened by proposed actions.

9. Monitoring: Observing, recording, and documenting mitigation measures to evaluate their effectiveness.

CEQ regulations (40 CFR Part 1502) dictate the process that federal agencies must follow for all ElSs, except where compliance with the regulations would be inconsistent with statutory requirements or where agency procedures allow for exceptions for national security reasons. Public participation and involvement is required throughout the NEPA process, beginning with scoping.

Proposed actions predicted to present less significant impacts often are analyzed in environmental assessments (EAs). As mentioned in Section 1.0, EAs are important analytical tools, originally intended to aid in the determination of significance of the effects of a proposed action. Compared to EISs, there are fewer detailed regulatory requirements for EAs as to content, format or public participation. The scale of EAs usually depends on the relative significance of the projected impacts.

Environmental justice issues encompass a broad range of impacts covered by NEPA, including impacts on the natural or physical environment and interrelated social and economic effects. The CEQ implementing regulations define "effects" or "impacts" to include those that are "ecological...aesthetic, historic, cultural, economic, social or health, whether direct, indirect or cumulative." In preparing EISs, NEPA requires EPA to consider both impacts on the natural or physical environment and interrelated social and economic impacts. In analyzing social and economic impacts, unique cultural aspects should also be reviewed. EPA, as a matter of policy, will consider interrelated social and economic impacts in EAs. This serves as a base to further the goals of the Executive Order. Environmental justice concerns may arise from impacts on the natural or physical environment, such as human health or ecological impacts on minority populations and low-income populations, or from interrelated social or economic impacts.

Moreover, EISs and EAs should document the extent to which environmental justice issues have been identified and addressed. The initial step in the analysis of potential effects is to assess whether there indeed will be potential physical or natural environmental impacts. If it is determined by the analytical team that there will be no environmental effects, and thus no disproportionately high and adverse effects, then this finding should be documented and no further analysis of effects is necessary.

If preliminary analysis indicates that there is a potential for environmental effects, then a more detailed assessment is conducted to estimate the level of those effects. There are occasions in which "grey areas" may be encountered. The EPA NEPA analyst may be unsure as to whether the environmental effects are *de minimis*, meaning when there are very small effects, or something greater than *de minimis* yet less than significant natural or physical impacts demanding an EIS. This guidance suggests that when the EPA NEPA analyst is unsure whether these environmental impacts are *de minimis* or something more than *de minimis* but less than significant, the EA should include an analysis of interrelated social and economic effects (and, as described in Section 3.2 below, there now should be an EIS-like scoping process if the screening analysis indicates that there may be disproportionately high and adverse effects on minority and/or low-income communities). The EA should include socioeconomic analyses scaled according to the severity of the impacts.

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Following an EIS or EA, the Agency must announce its decision in a Record of Decision (ROD) or a FONSI. The ROD, and where appropriate the FONSIs, should document the conclusion of the findings presented in the EIS or EA (i.e., whether the action will or will not have a disproportionately high and adverse effect on minority and/or low-income communities) and include a description of those mitigation measures that the Agency is committing to implement to reduce or avoid environmental consequences associated with the proposed action.

3.2 Incorporating Environmental Justice Concerns into this Process

One of the most important means by which EPA can ensure that disproportionately high and adverse effects on minority and/or low-income communities are identified and analyzed, is to "institutionalize" the process of identification and analysis. The next sections of this Chapter describe the screening-level analysis that begins the process, and how environmental justice considerations can be integrated into later steps and activities required under CEQ and EPA regulations.

As noted in Chapter 1, one effect of incorporating environmental justice considerations into NEPA analyses will be to more sharply focus these analyses. To do this, it is necessary to assess the distribution of environmental impacts demographically and/or geographically, as well as to assess the overall impacts to the affected communities. As described in Chapter 5, the analytical tools commonly used for analyzing potential impacts may have to be modified to allow this more refined focus. Overall, the evaluation of environmental justice concerns raises a number of issues related to "significance" and to other NEPA procedures. The discussion below describes several issues that are relevant to the determination of significance and the consequent level of analysis; also included are discussions of how consideration of such issues should affect the determination and subsequent analyses. The analytical team should keep in mind that the presence of disproportionately high and adverse effects may or may not necessarily change the final decision, but will change the focus of the analysis and may result in additional mitigation measures.

3.2.1 Environmental Justice Screening Analysis

In preparing for any proposed action, one of the first actions is a preliminary delineation of potential impacts and of the potentially affected area. A screening for environmental justice concerns should be incorporated into this initial NEPA screening analysis. This section describes a two-step screening process, the results of which then guide subsequent actions related to environmental justice.

The first step in identifying potential environmental justice concerns should be a screening-level analysis to determine the existence of a low-income and/or minority population. Depending on the outcome, it may then be necessary to enhance public participation to gain a fuller understanding of the potential environmental justice issues (see Chapter 4), initiate development of alternatives and mitigation options, and/or initiate analyses to identify and assess disproportionately high and adverse human health or environmental effects (see Chapter 5). In addition, if the proposed project may affect tribal lands or resources, then EPA, in keeping with federal and EPA policies of government-to-government relations, will formally request that affected Indian Tribe(s) seek to participate as a cooperating agency.

The screening analysis should occur as soon as the proposed action is well understood, around the time planning for scoping begins for EISs and planning begins for EAs. Although neither the impacts nor the full area to be affected may be fully understood at this point, it is usually possible to make fair approximations. In the screening analysis, two questions should be addressed, as described below.

Ouestion 1

Does the potentially affected community include minority and/or low-income populations?⁽⁸⁾

If yes, this should trigger both an enhanced outreach effort to assure that low-income and minority populations are engaged in public participation and analysis designed to identify and assess the impacts. Also, a positive response to this question should increase the team's sensitivity to the potential for cumulative impacts.

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In general, census and other data should be used to characterize the population within the affected area, in terms of minority (i.e., racial or ethnic), economic, and educational demographics. However, it should be noted that census data have been shown to be unreliable in some cases, in part because the level of aggregation may not offer a fine enough mesh to identify the existence of such communities. Also, census data are based on self-reporting. These data are not always consistent and are prone to undercounting minority populations and low-income populations due to a perceived reluctance for certain populations to divulge information (see Section 2.1.1). This is a screening-level analysis, so extensive efforts to validate census data should not be necessary at this stage, unless there is substantial uncertainty in (a) the answer to the screening question or (b) the ability to delineate the affected area at this early stage. Because the applicability of the census data can only be determined on a case-by-case basis, the EPA NEPA analyst should supplement this information with data from other sources. For example, additional information can be obtained from: local resources through questions, interviews, and research; geographical mapping system (GIS) or other similar overlay mapping systems; and economic impact analyses.

Environmental effects are often realized in inverse proportion to the distance from the location or site of the proposed action (i.e., the closer the population is to the action, the greater the potential impacts). As a result, an effort should be made to correlate the demographic analysis to the area most likely to bear environmental effects. On the other hand, depending on the resource affected, and the users of that resource, proximity to the site may not correlate with the likelihood of disproportionately high and adverse effects on minority communities or low-income communities.

It also is important during the initial screening stages to locate all minority communities or low-income communities within the region surrounding a proposed location. The analytical teams should keep in mind that sometimes distinct minority communities or low-income communities may be geographically located within another minority community or low-income community. In some cases, a minority community or low-income community that is surrounded by another minority community or lowincome community may bear disproportionately high and adverse effects compared to the surrounding communities. In addition, the EPA NEPA analyst should be sensitive to situations where the affected community represents the majority population over the extended area. For example, locations along the United States-Mexico border include entire counties where minority populations represent a majority of the population in the county. These areas are predominantly Latino, although when the county population is compared to the population of the entire state, the proportion represents a much smaller percentage of the population. Similarly, counties in the Mississippi Delta region represent areas where African Americans comprise a majority of the total population.

Ouestion 2

Are the environmental impacts likely to fall disproportionately on minority and/or low-income members of the community and/or tribal resources?

A positive response should trigger both an enhanced outreach effort to assure that low income and minority populations are engaged in public participation and an analysis designed to identify impacts on both the larger population and on minority and/or low-income members of the population. A positive response could result from any of several factors, including the following:

Within a potentially affected area, minority and/or lowincome populations could be unevenly distributed, thus subject to different levels or intensity of impacts than the larger population. This pattern should cause concern for cumulative impacts. An example would be subsistence dependence on an affected resource by members of a community.

The impacts may affect a cultural, historical, or protected (e.g., treaty) resource of value to an Indian Tribe or a

minority population, even when the population is not concentrated in the vicinity.

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If the answer to both screening questions is "no," then the environmental justice screening analysis should be documented in scoping notices and in EISs/EAs and RODs/FONSIs. In addition, certain unique cultural, geographic, or economic factors may exist within an area that could warrant additional investigation. Also, later information and analyses may show that the screening analysis was mistaken. Indeed, analysts should re-examine the screening questions (and the key factors identified in Chapter 2) at key steps in the NEPA process (*e.g.*, following scoping, in drafting the EIS/EA, in soliciting comments on draft EISs, in responding to comments, and in preparing RODs and FONSIs).

3.2.2 Environmental Justice and the Determination of Significance

CEQ regulations (40 CFR 1508.27) detail factors that should be considered in making a determination of whether a proposed action is significant, thereby requiring a "detailed statement" (*i.e.*, an EIS). Economic or social effects alone do <u>not</u> trigger an EIS [40 CFR 1508.14].

According to CEQ's Guidance for Considering Environmental Justice under the National Environmental Policy Act, the "... Executive Order does not change the prevailing legal thresholds and statutory interpretations under NEPA and existing case law. For example, for an EIS to be required, there must be a sufficient impact on the environment to be "significant' within the meaning of NEPA. Agency consideration of impacts on low-income populations, minority populations or Indian tribes may lead to the identification of disproportionately high and adverse human health or environmental effects that are significant and that otherwise would be overlooked." CEQ requires that significance be evaluated in terms of "intensity" or "severity of impact." Here too, the narrowed focus could affect the determination. Several factors that affect the evaluation of intensity are relevant to situations involving environmental justice issues. These include the degree of scientific controversy, uncertainty (since distributional analysis is relatively new in the NEPA context and this

introduces an element of uncertainty in impact assessment), and cumulative significance of related actions.

Environmental justice concerns should sensitize EPA NEPA analysts to the need to focus analyses on relevant contexts. Focusing the analysis may show that potential impacts, which are not significant in the NEPA context, are particularly disproportionate or particularly severe on minority and/or low-income communities. As mentioned previously, disproportionately high and adverse effects should trigger the serious consideration of alternatives and mitigation actions in coordination with extensive community outreach efforts.

3.2.3 Scoping and Planning

Scoping consists of identifying and defining the range of actions, alternatives and impacts that will be considered in an environmental impact statement (40 CFR 1508.25). During the scoping phase of the EIS process, EPA must consider connected, cumulative and similar actions to the proposed action, identify alternatives to the proposed action that may mitigate or avoid potential environmental consequences, and assess potential impacts (direct, indirect, and cumulative). A similar planning process is used for EAs.

The identification of environmental justice concerns and the incorporation of these concerns into the scoping analysis can have implications for the nature and extent of the scoping analysis, the EIS and/or the EA.⁽⁹⁾ Indian Tribe representation in the process should be sought in a manner that is consistent with the government-to-government relationship between the United States and tribal governments, the federal government's trust responsibility to federally-recognized tribes, and treaty rights. This will help to ensure that the NEPA process is fully utilized to address concerns identified by tribes and to enhance protection of tribal environments and resources. As defined by treaties, statutes, and executive orders, the federal trust responsibility may include the protection of tribal sovereignty, properties, natural and cultural resources, and tribal cultural practices.

3.2.3.1 Incorporating Environmental Justice Concerns into EA Development If the environmental justice screening analysis does not identify minority communities or low-income communities, and suggests no disproportionately high and adverse effects on those communities and/or on tribal resources, then the EA and FONSI should describe the analysis and note the conclusion.

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If the initial screening analysis identifies an affected community that is minority and/or low-income or identifies a disproportionately high and adverse effect upon a minority community, and/or on tribal resources, or on a low-income community, then a smaller scale scoping analysis (than that undertaken for an EIS) should be conducted and some level of public participation should be designed and implemented to solicit community involvement and input, and to develop alternatives and mitigation measures. Mitigation measures should be developed and alternatives should be crafted so as to allow an evaluation of the relative disproportionality of impacts across reasonable alternatives. The EA also should include a comparative socioeconomic analysis that is scaled and tailored to evaluate the potential effects to the minority and/or low-income community (i.e., in the case of environmental justice concerns, the EA should include socioeconomic analyses scaled according to the severity of the impacts).

3.2.3.2 Incorporating Environmental Justice Concerns in EIS Scoping

If the environmental effects of a project are deemed significant, the scoping notices (including the notice of intent for the EIS) should include a description of the results of the environmental justice screening analysis. If the results of the screening analysis are negative (i.e., any potentially affected population is not a minority community or low-income community and the effects are not likely to fall disproportionately on a minority and/or low-income community, and/or on tribal resources), then the scoping notice should state this finding and request additional information on whether there may be disproportionately high and adverse effects that were overlooked during the screening analysis.

If the environmental justice screening analysis concludes that there is a potential for disproportionately high and adverse effects, then the EPA NEPA analyst should ensure that the EIS scoping process raises environmental justice concerns and that sufficient data and information are generated to evaluate these potential effects. Prior to the full-scale scoping process, public outreach strategies should be developed and implemented. The public participation process should be used to define and evaluate environmental justice concerns by:

Consulting with community leaders and members of the surrounding communities to seek their assistance in identifying all minority and/or low-income communities that may be affected by the proposed action.

Consulting with officials in tribal, state and/or local government agencies over the environmental and human health concerns within the region and who may be familiar with the demographics of the affected populations. Where environments of Indian tribes may be affected, agencies must consider pertinent treaty, statutory or executive order rights and consult with tribal governments in a manner consistent with the government-to-government relationship.

Soliciting information from the local community on potential environmental justice issues through public participation efforts (see Chapter 4 for a discussion of public participation).

• Soliciting public comment on environmental issues through formal public notice and comment procedures tailored to the community (see Chapter 4).

• If the proposed activity is deemed significant to warrant the development of an EIS, or if the community has raised significant concerns to be addressed in an EA, EPA should establish a community advisory board to work with EPA in the development of the respective NEPA documents.

The public participation efforts designed as part of the scoping effort for an EIS should clearly describe any environmental justice concerns identified by EPA, and should specifically ask the public to suggest alternatives and mitigation measures aimed at reducing or avoiding disproportionately high and adverse effects. The Agency also should design comparative socioeconomic, environmental and health analyses of all reasonable alternatives and mitigation measures that are tailored and/or scaled to evaluate the impacts to the affected minority and/or low-income community and/or tribal resources.

3.2.4 Identification of Affected Resources

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CEO regulations state that an EIS is required only when there is a significant impact on the physical or natural environment. Notwithstanding, early in the EA and/or EIS process, the EPA NEPA analyst should identify the physical environment and all natural resources that could be potentially affected by the proposed action and by alternative actions. The EPA NEPA analyst should develop a full understanding of baseline demographic, socioeconomic, and environmental conditions so that a comprehensive assessment of the types of impacts that may be imposed upon all human and natural resources (e.g., air, water, soils, wildlife) can be conducted and an understanding of how these impacts may translate into human health concerns can be developed. For a detailed discussion on how effects to human health and natural resources might be determined, please reference Section 2.2.

To account for potential environmental justice concerns, EPA NEPA analysts should be sensitive to identifying whether affected resources are used by a minority or lowincome community. In addition, analyses of potential effects on all surrounding resources should be focused narrowly or specifically toward how potential effects to these resources may translate into disproportionately high or adverse human health and/or environmental effects on minority and/or low income communities.

The EPA NEPA analyst should use all means available to identify particular natural resources that, if affected by the proposed action, could have a disproportionately high and adverse effect on minority and/or low-income communities. In particular, natural resources that support subsistence living (*e.g.*, hunting, fishing, gathering) should be identified. In addition, Indian Tribes may have treatyprotected resources on or off reservation lands and may hold some natural resources sacred due to religious beliefs and/or social/ceremonial ties. Alternatives and mitigation measures should be explicitly solicited from the affected community early in the process, such as during scoping. Throughout the process, but especially beginning in this phase, the Agency should provide affected communities with technical assistance to ensure that the communities thoroughly understand the proposed action and have meaningful participation and input. All resources that could be affected should be thoroughly developed and documented. A discussion of all findings should be shared with potentially affected communities during public participation phases of the NEPA process to ensure full disclosure and to solicit additional public comment and input.

3.2.5 Identification of Alternatives

NEPA and the CEQ regulations require the identification and development of a reasonable array of alternatives. In addition, CEQ requires that all reasonable alternatives, including a "no action" alternative, must be analyzed rigorously and objectively. The selection of potential alternatives should begin early in the evaluation and, in fact, should be part of the scoping process. In addition, if environmental justice issues are identified, then alternatives should be drawn so as to allow an assessment of the disproportionate nature of the effects, as well as the magnitude of the effects, on the communities of concern.

An evaluation of potential environmental justice issues should be conducted for all reasonable alternatives. In addition, for each alternative that may result in potential environmental justice concerns, mitigation measures aimed specifically at those impacts should be identified and analyzed. The results of all analyses of environmental justice issues, including study results that identify no environmental justice issues, should be described fully in scoping documents, EISs and EAs. All results should be fully disclosed during public participation procedures, and public comment and input on the analyses and conclusions should be solicited. Chapter 2 provides an overview of the factors that should be evaluated to identify and define potential environmental justice concerns. These factors will also be helpful in understanding the need for mitigation or additional alternatives and identifying mitigation or alternative options.

The EPA NEPA analyst should keep in mind that the goal of identifying and developing alternatives for mitigating

disproportionately high and adverse effects is not to distribute the impacts proportionally or divert them to a non-minority or higher-income community. Instead, alternatives should be developed that mitigate or avoid effects to both the population at large and any disproportionately high and adverse effects on minority or low-income communities. In other words, the goal of developing reasonable alternatives is not to move the impacts around, but to identify viable alternative actions that meet program goals and avoid or reduce the environmental, socioeconomic, human health and/or ecological effects associated with the preferred action. Generally, the types of alternatives that may potentially lead to the avoidance or reduction of effects include: a) the identification of alternate locations or sites where impacts to susceptible populations or environments will be avoided; b) altering the timing of planned activities or periodic emissions to account for seasonal dependencies on natural resources; c) the adoption of pollution prevention practices and policies to reduce or mitigate emissions and/or impacts; d) reducing the size or intensity of an action; and e) taking no action.

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3.2.6 Prediction of Environmental Consequences

CEQ regulations require government agencies to identify, predict and describe reasonably foreseeable beneficial as well as adverse changes to existing conditions that may result from implementing either the proposed action or alternative actions. Impacts across alternatives must be compared. The prediction and description of potential disproportionately high and adverse effects must begin during the screening and scoping stages of the process, as noted above. Throughout the NEPA process, environmental justice concerns should be identified, disclosed, and discussed with affected communities.

In preparing an EIS or EA, ecological and human health risk assessments are conducted to identify and evaluate potential environmental and human health impacts that may be imposed. In addition, interrelated socioeconomic impacts that would result from a proposed action and alternatives are analyzed. Chapter 5 provides an overview of the types of analyses and analytical tools that may be used to analyze these issues and approaches that may be appropriate to assess disproportionately high and adverse effects. Again, throughout the development and public disclosure of EPA NEPA analyses and findings, full discussions of the analytical process undertaken to identify environmental justice concerns and all findings and conclusions should be disclosed to and discussed with all affected and interested parties.

In evaluating the environmental impacts of the proposed action and alternative actions in an EIS, CEQ regulations (40 CFR 1508.25) require EPA to consider: three types of actions (connected actions, cumulative actions, and similar actions); three types of alternatives (no action, other reasonable course(s) of actions, and mitigation measures not in the proposed action); and three types of impacts (direct, indirect, and cumulative). Environmental justice concerns should be identified and analyzed within the context of all actions, alternatives and impacts. Exhibit 4 provides examples of how environmental justice issues could arise and/or be considered for each of these variables.

3.2.7 Mitigation Measures

Regulations require that mitigation measures be developed to address environmental effects, including cumulative impacts, threatened by proposed actions (40 CFR 1502.14(f) and 1502.16(h)). In addition, mitigation measures should be developed specifically to address potential disproportionately high and adverse effects to minority and/or low-income communities. When identifying and developing potential mitigation measures to address environmental justice concerns, members of the affected communities should be consulted. Enhanced public participation efforts should also be conducted to ensure that effective mitigation measures are identified and that the effects of any potential mitigation measures are fully analyzed and compared (see Chapter 4). Mitigation measures may include a variety of approaches for addressing potential effects and balancing the needs and concerns of the affected community with the requirements of the action or activity. For example, potential mitigation measures for addressing disproportionately high and adverse effects could include:

1. Reducing pollutant loadings through changes in processes or technologies.

2. Reducing or eliminating other sources of pollutants or impacts to reduce cumulative effects.

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3. Planning for and addressing indirect impacts prior to project initiation (*e.g.*, planning for alternative public transportation alternatives if the project may result in increased population growth).

4. Providing assistance to an affected community to ensure that it receives at least its fair (i.e., proportional) share of the anticipated benefits of the proposed action (e.g., through job training, community infrastructure improvements).

5. Relocating affected communities, upon request or with concurrence from the affected individuals.

6. Establishment of a community oversight committee to monitor progress and identify potential community concerns.

7. Changing the timing of impact-causing actions (*e.g.*, noise, pollutant loadings) to reduce effects on minority communities or low-income communities.

8. Conducting medical monitoring on affected communities and providing treatment or other responses if necessary.

If mitigation measures are determined to be necessary to reduce disproportionately high and adverse effects on minority and/or low-income communities, and/or tribal resources, then the measures should be committed to in the FONSI or ROD. This provides an additional avenue for public notice and involvement. Other steps that can be considered to ensure that mitigation measures are effective and are implemented include the following:

• Establishing the mitigation measure as a requirement in the permit or authorizing document.

• Requiring financing at the outset of the project for both implementing the measure and monitoring its effectiveness. Ensure clearly defined monitoring guidelines are in place.

• Requiring monitoring reporting, which should be made available to the public.

• Identifying clear consequences and penalties for failure to implement effective mitigation measures.

3.2.8 Decisions

The two NEPA decision documents identified in CEO regulations are: 1) a ROD following an EIS and, 2) a FONSI following an EA. All EPA NEPA decision documents should include a concise summary of all steps undertaken to identify environmental justice concerns and the results of those steps. In cases where environmental justice concerns are identified, the decision documents should fully discuss these concerns, explain all alternatives and mitigation options that were analyzed, and explain how environmental justice concerns factored into the decision. In cases where effects to tribal lands or resources have been identified and the Indian Tribe and EPA disagree as to the preferred alternative or mitigation measures, the Indian Tribe may request that the EPA initiate a dispute resolution process to resolve this conflict. In addition, public participation efforts related to environmental justice concerns should be documented in the decision document. Finally, mitigation measures that are evaluated, disclosed to the public, and chosen in conjunction with the alternative to be implemented should be identified and discussed. If no concerns are identified, this finding should be stated along with the basis of EPA's conclusion.

4.0 PUBLIC PARTICIPATION

Adequate public participation is crucial to incorporating environmental justice considerations into EPA's NEPA actions, both to enhance the quality of the analyses and to ensure that potentially affected parties are not overlooked and excluded from the process. Public participation under NEPA involves two-way communications, with EPA receiving information, comments, and advice, as well as disseminating information on possible approaches, analyses, and decisions. This is particularly important when there are potential environmental justice issues involved. To sufficiently and adequately address potential environmental justice concerns and communicate with potentially affected communities, the EPA NEPA analyst should include one or more persons who are familiar with environmental justice issues and appropriate communications strategies. It is important that EPA take

steps to encourage and facilitate more active participation by low-income communities and minority communities in its NEPA process. This goal can be accomplished through careful identification of target audiences and aggressive community outreach beyond the traditional forms.

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There are established procedures for public participation in NEPA actions and decision-making processes (as in other federal actions). However, these procedures have not always been successful in informing or gaining participation by minority communities and low-income communities. Although they may be most affected, they may be the least informed, simply because of the means of communications used; this can be for any number of obvious reasons, such as language, culture, educational level or geographic location. In most cases, relatively simple approaches--well within the purview of "standard" public participation techniques--can overcome most barriers to informing and seeking involvement of interested or affected communities. This in turn can ensure that federal decisions are consistent with Executive Order 12898 and enhance the actual and perceived fairness of federal actions.

The first subsection below briefly describes public participation that is required during the NEPA process by CEQ and EPA regulations. The next subsection then identifies a number of the special concerns and unique issues that may arise in addressing environmental justice issues, and identifies several mechanisms that may be used in EPA's NEPA process to address those special concerns and issues.

4.1 Public Participation Under NEPA

Public participation is one of the hallmarks of NEPA, and is reflected in CEQ's and EPA's NEPA regulations. According to 40 CFR 6.400(a), "EPA shall make diligent efforts to involve the public in the environmental review process...." There are several clearly defined steps in public participation under NEPA, and these are described below.

Scoping. CEQ regulations require "scoping" following the publication of a notice of intent to prepare an EIS, but before the EIS is prepared. CEQ regulations define scoping as "an early and open process for determining the scope of

issues to be addressed and for identifying the significant issues related to a proposed action" (40 CFR 1501.7). In general, scoping has three broad purposes: identifying public and agency concerns with a proposed action, defining issues and alternatives to be examined in detail, and saving time by ensuring that relevant issues are identified early and drive the analyses (see 40 CFR 1500.4(g), 1500.5(d)). A public meeting is held during scoping, with notice of the meeting made in the *Federal Register*, local newspapers, and utilizing other means of announcing public meetings, depending on case-specific circumstances.

Scoping for EAs is not addressed in either CEQ or EPA regulations. In practice, EA scoping can range from a process more or less identical to that used for EISs, to relatively minimal involvement of outside parties.

CEQ has indicated that the scoping process ends "once the issues and alternatives to be addressed in the EIS have been clearly identified," usually "during the final stages of preparing the draft EIS..." (CEQ "Guidance Regarding NEPA Regulations"). It is emphasized that public participation does not end here, but continues throughout the NEPA process, as described below, and even beyond.

Public review of EISs and EAs. As with scoping, CEQ and EPA NEPA regulations clearly specify the means by which the public is involved in reviewing draft and final EISs. EPA regulations require at least one public meeting on all draft EISs (40 CFR 6.400(c)). The meeting is generally announced in the *Federal Register* and in local newspapers and by other means. Regulations also provide other means of soliciting comments and information. Comments must be solicited from other appropriate federal, tribal, state, and local agencies, and from the public, specifically including a request for comments from "those persons or organizations who may be interested or affected" (40 CFR 1503.1(a)(4)).

EPA then has to consider and address all comments received on the draft EIS in preparing the final EIS, and final EISs must include responses to comments. As with draft EISs, final EISs are noticed in the *Federal Register* and elsewhere. Again, interested parties may submit comments on final EISs prior to EPA's final decisions. EAs must be made available to the public (40 CFR 1506.6: C.E.Q. 40 Questions, #38). A combination of methods may be used to provide notice of availability; the methods should be tailored to the needs of particular cases. Traditionally there has been limited public involvement before and during EA preparation by EPA unless there is a question of significance (*i.e.*, some question as to whether an EIS is necessary) or some particular public interest.

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Public review of RODs and FONSIs. Records of Decision on EISs must be disseminated to all those who commented on the draft or final EIS (40 CFR 6.400(e)). No public review is required prior to or after issuance of the ROD. Findings of No Significant Impact on EAs, in contrast, must be made available for public review before they become effective (40 CFR 6.400(d)), and this involves at least local notice and advertising. The FONSI and "attendant publication" must state that comments disagreeing with the decision may be submitted, and any such comments must be considered by EPA (40 CFR 6.400(d)).

4.2 Mechanisms to Enhance Participation

The public participation provision in Executive Order 12898 and its accompanying memorandum are designed to ensure that there is adequate and effective communication between federal decision makers and affected low-income communities and minority communities. This is consistent with the NEPA mandate to involve the public. The involvement of low-income communities and/or minority communities, however, presents some challenges to what has come to be the "normal" pattern of formal public participation under NEPA. In order to establish trust with all types of stakeholders, interaction with the affected community should:

- Encourage active community participation.
- Recognize community knowledge.
- Utilize cross-cultural formats and exchanges.

In all cases where EPA's initial screening indicates that there is a potential for disproportionately high and adverse effects on low-income and/or minority communities, the Agency should make a concerted effort to identify stakeholders in the affected community and include the following groups and organizations in their outreach efforts:

- Environmental organizations and agencies
- Minority businesses, associations and trade organizations
- Civic associations and public interest groups
- Grassroots/community-based social service organizations
- Federal elected officials and agencies

• Homeowners' or tenants' associations, neighborhood watch groups and resident organizations

- · Labor unions and organizations
- · State and local elected officials and agencies
- News media, the Internet and other electronic media
- Tribal governments and Tribal organizations
- Religious groups and organizations

• Libraries, vocational and other schools, colleges and universities

- Medical community
- Legal aid providers
- Rural cooperatives
- Civil rights organizations
- Senior citizen's groups

Other sources of advice are ethnic and cultural-based environmental justice networks (e.g., Indigenous Environmental Network, Southwest Network for Environmental and Economic Justice, Southern Organizing Committee). The People of Color Environmental Groups *Directory*⁽¹⁰⁾ is a valuable major source of information on such local groups and individuals. Similarly, Historically Black Colleges and Universities, Tribal Colleges and Universities or other higher education institutions located in areas with or serving predominantly minority or lowincome areas, may be able to assist EPA in designing (and participating in) public participation strategies. Exhibit 5 identifies a number of particular communications challenges and possible approaches to overcoming these challenges in addressing environmental justice issues. These should be supplemented by case-specific advice--on challenges and on solutions--that are solicited from local experts and others familiar with both the proposed action and the affected community.

	Minority Communities		
Challenge	Possible Approaches to Overcoming		
Language or	Provide assistance to hearing or sight impaired individuals		
Communication barriers	• Provide simultaneous translation of meetings		
	Use local translators where possible		
	• Translate key documents in entirety (notices, summaries, etc.)		
	• Establish "comment line" (e.g., 800 number) for callers to leave recorded comments		
	Advertise meetings/process in alternative-language medium		
	• Design communication strategy to reach all segments of population		
	• Use facilitated meeting rather than conventional stand-up comments to encourage comments		
Distance to meeting or inconvenient access (e.g., rural or cross-town)	• Arrange for "comment line" (<i>e.g.</i> , 800 number) to provide remote access to meeting or to allow callers to leave recorded comments		
	• Arrange for telephone tie-in from several locations (<i>e.g.</i> , from several schools, religious centers)		

	 Hold series of shorter meetings (down to 1-2 hours each) in multiple locations
	• Arrange for alternative transportation (possibly through proponent)
	• Ensure location is accessible to public transportation and identify itinerary in notices
	• Use local cable-channel broadcast with telephone call-in
	• Have proponent provide transportation vouchers
	 Seek advice of local groups/individuals
	• Arrange for satellite link-up (perhaps funded by proponent)
Unfamiliar surroundings (government buildings, luxury hotel, etc.)	 Use schools or other local facilities including religious centers, churches, temples, mosques
laxary notel, etc.y	 Have several smaller decentralized meetings, including open-air meetings (possibly with tent backup) in season
	 Seek advice from local groups/individuals
	• Use local facilitator
	• Establish "comment line" (e.g., 800 number) for callers to leave recorded comments or to participate from remote locations
Outside normal EPA communications loops (i.e., <i>Federal Register</i> , newspapers)	• Use pro-active approach to identify stakeholder (both groups and affected individuals). Consult with local advocates/public interest groups to identify outreach mechanisms and refer to the <i>People of Color Environmental Groups Directory</i> .
	• Disseminate information through alternative media (neighborhood organization newsletters, religious centers, fliers, local cable access channel, local radio broadcasts, etc.).
	 Co-sponsor public meetings with local community groups to nurture trust and credibility.
	 Make announcements to those on the mailing list; make follow-up phone calls to encourage attendance.
	• Direct consultation with tribal governments and public

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	meetings at tribal facilities or on/near tribal lands.
Format of Meetings	• Use town hall type meetings.
	 Avoid "panel of experts"
	 Use small focus-group seminars or workshops.
	 Use community "experts" and comments as part of communication strategy
	 Seek advice of local groups.
	• Use a trained facilitator who is sensitive to environmental justice issues.
Schedule conflicts (i.e., conflict with working	 Conduct personal interviews using audio or video recording devices
hours, working days)	• Hold after-hours and/or weekend meetings or sessions
	 Hold meetings on successive days
	• Hold multiple shorter meetings at diverse times/days
	• Establish "comment line" (<i>e.g.</i> , 800 number) for callers to leave recorded comments
	• Arrange for child-care (possibly funded by proponent)
Technically complex issues	 Provide sufficient background explanations beyond the usual means
	• Use plain language in meetings and printed material
	 Seek advice of local groups/individuals
	• Provide hands-on demonstrations/participation (e.g., tours of similar facilities/locations)
	• Use visual presentations (e.g., pictures, videos)
	 Provide two-way communication - Q & A
	• Use background summary reports, fact sheets, and abstracts
	 Provide technical and/or financial assistance to community, local organization, and/or tribal government to review,

	evaluate, and comment on the NEPA documents and provide meaningful input throughout the NEPA process.
Trust	 Clearly present goals of NEPA, the proposed action, the public involvement process, and what is expected to be gained from the process
	• Do not oversell: present uncertainties and limitations
	 Goals should be written and in clear language
	• Present experiences and track record, successes and failures

EPA-anticipated impacts and community perceptions of those impacts (and their fairness) can be very different, so both must be considered. When perceptions are the concern, an effort to involve and inform the community can go a long way toward building confidence that EPA's analyses and actions are well-intended and balanced. When actual impacts (i.e., disproportionately high and adverse human health or environmental effects) are the concern, the participation can serve to educate the Agency and help identify the means to identify alternatives and/or mitigate the impacts.

Although EPA and CEQ public participation regulations focus primarily on public meetings, there are other mechanisms that can also facilitate public input. Once community leaders and stakeholders have been identified and a dialogue established, a mailing list should be assembled so that information can be sent to this group, as well as formal announcements of a public meeting.

Another mechanism for providing information to the public is the establishment of information repositories which are accessible to members of the affected community. Locations can include libraries, churches, community centers, etc. Technical documents should contain a summary written to the lay public and translated, if necessary, into the dominant language of the affected community.

Meaningful public participation is based on the proposition that people should have a say in decisions which affect their lives in a significant way. Thus, for the public participation process to be effective, it must: • Seek out and facilitate the involvement of those potentially affected;

• Contain the implicit commitment by decision makers to seriously consider the input of the public; and

 Communicate to participants how their advice was or was not utilized.

Minority communities and low-income communities are no different than any other in that there are nearly as many opinions as there are people. Thus, it is important not to focus exclusively on one mechanism (or one person or one group) for disseminating or soliciting information. Rather, it is important to use as many avenues as possible to solicit participation and to disseminate information. For example, when there are formal or informal representatives that purport to speak for a wider population, it is always advisable to seek divergent opinions.

Dr. Robert Bullard, Director of the School of Arts and Sciences at Clark Atlanta University, provides a framework for public participation when addressing environmental justice concerns during the NEPA process. Dr. Bullard points out that effective public involvement strategies have four common characteristics: inclusiveness, representation, parity, and communication. Inclusiveness refers to the assurance that all affected communities and stakeholders are represented and involved in the decision-making process. In terms of representation, he points out that it is crucial that the persons who are representing a specific community or stakeholder group truly reflect that community's, stakeholder's, and constituent's views, values, and norms. Parity involves all stakeholder groups having equal opportunity and capacity to provide input and full participation, as well as an equal voice in the decisionmaking process. Dr. Bullard further points out that an effective communications strategy accounts for different groups weighing and acting upon government actions and policies differently. An effective communications strategy recognizes, respects, and values cultural diversity of communities and stakeholders that represent a specific race, ethnic group, gender, age, geographic region, and a host of other characteristics.

As mentioned above, a recommended approach to ensure adequate public participation by minority and/or lowincome communities when the screening analysis indicates there may be disproportionately high and adverse effects is to include a person familiar with environmental justice public participation issues on the "project review team." CEO "Guidance Regarding NEPA Regulations" recommends that an interagency project review team be used when appropriate, with the team functioning as a source of information, a coordination mechanism, and an expert review team. When environmental justice issues must be faced, the review team should consult with the local community (including but not limited to organized groups concerned with environmental justice) during and following scoping, and should provide specialized expertise to EIS preparers.

The following are additional mechanisms for enhancing participation in the NEPA process: 1) allow public review of RODs; 2) government-to-government consultation with tribal governments, including formal requests for Indian Tribes to seek participation as cooperating agencies; 3) Community Advisory Boards for the development of NEPA documents; 4) community consultants; and 5) technical assistance to affected communities to enhance understanding of proposed action, technical documents, and full range of potential alternatives and mitigation measures.

In general, the effort expended in actively soliciting community involvement after the initial screening process should reflect the potential significance of the effects. As noted above, however, there should be some effort to communicate with stakeholders in all cases, including EAs, where the screening analysis identifies potential disproportionately high and adverse effects. Although the health or environmental impacts analyzed in EAs may not be "significant," from the NEPA standpoint, they may be perceived as significant by affected parties. Although this concern would not trigger an EIS, it should trigger more EIS-like scoping and public participation prior to and following EA preparation. To the extent practicable and consistent with regulations, an EIS-like public participation process should be undertaken for EAs when social or economic impacts will be or are perceived to be substantial, even when the impacts are not expected to be significant.

5.0 METHODS AND TOOLS FOR IDENTIFYING AND ASSESSING

DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS

A fundamental step for incorporating environmental justice concerns into EPA NEPA compliance activities is identifying minority and/or low-income communities that may bear disproportionately high and adverse effects as a result of a proposed action. Once these minority and/or low-income communities are identified and located, the potential for disproportionately high and adverse effects to these communities must be assessed. It is important to understand where such communities are located and how the lives and livelihoods of members of these communities may be impacted by proposed and alternative actions. Minority communities and low-income communities are likely to be dependent upon their surrounding environment (e.g., subsistence living), more susceptible to pollution and environmental degradation (e.g., reduced access to health care), and are often less mobile or transient than other populations (e.g., unable to relocate to avoid potential impacts). Each of these factors can contribute to minority and/or low-income communities bearing disproportionately high and adverse effects. Therefore, developing an understanding of where these communities are located and how they may be particularly impacted by government actions should be a fundamental aspect of the EA and EIS development process.

Currently, EAs and EISs generally evaluate and compare potential environmental, ecological, economic and/or human health risk impacts among and between broadly defined affected areas and populations. Potential impacts to smaller populations, individual communities, neighborhoods, census tracts, or environments (*e.g.*, single lake or watershed within a larger affected area) are not generally isolated, or disassociated from total impacts.

Minority and/or low-income communities are often concentrated in small geographical areas within the larger geographically and/or economically defined population center targeted for study. Minority communities and lowincome communities may comprise a very small percentage of the total population and/or geographical area. Therefore, the assumptions and inputs used in conjunction with traditional analytical tools for studying potential impacts under NEPA, and the results of the analyses, may not fully reflect the impacts that may be borne by these smaller communities or populations. An analysis of disproportionate impacts will develop an understanding of how the total potential impacts vary across individual communities. This allows analysts to identify and understand what portion of the total impacts may be borne by minority or low-income communities, to assess whether they are disproportionately high and adverse, and to develop alternatives and mitigation measures if necessary.

As described in Chapter 3, the first step in identifying the potential for environmental justice concerns is to characterize the population affected by the proposed action in terms of racial and ethnic composition and in terms of relative income distribution. The composition of the population should then be compared to the characteristics of the population (*e.g.*, percentage of minority populations residing near a proposed project versus the percentage of minority populations located within a single or multiplecounty area surrounding the proposed project). Populations surrounding the proposed project should be characterized in terms of income distribution levels, as well as in terms of racial and ethnic diversity.

Many of the potential effects that may be borne by minority and/or low-income communities may be analyzed or assessed using the same analytical tools that are currently used in the development of EAs and EISs. However, once a potential environmental justice issue is identified, these tools may need to be modified or more likely, the scope of the analyses may need to be narrowed to focus on a smaller affected area or population.

Several types of analytical tools are currently available and are being refined and/or modified to assist analysts and decision makers in identifying potential environmental justice concerns and assessing potentially disproportionately high and adverse effects on minority and low-income communities. The following sections provide an overview of some of the available tools and the types of analyses that may be useful for identifying and assessing disproportionately high and adverse effects (by evaluating both total effects and effects on a smaller scale). It is not an exhaustive listing of available tools, since many tools for identifying and assessing environmental justice concerns are still being developed, and it is not meant to promote or endorse one type of tool or analysis over any other. The application of any tool is dependent upon the type of study, the particular attributes of the area under study, and the data available to undertake the study.

5.1 Locational/Distributional Tools

Maps, aerial photographs, and geographical information systems (GIS) can be used to locate geographical areas where potential environmental justice issues may exist. Local maps and aerial photographs may provide a "snap shot," or general overview, of the locations of minority or low-income populations or communities and the proximity of the proposed project to these populations or communities. They also can identify key natural resources that may be affected. Although such tools are relatively simplistic, they may be useful for identifying distinct communities within a geographical area surrounding a candidate site, and for identifying clusters of facilities or sites that may contribute to cumulative impacts to a given region or community. By consulting maps or photographs that depict the locations of minority or low-income communities, as well as maps of the same geographical area that depict the locations of hazardous waste facilities, Superfund sites, Toxics Release Inventory facility sites, and/or wastewater discharges, analysts and EPA decision makers can gain a general understanding of the spatial relationships between the proposed project and the surrounding communities. These tools can assist the EPA NEPA analyst in identifying existing sources of environmental pollution and their proximity to minority and/or low-income communities.

By consulting maps or photographs that depict the locations of minority or low-income communities, as well as maps of the same geographical area that depict the locations of hazardous waste facilities, Superfund sites, Toxics Release Inventory facility sites, and/or wastewater discharges, analysts and EPA decision makers can gain a general understanding of the spatial relationships between the proposed project and the surrounding communities. Aerial photographs can be used to effectively depict the boundaries of an identified community and the spatial relationship that exists between the community and natural resources and known pollutant sources.

Geographic information systems provide a much more powerful tool for identifying and locating populations of concern. GIS technologies are useful for characterizing environmental justice issues by identifying the locations of minority communities that potentially may be affected by proposed actions and providing a visual understanding of how potential impacts may be distributed within a geographical area. GIS provides the technology for displaying and overlaying locational information and population and site characterization information on one or more maps. GIS allows for the visual display of vast amounts of spatially oriented information. In addition, GIS systems can be used to display alternative "what if" scenarios and provide for relatively quick and easy general comparisons of the potential impacts presented by alternative locations.

Several EPA Headquarters and Regional offices are using and/or investigating the use of GIS technologies for identifying and analyzing environmental justice issues. GIS systems such as ARCINFO and Landview II are geographic references or computerized atlases. These systems can create maps using digitized geographical boundary files such as the U.S. Census Bureau TIGER/Line '92 files, and other commercially available digitized boundary files (e.g., zip code boundaries, county boundaries, water body boundaries) to display locational information and geographical areas. GIS systems also can incorporate, and graphically display on computer-generated maps, other population and demographic information that is available in digitized format. Landview II includes 1990 demographic and economic data from the Bureau of Census, including population and housing characteristics and summary information on income, education levels, employment, race, and age. The census data are available in two databases, STF1A and STF3A, which contain digitized data files. The census databases are then spatially linked to the TIGER files that contain geographic and political boundaries. Each county in the census database is divided into several census tracts that are subdivided into census blocks. The blocks are aggregated into block groups containing between 250 to 550 housing units. This level of data aggregation allows the user to identify locations of

relatively small, homogeneous communities and to visualize, on the computer screen, the relative proximity of these communities to the proposed project and mitigation activities.

GIS allows users to easily display, on a single map, general locational and demographic information (e.g., zip code boundaries, proposed facility site locations, pollutant concentrations, income level, ethnic background, population density). GIS also will allow a user to display data in terms of policy or decision criteria. For example, income distribution data for individual census tracts may be segregated by percent of population below the poverty level (e.g., census blocks shaded differently to correspond to areas where 0 - 25 percent of the population is below the poverty level, 25 - 50 percent is below the poverty level, etc.). GIS also can integrate additional census information on education, employment, race, and age to produce graphic depictions of all of this information on a single map to obtain a comprehensive profile of the communities surrounding the proposed project. More than one project can be displayed on a single map to allow for a comparison of population characteristics surrounding the proposed project. Again, the maps generated by the GIS are useful tools for identifying minority and/or low-income communities that should be targeted for further study due to potential environmental justice concerns.

Although the availability of census demographic information in digitized format can significantly enhance NEPA analytical capabilities, and can be particularly useful for environmental justice analyses, the EPA NEPA analyst should keep in mind that there are limitations associated with the accuracy of census information due to the manner in which the data are collected and tabulated. Census data are useful for screening analyses, but results should always be validated through public participation mechanisms, other data sources, or by touring the community and talking with local officials and community leaders.

Many other types of information pertinent to NEPA project evaluations also are available for use in GIS systems. For example, EPA has made available portions of the Toxics Release Inventory (TRI) database (including facility locations), the Biennial Reporting System (BRS) database, the Aerometric Information Retrieval System (AIRS), the CERCLA Information System (CERCLIS), and the Permit Compliance System (PCS), in digitized data files for use in GIS applications. DOT's chemicals in transit information is also available for GIS applications.

To enhance the applicability of GIS technologies to NEPA assessments, including the assessment of potential cumulative impacts from existing and proposed projects, the geographical and demographic information provided in Census databases can be integrated with other available EPA information (e.g., facilities located within particular zip codes or counties that reported releases or emissions of a particular chemical in TRI reports, locations of NPL sites, etc.) and integrated with other NEPA factors using digitized data sets on soils, power lines, roads, streams, sources of electricity, locations of threatened and endangered species, and existing archaeological sites. These additional data sets are readily available from the U.S. Forest Service, the U.S. Geological Survey, the Department of Commerce, and state and local government agencies. Additional maps depicting community-specific issues (e.g., locations of subsistence farmers and locations of water bodies supporting subsistence fishing activities) also can be compiled, digitized and incorporated into a GIS system to further depict and analyze more specific environmental justice issues and concerns.

Other GIS, or computer mapping, systems that may enhance NEPA analyses of environmental justice concerns include CAMEO (Computer-Aided Management of Emergency Operations), ALOHA (Aerial Locations of Hazardous Atmospheres) and AILESP (American Indian Lands Environmental Support Project). CAMEO includes chemical-specific information, facility-specific information from EPA's Chemical Inventory database and TRI database, and transportation information. CAMEO integrates MARPLOT, a mapping application tool that generates maps from U.S. Bureau of Census TIGER files. ALOHA is a modeling tool for estimating the movement and dispersion of gases and estimating pollutant concentrations downwind from the source of a potential spill or emission. ALOHA files can be saved and used in a format compatible with CAMEO. AILESP includes permitted facilities on or near Indian lands from various EPA databases (e.g., AIRS, BRS, NCDB, PCS, RCRIS, TRI, CERCLIS), pounds of chemicals released, 1994 spill

and one time release data, pesticide use by county, toxic weighting factors for TRI chemicals, two year inspection and compliance information, 1990 population and census statistics, and stream reaches with fish advisories, contaminated sediments and contaminated fish tissue.

5.2 Ecological and Human Health Risk Assessments

Executive Order 12898 provides for agencies to determine if a proposed action will result in disproportionately high and adverse effects to minority or low-income populations. Due to the fact that the characteristics of these populations may differ significantly from the characteristics of the larger affected population, analyses should address both the minority or low-income population and the comparison populations. See Chapter 2 for a discussion of the environmental and socioeconomic factors that should be considered in identifying and assessing disproportionately high and adverse effects.

EPA has a formal risk analysis process which consists of two related, but separate, processes: risk assessment and risk management. Risk assessment characterizes the likelihood for a chemical or substance to cause adverse health effects to humans and can provide a means for assessing the possible impacts on a population, if exposure occurs. Risk assessment provides an estimate of the probability that human exposure to a chemical agent will result in an adverse health effect to the exposed individual, or an estimate of the incidence of the effect upon an exposed population. Risk management is the process whereby it is decided what actions are appropriate, given an estimate of potential risks and due consideration to other relevant factors. Information developed in the risk assessment process is used to guide decision makers in determining the appropriate action to take within the risk management process. When making risk management decisions in the context of environmental justice concerns, a number of factors should be considered along with human health risk calculations or evaluations. These include social concerns, economic concerns, and acceptance of the proposed action by the affected communities. Within the context of risk management, there is an opportunity to consider relevant environmental justice issues. In the risk management process, decisions are made regarding acceptable levels of exposure and risk.

Risk assessment, as conducted by EPA, conforms to the Agency's published guidelines that include four distinct parts: Hazard Identification, Dose-Response Analysis, Exposure Assessment, and Risk Characterization. These four parts provide the analytical tools for identifying disproportionately high and adverse effects. During the risk management process, criteria must be developed to guide the weighing of information. These criteria provide the basis for risk-based decisions with regard to disproportionately high and adverse effects. For example, risk assessments usually do not account for exposure traits of racial and ethnic groups or accurately account for actual environmental harm to human health where the population density is low (e.g., rural communities, Indian Country). Human activity patterns governed by customs, social class, and ethnic and racial cultures may be introduced and considered during the risk management process to allow for the identification of disproportionately high and adverse effects.

To ensure that environmental justice concerns are considered within the risk management process, risk assessments should be conducted to determine exposure pathways and potential effects and the affected community should be involved in the development and implementation of the process. This can then be overlaid with information obtained from locational analyses using GIS and census data during the risk management process to identify minority or low-income populations that are located within the identified exposure pathways. Racial, ethnic, and cultural information can then be used to further refine the risk management process to account for disproportionately high and adverse effects.

To enhance the analysis of disproportionately high and adverse effects within EPA's health assessment studies, several efforts are underway to make relevant health and exposure information available to these studies. EPA's Office of Research and Development is currently developing the National Human Exposure Assessment Survey (NHEXAS). This survey is designed to generate a human exposure database to address some of the geographic and demographic questions relevant to environmental justice issues. NHEXAS will address exposure concerns by providing information on the magnitude, extent, and causes of human exposure. EPA's Office of Policy, Planning, and Evaluation is currently developing an environmental justice database that will integrate health effects data from the National Health and Nutrition Examination Survey III (NHANES-III), demographic data from the 1990 Census, environmental data from air monitoring stations, and the Toxic Release Inventory database. This database integration will assist EPA staff in developing disease correlations with air exposure data in high impact populations.

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Ecological assessments conducted as components of EAs and EISs generally involve identifying the natural resources (e.g., air, water, soils) that will be used by proposed project or activity and the potentially affected environments (e.g., watersheds, wetlands, wildlife habitats) that may be impacted by the proposed project (including alternatives). After a general cataloging and description of the surrounding environmental and ecological resources is compiled, the potential changes and impacts of the proposed action and alternative actions are assessed. Often, these analyses do not fully substantiate the beneficial or adverse effects on the surrounding geographical area or communities within the area. Instead, impacts may be described generally, with an assumption that they are distributed equally across all communities or residents within the affected region or area. As a consequence, the analysis may overlook or ignore environmental justice concerns. If adverse impacts are not quantified, then special consideration should be given to whether potential impacts could be borne by minority communities or low-income communities residing within the larger area and, if necessary, separate analyses should be designed and conducted to assess this. As discussed above, GIS systems can sometimes be used to identify such populations and to characterize the environments where the populations reside. In addition, county and state planning agencies and housing authorities may be useful sources of information for characterizing the unique aspects and vulnerabilities of these populations.

If environmental, ecological, or human health impacts to the affected geographical area are quantified, the distribution of such impacts should be assessed. The study should attempt to estimate the proportion of impacts borne by low-income and/or minority populations within the area of a project's impact compared to the general population in and around the project, or the project's region of influence. While traditional risk modeling may not always be used in the NEPA process, impact assessments and risk management tools should be tailored to reflect the characteristics of these communities and study assumptions should reflect the characteristics of the individuals residing in low-income communities and minority-populated communities (i.e., model assumptions should reflect the general health of these individuals and their general living conditions and unique locations relative to pollutant sources). When tailoring risk management tools to consider the distribution of impacts to low-income and/or minority communities, differential patterns of subsistence consumption of natural resources should be considered, including differences in rates of consumption for fish. vegetation, water, and wildlife among ethnic groups and among cultures. Further, it should be recognized that land and water resources not predominantly used by the general population may be important sources of consumption, economy, cultural use, and/or recreation for minority and/or low-income communities. Degradation of these resources may result in direct and disproportionately high and adverse effects to minority and/or low-income communities.

5.3 Socioeconomic Analyses

The analysis and understanding of potential socioeconomic impacts is also important. CEQ regulations note that economic or social effects alone do <u>not</u> trigger an EIS (40 CFR §1508.14). However, if environmental justice concerns are identified during the screening analysis or during the development of an EA, the potential interrelated socioeconomic impacts to both the total affected population (or a "control" population) and to the low-income and/or minority communities of concern should be evaluated, to the extent practicable. Cultural or Social Impact Assessments are additional tools that can be used for analyzing specific socioeconomic impacts to a community that shares a common cultural or spiritual environment.

In the development of EAs and EISs, deterministic models are generally used to predict potential impacts that a particular action may have upon particular economic indicators (*e.g.*, the level of employment and changes to income distribution or property values) for the community surrounding the proposed project. Standard models provide for analyses of the potential effects that an action may have upon the local economy in both the short term, due to transient or temporary activities (e.g., construction, facility planning and startup activities), and the long term, due to sustained impacts to the area (e.g., permanent employment opportunities, reduction in housing quality, degradation of existing environment). Generally, NEPA modeling activities measure potential shifts in indicators such as income distribution and employment levels across general income distribution categories (e.g., percentage change in annual income to portion of affected population earning less than \$15,000, between \$15,000 to \$20,000, etc.). Standard socioeconomic models also can be used to predict impacts that proposed actions and alternatives may have upon available housing stock, housing quality, and property values.

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Generally, standard socioeconomic models are employed to predict shifts and changes in particular socioeconomic indicators such as employment, income levels, and housing quality upon a large geographical area or population center, often a standard, pre-defined economic trade area. The data and information provided as inputs to the model and assumptions made in employing the model (including economic conditions and multipliers) broadly characterize the entire population of the large geographical area or population center surrounding the proposed project. The results of these modeling efforts may include potential impacts to various categories within the overall population characterized by income level or by housing category. However, these models generally do not allow (or at least have not been used so as to allow) for a distributional analysis of potential impacts to specific communities, individual populations, or to small geographical areas.

To predict or characterize more accurately the potential disproportionately high and adverse effects to minority or low-income communities and account for potential environmental justice concerns, standard socioeconomic models currently used for EAs and EISs may have to be modified or specifically tailored to account for an array of new variables, such as subsistence living, treaty-protected resources, cultural use of natural resources, sacred sites, dependence on public transit, community cohesion, and a relatively unskilled labor base. Environmental justice issues and concerns may be integrated into some traditional socioeconomic analyses by first employing scoping activities and screening tools to identify potential minority and/or low-income communities prior to the employment of specific modeling techniques. It then may be possible to tailor modeling assumptions and input data on specific populations or targeted communities, rather than apply standard modeling techniques to large economic trade areas or standard metropolitan areas and using average input parameters that may not reflect adequately the characteristics of minority or low-income communities (*i.e.*, alter model assumptions to characterize the population affected by the environmental justice concern, rather then characterize the average individual in the entire study area). As noted above, Census databases contain demographic information (e.g., income levels, race, age, employment levels) at the census tract and census block levels. Other potential sources of information include tribal, state and local planning agencies, and state housing, commerce, and welfare agencies. EPA analysts should keep in mind that some information on the characteristics of local communities and environments may be available only from community leaders, local government offices, and/or members of the community. Some information may be available from transcripts of public concerns raised at hearings for other government projects within the same region. In some cases, analysts may need to conduct interviews of local community leaders and members of the targeted population.

One option for modifying or tailoring socioeconomic analyses to identify and evaluate environmental justice concerns is to develop index or ranking systems for identifying and scoring potential disproportionately high and adverse effects to minority and/or low-income communities. Such an index or ranking system could be applied to specifically defined or targeted areas and used as a screening tool to identify environmental justice concerns in communities surrounding one or more candidate locations. Candidate locations that result in high index scores or rankings can either be dropped from consideration, targeted for additional and more thorough socioeconomic and risk analyses to investigate further potential disproportionately high and adverse effects, or development of additional alternative actions or projects designed to mitigate identified impacts.

An environmental justice screening index may be as simple as defining several levels or categories of potential impacts (e.g., changes in employment levels, changes in income levels, and changes in overall health levels) or defining and scoring several socioeconomic indicators (e.g., dependence on subsistence farming or fishing, percent of population below poverty level, average property value) and weighing each category of impact as to its importance to contributing to environmental justice issues. Decision criteria (e.g., undertake further detailed social impact analyses, drop candidate location from consideration) could then be set for different ranges of index scores or rankings. The index also may combine preliminary information on potential economic impacts with information on other potential impacts (e.g., environmental degradation, air emissions) to assign decision criteria for additional targeted analyses or studies.

EPA Region $6^{(11)}$ developed a relatively sophisticated ranking scheme to determine whether an environmental justice indicator exists. The formula provides a means for determining whether an environmental justice situation exists and includes factors such as population exposed, degree of impact and degree of vulnerability.

Region 6 evaluates sites using an environmental justice formula and ranks facilities or actions on a scale of 0 to 100. Regional officials point out that although higher scores can indicate greater potential environmental justice concerns, the population density, percent minority population, and percent of economically depressed household data are the more important analytical factors. When evaluated independently, they often provide greater insight into potential environmental justice concerns and can be used alone to rank sites. Also, the user should realize that even a location with an index ranking of zero can have significant environmental justice concerns. For example, an unpopulated area will rank a zero, but if owned and/or used by minority and/or low-income groups, the site may have significant environmental justice importance. Recent examples of EPA's use of the EJ index include the draft EIS for Eagle Pass Mine, in Maverick County, Texas, and the Supplemental Draft EIS for Expansion of the Oak Hill Surface Lignite Mine into the DIII Area, Rusk County, Texas. Utilizing the EJ index on a scale of 1 to 100 wherein

higher values indicate more concern, neither EIS warranted a closer examination into EJ issues.

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APPENDIX A

Council on Environmental Quality Guidance for Addressing Environmental Justice Under the National Environmental Policy Act

(not included on this Internet version of EPA's guidance)

APPENDIX B

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APPENDIX C

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1. ⁰ Throughout this guidance, the term "disproportionately high and adverse effects" is used interchangeably with the longer phrase "disproportionately high and adverse human health or environmental effects on minority populations and low-income populations." This is done purely for editorial ease. 2. The term 'treaty-protected resources,' as it is used in the guidance, includes those resources that are protected by treaty, statute and/or executive order.

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3. On May 24, 1996, the President issued Executive Order 13007 on Indian Sacred Sites to 1) accommodate access to and ceremonial use of Indian sacred sites, and; 2) avoid adversely affecting the physical integrity of such sacred sites.

4. For consistency throughout the document, the guidance will use the term "Indian Tribe" when referring to federally recognized tribes and "indigenous population" or "community" when generally referring to Native American, American Indian, Alaska Native, and/or Native Hawaiian peoples. Under environmental justice, the Agency's policy is to interact with both the tribal government on a government-to-government basis, as well as with any affected or interested indigenous person(s) as public stakeholders.

A distinction must be made between Native American communities that live within their own governmental jurisdictions and those that do not. The CEQ regulations recognize the government-to-government relationship between the federal government and tribal governments, and encourage federal agencies to involve tribal governments in the NEPA process when a proposed project may affect a tribe or tribal lands. See sections 1501.2 [Apply NEPA Early In The Process]; 1501.7(a)(1) [Scoping]; 1502.16 [Environmental Consequences]; 1503.1(a)(2)(ii) [Inviting Comments]; 1506.6(b)(3)(ii) [Public Involvement]; and 1508.5 [Cooperating Agency]. Native American programs include those Federal programs which are to be guided, as appropriate, by the governmentto-government relationship, the Federal trust responsibility to federally recognized Indian Tribes, and the role of tribes as governments within the Federal system.

NEPA Compliance Coordinators should consult with the regional Indian Program Coordinator and should request that the Indian Tribes seek participation as a cooperating agency when a tribal government, land, resources, or interest may be affected by a project. While such cases may or may not trigger an environmental justice review, EPA must act consistent with the federal government's trust responsibility to federally recognized Indian Tribes. Each case should be decided individually; if questions arise please consult with the American Indian Environmental Office and the Office of Federal Activities.

6. ⁰ The IWG key terms guidance describes differential patterns of consumption of natural resources as relating to "subsistence and differential patterns of subsistence, and means differences in rates and /or patterns of fish, water, vegetation and/or wildlife consumption among minority populations or low-income populations, as compared to the general population."

7. ⁰ It should be noted that the factors the IWG is providing for assessing environmental hazard were not necessarily developed in the context of NEPA analyses. These factors are, however, similar to the factors used in determining "significant" physical or natural environmental effects under NEPA.

8. Guidance on the terms "minority population" and "lowincome population" is contained in Appendix A.

9. See CEQ "Environmental Justice Guidance Under the National Environmental Policy Act" page 10, Helpful Information to Inform the Public During the Scoping Process.

10. Environmental Justice Resource Center. *People of Color Environmental Groups: 1994 - 95 Directory.* Prepared by Dr. Robert D. Bullard, Clark Atlanta University, Atlanta, Georgia. 1994.

11.⁰ U.S. EPA Region 6, Office of Planning and Analysis. "Computer Assisted Environmental Justice Index Methodology." July, 1994.

Office of Federal Activities Search EPA Home Site Map OECA Feedback

EXHIBIT D

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Blue Line - October 2017

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	LBPD	FYTD
Homicide	0	1	0	1
Rape	1	0	0	2
Robbery	1	3	3	21
Agg Assault	1	2	2	22
Agg Assault on Op	0	0	0	0
Burglary	0	0	0	1
Larceny	2	10	4	45
Bike Theft	0	1	0	4
Motor Vehicle Theft	0	3	0	7
Arson	0	0	0	1
SUB-TOTAL	5	20	9	104
Selected Part 2 Crimes				
Battery	0	2	4	35
Battery Rail Operator	0	0	0	0
Sex Offenses	0	1	1	6
Weapons	0	0	0	6
Narcotics	0	0	1	18
Trespassing	0	0	0	5
Vandalism	0	2	1	11
SUB-TOTAL	0	5	7	81
TOTAL	5	25	16	185

	PART 1 CRIMES PER STATIO	
Station	OCTOBER	FYTD
7th/Metro	2	3
Pico	1	1
Grand	0	0
San Pedro	0	0
Washington	1	4
Vernon	1	1
Slauson	3	5
Florence	5	10
Firestone	4	11
103rd St	0	1
Willowbrook	4	14
Compton	0	6
Artesia	1	8
Del Amo	3	7
Wardlow	1	4
Willow	4	8
РСН	0	5
Anaheim	1	6
5th St	2	3
1st St	0	0
Transit Mall	1	7
Pacific	0	0
Rail Yard	0	0
Total	34	104

Blue Line Highlights

The Blue Line had 2 less Part 1 crimes than the same period last year (36), which is a 5.6% decrease

	ARRESTS			
TYPE	LAPD	LASD	LBPD	FYTD
Felony	0	4	12	85
Misdemeanor	0	16	106	486
TOTAL	0	20	118	571

CITATIONS					
TYPE	LAPD	LASD	LBPD	FYTD	
Other Citations	44	7	67	705	
Vehicle Code Citations	0	26	58	458	
TOTAL	44	33	125	1,163	

	ICE	100	and the second second
LAPD	LASD	LBPD	FYTD
N/A*	94	7	364
N/A*	92	91	767
N/A*	28	61	303
0	214	159	1,434
	N/A* N/A* N/A*	N/A* 94 N/A* 92 N/A* 28	N/A* 94 7 N/A* 92 91 N/A* 28 61

DIS	PATCHED VS. PRO	ACTIVE	Service of the servic
TYPE	LAPD	LASD	LBPD
Dispatched	20%	5%	12%
Proactive	80%	95%	88%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM			
LINE	OCTOBER		
Blue Line-LAPD	92%		
Blue Line-LASD 92%			
Blue Line-LBPD	70%		

GRADE	CROSSING OPE	RATIONS		
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	58		12	131
Flower St	20	1938 11		52
103rd St	8	10-00		13
Wardlow Rd			1	3
Long Beach Blvd			1	5
TOTAL	86	0	2	204

LEGEND	
Los Angeles Police Depa	rtment
Los Angeles County Sheriff's	Department
Long Beach Police Depa	rtment

Green Line - October 2017

REPO	RTED CRIME	and and and	
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	18
Agg Assault	0	0	6
Agg Assault on Op	0	0	0
Burglary	0	0	2
Larceny	0	2	17
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	10
Arson	0	0	0
SUB-TOTAL	1	2	55
Selected Part 2 Crimes			
Battery	0	1	10
Battery Rail Operator	0	0	0
Sex Offenses	0	2	2
Weapons	0	0	4
Narcotics	0	2	8
Trespassing	0	0	3
Vandalism	2	0	6
SUB-TOTAL	2	5	33
TOTAL	3	7	88

Station	OCTOBER	FYTD
Redondo Beach	0	3
Douglas	1	2
El Segundo	0	1
Mariposa	0	0
Aviation	0	0
Hawthorne	0	2
Crenshaw	0	3
Vermont	0	4
Harbor	0	5
Avalon	1	2
Willowbrook	1	10
Long Beach	0	7
Lakewood	0	11
Norwalk	0	5
Total	3	55

ARRESTS				
TYPE	LAPD	LASD	FYTD	
Felony	0	2	29	
Misdemeanor	0	6	80	
TOTAL	0	8	109	

CITATIONS				
ТҮРЕ	LAPD	LASD	FYTD	
Other Citations	9	5	54	
Vehicle Code Citations	1	15	128	
TOTAL	10	20	182	

CALLS FOR SERVICE			
LAPD	LASD	FYTD	
N/A*	80	330	
N/A*	77	264	
N/A*	9	58	
0	166	652	
	LAPD N/A* N/A*	LAPD LASD N/A* 80 N/A* 77 N/A* 9	

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE				
TYPE	LAPD	LASD		
Dispatched	26%	4%		
Proactive	74%	96%		
TOTAL	100%	100%		

PERCENTAGE OF TIME SPEN	T ON THE RAIL SYSTEM
LINE	OCTOBER
Green Line-LAPD	89%
Green Line-LASD	88%

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Green Line Highlights

The Green Line had 24 less Part 1 crimes than the same period last year (27), which is a 88.9% decrease

Expo Line - October 2017

REPOR	REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	FYTD		
Homicide	0	0	0		
Rape	0	0	0		
Robbery	2	0	10		
Agg Assault	2	0	5		
Agg Assault on Op	0	0	0		
Burglary	0	0	0		
Larceny	6	1	34		
Bike Thefts	2	0	10		
Motor Vehicle Theft	0	0	0		
Arson	0	0	0		
SUB-TOTAL	12	1	59		
Selected Part 2 Crimes					
Battery	0	0	8		
Battery Rail Operator	0	0	0		
Sex Offenses	1	0	1		
Weapons	0	0	0		
Narcotics	0	0	0		
Trespassing	0	0	0		
Vandalism	0	0	1		
SUB-TOTAL	1	0	10		
TOTAL	13	1	69		

Station	OCTOBER	FYTD
7th/Metro	1 1	4
Pico	1	2
23rd St	0	0
	0	2
Jefferson/USC	0	2
Expo/USC		
Expo/Vermont	2	6
Expo/Western	2	11
Expo/Crenshaw	1	3
Farmdale	2	4
La Brea	1	3
La Cienega	0	3
Culver City	0	7
Palms	1	1
Expo/Westwood	0	2
Expo/Sepulveda	0	1
Expo/Bundy	1	2
26th St /Bergamot	0	2
17th St/SMC	0	1
D/T Santa Monica	1	3
Expo Rail Yard	0	0
otal	13	59

ARRESTS				
TYPE	LAPD	LASD	FYTD	
Felony	2	2	10	
Misdemeanor	0	1	7	
TOTAL	2	3	17	

	CITATIONS		
ТҮРЕ	LAPD	LASD	FYTD
Other Citations	43	0	72
Vehicle Code Citations	0	0	2
TOTAL	43	0	74

C/	ALLS FOR SERVIC	E	
TYPE	LAPD	LASD	FYTD
Routine	N/A*	24	127
Priority	N/A*	45	114
Emergency	N/A*	2	11
TOTAL	0	71	252

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	21%	5%
Proactive	79%	95%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	OCTOBER
Expo Line-LAPD	92%
Expo Line-LASD	91%

GRADE	CROSSING OPER	ATIONS	
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	14		47
TOTAL	14	0	47

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Expo Line Highlights

The Expo Line had 8 less Part 1 crimes than the same period last year (21), which is a 38.1% decrease

Red Line - October 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	6	22
Agg Assault	2	6
Agg Assault on Op	0	0
Burglary	0	0
Larceny	11	25
Bike Theft	2	2
Motor Vehicle Theft	0	13
Arson	0	0
SUB-TOTAL	21	69
Selected Part 2 Crimes	the states of the	
Battery	14	48
Battery Rail Operator	0	0
Sex Offenses	0	6
Weapons	0	0
Narcotics	0	0
Trespassing	2	3
Vandalism	1	3
SUB-TOTAL	17	60
TOTAL	38	129

PART 1 CRIMES PER STATION		
Station	OCTOBER	FYTD
Union Station	0	2
Civic Center	0	2
Pershing Square	2	4
7th/Metro	1	1
Westlake	5	18
Wilshire/Vermont	4	6
Wilshire/Normandie	0	0
Vermont/Beverly	0	3
Wilshire/Western	0	0
Vermont/Santa Monica	0	3
Vermont/Sunset	1	3
Hollywood/Western	1	2
Hollywood/Vine	3	6
Hollywood/Highland	2	8
Universal	0	3
North Hollywood	2	8
Red Line Rail Yard	0	0
Total	21	69

ARRESTS		
TYPE	LAPD	FYTD
Felony	4	9
Misdemeanor	8	21
TOTAL	12	30

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	26	64
Vehicle Code Citations	1	2
TOTAL	27	66

CALLS FOR SERVICE	
ТҮРЕ	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
TOTAL	And the second sec
*Currently unable to report stats	by Rail Line

DISPATCHED VS. PROACTIVE	
ТҮРЕ	LAPD
Dispatched	29%
Proactive	71%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
LINE	OCTOBER
Red Line- LAPD	89%

LEGEND

Los Angeles Police Department

Red Line Highlights

The Red Line had 3 less Part 1 crime than the same period last year (24), which is a 12.5% decrease

Gold Line - October 2017

REPOR	REPORTED CRIME		
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	1	3
Agg Assault	0	0	1
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	2	1	14
Bike Theft	0	0	8
Motor Vehicle Theft	0	0	2
Arson	0	0	0
SUB-TOTAL	3	2	28
Selected Part 2 Crimes	a file and an	175	-
Battery	3	4	12
Battery Rail Operator	0	0	0
Sex Offenses	-0	0	1
Weapons	0	0	1
Narcotics	0	1	2
Trespassing	0	1	1
Vandalism	0	9	12
SUB-TOTAL	3	15	29
TOTAL	6	17	57

Station	OCTOBER	FYTD
APU/Citrus College	0	2
Azusa Downtown	0	0
Irwindale	0	0
Duarte	0	1
Monrovia	0	5
Arcadia	0	0
Sierra Madre	0	0
Allen	0	0
Lake	0	0
Memorial Park	0	0
Del Mar	0	2
Fillmore	1	1
South Pasadena	0	0
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	1
Lincoln Heights	0	0
Chinatown	0	1
Union Station	1	2
Little Tokyo	0	0
Pico/Aliso	0	2
Mariachi	1	1
Soto	0	0
Indiana (both LAPD & LASD)	1	2
Maravilla	0	0
East La	0	0
Atlantic	1	7
Total	5	28

ARRESTS			
ТҮРЕ	LAPD	LASD	FYTD
Felony	0	0	7
Misdemeanor	4	6	51
TOTAL	4	6	58

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	83	4	134
Vehicle Code Citations	13	22	116
TOTAL	96	26	250

CALLS FOR SERVICE			
TYPE	LAPD	LASD	FYTD
Routine	N/A*	104	383
Priority	N/A*	100	321
Emergency	N/A*	14	37
TOTAL	0	218	741
Currently unable to report state	by Dail Lina		

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	24%	8%
Proactive	76%	92%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM		
LINE	OCTOBER	
Gold Line-LAPD	90%	
Gold Line-LASD	77%	

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	FYTD	
Marmion Way	66		123	
Arcadia Station		1	1	
Del Mar Station		1	1	
Filmore Station		1	1	
Monrovia	ALL AND SALES		6	
Figueroa St	60		60	
TOTAL GOAL= 10	126	3	192	

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Gold Line Highlights

The Gold Line had 3 less Part 1 crime than the same period last year (8), which is a 37.5% decrease

Orange Line - October 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	5
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Larceny	1	3
Bike Theft	0	0
Motor Vehicle Theft	0	1
Arson	0	0
SUB-TOTAL	2	12
Selected Part 2 Crimes	in the second	-
Battery	0	6
Battery Bus Operator	0	0
Sex Offenses	1	2
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	0	1
SUB-TOTAL	1	9
TOTAL	3	21

PART 1 CRIMES PER STATION			
Station	OCTOBER	FYTD	
North Hollywood	0	5	
Laurel Canyon	0	0	
Valley College	0	0	
Woodman	0	0	
Van Nuys	0	2	
Sepulveda	0	0	
Woodley	0	0	
Balboa	0	2	
Reseda	1	1	
Tampa	0	0	
Pierce College	0	0	
De Soto	0	0	
Canoga	0	1	
Warner Center	1	1	
Sherman Way	0	0	
Roscoe	0	0	
Nordhoff	0	0	
Chatsworth	0	0	
Total	2	12	

A	RRESTS	
TYPE	LAPD	FYTD
Felony	1	1
Misdemeanor	1	4
TOTAL	2	5

CITAT	IONS	
TYPE	LAPD	FYTD
Other Citations	335	702
Vehicle Code Citations	187	343
TOTAL	522	1,045

CALLS FOR SERVICE			
TYPE	LAPD	FYTD	
Routine	N/A*	N/A*	
Priority	N/A*	N/A*	
Emergency	N/A*	N/A*	
TOTAL	0	0	

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	
Dispatched	26.4%	
Proactive	73.6%	
TOTAL	100%	

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM			
LINE OCTOBER			
Orange Line- LAPD	85%		

LEGEND

Los Angeles Police Department

Orange Line Highlights

The Orange Line had 8 less Part 1 crime than the same period last year (10), which is a 80% decrease

Silver Line - October 2017

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	FYTD	
Homicide	0	0	0	
Rape	0	0	0	
Robbery	0	0	0	
Agg Assault	0	0	0	
Agg Assault on Op	0	0	0	
Burglary	0	0	0	
Larceny	1	0	1	
Bike Theft	0	0	0	
Motor Vehicle Theft	0	0	0	
Arson	0	0	0	
SUB-TOTAL	1	0	1	
Selected Part 2 Crimes	- 1 - 1			
Battery	1	0	0	
Battery Bus Operator	0	0	0	
Sex Offenses	0	0	0	
Weapons	0	0	0	
Narcotics	0	0	0	
Trespassing	0	0	0	
Vandalism	0	0	0	
SUB-TOTAL	1	0	0	
TOTAL	2	0	1	

PART 1 CRIMES PER STATION			
Station	OCTOBER	FYTD	
El Monte	0	0	
Cal State LA	0	0	
LAC/USC	0	0	
Alameda	0	0	
Downtown	1	1	
37th St/USC	0	0	
Slauson	0	0	
Manchester	0	0	
Harbor Fwy	0	0	
Rosecrans	0	0	
Harbor/Gateway	0	0	
Carson	0	0	
PCH	0	0	
San Pedro	0	0	
Total	1	1	

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	2	0	2
Misdemeanor	4	0	9
TOTAL	6	0	11

CITATIONS				
ТҮРЕ	LAPD	LASD	FYTD	
Other Citations	301	0	662	
Vehicle Code Citations	331	0	611	
TOTAL	632	0	1,273	

	CALLS FOR	RSERVICE	Carl Press
TYPE	LAPD	LASD	FYTD
Routine	N/A*	1	4
Priority	N/A*	1	4
Emergency	N/A*	0	1
TOTAL	0	2	9

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE			
TYPE	LAPD	LASD	
Dispatched	34%	0%	
Proactive	66%	100%	
TOTAL	100%	100%	

PERCENTAGE OF TIM	E SPENT ON THE BUS SYSTEM
LINE OCTOBER	
Silver Line- LAPD 84%	
Silver Line- LASD	66%

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff Department

Silver Line Highlights

The Silver Line had 1 more Part 1 crime than the same period last year (0), which is a 100% increase

*

Bus Patrol - October 2017

REPORTED CRIME			
PART 1 CRIMES	LASD	LAPD	FYTD
Homicide	0	0	0
Rape	0	1	3
Robbery	3	20	92
Agg Assault	1	9	47
Agg Assault on Op	1	0	2
Burglary	0	o	2
Larceny	0	46	157
Bike Theft	0	0	4
Motor Vehicle Theft	1	o	18
Arson	o	0	0
SUB-TOTAL	6	76	325
Selected Part 2 Crimes		4	
Battery	3	32	157
Battery Bus Operator	1	5	25
Sex Offenses	0	9	33
Weapons	O	0	2
Narcotics	0	0	4
Trespassing	0	0	4
Vandalism	1	6	27
SUB-TOTAL	5	52	252
TOTAL	11	128	577

Bus Patrol

There were 44 more Part 1 crimes than the same period last year (38), which is a 115.8% increase

LASD's Part 1 Crimes per Sector				
Sector	OCTOBER	FYTD		
Westside	0	3		
San Fernando	0	0		
San Gabriel Valley	2	11		
Gateway Cities	2	2		
South Bay	2	9		
Total	6	25		

Sector	OCTOBER	FYTD
	Bureau	
Van Nuys	2	6
West Valley	0	7
North Hollywood	1	9
Foothill	0	4
Devonshire	1	2
Mission	1	6
Topanga	1	3
Centra	Bureau	-
Central	8	22
Rampart	4	17
Hollenbeck	0	4
Northeast	o	1
Newton	7	25
West	Bureau	-
Hollywood	2	5
Wilshire	4	18
West LA	0	5
Pacific	1	5
Olympic	7	30
Southwe	est Bureau	
Southwest	16	42
Harbor	3	13
77th Street	14	52
Southeast	4	25
Total	76	301

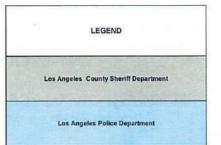
	ARRESTS		-
ТҮРЕ	LASD	LAPD	FYTD
Felony	4	0	20
Misdemeanor	6	3	116
TOTAL	10	3	136

CITA	ATIONS		
ТҮРЕ	LASD	LAPD	FYTD
Other Citations	0	67	130
Vehicle Code Citations	31	0	341
TOTAL	31	67	471

CALLS FOR SERVICE			
ТҮРЕ	LASD	LAPD	FYTD
Routine	83	234	1,008
Priority	100	261	1,370
Emergency	14	73	408
TOTAL	197	568	2,786

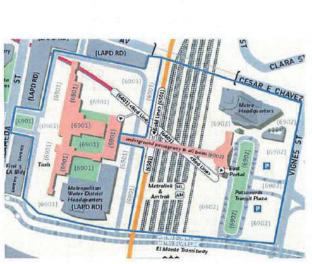
DISPATO	CHED VS. PROACTIVE	
ТҮРЕ	LASD	LAPD
Dispatched	2%	23%
Proactive	96%	77%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTE	
LINE	OCTOBER
LASD BUS	84%
LAPD BUS	88%



Union Station - October 2017

REPORTED C	RIME	
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	5
Agg Assault on Op	0	0
Burglary	0	0
Larceny	5	17
Bike Theft	0	0
Motor Vehicle Theft	0	4
Arson	0	0
SUB-TOTAL	6	26
Selected Part 2 Crimes		
Battery	5	7
Battery Rail Operator	0	0
Sex Offenses	1	1
Weapons	0	0
Narcotics	0	0
Trespassing	1	1
Vandalism	0	0
SUB-TOTAL	7	9
TOTAL	13	35



Westside

Eastside

ARRESTS		
ТҮРЕ	LAPD	FYTD
Felony	3	9
Misdemeanor	8	23
TOTAL	11	32

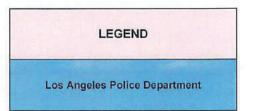
CIT	ATIONS	
ТҮРЕ	LAPD	FYTD
Other Citations	4	62
/ehicle Code Citations	1	2
TOTAL	5	64

CA	LLS FOR SERVICE	
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Union Station

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	
Dispatched	30%	
Proactive	70%	
TOTAL	100%	

PERCENTAGE OF TIME	SPENT AT UNION STATION
LOCATION	LAPD
Union Station	85%



Union Station Highlights

Union Station had 1 more Part 1 crimes than the same period last year (5), which is a 20% increase

Blue Line - November 2017

	PORTED CRIME			
PART 1 CRIMES	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	1
Rape	0	0	0	2
Robbery	0	5	1	26
Agg Assault	0	0	1	22
Agg Assault on Op	0	0	0	0
Burglary	0	0	1	1
Larceny	2	4	0	51
Bike Theft	0	0	1	4
Motor Vehicle Theft	0	0	0	7
Arson	0	0	0	1
SUB-TOTAL	2	9	4	115
Selected Part 2 Crimes			174.3	
Battery	2	2	2	39
Battery Rail Operator	0	0	0	0
Sex Offenses	1	0	0	7
Weapons	0	0	0	6
Narcotics	0	0	3	18
Trespassing	0	0	0	5
Vandalism	1	0	1.3410	
SUB-TOTAL	4	2	5	75
TOTAL	6	11	9	190

Station	NOVEMBER	FYTD
7th/Metro	1	4
Pico	0	2
Grand	0	0
San Pedro	0	0
Washington	0	5
Vernon	1	2
Slauson	3	8
Florence	0	10
Firestone	2	13
103rd St	0	2
Willowbrook	1	15
Compton	0	6
Artesia	1	9
Del Amo	2	9
Wardlow	1	4
Willow	1	8
РСН	0	5
Anaheim	0	6
5th St	0	3
1st St	0	0
Transit Mall	2	7
Pacific	0	0
Rail Yard	0	0
Total	15	118

Blue Line Highlights

The Blue Line had 6 less Part 1 crimes than the same period last year (21), which is a 28.6% decrease

ARRESTS				
TYPE	LAPD	LASD	LBPD	FYTD
Felony	0	4	12	101
Misdemeanor	0	18	144	648
TOTAL	0	22	156	749

CITATIONS				
TYPE	LAPD	LASD	LBPD	FYTD
Other Citations	5	5	55	770
Vehicle Code Citations	0	18	81	557
TOTAL	5	23	136	1,327

CALLS FOR SERVICE				
TYPE	LAPD	LASD	LBPD	FYTD
Routine	N/A*	65	13	442
Priority	N/A*	85	71	923
Emergency	N/A*	12	67	382
TOTAL	0	162	151	1,747

DIS	SPATCHED VS. PRO	ACTIVE	
TYPE	LAPD	LASD	LBPD
Dispatched	21%	4%	11%
Proactive	79%	96%	89%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM		
LINE	NOVEMBER	
Blue Line-LAPD	91%	
Blue Line-LASD	94%	
Blue Line-LBPD	70%	

GRADE	CROSSING OPE	RATIONS	5	1.00
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	53			184
Flower St	15			67
103rd St	9	mag.		22
Wardlow Rd		5. 4 js	1	4
Pacific Ave.	and the second		1	1
208th St		1922	1	1
Long Beach Blvd	and the second second	1	1	5
TOTAL	77	0	4	284

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

Green Line - November 2017

REPO	RTED CRIME	-	Sec. 1
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	5	23
Agg Assault	0	0	6
Agg Assault on Op	0	0	0
Burglary	0	0	2
Larceny	0	2	19
Bike Theft	0	1	3
Motor Vehicle Theft	2	0	10
Arson	0	0	0
SUB-TOTAL	3	8	63
Selected Part 2 Crimes			
Battery	0	1	11
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
Weapons	0	1	5
Narcotics	0	1	9
Trespassing	0	0	
Vandalism	0	1	7
SUB-TOTAL	0	4	34
TOTAL	3	12	97

PART 1 CR	IMES PER STATION	and the second
Station	NOVEMBER	FYTD
Redondo Beach	0	3
Douglas	0	2
El Segundo	1	2
Mariposa	0	0
Aviation	2	2
Hawthorne	1	3
Crenshaw	3	6
Vermont	1	5
Harbor	0	5
Avalon	1	3
Willowbrook	0	10
Long Beach	1	7
Lakewood	1	12
Norwalk	0	5
Total	11	65

ARRESTS				
TYPE	LAPD	LASD	FYTD	
Felony	1	0	30	
Misdemeanor	0	11	91	
TOTAL	1	11	121	

CITATIONS			
ТҮРЕ	LAPD	LASD	FYTD
Other Citations	2	3	59
Vehicle Code Citations	5	23	156
TOTAL	7	26	215

CAL	LS FOR SERVICE		
TYPE	LAPD	LASD	FYTD
Routine	N/A*	157	487
Priority	N/A*	48	312
Emergency	N/A*	12	70
TOTAL	0	217	869

DISPATCHED VS. PROACTIVE		
TYPE	LAPD	LASD
Dispatched	16%	11%
Proactive	84%	89%
TOTAL	100%	100%

PERCENTAGE OF TIME SPEN	T ON THE RAIL SYSTEM
LINE	NOVEMBER
Green Line-LAPD	99%
Green Line-LASD	90%

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Green Line Highlights

The Green Line had 13 less Part 1 crimes than the same period last year (24), which is a 54.2% decrease

Expo Line - November 2017

REPOR	REPORTED CRIME		
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	8	2	20
Agg Assault	1	1	7
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	23	0	57
Bike Thefts	0	0	10
Motor Vehicle Theft	0	0	0
Arson	0	0	0
SUB-TOTAL	32	3	94
Selected Part 2 Crimes			
Battery	4	0	12
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
Vandalism	2	0	
SUB-TOTAL	6	0	13
TOTAL	38	3	107

Station	NOVEMBER	FYTD
7th/Metro	2	6
Pico	4	6
23rd St	0	0
Jefferson/USC	1	3
Expo/USC	0	2
Expo/Vermont	4	10
Expo/Western	12	23
Expo/Crenshaw	2	5
Farmdale	3	7
La Brea	1	4
La Cienega	0	3
Culver City	0	8
Palms	0	1
ExpoWestwood	1	3
Expo/Sepulveda	0	1
Expo/Bundy	2	4
26th St /Bergamot	1	3
17th St/SMC	2	3
D/T Santa Monica	0	3
Expo Rail Yard	0 '	0
otal	35	95

	ARRESTS		
TYPE	LAPD	LASD	FYTD
Felony	0	2	12
Misdemeanor	0	2	9
TOTAL	0	4	21

	CITATIONS		-36.00
TYPE	LAPD	LASD	FYTD
Other Citations	22	0	94
Vehicle Code Citations	0	0	2
TOTAL	22	0	96

TYPE	LAPD	LASD	FYTD
Routine	N/A*	28	155
Priority	N/A*	19	133
Emergency	N/A*	2	13
TOTAL	0	49	301

DISP	ATCHED VS. PROACTIV	/E
TYPE	LAPD	LASD
Dispatched	15%	4%
Proactive	85%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPE	ENT ON THE RAIL SYSTEM
LINE	NOVEMBER
Expo Line-LAPD	99%
Expo Line-LASD	81%

GRADE	CROSSING OPER	ATIONS	Contraction of the second
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	7		54
TOTAL	7	0	54

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff's Department

Expo Line Highlights

The Expo Line had 16 more Part 1 crimes than the same period last year (19), which is a 84.2% increase

Red Line - November 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	3	25
Agg Assault	5	11
Agg Assault on Op	0	0
Burglary	0	0
Larceny	17	42
Bike Theft	0	2
Motor Vehicle Theft	0	13
Arson	0	0
SUB-TOTAL	25	94
Selected Part 2 Crimes	A STATE IS	
Battery	14	62
Battery Rail Operator	0	0
Sex Offenses	2	8
Weapons	0	0
Narcotics	0	0
Trespassing	0	3
Vandalism	4	7
SUB-TOTAL	20	80
TOTAL	45	174

PART 1 CRIMES PER STATION			
Station	NOVEMBER	FYTD	
Union Station	3	5	
Civic Center	1	3	
Pershing Square	2	6	
7th/Metro	3	4	
Westlake	3	21	
Wilshire/Vermont	0	6	
Wilshire/Normandie	0	0	
Vermont/Beverly	1	4	
Wilshire/Western	0	0	
Vermont/Santa Monica	1	4	
Vermont/Sunset	1	4	
Hollywood/Western	1	3	
Hollywood/Vine	3	9	
Hollywood/Highland	3	11	
Universal	0	3	
North Hollywood	3	11	
Red Line Rail Yard	0	0	
Total	25	94	

ARRESTS		
ТҮРЕ	LAPD	FYTD
Felony	1	10
Misdemeanor	4	25
TOTAL	5	35

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	6	72
Vehicle Code Citations	0	2
TOTAL	6	74

CALLS	6 FOR SERVICE
TYPE	LAPD
Routine	N/A*
Priority	N/A*
Emergency	N/A*
TOTAL	the second s
*Currently unable to report stats	hy Rail Line

*Currently unable to report stats by Rail Line

DISPATCHED VS. PROACTIVE	
ТҮРЕ	LAPD
Dispatched	25%
Proactive	75%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM		
LINE	NOVEMBER	
Red Line- LAPD	89%	

LEGEND

Los Angeles Police Department

Red Line Highlights

The Red Line had 10 more Part 1 crime than the same period last year (15), which is a 66.7% increase

Gold Line - November 2017

REPOR	TED CRIME		
PART 1 CRIMES	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	4
Agg Assault	1	1	3
Agg Assault on Op	0	0	0
Burglary	0	0	0
Larceny	3	7	24
Bike Theft	0	0	8
Motor Vehicle Theft	0	1	3
Arson	0	0	0
SUB-TOTAL	5	9	42
Selected Part 2 Crimes	1 and the second	自然不好	
Battery	3	1	16
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
Weapons	0	0	1
Narcotics	0	0	2
Trespassing	0	0	1
Vandalism	0	0	
SUB-TOTAL	3	1	21
TOTAL	8	10	63

Station	NOVEMBER	FYTD
APU/Citrus College	1	3
Azusa Downtown	1	1
Irwindale	1	1
Duarte	0	1
Monrovia	0	5
Arcadia	1	1
Sierra Madre	1	1
Allen	0	0
Lake	0	0
Memorial Park	0	0
Del Mar	0	2
Fillmore	0	1
South Pasadena	1	1
Highland Park	0	1
SW Museum	0	0
Heritage Square	0	1
Lincoln Heights	0	0
Chinatown	1	2
Union Station	1	3
Little Tokyo	1	1
Pico/Aliso	0	2
Mariachi	1	2
Soto	1	1
Indiana (both LAPD & LASD)	2	4
Maravilla	1	1
East La	0	0
Atlantic	0	7
Total	14	42

ARRESTS			
TYPE	LAPD	LASD	FYTD
Felony	1	0	8
Misdemeanor	0	5	56
TOTAL	1	5	64

CITATIONS			
TYPE	LAPD	LASD	FYTD
Other Citations	13	1	148
Vehicle Code Citations	1	12	129
TOTAL	14	13	277

ТҮРЕ	LAPD	LASD	FYTD
Routine	N/A*	88	471
Priority	N/A*	72	393
Emergency	N/A*	11	48
TOTAL	0	171	912

DISPATCHED VS. PROACTIVE		
ТҮРЕ	LAPD	LASD
Dispatched	19%	5%
Proactive	81%	95%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM		
LINE	NOVEMBER	
Gold Line-LAPD	92%	
Gold Line-LASD	78%	

LOCATION	LAPD	LASD	FYTD
Marmion Way	205		328
Arcadia Station		1 - DIA	1
Del Mar Station		1	2
Filmore Station		8	9
Monrovia		1	7
Memorial		1	1
Magnolia Ave	and the second se	1	
Azusa	Strand)	1	1
Figueroa St	inder Are		60
TOTAL GOAL= 10	205	13	409

LEGEND	
Los Angeles Police Department	- 14
Los Angeles County Sheriff's Department	1 Nel

Gold Line Highlights

The Gold Line had 5 more Part 1 crime than the same period last year (9), which is a 55.6% increase

Orange Line - November 2017

REPORTED CRIME		
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	2	7
Agg Assault	0	3
Agg Assault on Op	0	0
Burglary	0	0
Larceny	2	5
Bike Theft	0	0
Motor Vehicle Theft	0	1
Arson	0	0
SUB-TOTAL	4	16
Selected Part 2 Crimes	in the second	
Battery	2	8
Battery Bus Operator	0	0
Sex Offenses	0	2
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
Vandalism	1	2
SUB-TOTAL	3	12
TOTAL	7	28

	CRIMES PER STATION	1
Station	NOVEMBER	FYTD
North Hollywood	2	7
Laurel Canyon	0	0
Valley College	0	0
Woodman	0	0
Van Nuys	0	2
Sepulveda	1	1
Woodley	0	0
Balboa	0	2
Reseda	1	2
Tampa	0	0
Pierce College	0	0
De Soto	0	0
Canoga	0	1
Warner Center	0	1
Sherman Way	0	0
Roscoe	0	0
Nordhoff	0	0
Chatsworth	0	0
Total	4	10

A	RRESTS	
ТҮРЕ	LAPD	FYTD
Felony	0	1
Misdemeanor	1	5
TOTAL	1	6

CITATIONS		
TYPE	LAPD	FYTD
Other Citations	434	1,136
Vehicle Code Citations	200	543
TOTAL	634	1,679

CALL	S FOR SERVICE	
TYPE	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
TOTAL	0	0

*Currently unable to report stats by Bus Rapid Transit Line

DISPATCHED VS. PROACTIVE	
ТҮРЕ	LAPD
Dispatched	25%
Proactive	75%
TOTAL	100%

PERCENTAGE OF TIME SP	ENT ON THE BUS SYSTEM	
LINE NOVEME		
Orange Line- LAPD	99%	

LEGEND

Los Angeles Police Department

Orange Line Highlights

The Orange Line had 1 more Part 1 crime than the same period last year (3), which is a 33.3% increase

Silver Line - November 2017

REPORTED CRIME				
PART 1 CRIMES	LAPD	LASD	FYTE	
Homicide	0	0	0	
Rape	0	0	0	
Robbery	0	0	0	
Agg Assault	0	0	0	
Agg Assault on Op	0	0	0	
Burglary	0	0	0	
Larceny	0	0	1	
Bike Theft	0	0	0	
Motor Vehicle Theft	0	0	0	
Arson	0	0	0	
SUB-TOTAL	0	0	1	
Selected Part 2 Crimes				
Battery	1	0	2	
Battery Bus Operator	0	0	0	
Sex Offenses	0	0	0	
Weapons	0	0	0	
Narcotics	0	0	0	
Trespassing	0	0	0	
Vandalism	0	0		
SUB-TOTAL	1	0	2	
TOTAL	1	0	3	

PART 1 CRIMES PER STATION				
Station	NOVEMBER	FYTD		
El Monte	0	0		
Cal State LA	0	0		
LAC/USC	0	0		
Alameda	0	0		
Downtown	0	1		
37th St/USC	0	0		
Slauson	0	0		
Manchester	0	0		
Harbor Fwy	0	0		
Rosecrans	0	0		
Harbor/Gateway	0	0		
Carson	0	0		
PCH	0	0		
San Pedro	0	0		
Total	0	1		

	ARRI	ESTS	
TYPE	LAPD	LASD	FYTD
Felony	0	0	2
Misdemeanor	0	0	9
TOTAL	0	0	11

	CITAT	IONS	
TYPE	LAPD	LASD	FYTD
Other Citations	368	0	1,030
Vehicle Code Citations	177	0	788
TOTAL	545	0	1,818

NEW YOU	CALLS FOR	RSERVICE	and a tradition
TYPE	LAPD	LASD	FYTD
Routine	N/A*	3	7
Priority	N/A*	0	4
Emergency	N/A*	1	2
TOTAL	0	4	13

*Currently unable to report stats by Bus Rapid Transit Line

	DISPATCHED VS. PRO	OACTIVE
TYPE	LAPD	LASD
Dispatched	27%	0%
Proactive	73%	100%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
NE NOVEMBER	
Silver Line- LAPD	98%
Silver Line- LASD	62%

LEGEND

Los Angeles Police Department

Los Angeles County Sheriff Department

Silver Line Highlights

The Silver Line had 1 less Part 1 crime than the same period last year (1), which is a 100% decrease

Bus Patrol - November 2017

REPORTED CRIME			
PART 1 CRIMES	LASD	LAPD	FYTD
lomicide	0	0	0
tape	0	0	3
lobbery	0	13	105
Agg Assault	1	4	52
Agg Assault on Op	0	1	3
Burglary	0	o	2
Larceny	5	16	178
Bike Theft	1	0	5
Motor Vehicle Theft	0	0	18
Arson	0	o	0
SUB-TOTAL	7	34	366
Selected Part 2 Crimes			
Battery	2	13	172
Battery Bus Operator	0	8	33
Sex Offenses	1	3	37
Weapons	0	0	2
Narcotics	0	0	4
Trespassing	0	0	4
Vandalism	3	2	
SUB-TOTAL	6	26	252
TOTAL	13	60	618

Bus Patrol

There were 10 more Part 1 crimes than the same period last year (31), which is a 32.3% increase

LASD's Part 1 Crimes per Sector				
Sector	NOVEMBER	FYTD		
Westside	3	6		
San Fernando	0	0		
San Gabriel Valley	1	13		
Gateway Cities	2	4		
South Bay	1	10		
Total	7	33		

Sector	NOVEMBER	FYTD
Vall	ey Bureau	
Van Nuys	1	7
West Valley	1	8
North Hollywood	0	9
Foothill	0	4
Devonshire	0	2
Mission	0	6
Topanga	0	3
Cen	tral Bureau	-
Central	3	25
Rampart	0	17
Hollenbeck	0	4
Northeast	0	1
Newton	3	31
We	st Bureau	
Hollywood	1	6
Wilshire	2	20
West LA	2	7
Pacific	3	8
Olympic	1 1	31
South	west Bureau	
Southwest	9	51
Harbor	o	13
77th Street	8	60
Southeast	0	25
Total	34	338
Total Part 1 Crimes	41	371

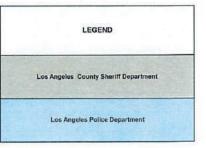
	ARRESTS		
ТҮРЕ	LASD	LAPD	FYTD
Felony	0	1	21
Misdemeanor	8	3	127
TOTAL	8		148

CITA	TIONS	-	
ТҮРЕ	LASD	LAPD	FYTD
Other Citations	O	11	141
Vehicle Code Citations	53	0	394
TOTAL	53	11	535

CAL	LS FOR SERVICE	240	
ТҮРЕ	LASD	LAPD	FYTD
Routine	69	230	1,307
Priority	109	229	1,708
Emergency	11	76	495
TOTAL	189	635	3,510

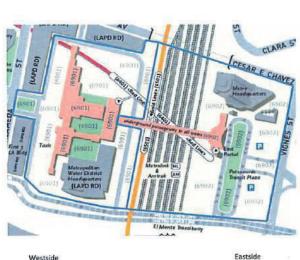
DISPATO	CHED VS. PROACTIVE	
ТҮРЕ	LASD	LAPD
Dispatched	1%	23%
Proactive	99%	77%
TOTAL	100%	100%

PERCENTAGE OF TIM	E SPENT ON THE BUS SYSTEM
LINE	NOVEMBER
LASD BUS	85%
LAPD BUS	99%



Union Station - November 2017

REPORTED C	RIME	
PART 1 CRIMES	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	0
Agg Assault	1	6
Agg Assault on Op	0	o
Burglary	0	o
Larceny	2	19
Bike Theft	0	0
Motor Vehicle Theft	0	4
Arson	O	0
SUB-TOTAL	3	29
Selected Part 2 Crimes		
Battery	2	9
Battery Rail Operator	0	0
Sex Offenses	0	1
Weapons	0	0
Narcotics	0	0
Trespassing	0	1
Vandalism	0	0
SUB-TOTAL	2	11
TOTAL	5	40



Westside

	ARRESTS	
TYPE	LAPD	FYTD
Felony	3	12
Misdemeanor	0	23
TOTAL	3	35

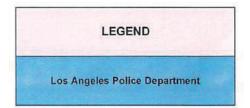
CIT	ATIONS	1
TYPE	LAPD	FYTD
Other Citations	0	62
Vehicle Code Citations	0	2
TOTAL	0	64

ГҮРЕ	LAPD	FYTD
Routine	N/A*	N/A*
Priority	N/A*	N/A*
Emergency	N/A*	N/A*
OTAL	o	0

*Currently unable to report stats by Union Station

DISPATCHE	D VS. PROACTIVE
TYPE	LAPD
Dispatched	28%
Proactive	72%
TOTAL	100%

PERCENTAGE OF TIME	SPENT AT UNION STATION
LOCATION	LAPD
Union Station	99%



Union Station Highlights

Union Station had 3 more Part 1 crimes than the same period last year (0), which is a 300% increase

The Justice and Equality for the Eastside Coalition positions presented Wednesday, June 19, 2019 at the 4th Street Primary Center.

My name is John Corcoran and I am an organizer of the Justice and Equality for the Eastside Coalition.

1. The Justice and Equality for the Eastside Coalition opposes the SR-60 Northside Design Variation alternative, commonly called the 60 Freeway Gold Line Extension, as currently proposed, with an at grade/aerial build. A no build option will be advocated for by the Justice and Equality for the Eastside Coalition, if Metro continues to support this alternative for an at grade / aerial design.

2. The Justice and Equality for the Eastside Coalition will only support the 60 Freeway Gold Line Extension Alternative if an underground construction design is utilized on Pomona Blvd. for the first 4,500 ft. from west of Atlantic Blvd. to east of Findlay Ave, at the beginning of the Montebello Golf Course.

3. The Justice and Equality for the Eastside Coalition supports the Atlantic Blvd./Washington Blvd. alternate, but only if the Atlantic Blvd. portion is built fully underground.

4. Metro and our past elected officials have had a sordid history of shortchanging the East Los Angeles Community, beginning in 1998, with shifting of funds allocated for a heavy subway on Whittier Blvd., thus ending the Red Line Eastside Extension. Metro continues to fund first class designs for underground construction of the Purple line in Westside neighborhoods, such as Beverly Hills, Century City and Westwood, yet proposes inferior construction builds for minority Eastside Los Angeles communities by designing and advocating for at grade and aerial construction. This is clearly an issue of environmental justice by the shortcomings caused by inferior construction builds being pushed on Eastside Communities by Metro, with resulting detrimental quality of life and health issue impacts associated with these inferior construction methods. One only needs to look at how the at grade Gold line on 3rd Street was constructed in the unincorporated area of Los Angeles County, specifically East Los Angeles, as compared to the premium underground construction the City of Los Angeles received beginning on 1st Street west of Indiana St. It defies common sense and illustrates the apathy directed at the East Los Angeles Community for Metro to build a line as to what is constructed on 3rd Street, blocking the East Los Angeles Sheriff's substation access to eastbound 3rd Street for emergency dispatches. Perhaps it doesn't matter to Metro, but it surely matters to any East Los Angeles resident east of Atlantic Blvd. when a life or death situation could hinge on seconds for a Los Angeles County Sheriff's patrol unit to arrive. However, that patrol unit must proceed west on 3rd St. from their substation, then make a u-turn at La Verne Ave, and then double back eastbound on 3rd. Street. Seconds to minutes could be lost by this unwarranted delay.

This is just another example of the shortcomings of Metro's Eastside designs which have placed our community at risk. It just proves Metro does not care about our community's needs.

4. The Via Campo neighborhood is merely a pass through destination for what will ultimately benefit Monterey Park, Montebello, Rosemead, South El Monte and prospectively cities further east on future builds.

If this project is important enough to these cities, who will be the beneficiaries of the 60 Freeway Gold Line Extension, let them open their checkbooks to underwrite and eliminate any detrimental impacts imparted onto East Los Angeles and western Montebello by contributing money to an underground build for the first 4,500 ft. of the 60 Freeway Gold Line Extension.

5. The Justice and Equality for the Eastside Coalition has over 400 signatures from residents of the Via Campo neighborhood opposed to the current proposed construction of an at grade and aerial Metro line for the 60 Freeway Gold Line Extension. This neighborhood will vehemently oppose Metro's inferior design of an at grade and aerial design which will impact our lives, our children's lives, and future generations living along this Metro Rail corridor.

Only by a no build option or an underground construction option, can our neighborhood be saved from the negative health and quality of life impacts currently being proposed by Metro.

Submissions:

- 1. Petitions with over 400 signatures to save our neighborhood
- 2. Phillip Washington letter dated July 13, 2017
- 3. Hilda Solis letter dated December 21, 2017
- 4. Operating Engineers letter dated March 20, 2018
- 5. Supplemental sheet titled Additional Impacts to the Via Campo neighborhood by the construction of an at grade/aerial design for the first 4,500 ft on Pomona Blvd.



We demand 4,500 ft. of Undergrounding of the Metro Line from Atlantic Blvd. to Findlay Ave.
 Metro's Current Plan of Constructing an at Grade and Aerial Line Through our Neighborhood Would Lead to:

- * Dust contaminants such as hexavalent chromium (known to be a risk factor for cancer)
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 - * Noise pollution
 - * Traffic impacts
- * Decreases in property value
- Only by Undergrounding the Metro Line for the First 4,500 ft. can our Lungs and Quality of Life be Saved

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WE DEMAND UNDERGROUNDING OF THE FIRST 4,500 FT. OF THE SR-60 GOLD LINE EXTENSION

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PETITION TO SAVE OUR NEIGHBORHOOD



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 - Traffic impacts
- * Decreases in property value
- Only by Undergrounding the Metro Line for the First 4,500 ft. can our Lungs and Quality of Life be Saved

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Print Name	Address	Phone Number	Email	Signature
JAVIER GOMEZ	860 N. FINGLAY AV	323 222 6550		Alere Douts -
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PETICIÓN PARA SALVAR NUESTRO VECINDARIO

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- * Impactos en el tráfico
- * Depreciación en el valor de las propiedades
- Con tan sólo hacer los Primeros 4,500 ft. de la Línea de Metro Subterráneo, puede Salvar Nuestros Pulmones y Calidad de Vida

EXIGIMOS QUE SE HAGAN LOS PRIMEROS 4,500 FT. DE LA EXTENSIÓN DE LA GOLD LINE SUBTERRÁNEO

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Correo Electrónico						
Número Telefónico	h1/21/22/62/4					
Dirección	529 Via Cumpu St.					
Nombre	CHIRVIN VIIION 5529					



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PETITION TO SAVE OUR NEIGHBORHOOD

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July 13, 2017

Mr. Phillip A. Washington Chief Executive Officer Los Angeles County Metropolitan Transportation Authority (Metro) One Gateway Plaza Los Angeles, CA 90012-2952

RE: Eastside Transit Corridor – Phase 2 Comments relating to the SR-60 Northside Design Variation (NSDA) Alternative

Dear Mr. Washington:

I am writing this letter to you on behalf of a coalition our neighborhood will be shortly organizing to oppose the construction of the above referenced project. A more fully detailed response will be prepared in the future, when Metro provides additional information regarding their intent to construct the above referenced facility.

As one of the over thirty property owners immediately adjacent to this proposed project south of Pomona Blvd./Via Campo, the following includes, but is not limited to, information and investigations which should first be performed and completed before any decision is made regarding the above referenced alternative.

1. What is the ridership of the NSDA proposed route?

It seems highly unlikely that the billions of dollars of construction and maintenance costs could be justified by what appears to be a *de-minimis* ridership.

9500 Beverly Road

Pico Rivera CA 90660-2135

Tel: (323) 558-8000 Fax: (323) 558-8020 First, there is virtually no meaningful ridership which would be generated along the first part (westerly) portion of the route. The first proposed station is at Garfield Ave. There is virtually no density of residential housing or apartments along this first segment which would generate ridership. The Montebello Golf Course isolates any meaningful pedestrian traffic which may use this stop. The Garfield Ave. station is in an area of gas stations, grocery and retail stores which would not be conducive to pedestrian traffic. I traverse this route frequently and rarely see any pedestrians walking the Pomona Blvd./Via Campo/Garfield route.

The other principal developments which would have stops are the Monterey Park Marketplace and the Shops of Montebello. No one does substantial shopping at a retail mall store, only to carry bulk purchased merchandise onto a Metro facility. Additionally, as recently reported by several national news organizations, retail purchasing at "brick and mortar" stores is down 20-25 percent annually. Many malls have closed on a national basis. By the time this project conceivably would be built, there may very well be no malls to service. These two mall locations appear to be keystone stops that Metro is relying upon for ridership.

Additionally, the line terminates at the Whittier Narrows Dam. This is one of the most isolated areas of the entire route and is within a large habitat set aside park. I find it hard to believe that a motorist would park at this facility, wait for a Metro rail, only to travel to downtown Los Angeles for a short commute. Driving directly from a location 15 miles by automobile would be much faster and convenient than taking a Metro Rail with multiple stops on its route, to reach the same downtown Los Angeles destination.

The time savings associated with this route by a Metro line to downtown Los Angeles would be insignificant as compared to commuting by automobile.

2. The area where the NSDA crosses Rte. 60 west of Greenwood Ave. is on a mapped seismic fault area in addition to multiple other prospective environmental impacts.

I have personal knowledge from working at the Operating Industries Inc. (OII) Superfund site that there is an active earthquake fault immediately adjacent to the west Rte. 60 crossover. What analysis has been conducted involving this significant risk?

9500 Beverly Road

Pico Rivera CA 90660-2135 1 Tel: (323) 558-8000 Fax: (323) 558-8020

Additionally, other consequential environmental impacts appear to have not been thoroughly evaluated for even preliminary consideration for the NSDA to be constructed through the OII Superfund site. These issues include, but are not limited to, habitat for the gnatcatcher (an endangered species) high ground water levels which may contain leachate, gas migration into areas where piles will be placed. There are serious environmental impacts which appear to not have been addressed to date.

3. Vibration, noise and other adverse impacts imparted to residents within the proposed route.

By constructing a Metro rail immediately adjacent to a longstanding existing neighborhood, significant impacts are imposed on the residents. This appears to be an issue of environmental justice. I highly doubt that if a proposed aerial line was contemplated for West Los Angeles or Beverly Hills, it would be very unlikely that construction of this type (aerial) would even be considered. East Los Angeles residents should be treated no differentially than Westside Los Angeles residents.

This project would have a serious economic impact by lowering property values along this proposed route and degrading the quality of life for residents adjacent to this route.

Additional from not only being a landowner adjacent to this proposed project, but as a taxpayer also, it makes no sense to have the **"Metro rail to nowhere"**, especially considering the billions of dollars which will be spent on this project.

Conversely, our neighborhood coalition fully supports the Atlantic Underground Concept. This route traverses through commercial areas that would be of benefit to business communities with little to no impact to East Los Angeles residents. This route would also provide access to the western portion of the City of Whittier via Washington Blvd., an area which is virtually landlocked to convenient transportation corridors such as freeways.

For the above referenced reasons, our neighborhood coalition opposes the SR-60 Northside Design Variation, but fully supports the Atlantic Blvd./Washington Blvd. alternative

9500 Beverly Road

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Tel: (323) 558-8000 Fax: (323) 558-8020

Please direct any response and/or information to me at my contacts listed above. This would include, but not be limited to, any time periods for comments, CEQA or otherwise, notices of hearings, neighborhood outreaches, etc. concerning this matter. Your consideration is appreciated.

Sincerely, John Corcoran

Eric Garcett, Chair C.C.: Sheila Kuehl, 1st Vice Chair James Butts, 2nd Vice Chair Kathryn Barger, Board Member Mike Bonin, Board Member Jacquelyn Dupont-Walker, Board Member John Fasana, Board Member Robert Garcia, Board Member Janice Hahn, Board Member Paul Krekorian, Board Member Hilda L. Solis, Board Member Ara Najarian, Board Member Mark Ridley-Thomas, Board Member Carrie Bowen, Nonvoting Board Member Lilian De Loza-Gutierrez, Community Relations Manager, San Gabriel Valley Area

mayor.garcetti@lacity.org sheila@bos.lacounty.gov Mayor@CityofInglewood.org Kathryn@bos.lacounty.gov councilmember.bonin@lacity.org jdupontw@aol.com fasanaj@accessduarte.com Mayor@longbeach.gov fourthdistrict@bos.lacounty.gov paul.Krekorian@lacity.org firstdistrict@bos.lacounty.gov araforcitycouncil@gmail.com SecondDistrict@bos.lacounty.gov carrie.bowen@dot.ca.gov

delozagutierrezl@metro.net

9500 Beverly Road

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Tel: (323) 558-8000

Fax: (323) 558-8020

E-mail: mainc@earthlink.net

December 21, 2017

Honorable Hilda L. Solis, Supervisor, 1st District East Los Angeles Office 4801 East Third Street Los Angeles, CA 90022

SUBJECT: SR-60 Northside Design Variation Design Variation (NSDV) for the Eastside Corridor – Phase 2 Project

Dear Supervisor Solis:

We are constituents calling ourselves the Justice and Equality for the Eastside Coalition. We live in your District in the community immediately adjacent to the proposed SR-60 Northside Design Variation Design Variation (NSDV) for the Eastside Corridor – Phase 2 Project, which primarily includes residential single-family housing on the southside of the 60 Freeway, beginning at Sadler Ave. in East Los Angeles and ending at Findlay Ave. in Montebello. We write to you, our elected official and Member of the Metro Board of Directors, because we are extremely concerned about the negative environmental and community impacts to our neighborhood resulting from this proposed project.

Starting at the current Eastside Gold Line terminus on Atlantic Blvd. and Pomona Blvd., Metro is considering a rail route option to construct an at-grade and aerial configuration that will run alongside the southside of the 60 Freeway. If this design option is approved and constructed, it will have significant and adverse impacts to our neighborhood.

Many of us just recently found out about this project, yet we are the first to be impacted by this project as we live closest to the current Eastside Gold Line terminus. We believe that Metro has failed in its outreach efforts to date in our community.

We met with members of your staff (specifically Waqas Rehman and Javier Hernandez) yesterday, December 20, 2017, to express our concerns and positions in part as more fully set forth as follows:

9500 Beverly Road Pico Rivera CA

90660-2135

Our Position on the NSDV Project

Tel: (323) 558-8000 Fax: (323) 558-8020 We strongly believe that the acceptable alternate of the community, which would mitigate or eliminate the impacts caused by an at-grade and aerial configuration, would be a no build option or an underground construction option along the corridor between Atlantic Blvd. and Findlay Ave.

By constructing an underground rail between the above referenced limits, Metro would follow both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), including provisions set forth in Executive Order 12898 addressing Environmental Justice. The contemplated atgrade and aerial configuration would result in undo hardships and impacts to the residential community adjacent to the project, including but not limited to dust, contaminants such as Hexavalent Chromium (which is known to increase cancer risks), noise, vibrations, decreases in property values and severe impacts to traffic circulation, specifically at the Atlantic Blvd./Pomona Blvd. intersection.

Therefore, the Justice and Equality for the Eastside Coalition specifically asks the following:

- 1. Do not fund or construct the SR-60 Northside Design Variation (NSDV) "the no build option".
- Construct an underground segment of the SR-60 NSDV beginning at a point west of Atlantic Blvd. and terminating east of Findlay Ave. in Montebello.
- 3. Acquire approval from the Metro Board of Directors to implement either Items 1 or 2 referenced above.

Our research to date indicates that this project may have serious environmental impacts that have not been properly evaluated by Metro. Both California under CEQA and the U.S. Federal Government under NEPA, including Environmental Justice, requires the lead agency to select the environmentally preferable alternate unless it is infeasible. As explained by the California Supreme Court, an environmentally superior alternate may not be rejected simply because it is more expensive or less profitable. It is noteworthy that when a Metro line, such as the Purple Line, which is being constructed in the Beverly Hills, Century City and Westwood areas, receives community opposition, it is constructed underground. Neighborhoods on the eastside with predominantly minority population concentrations should not be treated differently than affluent neighborhoods on the westside. Eastside residents deserve justice and equality by Metro.

9500 Beverly Road

Pico Rivera CA 90660-2135

Tel: (323) 558-8000 Fax: (323) 558-8020 We would welcome the opportunity to speak with you directly as our elected official. We would like to hear from you as to whether we can work together to address these serious environmental concerns and impacts to the quality of life of our neighborhood. We would like to invite you to a community meeting in late January 2018 where you and your staff can hear directly our concerns.

Please feel free to contact me if any further information or clarification is required.

We look forward to hearing from you.

Sincerely,

John Corcoran Justice and Equality for the Eastside Coalition

9500 Beverly Road

Pico Rivera CA 90660-2135

Tel: (323) 558-8000

Fax: (323) 558-8020

E-mail: mainc@earthlink.net



International Union of Operating Southern California & Southern Nevada

RONALD J. SIKORSKI Business Manager and General Vice-President

> Original by: Regular Mail E-Mail: firstdistrict@bos.lacounty.gov

> > March 20, 2018

Honorable Hilda L. Solis Los Angeles County Supervisor, 1st District 856 Kenneth Hahn Hall of Administration 500 West Temple Street Los Angeles, CA 90012

RE: ITEM #31 METRO BOARD AGENDA MARCH 22, 2018 EASTSIDE TRANSIT CORRIDOR PHASE 2 – STATUS UPDATE

Dear Supervisor Solis:

I am writing to urge you to work with the community in supporting an underground option for approximately the first mile of the proposed SR 60 Metro Gold Line Extension also referred to as the SR-60 NSDV Alternative (specifically from its current terminus on Atlantic Blvd./Pomona Blvd. to Findlay Ave.). Metro currently does not have an underground design alternative for this segment.

I was recently approached by The Justice and Equality for the Eastside Coalition and closely heard their concerns about the existing above-ground plans for this route. The above-ground option would negatively impact the quality of life for those neighborhoods immediately in its path.

The International Union of Operating Engineers (IUOE) is a progressive, diversified trade union that primarily represents Operating Engineers, who work as heavy equipment operators, mechanics, and surveyors in the construction industry, and Operating Engineers, who work in operations and maintenance in building and industrial complexes, and in the service industries. Founded in 1896, IUOE today has approximately 400,000 members in 123 local unions throughout the United States and Canada.

Metro is an important partner in our Union's work. We have worked alongside Metro in delivering rail projects funded by taxpayer dollars. Metro has been a strong and steady partner in providing well-paying Union jobs, and we would like to urge you to listen to

International Union of Operating Engineers

the community's concerns and seriously consider an underground option for this small segment (0.85 miles of a 6.9 mile total length project).

We believe that all communities in Los Angeles County should have a say in Metro's design for rail projects. We stand with the community in urging you to advocate for the underground build as the preferred alternative for this portion of the SR-60 NSDV.

Sincerely,

Ronald J. Sikorski, Business Manager and General Vice President International Union of Operating Engineers, Local 12

C.C.: Phillip Washington, CEO Metro Eric Garcett, Chair Sheila Kuehl, 1st Vice Chair James Butts, 2nd Vice Chair Kathryn Barger, Board Member Mike Bonin, Board Member Jacquelyn Dupont-Walker, Board Member John Fasana, Board Member Robert Garcia, Board Member Janice Hahn, Board Member Paul Krekorian, Board Member Ara Najarian, Board Member Mark Ridley-Thomas, Board Member Carrie Bowen, Nonvoting Board Member Lilian De Loza-Gutierrez, Community Relations Manager, San Gabriel Valley Area pwashington@metro.net mayor.garcetti@lacity.org sheila@bos.lacounty.gov Mayor@CityofInglewood.org Kathryn@bos.lacounty.gov councilmember.bonin@lacity.org jdupontw@aol.com fasanaj@accessduarte.com Mayor@longbeach.gov fourthdistrict@bos.lacounty.gov paul.Krekorian@lacity.org araforcitycouncil@gmail.com SecondDistrict@bos.lacounty.gov carrie.bowen@dot.ca.gov

delozagutierrezl@metro.net

Additional Impacts To The Via Campo Neighborhood By The Construction Of An At Grade/Aerial Metro Line For The First 4,500 Ft. On Pomona Blvd.

- Inability of emergency vehicles to navigate between both sides of Pomona Blvd. if they are blocked in the center by a Metro Rail i.e. the same situation which currently exists on 3rd Street between Atlantic Blvd. to Indiana St.
- 2. Loss of Caltrans' right of way which will eliminate Caltrans' ability to do lane or carpool lane expansions on the 60 Freeway between Atlantic Blvd. and Peck Rd.
- 3. Noise impacts from Metro horns on Hillview Ave. and Atlantic Blvd. to local residential areas of the Via Campo neighborhood.
- 4. Permanently restrict any business development along Pomona Blvd. where the Metro line will be in the center of the roadway, similar to what has occurred on 3rd Street.
- 5. Loss of greenscape, trees and plants on the 60 Freeway if an aerial line is constructed. Higher risks of slope erosion.
- 6. Pedestrian safety risks, with higher fatality risks than associated with the current pre Metro line conditions.
- 7. Higher vehicle accident exposures between Metro lines and vehicles.
- 8. Hexavalent Chromium and other heavy metal contamination caused by Metro line wheel friction on the tracks. Dust contaminants may be spread over a wider area, similar to what occurred with the Exide Plant in Vernon, CA i.e. dust contaminants from that facility contaminated areas as far away as Boyle Heights.

2 MR. KOGA: Thank you very much. My name is 3 Kevin Koga. My last name is spelled K-o-g-a. I'm representing PIH Health, 5,500 doctors and staff, two 4 hospitals, 20 clinics, healthcare system here in 5 Los Angeles County. We serve 2.1 million people here in 6 7 the southeast part of the county and in San Gabriel 8 Valley.

Those of us who are engaged in providing medical 9 10 care for our communities recognize that the ability to 11 travel to Healthcare Services is a significant barrier to 12 care. We support the Washington Boulevard alignment to the Gold Line extension to provide the more than 625,000 13 14 members of the community who visit PIH Health Hospital 15 each year, particularly seniors and those who are 16 dependent with the public transportation access to 17 healthcare. And this option would also provide our staff 18 with a public transportation option.

We are confident that the Washington Boulevard route will increase access to healthcare for members of our community for generations to come. Thank you for your consideration.

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------**From:** Kevin Koga [kevin.koga@pihhealth.org] **Sent:** 6/27/2019 4:51 PM **To:** <u>eastsidephase2@metro.net</u> **Subject:** PIH Health Letter Supporting Gold Line Eastside II Light Rail Washington Boulevard Route

Below and attached, please find PIH Health's Letter Supporting Gold Line Eastside II Light Rail Washington Boulevard Route.

Thank you.

Kevin Koga

June 11, 2019

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012

Dear Metro Board Chair Kuehl and Board Members:

Re: Support for Gold Line Eastside Phase II Light Rail Washington Boulevard Route

I am writing in support of the Washington Boulevard alternative for the Metro Gold Line Eastside Extension Phase II project. We believe that the more than 6,000 people working or volunteering at PIH Health including our board of directors, physicians, nurses, staff and volunteers, as well as the more than 625,000 patients who visit PIH Health Hospital – Whittier each year would benefit from the Metro Gold Line extension.

The Washington Boulevard route would serve a significant number of people. The lack of access to dependable transportation options is a barrier to care for many patients, particularly the elderly and those with low incomes. PIH Health serves thousands of patients residing along the proposed Washington Boulevard route, including Whittier, Montebello, Commerce, Pico Rivera and Santa Fe Springs. The Washington Boulevard route would provide easy and rapid access to PIH Health Hospital – Whittier and a number of our clinics.

In addition, the Metro extension would provide another transportation option for our physicians, employees and volunteers. In other areas served by Metro, additional housing has been built in areas adjacent to stations, which could provide more convenient housing options for our staff. As the largest employer and health care provider in the city of Whittier, we anticipate that our employees and volunteers will use the Gold Line to commute to and from our facilities each day.

Those attending schools, working along the Washington Boulevard corridor, owning businesses and engaging in commerce locally would also benefit. The Washington Boulevard variation would provide a viable and practical alternative to commuting in automobiles for the entire community. It would reduce traffic, reduce the need for additional parking, reduce the use of fossil fuels and reduce air pollution.

PIH Health believes it is our responsibility to future generations to ensure that public transportation serves the people who need it most, uses resources wisely and respects and protects our environment. We believe that the Washington Boulevard alignment meets each of those criteria.

Thank you for your consideration and all the best.

Sincerely,

James R. West President and Chief Executive Officer PIH Health

C: Phillip A. Washington, CEO, Los Angeles County Metropolitan Transportation Authority Jeffrey W. Collier, City Manager, Whittier

Kevin Koga

Director, Marketing Communications

Marketing Communications & Business Development

PIH Health

12401 Washington Blvd., Whittier, CA 90602

P: 562.698.0811 x81118

F: 562.464.5105

E: Kevin.Koga@PIHHealth.org

Uptown Whittier Assocation

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21	MR. MEDINA: Good evening. First of all,
22	everybody say it's
23	AUDIENCE MEMBERS: It's.
24	MR. MEDINA: about
25	AUDIENCE MEMBERS: About.

1 MR. MEDINA: -- time. 2 AUDIENCE MEMBERS: Time. 3 MR. MEDINA: Frank Medina representing the Whittier Uptown Association. I am the President, current 4 right now, 2018-2019. On behalf of my office director 5 6 Olivia, we welcome this project. And how blessed can we 7 have it here? I remember my grandmother -- I came from South 8 9 Central, Huntington Park, sorry, and our journey was to 10 go to the Million Dollar Theatre in Downtown L.A. And 11 that was a field trip to us that even today in my memory, 12 I was happy to get up in the morning and take the bus. 13 And I've got to tell you, to have the Metro Line 14 even come into our sector, I often, and often, told the 15 wife, I said, "You know what? Let's pack up the kids, 16 let's take the Metro, and let's go to Long Beach via the 17 Metro." Because we don't want to pay for parking and/or 18 have the hassle of that. So we go to Studebaker over 19 there, you know, where we have the Green Line, Blue Line 20 going to Pine Street. Come back home. Everything is 21 great. 22 The Metro Line to us means that, guess what? We 23 now open ourselves to the greater expanding community of 24 people to be in Uptown. We have the streets game plan 25 delivered by, again, our great city, city staff, city

1	council. And that's just going to it's going to open
2	up the avenues of what Whittier is supposed to be just
3	like your Pasadena Old Town and everything else that
4	comes with it.
5	So, again, on behalf of myself and the greater
6	community of the Association and Uptown, we welcome this
7	project, welcome it with open arms and everything else.
8	Thank you.
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City of Commerce City of Pico Rivera City of Santa Fe Springs City of Whittier

July 15, 2019

Jenny Cristales-Cevallos, Senior Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mail Stop 99-22-6 Los Angeles, California 90012

SUBJECT: EIR/EIS SCOPING COMMENTS – EASTSIDE TRANSIT CORRIDOR PHASE 2

Dear Ms. Cristales-Cevallos:

On behalf of the Washington Blvd. Light Rail Transit Coalition (Coalition), representing the Cities of Commerce, Pico Rivera, Santa Fe Springs, and Whittier, I appreciate the opportunity to participate in the scoping for the Eastside Transit Corridor Phase 2 Project (Project) Supplemental Draft Environmental Impact Report and Statement. The Coalition brings together a broad partnership of stakeholders and grassroots support, including residents, businesses, health care and educational institutions, and local cities that are highly supportive of expanded transit opportunities in our region. As a group that maintains regular communication with one another and continues to be involved in studying the Project, we reaffirm our support for the Washington Blvd. alignment to extend light rail services to a significantly underserved portion of Los Angeles County.

The Coalition has maintained an extremely productive and professional partnership with both our internal and external stakeholders. And, earlier this year the City of Montebello has elected to attend our meetings and collaborate with our Coalition, bringing all jurisdiction along the alignment to work together. We see that benefits of the Washington Blvd. alignment include, but are not limited to:

- Reduced impacts to the environment from disruption of on-street traffic patterns.
- Extremely high ridership estimates
- Minimized impacts to State and Federal agencies
- Inclusion of land for a maintenance yard
- Station placement at the Citadel, a regional economic generator with annual attendance on par with Disneyland
- A terminus at a major regional hospital
- True opportunities to further many of the region's goals relative to affordable housing, the provision of services to the transit dependent, and maximization of first/last mile opportunities

Page Two Jenny Cristales-Cevallos July 15, 2019

City of Commerce City of Pico Rivera City of Santa Fe Springs City of Whittier

This is an exciting opportunity for not only our member agencies but the communities we serve, many of whom are part of the largest concentration of disadvantaged communities in California. Recognizing that the close coordination between transit planning and land use planning are high priorities of the Metro Board, the Coalition is committed to actively pursuing a number of efforts to assist Metro in delivering the Project including:

- Adopting Specific Plans around transit nodes to encourage Transit Oriented
 Communities, more affordable housing, and better workforce housing
- Developing comprehensive bicycle master plans within three miles of transit stations
- Integrating pedestrian master plans into the fabric of our communities
- Creating Enhanced Infrastructure Finance Districts (EIFDs) to leverage the economic benefits of the Washington Blvd. alignment and assist Metro with project costs
- Expanding first/last mile connectivity
- Advancing the relevant environmental clearances to facilitate early project delivery of the Washington Blvd. alignment

We encourage Metro to ensure that all environmental issues and challenges are thoroughly vetted during the EIR/EIS process. The project runs through one of the largest concentrations of disadvantaged communities in California. The potential health and economic development impacts of the project cannot be separated from the environmental impacts as there are direct correlations between environmental justice and physical and socioeconomic health. A comprehensive review of the multitude of potential health and economic benefits from the Eastside Extension of the Gold Line will be critical in the consideration of the long term impacts of the project.

Thank you again for the opportunity to participate in the scoping process. We look forward to robust participation in the environmental study and to reviewing the Draft EIR/EIS.

Sincerely,

Jeffrey W. Collier Chair City Manager, City of Whittier

cc: Whittier City Council Phillip A. Washington, Metro CEO Edgar P. Cisneros, City Manager, City of Commerce Ray Cruz, City Manager, City of Santa Fe Springs Steve Carmona, City Manager, City of Pico Rivera Paul Talbot, Acting City Manager, City of Montebello

1 2 3 4 5 6 7 8 9 10 11 MS. CROSBY: Good evening. My name is Carol 12 Crosby. I represent the Whittier Area Chamber of 13 Commerce. We have been following this project since day 14 one and been in support of it publicly ever since then. 15 We represent about 600 businesses here in the City of Whittier and the surrounding areas, and this is 16 17 absolutely a need for our community, not only for people 18 who are -- who don't have transportation themselves, but 19 for those who want to responsibly travel to L.A. and 20 points in between to enjoy entertainment, and likewise to 21 bring people here, too, to boost our economy, to treat 22 our businesses, and to increase people here. 23 We have great hospitals. We have excellent 24 schools. We have two colleges nearby. We have wonderful 25 businesses. We have a fantastic Uptown area that we

1	would like to share with others. So not only would it
2	support our community, but those in between, and it's
3	definitely, definitely time to bring that Gold Line here
4	to Whittier.
5	Thank you.
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- Whittier Historic Neighborhood Association

MS. CAMERON: My name is Susan Cameron. And two

organizations that I don't know that I'm specifically
 authorized to speak for, but I think I'm representing
 their consensus, is Sustainable City and the Whittier
 Historic Neighborhood Association.

My concerns are affordable housing in Whittier 5 for our children and grandchildren. I don't know how the 6 7 next generation will be able to afford to live and work 8 in our beautiful community the way it presently is without better transportation and without fewer cars. 9 10 Fewer cars not only will improve the environmental with 11 smog, but it will directly affect -- good transportation 12 will directly affect affordable housing here in our city 13 and all the cities along the route.

14 I know -- I'm a homeowner. I own a property, a 15 historic property, with three units in the Uptown edge of the Historic District. But due to an ambiguity in a 16 17 building permit in 1955, we may lose one of the units on 18 our property because we cannot bring parking up to the 19 current requirements of five or six parking spaces for 20 those three units where, at the time they were built, 21 three garages was sufficient.

We should be heading back to the kind of parking requirements that were needed when these homes were built 50 to 100 years ago, and we are heading that way.

25 | Transportation is going to -- good mass transit and other

1	creative transportation alternatives are going to help
2	get us there. And that's the as far as I know, that's
3	the way that's essential for affordable living in this
4	community in the future.
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EASTSIDE TRANSIT CORRIDOR PHASE 2

A.3 – Written Comments Received at Public Scoping Meetings

Written comments were provided in writing at the six Scoping Meetings held for the project. Additionally, comments were also collected at an event in Monterey Park following the meeting series but prior to the end of the scoping period.

Comments in this section are presented in their original written form with personal information redacted, as well as transcripted versions of the comments in a spreadsheet supplement. Comments provided in Spanish were translated into English in the comment spreadsheet supplement in this section.

Meeting	Reference Pages
Whittier Public Scoping Meeting #1, June 13, 2019	384 – 389
Commerce Public Scoping Meeting #2, June 17, 2019	390 – 397
East Los Angeles Public Scoping Meeting #3, June 19, 2019	398 – 401
South El Monte Public Scoping Meeting #4, June 22, 2019	402 – 405
Montebello Public Scoping Meeting #5, June 24, 2019	406 – 427
Pico Rivera Public Scoping Meeting #6, June 26, 2019	428 – 434
Montery Park Concert in the Park Event, July 12, 2019	436 – 451

Stakeholder Name	Organization	Wh Comment Date			Reference Pages
Htin Hlebouy		6/13/2019	Written	Please build the Whittier option! Many people (including me) would like to use it to commute to work.	386
Ron Lozano		6/13/2019	Written	1. Naming convention for Washington alternative Rosemead + Washington - naming convention Pico Rivera / Pio Pico Station	
				 Build Washington Alt. first since SR60 alternative has Caltrans, Army Core of Engineers, EPA involved in process would be a longer engineering/design/construction process. 	
				3. Naming convention for Whittier/el Ranchito lambert station.	387
Roy Aquirn		6/13/2019	Written	Washington alternative under tunnel will work for all the right reason citadel is a huge impact [Illegable] please make this route work thank you	388
Sandra Hahn		6/13/2019	Written	My name is Sandra Hahn. I am a resident, business owner in Whittier and community board director to City of Whittier Chamber of Commerce. In addition I have business in Downtown Los Angeles that I commute to twice a month for the last 15 years. I actually would be Downtown more often but TRAFFIC parking is a problem. I am not alone with this dilemma. we are EAST of EAST of Los Angeles. We even have a street named after this city of ours. But history had us connecting via the red trolley-then it was removed. We need to connect and continue to bridge these communities that would benefit. Either Washington or Combined Alternative.	389
Sylvia Ochoa		6/13/2019	Written	Please come to WhittierI I am all for this project. I think it will reinvigorate this city and connect us to DTLA which is sorely needed in this traffic nightmare. I want to have direct access to Union Station + all of LA. I want to be directly connected to all of the major museums, job opportunities and access to different neighborhoods. Please do not be discouraged by the aging white population in Whittier that is terrified of change. I think this will bring business to this city, increase property value + alleviate the traffic situation on Whittier Blvd, Beverly Blvd + Washington Blvd. Please connect Whitter to the rest of Los Angeles.	390
Stakeholder Name	Organization	Com Comment Date		ing Meeting #2, June 17, 2019 Comment	Reference
Antonio Munoz		6/17/2019	Written	Yo, Antonio, apoyo el proyecto del corridor del tren y estor de acuerdo en que se aga por el bien de la communidad. <u>(English Translation)</u> J, Antonio, support the project corridor for the train and I am in favor that it be built for the	Pages 392
Eddie Torres	East LA Chamber of Commerce	6/17/2019	Written	COMMENT 1: Impact - -Us Army Corps of Engrs. -Superfund Sites (EPA) -Utility Corridors Edison Relocate -Caltrans Freeway in time no expansion The Washington alt. (Underground) will lend itself to possible eco force development. Saving our business, parking, jobs. Metro already negatively impact East LA on 3rd Street. Its time for Metro to give back. Althwice - connecting Pasadena/Downtown to Whittier/commerce that has been ignored. COMMENT 2: The ELACOC supports the Washington ALT (underground) min Impact to East LA (and we must save the bus lines for the seniors on Atlantic) We have the economic devon opportunities (East LA has sacrificed ridership. Is higher also) Take Metro rides to commerce, Whittier.	393 – 39
Juan Munoz		6/17/2019	Written	Make the Washington Bvld portion perminent to better help congestion along Citadel outlets cause it is horrible traffic during black friday.	395
 Robert Franz Quillin		6/17/2019	Written	1. Since the "combined alternative" is the probable choice; please do the Washington Bl	
		-,,		alternative first. Before 2028! 2. Washington Bl alternative will help more, poorer people.	396
Roxana Lopez		6/17/2019	Written	alternative first. Before 2028! 2. Washington BI alternative will help more, poorer people. 3. MOS really, really needs a storage facility? -During earthquakes are underground rails safe? -Can you explore the idea of the line going	
		6/17/2019 6/17/2019	Written Written	alternative first. Before 2028! 2. Washington BI alternative will help more, poorer people. 3. MOS really, really needs a storage facility? -During earthquakes are underground rails safe? -Can you explore the idea of the line going down Garfield to Washington instead of Atlantic? I am in favor of the metro gold line. However I am concerned with the dust, health issues, traffic and noise level. If an aerial model is cleared it will affect the lines of residential community members. It will affect the commute to Bella vista elementary. I live close to Via Campo and my children suffer from asthma and allergies that i'm sure this will affect them tremendously. Underground metro line is a better choice.	396 397 398
Roxana Lopez	Organization	6/17/2019 6/17/2019 East Lo	Written Written	alternative first. Before 2028! 2. Washington BI alternative will help more, poorer people. 3. MOS really, really needs a storage facility? -During earthquakes are underground rails safe? -Can you explore the idea of the line going down Garfield to Washington instead of Atlantic? I am in favor of the metro gold line. However I am concerned with the dust, health issues, traffic and noise level. If an aerial model is cleared it will affect the lines of residential community members. It will affect the commute to Bella vista elementary. I live close to Via Campo and my children suffer from asthma and allergies that i'm sure this will affect them	397 398 Referent
Roxana Lopez Veronica Chavez	Organization	6/17/2019 6/17/2019 East Lo	Written Written s Angeles Public Sc	alternative first. Before 2028! 2. Washington BI alternative will help more, poorer people. 3. MOS really, really needs a storage facility? -During earthquakes are underground rails safe? -Can you explore the idea of the line going down Garfield to Washington instead of Atlantic? I am in favor of the metro gold line. However I am concerned with the dust, health issues, traffic and noise level. If an aerial model is cleared it will affect the lines of residential community members. It will affect the commute to Bella vista elementary. I live close to Via Campo and my children suffer from asthma and allergies that i'm sure this will affect them tremendously. Underground metro line is a better choice. oping Meeting #3, June 19, 2019	397 398

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2	Clara Solis		6/19/2019	Written	 There is not enough money to build both projects. There is barely enough money to complete the first phase. 	
					The LRT at grade along the Pomona Freeway is ridiculous. It will create a traffic nightmare, especially at Atlantic and Pomona. Traffic at those intersections is already horrible.	
					3. The community of East Los Angeles has indicated again and again at these meetings that they prefer the Whittier route if it goes through East LA at Atlantic BI. This route makes the most sense. The current station at Atlantic and Pomona should be underground.	
						401
;	Norma Barbabosa		6/19/2019	Written	Mi preoccupacion mas grande sobre metro es: cuando uno usa el transporte publico es muy	401
					desagradable pues, los trenes y el autobus huelen mucho a mariguana. Tengo un niño asmatico y eso es una preoccupación muy grande para mi como usuario de transporte publico. y la otra es que las paradas de autobus estan muy sucias, huelen muy desagradables y las paradas en muy mal aspecto. La ultima que hay de los baños publicos, creo que en un transporte debe haber baños publicos.	
					<u>(English Translation)</u> My biggest worry related to metro is: when I use public transportation its very undesirable, the trains and buses smell like marijuana. I have an asthmatic child and this is a very big concern as a user of public transit.	
					And my other concern is that the bus stops are very dirty, they smell very bad and the stops have a bad luck. Finally why are there no public restroom, public transportation should have public restrooms.	
						402
ŧ	Stakeholder Name	Organization	South E Comment Date	I Monte Public Sco Comment Type		Reference
1	Maria I. Gomez		6/22/2019	Written	-Please build with construction supplies that will help with vibration and noise.	Pages
					-Traffic that will come with each station	
					-Homeless will be sheltering in stations. Safety of each resident and all riding the metro.	
					-For the no-build plan, I would like to see Metro add a bus line to connect to Pomona or to the Gold Line.	404
	Maria Huitron		6/22/2019	Written	-The main concern is traffic and parking that follows each station. Where are people going to park on peck stop?	
					 -Noise, we already receive all the noise from the 60 freeway and the 605 freeway. Will this new construction be built with walls that hide noise as well as the ones in high-end neighborhoods. 	
					-Will South El Monte High school be effected with parking and please consider the safety of students.	
1	Maria Mendez		6/22/2019	Written	 -I support the project but please think about the health and well being of all residents. Please Consider and evaluate the following concerns/ideas: 	405
,			0/22/2013	whitten		
					 A safe and visible pathway for students to walk from north side of 60 Fwy to southside when goinng/coming from SEMHS. The current walking bridge is hidden at end of residental street (hazardous materials). 	
					 Wall along Fwy w/ beautification of parks in mind is similar to those in Anaheim on 5 Fwy; which help residents w/ massive traffic and noise vibration control (air quality). 	
					3. All traffic signals near stations will all need turn signals from all directions (Safety).	
			Mont	ebello Public Scor	Thank You! (P.S. Wonderful project!) ing Meeting #5, June 24, 2019	406
;	Stakeholder Name	Organization	Comment Date		Comment	Reference
	Agustin Barajas		6/24/2019	Written	I support the Eastside Gold Line station Washington alignment extension. I believe this	Pages
					alignment will support a higher demand of ridership since it comes in closer proximity to larger populated areas. The extension provides quality and high-frequency service for residents that don't have access to high-quality transit. The extension will help alleviate congestion and improve air quality.	408
2	Anivette De Leon		6/24/2019	Written	congestion and improve air quality. I have lived on Garfield Ave for 8 years and the traffic on the Wilcox and Garfield is getting worse. We are more affected because we live on the corner of Garfield and Via Paseo and many drivers take that street to avoid some traffic but create more traffic around us. I am also concerned about the air quality that can worsen with the construction of the SR-60 alternative. I support the Washington alternative which will help me and my family tog to commerce. I also support it since it will be underground for part of it. I would also like to add that there is discrimination for Iow-income communities since Metro doesn't give an option to build the whole line underground like in Beverly Hills.	
			1	1		409

		•				
3	Anonymous		6/24/2019	Written	1. How will metro keep riders safe from harm and annoying costumers?	
					a. Threatening homeless people.	
					b. Dirty homeless people who make the seats dirty	
					c. People who smoke marijuana + cigarettes on the train	
					d. Engineers walking to the driver's cab insist they can't help us with these health and safety	
					issues.	
					2. When the trains suddenly become disabled, Metro should give clear instructions on what	
					bus passengers can take (and where) to reach their destinations. Currently, the passengers	
					are just STRANDED!	
					2. And to imply descent the instance information of the places have distributed at the formation and the super-	
					 Audio isn't clear with instructions + info. Please have digital signs to inform the customers. (also, some stations - like Rosa Parks - are so loud, we can't hear the metro announcements.) 	
						410
4	Anonymous		6/24/2019	Written	I have friends that work at Kaiser (Sunset Bvld) that travel from Whittier. They rush to the	
					Gold Line (Atlantic station). Also have a friend that works in Hollywood and travels from	
					Downey. Those areas need fast transit. I propose that Metro address their lack of fast transit	411
5	Anonymous		6/24/2019	Written	to downtown LA + Hollywood. Above ground - Dust, Dirt, Noise - Added health risks	411
-			-, - ,			
					At Grade Level - Dust, Dirt, Noise - Added health risks	
					Construction Durb Dist Nation Added hashin ide	
					Construction - Dust, Dirt, Noise - Added health risks	
					Health Risks - asthma, lung infections, children safety, and health, added brake dust, exhaust	
					soot - all have been deemed unhealthy - greenhouse gases. Any above will impact present	
					and future families. Go underground - isolate dust first noise first 4500 feet. Currently, we	
1					feel every detrimental step and outcomes for many years to come then it took to build this.	412
6	Anonymous		6/24/2019	Written	Grade Level and Aerial - Duration 4 to 6 years construction Via Campo to Findlay.	
					1 Clean bruch trace landerang discustion (lang elecute). Environmental, dust sub-suit	
					1. Clean brush-trees-landscape-disruption (lane closure). Environmental - dust, exhaust, equipment, bright on the route. Time period 2 years minimum - property values - gone	
					(prove to anyone otherwise).	
					Underground - Via Campo ground level not disturbed.	
					Question - If you were coming to move in this neighborhood or should I say ask any realtor in	
					the area if they would sell for any address on Via Campo and for how much.	413
7	Anonymous		6/24/2019	Written	Yo, no estoy en contra del proyecto, sin envargo estoy de acuerdo de que construya el metro	
					subterreano. Yo vivo en está area designada lo cual todos los diás manejo y el congestionado en via campo es horrible a todas horas.	
					Estudiemos el porque no beneficia el metro aun lado. Evaluacion de las viviendas el	
					congestamiento en via campo, mas contiminacion abiental lo cual es inaodicto. Mas ruido del	
					que no se necesita.	
					¿A cavo usted no defendiera su vivienda evitando lo mencionado? ¿Le gustaria usted tener	
					mas contaminacion en su vecindario de lo que ya hay? Analizemos los resto de seguridad para consumidor.	
					(English Translation)	
					I am not against the project, actually I am for it as long as it goes underground. I live in the	
					area designated which I drive and the congestion on Via Campo is horrible at all times of the	
					day.	
					We should research the lack on benefits of metro to one side. Evaluate the homes, the	
					congestion on Via Campo, the increase of environmental contamination which could be prevented, and more unnecessary noise.	
					Would you not defend your home to prevent the aforementioned? Would you like more	
					contamination in your neighborhood than is already there? Lets analyze all the rest for the	
0	1000 Mall		C /24/2010	14/vitto	security of your consumer.	414
8 9	Jane Wallace Janice K. Hirano		6/24/2019 6/24/2019	Written Written	Underground! I WILL ONLY SUPPORT THE UNDERGROUND CONSTRUCTION METHOD THROUGHOUT THE	415
-			5/27/2013		ALL MONTEBELLO AREA	
					A lower of the file on the form Art of the second	
					1. Increase of traffic coming from Atlantic causing congestion, traffic delays to Vail street to (60 Fqy on-ramp) with gridlocked traffic from Findlay and Garfield offramp to Via Campo.	
					too ray on ramp, with grouocked traffic from Findiay and Gaffield Offamp to via campo.	
					2. Almost one accident a week on Findlay and Via Campo and nearby children from Bella	
					Vista school is walking home a crossing Via Campo and Findlay.	
					3. Traffic noise and pollutions will increase in our residential streets. Metro riders will start	
					parking in our neighborhood. (My parent live near the woods stand 3rd. Rider start parking	
					cars in parent street and residents can't even turn into their street without traffic on Wood is	
					gridlocks from 60 Fwy to 3rd Street) Parking must be free to all riders or they will start	
					parking in our neighborhood.	416
10	Jason Pu	City of San Gabriel	6/24/2019	Written	I support the SR-60 Route because I believe it would provide the greater "bang for the buck."	110
					East-west commuter traffic on the 60 and 10 makes those two freeways among the most	
					congested in the country. The SR-60 Route provides an opportunity to get more cars off the	
					road and reduce regional traffic congestion. Congestion on the 5 is also terrible. However, I	
		1			believe traffic on the 5 is "longer distance," as in from Orange County to LA and vice versa. In order to address congestion on the 5, we would need to build a much larger line than the	
					oraci to address congestion on the 5, we would need to build a much larger line than the	
					currently proposed Washington Blvd. Alternative. My concerns with the combined alternative	
					currently proposed Washington Blvd. Alternative. My concerns with the combined alternative is that there will not be enough funding to build both lines to really make either	
					is that there will not be enough funding to build both lines to really make either useful/effective. For those reasons, I support completion of the SR-60 Route first and on an	
					is that there will not be enough funding to build both lines to really make either useful/effective. For those reasons, I support completion of the SR-60 Route first and on an accelerated timetable to maximize the benefit of these previous Measure M dollars, get as	
					is that there will not be enough funding to build both lines to really make either useful/effective. For those reasons, I support completion of the SR-60 Route first and on an	417

11	Gabriel Medina		6/24/2019	Written	After the Eastside Extension was built I saw my favorite restaurant "Taco Loco" get less and less business until it finally closed for good. The Eastside Ext. diverts traffic in a "one way" direction so there are no turn offs into a business. Where rail travels underground, the traffic is not impacted as much. The noise that the rail will generate will disrupt residents who are trying to sleep. The elderly will be disrupted while they sleep. The traffic will ruin our neighborhood. I am against any rail being built. Please keep this line out of our neighborhood. Its too dangerous, too loud, too obstructive and also an eyesore. Please hear our pleas. Thank you very much.	418
12	Guadalupe Greno		6/24/2019	Written	I Guadalupe Greno Montebello resident of the area being considered for the aerial metro project. We are against the aneiae of ground level prospect. These options would create a major negative impact in a residential community. Air quality, traffic, community atmosphere. We are a part of a community that would welcome any possible metro impact only	710
					underground level.	
13	Maria Laura Perez		6/24/2019	Written	Please do not harm our area with such a negative of aerial or ground level I Support the comments by the first two speakers this evening. I am concerned about health, safety, property values, noise and traffic congestion along Via Campo. If an extension to the Metro is built I to believe it should be underground in order to limit the potential negative	419
14	Mayra Hernandez		6/24/2019	Written	Impact. I am a resident of the Via Campo Montebello area. Last week was my first time hearing about the scoping meetings. The number one concern that come to my mind when I heard about the Gold Line extension happening on Via Campo as an aerial tram is the safety of my children as that is the road we utilize everyday to get to their school "Bella Vista Elementary". Via Campo and Findlay is a highly traffic area with many car accidents happening reguarly. FOr these reasons and many others I can't support an aerial Metro but only an	420
15	Raymond Yu		6/24/2019	Written	"Underground" Subway which is what our community deserved. The following of the station list of the Metro Gold Line extension will be installed of Phase 1 Garfield Ave Marketplace MTG / Mont. Park Shops at Montebello Rosemead Santa Anita Rio Hondo College/Rose Hills Cemetery Phase 2 Atlantic/Whitier Citadel Outlets Washington/Garfield Greenwood/MTB Blvd Rosemead Blvd Norwalk Blvd Whitter Civic Ctr.	421
					La Habra Brea Mall	422
16	Raymond Yu		6/24/2019	Written	Metro Gold Line (East-West Line) Santa Monica Eastside Line would like to demand new additional stations followed for The Marketplace at Monterey Park Montebello Costco Station connecting to LACMTA 68/176 and Montebello 20/70. Where Costco customers ride the Gold Line to other destinations. 2nd, we need gold line 60/Rosemead Blvd Station connecting to the 261 3rd, We need Metro Gold Line Eastside Phase 2 Peck Rd Station being relocated to RIO HONDO COLLEGE/ROSE HILLS CEMETERY Gold line and Metrolink Riverside Lines Railway Station located at 3701 (3601-3901) Workman Mill Rd. NW Whittier CA 90601, connect w/ Norwalk 117, Foothill 274 @ 577. Gold Line Washington Blvd. Whittier must have Eastern	
17	Reina Sandoval		6/24/2019	Written	Terminus Brea Mall. Hello, my name is Reina Sandoval an eastside relator. I am here as promised to homeowners of the Via Campo neighborhood who unfortunately couldn't make it. As I door knock the area many are concerned about not only about their health but their home values. As longterm homeowners, they've inherited their homes and they would like to pass it on to their children and grandkids. Our taxpayer's money should go only for premium underground and nothing less!	423
18	Robert Franz Quillin		6/24/2019	Written	 Washington Blvd as the first line built. Not a MOS since it is connected to the main Gold Line. 	
19	Rocio Diaz		6/24/2019	Written	2. Is a yard really, really necessary? Find creative alternatives. I will only support the two alternative extensions if it can be guaranteed that the portions of rail run through East LA are completely underground! The community of East LA deserves the same respect and considerations as other affluent cities within LA county that have received underground railways. If an underground construction cannot be guaranteed through East LA, then I will be forced to opt for a no-build option.	425
20	Teresa Hernandez		6/24/2019 Pico	Written Rivera Public Scop	 Low there will be forced to opt for a no-built option. Hello, I am a resident homeowner of Via Campo neighborhood I DO NOT want you to build any extension to the Gold Line near Pomona either above or underground. 1. Loud 2. Not Safe 3. Unhealthy 4. Does not improve traffic conditions, because half the time your train is empty. Instead, improve the bus system and protect the public ing Meeting #6, June 26, 2019 	420
#	Stakeholder Name	Organization	Comment Date		Comment	Reference
1	Claudia Jimenez		6/26/2019	Written	New resident of thje City of Pico Rivera. I am for the Eastside Transit Corridor. The only thing which concerns me is crime. (Transients in our city). Chane is coming & residents need to adapt to change.	Pages 429

 E. Lutz		6/26/2019	Written	 If Phase 2 moves forward (approved) when do you anticipate completion of railway? Phase 3 is anticipated to go through what cities? 	430
Mina Adamee		6/26/2019	Written	2. Phase 3 is anticipated to go through what cities? How many houses along Washington and businesses will have to be closed, moved, taken by	430
Wind Addinee		0/20/2015	Witten	eminent domain? The Public needs more notice of meetings. More information needed. How	
				do Earthquakes affect rail? Whittier earthquake 1987 - lots of damage.	
				How is the San Gabriel Valley River affected?	431
Noe Negrete	City of Santa Fe Springs	6/26/2019	Written	Washington Blvd. should be the LPA based on ridership, community needs & stations are	
-				points of destination. Noise and vibration should be strongly considered for all at-grade	
				alignment locations. The critical component for the design is how to cross the I-605 fwy and	
				the San Gabriel River. Right turn lanes, on-street parking & the number of through lanes also	
				need to be evaluated. If there is a reduction of lanes, a model showing where traffic is	
				diverted needs to be done to mitigate future traffic congestion. The Southeast LA County has	
				been deprivded of mass transportation and the project will provide public transportation to	
				this area.	432
Raymond Cruz	City of Santa Fe Springs	6/26/2019	Written	The City of Santa Fe Springs supports the Washington Blvd. option. Although we want to have	
				the most efficient and cost effective method of construction, we are very sensitive to the	
				concerns of each community about the line. Although there is a vocal opposition to anything	
				but an underground line, there are many others that support it to be constructed by 2028	
				with varied construction methods.	
 Deale C	+	c/2c/2c+2	14/-244		433
Rocio G.		6/26/2019	Written	Your project will not work on my community. First, it's not worth wasting the tax money	
				where there should be better bus transportation. Why don't we increase the line so on	
				Washington to run more of ten. 2nd, the negative impact to the hosuing, traffic & finally we	434
 Steve Manookian	+	6/26/2019	Written	need better thinking on improving our community. Totally Don't support this project. I like both routes. But my first choice is the SR-60 Route I feel it has more potential to	434
Steve Manoukian		0/20/2019	witten	continue East to the County Line, to serve even more people then just end in Whittier.	435
		Monto	rov Park Concort i	n the Park (event), July 12, 2019	43.
Stakeholder Name	Organization	Comment Date			Referenc
	organization	comment bate	comment rype		Pages
Ana L. Martinez		7/12/2019	Written	No lo uso pero me parese muy buena idea para que evitar el traffico.	
				I don't use it, but it seems like a very good idea to avoid traffic.	437
Anonymous		7/12/2019	Written	I live in Monterey Park and I would like the east route.	438
Anonymous		7/12/2019	Written	I think it would have made more sense to find out environmental and financial impacts	
		.,,		between each route in order to make a better decision since all info not provided. I prefer it	
				would not be built at all however I realize its going to happen, I'd rather have the Washington	
				route built. I live in MPK and we already have a lot of building going on. We had the new	
				plaza built with the Costco and it has created a lot of traffic in certain areas. Hopefully if its	
				done on Washington it will not affect or disrupt too much.	439
Anonymous		7/12/2019	Written	Me parece que la expansion de la linea de oro seria de beneficio para mi y mi communidad.	
·				Vivo en la cuidad de Monterrey Park en el area postal 91755. Si resulta la expansion	
				seguramente me subiria con mi familia.	
				(English)	
				I find the expansion of the gold line to be a benefit to me and my community. I live in	
				Monterrey Park in the zip code 91755. If this expansion happens I would surely ride with my	
				family.	
Anonymous					440
 Anonymous		7/12/2019	Written	Rosemead - we prefer the gold line to expand towards El Monte	44(
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 Anonymous		7/12/2019 7/12/2019	Written Written		
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Whittier Public Scoping Meeting #1 June 13, 2019

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet 1. 1. LOCATION: DATE: 15 < 11 L m ists! HLEBOU tings, by email or regular mail to Metro

during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet LOCATION: Whittier Commund DATE: DU1314 **Arttip**N al かれた (some (1 GN ntmave 20 00 (10m () 60 A onot the br COURG aa ìn hihi wi ſ١ a PIF Blud Pase Jashinth Ĺ onnec ene tre Ō lon/t hou Ξ

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Commerce Public Scoping Meeting #2 June 17, 2019

Usted tiene una voz en nuestro futuro.

Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

UBICACIÓN: FECHA: city of commerce 6-17-19 Proyeeto del corridor del erdo en que se aga JDOYO <u>40</u>. el Antonio Acuerdo communidad Antonio MUMOZ NINE 22

Los comentarios pueden ser sometidos a Metro en cualquiera de las reuniones, por correo electrónico o por correo durante el período de alcance público de 45 días. El periodo formal de recibir comentarios comienza el viernes, 31 de mayo de 2019 y termina el lunes, 15 de julio, 2019.



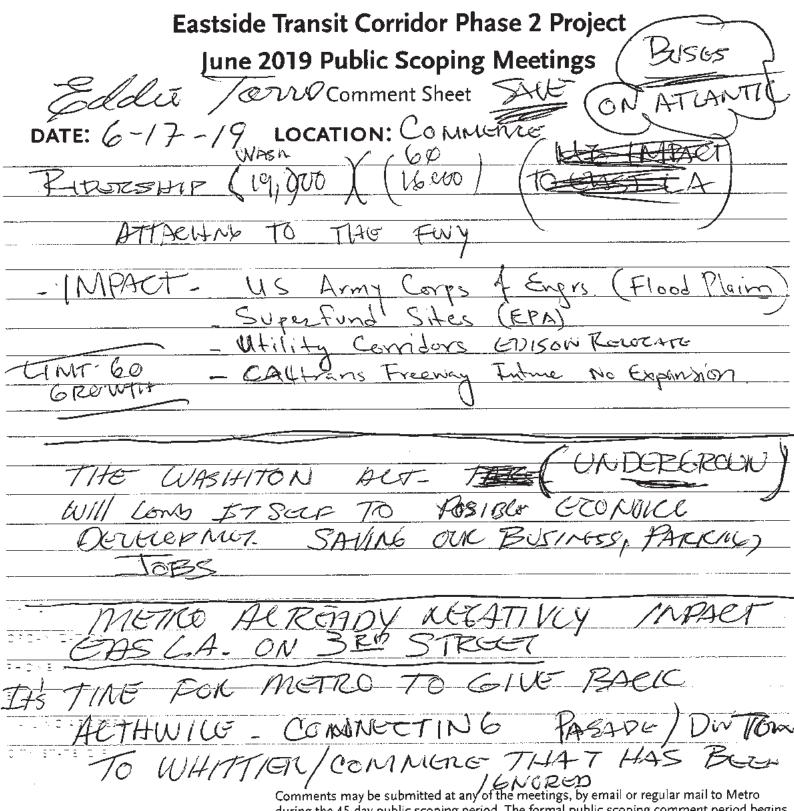


Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net





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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project
June 2019 Public Scoping Meetings
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DATE: 6-17-19 LOCATION: COMMETECE
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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6-/[7/19

LOCATION: CITY OF COMMERCE

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Piaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet June 2019 DATE: terna α Ve Ŵ 2 ø rea 3 Cal ranz Quillin Ξ Ξ -

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: DATE 0 a 2 9 ÷ 11 _

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6/17/19

LOCATION: Commerce

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



East LA Public Scoping Meeting #3 June 19, 2019

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6 19-2019 LOCATION:

.nt	tersetion Atlantic & Romana Traffic.
· L	why did Car traffic conjestion therease increase after light van Started? Tellow lime?
	How can the Fast Los Mugeles and streat Tratili flow pasier?
3	Why con't the light rail in Frist Los Bugelos be all under ground?
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	Plberts Caracoza

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: LOCATION: ĩ 11 $\mathcal{H}^{(n)}$ Sec. 2. STATE IN R

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



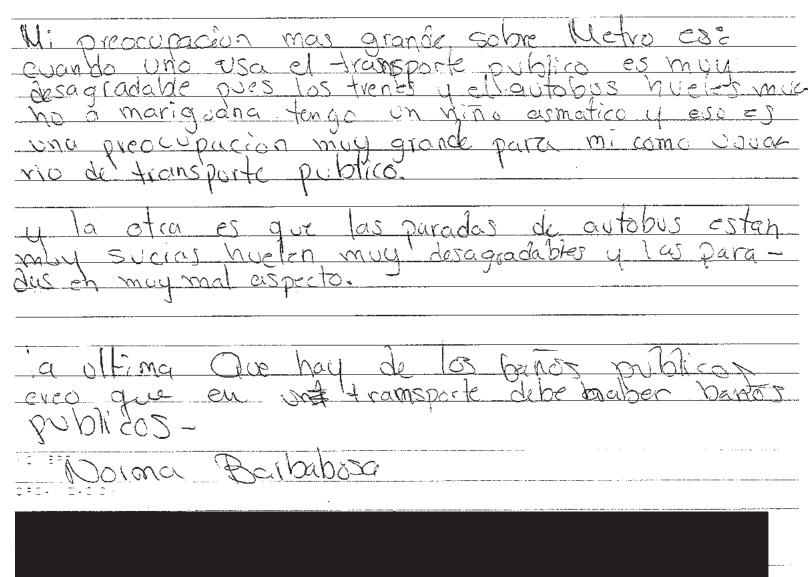
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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA:

UBICACIÓN:



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



South El Monte Public Scoping Meeting #4 June 22, 2019

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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA: 6-22-2019 UBICACIÓN: South ET Monte

· Please build with construction supplies that will help with ribration and noise.

·Traffic that will come with each station

· Homeless will be sheltering in stations. Safety of each resident and all viding the metro.

·For the NO Build plan I would like to see Metro add a Bus line to connect to pomona or to the Gold line

Gomez esident.

COPPED ELECTRON IC

por correo electrónico o por correo durante el período de alcance público de 45 días. El periodo formal de recibir comentarios comienza el viernes, 31 de mayo de 2019 y termina el lunes, 15 de julio, 2019.



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6-22-2019 LOCATION: South El Monte

-main concern is traffic and parking that follows each statton where are people going to park on Peck stop?

-Noise, we already receive all the noise from the 60 threaway and the 605 freeway. Will this new construction be built with walls that had noise as well as the ones in high end neighborbhoods.

· Will south El Monte High School bets affected with parking and please conceder safety, of students

. I support the project but please think about the health and well being of all residents.

> may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



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resident



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012

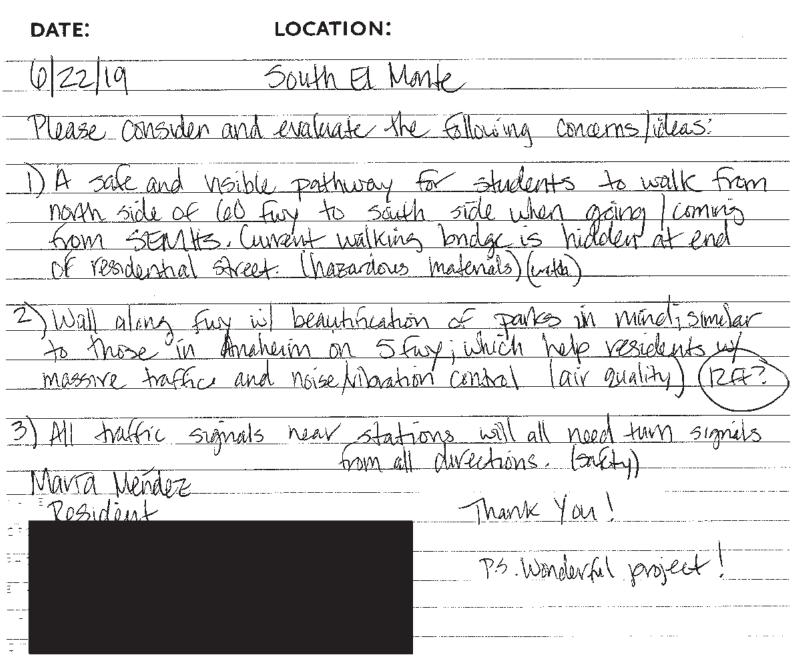


eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet



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eastsidephase2@metro.net



Montebello Public Scoping Meeting #4 June 24, 2019

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6-24-19

LOCATION: Montebello

I support the Eastside Goldline station Washington alignment extension. I believe this alignment will support a higher demand of ridership, since it comes in closer proximity to larger populated areas. The extension provides guality and high frequency service for residents that have access to high quality transit. The extension will help allewate concretion and air guality Agustín Barajas

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6124/2019

Montebello LOCATION:

I have lived on Garfield Avenue for 8 years and the traffic on the Wilcox and Garfield Avenue is getting worse. We are more affected because we live on the corner of Garfield and Via Paseo and many drivers take that street to avoid some proffic but create more traffic around us. I'm also concerned about the air quality that can worsen with the construction of the SR-60 Alternative since I already have environmental allergies and I bave a one year old boy that I take with me walking to do grocery shopping to the stores abound the community. So I'm against the SR-60 Alternative. I support the Washington Alternative which will help me and my family to go to commerce. I also support it since it will be underground for part of it. I would also like to add that there is discrimination for low income communities since Metro doesn't give an option to build the NAME whole line underground like in Beverly Hills. Anive He De Leon

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: 6/24/19 Quiet Cannon, Montebello LOCATION: How will Metro keep riders safe harm and annoying austomers the problems on existing lines Have are some meatering homeless people toneliss people who make the Seats on the train + & ciganettes who prohe marijuara Engineers walking to the driver's cab insist with these health & safety issues When the trains suddenly become disabled Metro should give clear then destinations instructions what buses passengers can take (+ where) to reach Univertify, the passengers Just STRANDED aal hudio egt inst clear w/instructions & info. Please have DIGITAL Digns to customers. (Also, some stations - like Rosa Parks - are so loud, we can't hear w/much loud fury traffic Metro announ ce ments. Anonomous MAILING ADDRESS

CITY, STATE, ZIP

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: DATE: end Bluc er 10 rush ave rau lis wood ansi dune That propose their lack of Rd Fast L.A. CITY, STATE ntown Kais + HOL

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eastsidephase2@metro.net



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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019) Tarjeta de comentario UBICACIÓN: Justos + Equality-FECHA: Bave ground - dust-DirT-NOISE- ADDED Health Comment-HTGADE Level - clust-Dirt-Noise-ADDecident DISE - MODED Weath Risk instruction - dust-DIRT-A leat H Risks - Asthma - Lung infections - CHindrey Safty & Health - Brake D Exaust Soot - all Have been cleench unhealthy - Corean House any above will Import Present and Future FAmilies-Inder Ground - Isolate - dust-DirT-Noise S+ 4500 F+ WEWIR Feel Eve etremental step - and automes For MANY More years than i took to Build this -6 miles amiles Inound 10 Billion (Bizzien oold

CIUDAD, ESTADO, CÓDIGO POSTAL

Los comentarios pueden ser sometidos a Metro en cualquiera de las reuniones, por correo electrónico o por correo durante el período de alcance público de 45 días. El periodo formal de recibir comentarios comienza el viernes, 31 de mayo de 2019 y termina el lunes, 15 de julio, 2019.



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: LOCATION: 24/2019 RESIDENT Comer BORDSHAWE 4 JiACAmpo GRADE LEVP Hars TO tion -) Gea VIA CAMPO to Findly Construction 1ean BRUSH- TRES- LANDSCAPEdissuption-(Lawe Closove) Enviormneufel-dust-Steust-Eyup Bhighton Route 2 VEOUS Minimum 1001 some toau ndergrand - Via (Ampo grand Leve) NAME EMAIL Deu MAILING ADDRESS CITY, STATE, ZIP Comments may be submitted at any of the meetings, by email of regular mail to Method A during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via: eastsidephase2@metro.net Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 metro.net/eastsidephase2

Los Angeles, CA 90012

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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA: 6/24/2018

UBICACIÓN:

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CIUDAD, ESTADO, CÓDIGO POSTAL

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eastsidephase2@metro.net



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Tarjeta de comentario

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



Tano Wallaco

eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: LOCATION:

y coi	ncern is:
1)	Increase of Traffic coming from Atlantic causing congestion, Traffic delays to Vail St. to (60 Fwy On
	Ramp) with gridlocks traffics from Findlay & Garfield off ramp to Via Compo.
2)	Almost one Accident a week on Findlay & Via Compo and nearby Children's from Bella Vista school is
8.	walking home a crossing Via Compo & Findlay.
3)	Traffic Noise and Pollutions, will increase in our residential streets. Metro riders will start parking in our
-1	neighborhood. (My parent live near the Woods St and 3 rd . Rider start parking cars in parent street and residents card even turn into their street without traffic on Wood is Gridlocks from 60 Ewy to 3 rd St.)
	Parking must be FREE to all riders or they will start parking in our neighborhood.
4)	

I WILL ONLY SUPPORT THE UNDERGROUND CONSTRUCTION METHOD THROUGH OUT ALL MONTEBELLOW AREA.

NAME JANICE K. HIRANO	
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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: DATE: Quiet Cannon Conference & Event Cent 6/24/19 because I believe it would provide Il SR-60 Route SUDDOFT buch." "borry for the East west computer traffic or greater 60 an the most congested among two freeways ornad opportunity an Congestion congestion report on trasf Mowever, believe longer dista is order Count +0 Vice Orange and VENSO bus orger would d much heed Blud My proposed Washington Altemat NP. enong 972 make regli enth eFn completion 60 support timetable to E max mize dollars and reduce the M east - wes entire region Jason Pu San Gabriel Mayor City of CITY, STATE, ZIP

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA:

UBICACIÓN:

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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario UBICACIÓN: Quiet Canho FECHA: 24/19 on nen Maria Laura Perez

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE 10/24/19 LOCATION: Montebello (Qviet Cannon) M Via Campo a resident of the m has Wee ea mu ODINA min 010 7 SY mpu Ca 010 0 0-12 GY Gri 0 regular ppenin Cr Gnilla V mmun es, d Hernundez on

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012

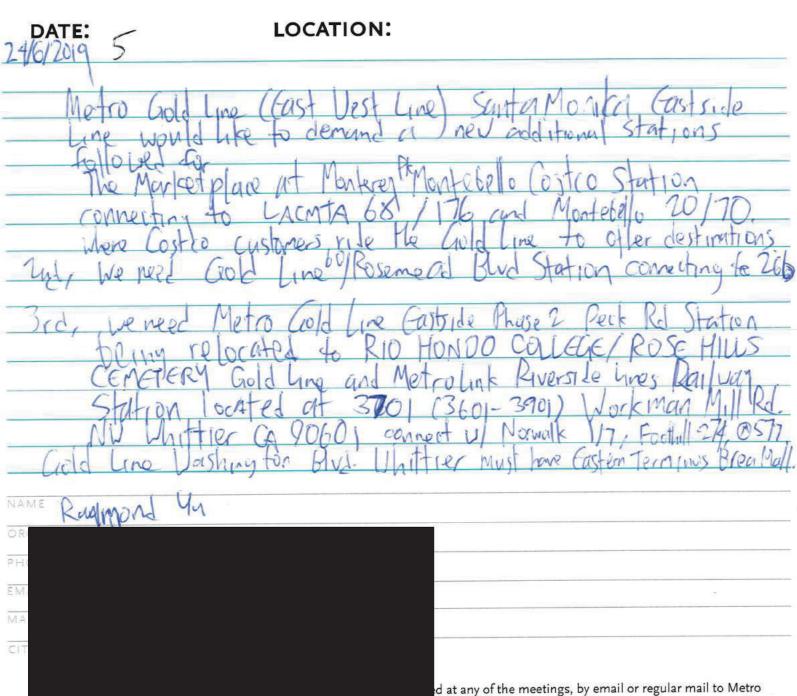


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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE:	Monte LOCATION:
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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings **Comment Sheet** 101 LOCATION: DATE: pame 5 PINA PIID mu opmise here 05 nrow 1000A d nake 0 ane \mathcal{U} thei Dn ab on 0.1 m eina 2 YINDAIDA ORGANIZATION (ampo Vid CITY, STATE, ZIP

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: 24 June 2019 LOCATION: nnon 95 6 ARCESSA , rea 10 ea er a ha Pa P NAME obert Franz a ORGAN PHONE MAILING ADDRESS CITY, STATE, ZIP

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

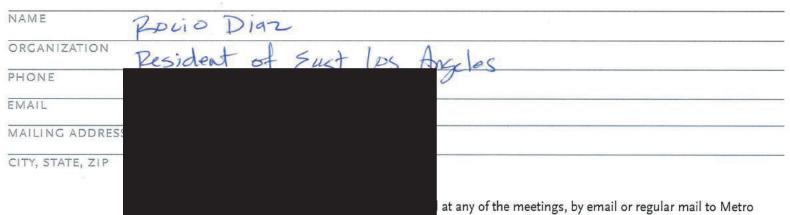
Comment Sheet

DATE: 6.24.19

LOCATION:

Montchello

I will only support the two alternative extensions if it can be grananteed that the poetions of rail that run through East it are completely indorgrand? The community of East it deserves the same respect and considerations as strear affluent cities within it constructions as strear affluent cities within it constructions described indergrand railways. If an indur grand construction cannot be gravanteed through East les Angeles, then I will be forced to opt for a NO Build option.



during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: DATE: June 24. 2019. Itello, im a resident homeowner of vis campo neighboorhood I do NOT. want you to build any extension to the gold line near Pomone either above or underground. ·Lond safe Not Un healthy. im prove. traffic conditions. frain the tim your because have empy the bus system 58. protect. the improve Tristed. Public. Hernandez Teresa ORGANIZATION

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Pico Rivera Public Scoping Meeting #6 June 26, 2019

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet LOCATION: AUCO Prven DATE: ev resident of the in our endentos inense 2 Smite WHAP

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6-26-19 LOCATION: PICO RIVER Womens Center

IF Phase 2 mover forward (Approved) when do you anticipate completion of railway? Duertion, O IF phase 3 is anticipated to go through (2) what cities ? 122 ORGANIZATION

CITY, STATE, ZH

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: 6/26/19 LOCATION: Pico Rivera How many houses along Washerton Businesses will have by eminent domain) osed, moved, taken be The Public needs more notice of meetings. More information needed. How do Earthquakes affect Rand? White earthquake 1987 - lots of damage How is the San Cabriel iffected > Jina Adamee CITY, STATE, ZI

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

LOCATION: PLED RIVERA

ridership LPA based the ON Washington be should of points destination. pration COMMUM M stongly considered at-grade Rlignment should 21 design how component CritCN San River. Right anes on and lanes through the Darkik reduction 01 Showly 21 diverted rug uper traffic dune, deprived Count that congestion Southwast has her provide public transportation and onject Hansportation mass this to area NOE NEGRETE OF PUBLIC WORKS DIRECTVN SANTA FE SPRINGS CITY OF MAILIN

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



6/26/19

DATE:

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6/26/19

LOCATION: PILO Rivera

The City of Santa Re Springs supports the Washington Bled would to have the most efficient Altorgh option. we 04 method construction effective Concerns commonst pen opposition Although 18 VOCK hie there malergrownel av it by 2028 with Varie constructed Eon store two

Kaymor Santa Fe Springs

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Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 6116

LOCATION: PILO RIVER

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during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

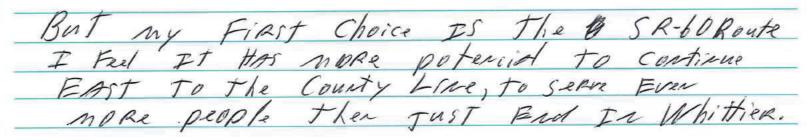
Comment Sheet

DATE:

LOCATION:

6-26-19 Pico Rivers

Routes Both SP



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Monterey Park Concert in the Park (event)

Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet DATE: 7/12/19 LOCATION: Greevye Elder Park lo uso pero me parese muy buena idea Por que evitaria el traffico. a tinez 0701112 34.5.5.7

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Eastside Transit Corridor Phase 2 Project

June 2019 Public Scoping Meetings

Comment Sheet

DATE:

LOCATION:

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Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

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peter decision Since all info not provided. I prefer it	-would not
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Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

UBICACIÓN: Flder Tark FECHA: 12 de julio Wteres 1 2 extin 325 DROAN DAO DN ERO DE MELEFO - O saed electrición do . E .

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Los comentarios pueden ser sometidos a Metro en cualquiera de las reuniones, por correo electrónico o por correo durante el período de alcance público de 45 días. El periodo formal de recibir comentarios comienza el viernes, 31 de mayo de 2019 y termina el lunes, 15 de julio, 2019.





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE:

LOCATION:

This - Received wie Water the Capil Line to availed.
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PHONE
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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet Montchelb, CA DATE: LOCATION: 0 W NAME DROWN ZATION 3 - C N E EN 2 ADDRESS 72 M 5717E E P

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eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 7/12/2019 LOCATION: Monteney Park

Support extending Gold line eastbound. have used it multiple times to get city. When I used it, , lursh Made the_ Further east which would llow me oc At transportation 23 publ 1C drive to the Atlantic station & paper my car would preter to bus south FROM My house reld & catch the goid Morale MOK

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Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

Comment Sheet

DATE: 7/12/2019	LOCATION:	
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eastsidephase2@metro.net



### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** LOCATION: Grearge Elder Park 7/12/19 DATE: Santa Ana atlantic Le  $\alpha$ 900 avra a La lineo extend Se POrque a  $\mathcal{O}(\mathcal{A})$ Sexia 0 *welox* sexia Sna ay DUER Parias 119 0 las reisonas S 9 C/01-129 ave HAFICO 710paiar wardo calen TOU I Fratico 76 eurtarian 26  $\Omega$ naci . Martine z Frances RH CINE

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### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

Monterey Park LOCATION: DATE: 7-12-19 an Q 소양동 SALT XVA

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### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

LOCATION: DATE: 1-12-THE 1 EX TEÌ NEU ALVARAL <u> 0954 \ 747</u> hmail to Metro

during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



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## Usted tiene una voz en nuestro futuro.

#### Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA: 7/12/19

UBICACIÓN:

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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** LOCATION: DATE: 1 choose the south route (Anlame/Whitties) 7/12/19 AM PH Q N E EMA L nts may be submitted at any of the meetings, by email or regular mail to Metro he 45-day public scoping period. The formal public scoping comment period begins lay 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



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### Eastside Transit Corridor Phase 2 Project

# June 2019 Public Scoping Meetings **Comment Sheet** LOCATION: GLEONGE Elder Park DATE: For extension cloud 60 Fwy. rhoh ouie ORCAN IZATI ON ÷ ... NO RODRESS

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### Eastside Transit Corridor Phase 2 Project

June 2019 Public Scoping Meetings **Comment Sheet** LOCATION: DATE: 7/12/19 e Coreat gall 15ma  $\chi = 2/\chi$ 020 220 EN/4

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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

#### A.4 – Oral Comments Received at Public Scoping Meetings

Oral comments were provided in-person and transcribed by a certified court reporter. Comments are sorted by the meeting they were provided at.

Meeting	Reference Pages
Whittier Public Scoping Meeting #1, June 13, 2019	454 – 520
Commerce Public Scoping Meeting #2, June 17, 2019	521 – 548
East Los Angeles Public Scoping Meeting #3, June 19, 2019	549 – 630
South El Monte Public Scoping Meeting #4, June 22, 2019	631 - 654
Montebello Public Scoping Meeting #5, June 24, 2019	655 – 731
Pico Rivera Public Scoping Meeting #6, June 26, 2019	732 – 780



#### EASTSIDE TRANSIT CORRIDOR PHASE 2

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Anathea Woirhaye		6/13/2019	Oral	455
2	Andrew Roble		6/13/2019	Oral	456 – 457
3	Benjamin Martinez		6/13/2019	Oral	458 – 459
4	Carol Crosby	Whittier Area Chamber of	6/13/2019	Oral	460 - 461
		Commerce			
5	Cedric Woirhaye		6/13/2019	Oral	462 – 463
6	Maribel Diaz		6/13/2019	Oral	464
7	Rene Ruiz		6/13/2019	Oral	465 – 466
8	Dan Enriquez		6/13/2019	Oral	467 – 468
9	Danny Gomez		6/13/2019	Oral	469 – 470
10	David Amaya		6/13/2019	Oral	471 – 473
11	Edmund Veloz		6/13/2019	Oral	474 – 477
12	Elizabeth Martinez		6/13/2019	Oral	478 – 480
13	Frank Medina	Uptown Whittier	6/13/2019	Oral	481 - 483
		Association			
14	Gary Escobedo		6/13/2019	Oral	484 – 486
15	George Martinez		6/13/2019	Oral	487 – 488
16	Gerald Behoteguy		6/13/2019	Oral	489 – 491
17	Grecia Nunez		6/13/2019	Oral	492 – 493
18	Gus Arriaza		6/13/2019	Oral	494
19	Irma Navarro		6/13/2019	Oral	495 – 496
20	Jameson Drew		6/13/2019	Oral	497 – 498
21	Jeff Haffey		6/13/2019	Oral	499 – 500
22	Jonathan Vieg		6/13/2019	Oral	501
23	Julienne Wilson		6/13/2019	Oral	502 - 503
24	Kevin Koga	PIH Health	6/13/2019	Oral	504
25	Leighton Anderson	Whittier Area Chamber of	6/13/2019	Oral	505 - 506
		Commerce			
26	Olivia Rios	Whittier Uptown	6/13/2019	Oral	507 - 508
		Association			
27	Ron Lozano		6/13/2019	Oral	509
28	Ruben Valdez		6/13/2019	Oral	510 - 512
29	Susan Cameron	Whittier Historic	6/13/2019	Oral	513 – 515
		Neighborhood Association			
30	Sylvia Ochoa		6/13/2019	Oral	516 - 517
31	Vincent Corcoran	Justice and Equality for	6/13/2019	Oral	518 – 520
		Eastside Coalition			

#### Public Scoping Meeting #1 – Whittier, June 13, 2019

Anathea Woirhaye

1 2 3 4 5 MS. WOIRHAYE: Hello. My name is Anathea I am a student in Santa Ana. 6 Woirhaye. I've been 7 attending school there for many years, and I take the 8 train there. It is Metrolink, so it's different, but it does cut down on traffic. It's really nice to take the 9 10 train, and it's 45 minutes instead of an hour and a half. 11 So something I do worry about, though, with the construction of the Metro, is I have seen with the 12 13 Metrolink the judgification of areas in Orange County. 14 And while I do appreciate the train, and I think it is an 15 important thing to have because, yeah, there's a lot of traffic and being able to experience more of Southern 16 California and what it has to offer without that 17 18 limitation is incredibly positive in my life, but I do 19 worry about the pricing out of individuals who cannot 20 afford the raising rents in Southern California and also 21 the loss of individual cultures and such. 22 So I think that is something that should be 23 considered pretty highly. So thank you. 24 25

#### Andrew Roble

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18	MR. ROBLE: Hello. Good evening. Andrew Roble,
19	R-o-b-l-e. I'm here because I support this project. I'm
20	a union iron worker with Iron Workers Local 433. I work
21	in Downtown L.A., and it would be great to have access to
22	this project. My two-hour drive will definitely be cut
23	down by a lot. I know it takes me, without traffic,
24	about 30 minutes to get to Downtown L.A. to the projects
25	that I work; in the morning, about two hours, and if

1 there's an accident, even worse. 2 I would also like to take my family, my kids, 3 and enjoy this, to see their excitement, show them the 4 scenery, the stops, wherever we're going, wherever which way they go, we can see different things besides the four 5 walls that -- like the gentleman said earlier, cell 6 7 phones, tablets. Let's get them out of the house. You 8 don't see those street lights come on and kids run home They are already there. 9 anymore. 10 Also, this will bring local jobs during 11 construction, business revenues from the visitors that 12 are visiting Whittier and surrounding areas. Also, we 13 are spending a lot on gas. Come on, we're spending way 14 too much on gas. That will definitely change if this rail comes to Whittier. 15 16 So that's all I have to say. And I support it. 17 Thank you. 18 19 20 21 22 23 24 25

1 2 3 4 5 6 7 8 9 MR. MARTINEZ: Benjamin Martinez. I'm back here 10 again voicing my opinion. 11 I rode a red car to Carson and Figueroa. Friends of ours had a chicken ranch in Downtown L.A., 12 13 lived in Bunker Hill. This works. I rode it. It works. 14 The trouble 15 is people don't want to walk, you know. They want to walk around -- take a car everywhere you go. How many 16 people -- I'll give you an example. 17 18 How many kids do you see with scraped-up 19 kneecaps and elbows? They don't even go outside. The 20 point is, you need it. I'm not going to live long enough 21 to see this. But if -- if you don't do something about 22 it, move it along, somebody is going -- most of you are 23 going to be dead. 24 I'm 65. 16 years ago I developed asthma. I got 25 a railroad track running alongside -- two blocks from my

1	house. I got the 605 Freeway two blocks from my house.
2	I got Slauson, Washington. The traffic is packed like
3	that every morning and afternoon.
4	And we have the dirtiest county air in the
5	United States now. Reminds me of back in 1950. You go
6	outside in the evening, you could cut the fog or the smog
7	with a knife it was so thick. We're back to it again.
8	Get up on Colima Hill. You look at the San Gabriel
9	Valley and you look in this direction, all you see is
10	they call it haze. It's smog. That's it. Get it off
11	the ground.
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Carol Crosby

1 2 3 4 5 6 7 8 9 10 11 MS. CROSBY: Good evening. My name is Carol 12 Crosby. I represent the Whittier Area Chamber of 13 Commerce. We have been following this project since day 14 one and been in support of it publicly ever since then. 15 We represent about 600 businesses here in the 16 City of Whittier and the surrounding areas, and this is absolutely a need for our community, not only for people 17 18 who are -- who don't have transportation themselves, but 19 for those who want to responsibly travel to L.A. and 20 points in between to enjoy entertainment, and likewise to 21 bring people here, too, to boost our economy, to treat 22 our businesses, and to increase people here. 23 We have great hospitals. We have excellent 24 schools. We have two colleges nearby. We have wonderful 25 businesses. We have a fantastic Uptown area that we

1	would like to share with others. So not only would it
2	support our community, but those in between, and it's
3	definitely, definitely time to bring that Gold Line here
4	to Whittier.
5	Thank you.
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Cedric Woirhaye

1 2 3 4 5 6 7 MR. WOIRHAYE: Hello. I am Cedric Woirhaye, a 8 local college student. I am certainly in full support of both the South El Monte extension and the Washington 9 10 Boulevard extension because I really do feel that people all over Whittier and in a lot of other communities 11 12 really need this access to transportation because lots of 13 those disabled people just do not want to wait until they 14 pass away. And they just really need to have the access 15 to get from one place to another in lesser amount of time 16 rather than just having to take to the freeways. 17 Because under our current transportation system, 18 it often takes, say, an hour and a half to travel just 19 five miles on public transportation or it would take, 20 like, three hours to go, say, from here to Downtown 21 Los Angeles if you were going to take only buses. 22 And so with that in mind, more people would have 23 more access to transportation because it really helps 24 them to get to explore wherever they want to go despite 25 economic status.

1	And	thank	you	all	for	your	time.
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#### Maribel Diaz

1 2 3 4 My name is Maribel Diaz, D-i-a-z. MS. DIAZ: I am a homeowner in Santa Fe Springs, and I work in 5 Monrovia right in front of the Gold Line stop in front of 6 7 the City of Duarte. And, unfortunately, one of the 8 concerns back then when they were thinking about bringing 9 the Gold Line was that there was going to be an increase 10 in crime potentially coming from the Gold line. Because 11 although it does bring access to people into communities 12 that didn't have access before, it also brings access to 13 individuals who might not have the best intentions in the 14 community. 15 As an employee of City of Hope right across the street from the Gold Line, we have seen an increase of 16 17 crime on our campus, the hospital campus. And we are the 18 station who had a stabbing and a death that occurred at 19 the Gold Line station. 20 So what I'm asking as now a resident of a city 21 considering the Gold Line is that Metro works with the 22 cities and actually does an assessment of the crime rate 23 around the Gold Line and public makeup for the residents,

and also have plans to mitigate for those issues in the future.

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#### Rene Ruiz

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3	MS. RUIZ: My name is Renee Ruiz, R-e-n-e-e
4	R-u-i-z. I have a couple comments.
5	One of the speakers mentioned having a new bus
6	service in the area, and if it could be arranged before
7	anything is built along the Washington alternative so
8	that things would improve more rapidly and in my
9	lifetime.
10	I have a concern on where the stops are
11	currently planned. One of the stops, the Norwalk
12	Boulevard Station, is currently planned in a location
13	where a major store recently closed, so that property is
14	available. But how things are in this area right now,
15	when space becomes available, they built townhouses. So
16	that property will probably not be available for very
17	long before it's converted into housing.
18	And the third point was another gentleman
19	mentioned 50-some businesses that would be affected or
20	closed because of the Washington Boulevard alternative.
21	I just want to remind people that when the 105 freeway
22	was built, thousands and thousands of homes and
23	businesses were moved. I remember as a child seeing that
24	empty space and asking my dad, what happened to all the
25	houses? Nowadays you don't even think about it because

1	you just think, oh, I can get to the airport. So with
2	any kind of change, there's always a little bit of loss.
3	That's it.
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MR. ENRIQUEZ: My name is Dan Enriquez, E-n-r-i-q-u-e-z, homeowner in Whittier. We are two blocks off of Washington by the high school on Norwalk and Pioneer. The question I have is the pricing of our house when we do move out, and where do we go from there? Is there an impact of any sort done concerning that, an environmental impact study? A study of real estate is very important to all of us that are homeowners. The other question I have, we talk about traffic and cars and we talk about streets that are accessible. 

1	Where the Gold Line I don't know what line it is, the
2	one that goes down 4th Street, if you take that street
3	all the way down along the corridor, you're going to find
4	traffic on the sides going north and south no, east
5	and west, all the traffic. Now, there's storefronts that
6	are out of business because there's no parking. Whose
7	fault is that?
8	But there's no parking for these people who live
9	on these streets that own businesses and homes that lost
10	their parking and they lost everything to my
11	understanding. Now, where is the traffic? It's still
12	there. It's still there.
13	The other question I have, oh, homeless. I
14	don't know if people realize or have been consciously
15	aware of the fact that homeless have increased on the
16	west end of the unincorporated area of Whittier which is
17	under the 605, Pioneer and Norwalk, homeless and crimes.
18	What I would love to see is any kind of impact studies
19	that have been done on these rail lines of homeless
20	living as well as crime.
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4	MR. GOMEZ: Danny Gomez, G-o-m-e-z. I just want
5	to give some testimony.
6	I actually lived in East L.A. when the Landing
7	Station was built, and for me it was a great experience
8	because we were able to get to downtown in our district,
9	Little Tokyo. And you could see those cities have grown
10	a lot. Our district bustles a lot more people. But the
11	fact that I was able to go to a lot of these places
12	Downtown, so I think firsthand for me it was a great
13	experience.
14	I literally just jumped the wall from Pep Boys
15	to Atlantic, and I was able to take it Downtown. So you
16	can see Monterey Park Atlantic Square was growing up a
17	lot of businesses, Starbucks, and it started to get
18	bigger corporations there.
19	So my only concern, though, I just recently
20	moved to Whittier, and I live off of Mar Vista, so I'll
21	be close to that station as well, so I really would use
22	it because I drive all over Sylmar every day for traffic,
23	and it would be great to get in there. And there's a lot
24	of things you guys are doing with the corridor and
25	shaving time off of the Downtown locations.

1	My only concern, I do agree if we are going to
2	build in East L.A. where I still have my mom's house, my
3	aunt lives right there, two houses down is another uncle,
4	so we have a lot invested there in property and family
5	over 40 years in the same neighborhood. I do hope you
6	guys consider how you built this out, because it's right,
7	if the west side is going to get a certain treatment or a
8	special way of building because it's the west side and
9	we're going to get the least minimal cost just to save a
10	buck, I think that's going to be a problem.
11	So I really do hope you take a look at that and
12	figure out what is the best option as far as pollution
13	through that neighborhood because it's my neighborhood
14	still.
15	And the second thing, Atlantic had a lot of
16	issues, that station, because business did go down. Are
17	you guys going to provide any subsidies, anything to help
18	the businesses while you do construction?
19	Those are the two main concerns, the pollution
20	and the businesses along that. Thank you.
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#### David Amaya

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2	MR. AMAYA: My name is David Amaya, A-m-a-y-a. I'm a
3	lifelong user of Metro back when it was called Rapid
4	Transit District, and I've been on every transit line and
5	basically every train line since its configuration in the
6	nineties. I represent several different demographics.
7	And I'm a resident of the not Whittier part of Whittier.
8	Now, the problem the unincorporated area, the not
9	Whittier part of Whittier.
10	Now, the thing is that I've learned because I've
11	lived in several communities that has larger transit
12	profiles, including Norwalk and Downey which includes the
13	Green Line since the nineties, it takes about 45 minutes
14	to an hour to get from Norwalk to Downtown Los Angeles
15	where basically civilization exists, USC, Downtown
16	Los Angeles, and Union Station in order to go to anywhere
17	in California. But Whittier, I've always been told since
18	the eighties, that if you are not on the bus going home,
19	you are not getting home after sundown.
20	Now, some the first speaker mentioned that
21	they had certain environmental impacts which would
22	include their neighborhood. But as an end user who has
23	been on rapid transit since birth and even though I've
24	driven a car during my teenage years, after I lost my
25	leg, I've been sentenced to the transit system. Then I'm

1	a slave to the lines, the changes, and, of course,
2	various changes and routes and fees and fares.
3	By having the train coming into the city of
4	Whittier, especially the last stop is proposed near
5	PIH Health Hospital just up the street from this
6	facility, it would make it easier for people like me who
7	have to rely on transit and whose alternatives are
8	inconvenient at best or at worse a hassle.
9	I once had to take an Uber from Downtown
10	Los Angeles after a Los Angeles Kings game. The Uber
11	driver saw me on my mobility scooter and canceled, and he
12	was only 45 feet away from me. Now, they do have ACCESS
13	service, but they require at least 24 hours in advance.
14	But when you ask for a time to pick up, they say, "Oh,
15	you could either do it an hour and a half before or half
16	an hour after," so you are either two hours early or a
17	half hour late.
18	By having a train station like I said, I'm
19	used to it being a resident of the city of Norwalk and
20	Downey it makes congestion a lot easier because you
21	basically can continue around out of traffic. You are
22	usually going at a rate of about 35 to 45 miles an hour
23	with very limited stops. And, of course, you are not
24	driving and wasting fossil fuels.
25	Now, I understand that the first speaker had

1	mentioned the various impacts to the community including
2	pollution and site pollution. But the alternative is to
3	continue using cars with fossil fuels.
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11	MR. AMAYA: Okay. So my thing is, even though the
12	communities do have the issues and they are valid points,
13	that as an end user, we need more transit in this region
14	of Los Angeles County, especially for those of us who
15	cannot drive a vehicle or do not have the luxury of
16	having a pick-up or other person in order to drive us to
17	where we need to go. Thank you very much.
18	MR. GUTIERREZ: Thank you.
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MR. VELOZ: My name is Edmond Veloz. I live right off of Washington Boulevard in Montebello. I don't know, how many of you have seen the actual EIR? How many of you have actually taken it and looked at it, the EIR that they are talking about? That's what we're talking about here today. This thing is about two and a half inches think. How many of you have seen it? So you're going to believe everything they say? AUDIENCE MEMBER: Sure. MR. VELOZ: Okay. Let me tell you what they didn't tell you about. AUDIENCE MEMBER: I don't care what they didn't 1 tell us about.

2	MR. VELOZ: I'm going to tell you anyway.
3	There's a TSM that they didn't tell you about which is
4	something that they can improve on what we've got now
5	without spending all this money. And believe me, we're
6	going to need this money. We're scrapping for money all
7	the time. \$1.9 billion for this damn thing, and it might
8	probably go over \$2 billion. Sure as I'm standing here,
9	3 to 5 hundred million is going to disappear out of the
10	project like all other Public Work projects go. That's
11	how they go.
12	Now, the Gold Line, Washington Boulevard is
13	going to take 54 people's properties and businesses.
14	Now, in this thing
15	AUDIENCE MEMBER: No.
16	MR. VELOZ: Yes, it is. It says there in the
17	EIR, it says so. And I have it here too in here.
18	MR. GUTIERREZ: If I could just remind the
19	audience to stay quiet and respect his comments, we would
20	appreciate it.
21	MR. VELOZ: Now, they didn't mention the TSM
22	alternative, but it's in the book. Okay. There is a
23	the no-build was the only thing they mentioned. They
24	don't want you to have these other options.
25	You can get good bus service, add six buses

1 every hour all day, 24 hours, and you'll get great bus 2 service, you'll have better service than these things 3 will give you because they will pick you up closer to where you are and take you closer to where you want to 4 5 qo. Now, they don't talk about -- in the EIR there's 6 7 nothing mentioned about earthquakes. If we have an 8 earthquake, and in Montebello we have that big earthquake fault there -- I'll wrap it up in a little bit here real 9 10 quick -- but we have an earthquake fault there. If it 11 happens just there in Montebello, it will affect everything around it. The trains will be gone. 12 13 But, also, if we have the big earthquake, all of 14 everything they have built, all of those billions of dollars will be lost. You will have nothing. And what 15 16 will happen? They will build roads again, lumpy as they will, cars and trucks and buses will be able to go over 17 18 it, but the tracks will not be able to go because they can't align them. They have to be on straight alignment 19 20 in order for the trains to go. If that's not so, they 21 derail. 22 MR. GUTIERREZ: Sir, your two minutes are up. 23 If you have one last comment, go ahead, but make a quick. 24 MR. VELOZ: Okay. This is one last thing. The 25 trains will run every seven minutes both ways, which

1	means about every three to four minutes intersections,
2	and we're talking in the Montebello section here, 17
3	intersections are going to be closed every three to four
4	minutes. Some of those intersections will close for
5	about five minutes like I've seen up on North Figueroa
6	because they are waiting for another train coming.
7	MR. GUTIERREZ: Edmund, you have used up your
8	time.
9	MR. VELOZ: Thank you.
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## Elizabeth Martinez

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MS. MARTINEZ: Thank you. My name is Elizabeth Martinez, E-l-i-z-a-b-e-t-h. I am the Chair for the

1 Whittier Chamber of Commerce. We are in full support of 2 the Gold Line coming to Whittier. As many mentioned, you 3 know, Whittier is definitely an icon city. There's so 4 many great restaurants, hospitals, and so many businesses that, many of them, they actually work out of Whittier 5 that would need transportation coming in. 6 So I think 7 that's one of the things that I haven't heard. 8 And I also think that, you know, many people 9 want to come to our restaurants. They want to come enjoy 10 all the great -- you know, I'm sure many of you guys have 11 gone to Uptown. So as the Chair of the Whittier Chamber of 12 13 Commerce, we are in full support. I think this is, you 14 know, really great information that everybody is taking the time to listen to all of the comments from the 15 16 residents and many businesses here. So we are in full support. We want Whittier to thrive. And this is a 17 18 beautiful community, and I think this is going to be 19 great. 20 And as a mother with -- I have a 23 and a 19 and 21 a 17, they don't want to drive. I have two that don't 22 want to drive, and they definitely would use the Metro. 23 So I think this is great. This is the way of our future.

24 And let's cut some of this traffic because I drive a lot.25 It's horrible.

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## Frank Medina

MR. MEDINA: Good evening. First of all, everybody say it's --AUDIENCE MEMBERS: It's. MR. MEDINA: -- about --AUDIENCE MEMBERS: About.

1 MR. MEDINA: -- time. 2 AUDIENCE MEMBERS: Time. 3 MR. MEDINA: Frank Medina representing the Whittier Uptown Association. I am the President, current 4 right now, 2018-2019. On behalf of my office director 5 6 Olivia, we welcome this project. And how blessed can we 7 have it here? 8 I remember my grandmother -- I came from South 9 Central, Huntington Park, sorry, and our journey was to 10 go to the Million Dollar Theatre in Downtown L.A. And 11 that was a field trip to us that even today in my memory, 12 I was happy to get up in the morning and take the bus. 13 And I've got to tell you, to have the Metro Line 14 even come into our sector, I often, and often, told the 15 wife, I said, "You know what? Let's pack up the kids, let's take the Metro, and let's go to Long Beach via the 16 17 Metro." Because we don't want to pay for parking and/or 18 have the hassle of that. So we go to Studebaker over 19 there, you know, where we have the Green Line, Blue Line 20 going to Pine Street. Come back home. Everything is 21 great. 22 The Metro Line to us means that, guess what? We 23 now open ourselves to the greater expanding community of 24 people to be in Uptown. We have the streets game plan 25 delivered by, again, our great city, city staff, city

1	council. And that's just going to it's going to open
2	up the avenues of what Whittier is supposed to be just
3	like your Pasadena Old Town and everything else that
4	comes with it.
5	So, again, on behalf of myself and the greater
6	community of the Association and Uptown, we welcome this
7	project, welcome it with open arms and everything else.
8	Thank you.
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# Gary Escobedo

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20	MR. ESCOBEDO: My name is Gary Escobedo,
21	E-s-c-o-b-e-d-o. And I'm supporting this project because
22	I've ridden buses. I've been to a lot of places in L.A.
23	that there's just no getting home after a certain time.
24	I do know coming this way, there are no buses after
25	10:00. Montebello might be the last one at 8:30 out of

L.A.

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2 So projects like this, they are not really --3 tax money-wise, I'm for it. I pay my taxes for a reason, 4 not to put walls over the Mexican border. I put them 5 where they count.

A lot of us like these kids up here and a few others who aren't 67 like me are eventually going to get old, and they are not going to want to sit in the house and watch TV all day. They are going to want to go places. This train is going to take them.

11 This is something of the future. You see it 12 running in L.A., the Red Line, the Blue Line. There are 13 some places that you can -- can actually -- what I 14 remember when I was a kid, my mom showed me a picture of 15 the Red Line. It went to Long Beach out of L.A. They 16 took it away. Then they built the Long Beach Freeway 17 starting at, what, Bandini? The Long Beach was one of 18 the first freeways.

Eventually the smog is going to catch us, and we're going to sit there wondering how to breathe. We are going to wear tanks around us all day long. I don't think so. This -- this is one project that I just think needs to get built. It needs -- needs to put it together.

Although I'm looking at the schedule of when it

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1	probably will be done, and maybe I won't be here. I'll
2	be about I'll be about 100 years old if I do make it
3	that long.
4	But this needs to happen. It needs to happen
5	soon. Because they are going to run out of fossil fuels.
6	They have electric cars, and they are saying the people
7	don't want to use them because you have to charge them
8	again. Why can't you build an electric car that actually
9	has the the power to recharge itself like a generator,
10	alternator, that just charges, simple things like that,
11	but people and this is one
12	MR. GUTIERREZ: Thanks, Gary.
13	MR. ESCOBEDO: I would give a lot of money for if
14	I do pass away. Thank you very much.
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1 2 3 4 5 6 7 8 9 10 11 MR. MARTINEZ: Hi. My name is George Martinez. I'm 12 a homeowner off of Washington Boulevard. 13 Just like any homeowner, I pay a lot of taxes. 14 And not to knock anybody that's been up here or spoke or is going to speak, but if you're not a homeowner, you 15 16 really don't know how this is affecting you as in your property values, as just your neighborhood looking how 17 18 you want it to look. 19 You go down the street to East L.A. and you see 20 I'm actually a real estate agent. the Metro. I can't 21 get people to buy houses next the Metro lines. Try to 22 sell your own home right next to the Metro line. Try to 23 by a home next to the Metro line. 24 Are you going to make an offer next to the 25 property? No. People don't want to by those properties.

1	They want to buy properties away from those lines. So
2	this is going to cause decreased property values to my
3	home, to everybody that's a homeowner in this room.
4	Whoever is not a homeowner, they don't care.
5	They couldn't give a rat's you know what about it. All
6	they care about is just about getting from point "A" to
7	point "Z," and that's it.
8	The homeowners are the ones that are really
9	getting, you know, the back end on this. We're the ones
10	that are paying all these property taxes. We're the ones
11	that's going to have to see this stick out like a sore
12	thumb.
13	You know, I don't see anybody anybody looking
14	to buy a property right next to a Metro line. That's all
15	I have to say.
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### Gerald Behoteguy

MR. BEHOTEGUY: Hi. I'm Gerald Behoteguy. B-e-h-o-t-e-g-u-y is the last name. I just want to say -- I'll come closer. Okay. I just want to say I don't have a car. I'm a senior, and I rely 100 percent on public transportation. And I rarely in -- a whole year goes by. I never take a Metro rail train. I just want to say when I called 323.GO.METRO, they tell me right on the phone, "You are foolish to take a Metro train." The bus is faster. I'm talking 460, 762 to Pasadena. They are faster than a train.

But as it says in -- I have it here. As it says
 in the USA Today, despite billions poured into a rail
 transit, not buses.

My problem is the bus system is inadequate. When I go somewhere, if I go anywhere out of L.A., I have to sleep on a bus bench at night because I can't get back to Whittier. And that's because of the Montebello 10. It stops -- if I leave Pasadena at 10:00 o'clock, nine o'clock, there's no way I can get back here. But yet billions of dollars are spent on the Metro Rail Train.

And another thing, the Blue Line, you know, the
Blue Line is shut down from Rosa Parks, I guess, or
Willowbrook to Seventh Street Metro. You provide great
bus shuttles to Seventh Street Metro from Rosa Parks.

But when it comes to the end of the Green Line and the Blue Line, they serve Whittier -- no. It's Gold Line. The end of the Gold Line and the Green Line, the transportation -- the service is horrible.

And I'll give you an example. The 7 that goes right by here, the Norwalk 7, the last 7 leaving Norwalk is 7:32 and 6:32 on Saturday, no Sunday service. If you miss it, that's it.

23 MR. GUTIERREZ: Can you provide your last comment and24 wrap it up.

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MR. BEHOTEGUY: Okay. And as I say, the Metro in

1	Montebello isn't any much better. It's 9:00 p.m. If you
2	are there at 9:30, you're stranded. And there's a lot of
3	nights I slept on a bus bench. One night I got on a Gold
4	Line train and I couldn't get in here and I slept in
5	front of the Metro headquarters.
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## Grecia Nunez

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20	MS. NUNEZ: Hi. My name is Grecia Nunez,
21	G-r-e-c-i-a. I am a resident of the Via Campo
22	neighborhood and part of the Justice and Equality for
23	Eastside Coalition.
24	I fully support the statement provided by
25	Vincent Corcoran. I fully believe that East L.A.

1	deserves a the best possible outcome which is building
2	the Metro underground. That's it that's all. Thank
3	you.
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Gus Arriaza

1 MR. ARRIAZA: Good evening, everyone. My name 2 is Gus Arriaza spelled A-r-r-i-a-z-a. I remember 35 3 years ago when my wife and I were looking for a town to raise our kids, Whittier was the place because we had 4 friends in Whittier. 5 Soon after I have owned multiple businesses here 6 7 in Whittier. I still live in Whittier. My grandkids are 8 educating themselves here in Whittier. But I am puzzled when it comes to the line. As it was mentioned, property 9 10 values may drop. It already is -- the west side of 11 Whittier, especially on the Washington Boulevard, is 12 probably one of the lowest property values we have. 13 Second, most of that stretch is part of the 14 non-incorporated Whittier with little touches of Santa Fe 15 Springs, yet Whittier city, who doesn't touch hands in 16 that sector of the city, is all emotional and all jazzed 17 about bringing this line in here. Yes, it's going to 18 have great benefits, but at the same token, it wasn't too 19 long ago that we had a homeless city here in Whittier. 20 I don't know what it took, but on the human 21 side, I hate for these people to be pushed around. And I 22 can only envision the crime and the homelessness that 23 this line will bring to Whittier if it's not well 24 studied; okay? 25 That's all I have to say.

MS. NAVARRO: Irma Navarro, N-a-v-a-r-r-o. Okay. So my first question was that I'm noticing that you're telling us that there's going to be, in cycle one, 3 billion in funds. So I want to know, is there an oversight committee to oversee how the money is going to be spent, and how will you be getting us informed if this is happening because I would like to know? The second, okay, so he mentioned about the earthquake fault. So my next question was, on the Metro underground, what will be the environmental effect, and when will you let us know about that too? So if you can please inform us.

And my last comment was, okay, I wasn't aware that there were going to be 54 properties being affected because that was my question. The question was, will you be taking away homes? If so, how will the process be taking place to tell the citizens who will be affected? So what's the timeline for that? And if you could please also let us know regarding that. Those are my three questions. Thank you. 

Jameson Drew

1 2 3 4 5 6 7 8 MR. DREW: Jameson Drew, J-a-m-e-s-o-n D-r-e-w. I'm a recent homeowner here in Whittier. 9 I moved here 10 from Monrovia. And I had the pleasure of living in 11 Monrovia before and after the Gold Line came through. 12 And I can tell you these meetings went exactly the same. 13 A bunch of people rose up and said, "No, we're not going 14 to do this." And then they built it, and crickets. 15 I am a real estate investor. Real estate trends and analysis, that's what my jobs is. And I can tell you 16 17 people are picking up properties on the Gold Line like 18 left and right because the State is about to pass SB-5 19 which changes the zoning requirements for anything near a 20 transit corridor. 21 On top of that, Monrovia has initiated a 22 subsidization through Lyft so that you only pay a dollar 23 to go anywhere in Monrovia, from the Gold Line to 24 wherever, and it's nothing short of fantastic. You 25 should go there on a Friday night. It's packed, people

1	up and down the street, because they can get in and
2	around Monrovia very easily. I moved here, crickets.
3	And that's pretty much all I have to say on that
4	other than to say that the gentleman who was speaking
5	before that said that homeowners should only have a say
6	in this project is dead wrong. Most people in L.A. are
7	not homeowners. Thousands upon thousands of people from
8	all different walks of life come here, and they use the
9	Metro. I used it. My wife, who is a District Attorney,
10	uses it. We can't do it now because we live in Whittier.
11	But I know she misses it every day.
12	And so that's all I have to say about that.
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9	MR. HAFFEY: My name is Jeff Haffey,
10	H-a-f-f-e-y. My wife and I live on Washington Boulevard
11	near the hospital. The two things that I have not heard
12	and I would like to find out about is, if we run this
13	above ground on Washington Boulevard, how is it going to
14	affect the ambulances and the rescue trucks that are 30
15	times a day down our street; okay? There's no turn
16	lanes, anything like that. You need to run it
17	underground for that stretch.
18	The second thing is the Lambert stop, where are
19	they going to put it? There is nowhere at Lambert.
20	You've got PIH, you have got Home Depot, you have the
21	Marie Callenders. Where do you plan on ending this? We
22	have to have places, parking spots, for people to park
23	their car to get on there to go. All that needs to be
24	addressed.
25	The biggest thing is the rescue, the ambulances

1	and the fire trucks. If you have that running down the
2	middle of Washington Boulevard above ground, it's going
3	to affect everything. They have to cut in and out of
4	traffic all the time that we see because people don't
5	pull over. Who is going to have the right-of-way, the
6	train or the fire truck; okay?
7	These are things that I would like to see
8	addressed. There are some other issues, but those will
9	be later as it comes along.
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#### Jonathan Vieg

MS. VIEG: I'm going to let my husband speak. MR. GUTIERREZ: So Jonathan Vieg. If you could please read your last name -- or spell your last name into the record. MR. VIEG: My name is Jonathan Vieg, V-i-e-g. We want the Gold Line East Extension built to Lambert. We want construction to start no later than January 2nd of 2020 because I know it will be heavily used. I don't think so, I know so. And it will benefit the minority communities, it will. Thank you. 

1 2 3 4 5 6 7 8 9 Hi. So my name is Julieanne MS. WILSON: Wilson. I am a homeowner on the Whittier/La Habra 10 11 border, and I currently work at Hollywood Presbyterian 12 Medical Center, so trying to get into L.A. every day is a 13 nightmare. It actually takes me about 45 minutes on 14 Whittier Boulevard just to get to the East L.A. train 15 station, just to go in, because it's not worth trying to 16 fight traffic, the accidents, everything else. 17 There's just not enough transit options on this 18 side. The other way along the 60, there seems to be a 19 lot of different ways to go. The other thing is, 20 concerns about homeowners, is I had been living in 21 San Dimas/Pomona area when the Gold Line went through 22 over there. And I saw condos get built right off that 23 station. I saw a lot of housing going in right there, 24 and I think that those are pretty expensive condos right 25 there.

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So I think that that would be a benefit to our economy, and it would definitely personally benefit me and anyone trying to commute into L.A. for work because it's a nightmare currently. So thank you. 

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2	MR. KOGA: Thank you very much. My name is
3	Kevin Koga. My last name is spelled K-o-g-a. I'm
4	representing PIH Health, 5,500 doctors and staff, two
5	hospitals, 20 clinics, healthcare system here in
6	Los Angeles County. We serve 2.1 million people here in
7	the southeast part of the county and in San Gabriel
8	Valley.
9	Those of us who are engaged in providing medical
10	care for our communities recognize that the ability to
11	travel to Healthcare Services is a significant barrier to
12	care. We support the Washington Boulevard alignment to
13	the Gold Line extension to provide the more than 625,000
14	members of the community who visit PIH Health Hospital
15	each year, particularly seniors and those who are
16	dependent with the public transportation access to
17	healthcare. And this option would also provide our staff
18	with a public transportation option.
19	We are confident that the Washington Boulevard
20	route will increase access to healthcare for members of
21	our community for generations to come. Thank you for
22	your consideration.
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Leighton Anderson

1 2 3 4 5 6 MR. ANDERSON: Good evening. My name is 7 Leighton Anderson. I'm a member of the Board of 8 Directors of the Whittier Area Chamber of Commerce. I'm also an elected member of the Board of Trustees of the 9 10 Whittier Union High School District, a school agency 11 which serves 10,000 high school students and their 12 families in the greater Whittier area. I would imagine, 13 just kind of eyeballing it, that geographically we're 14 about 20 percent of your study area. 15 What I would suggest to you tonight is that the area that you serve by the Whittier extension of the Gold 16 17 Line is very substantially underserved by existing 18 transportation infrastructure compared to the other 19 alternative. So in terms of serving underserved areas, I 20 think that you should take that into account. 21 From an environmental point of view, if you're 22 looking to shift the traffic load off of the freeways, 23 you can still do that even though the line isn't next to 24 the freeway, because you're still pulling people off the 25 freeway, but you're also pulling a lot of traffic off of

surface streets. There's a reason why your car has a different mileage in city traffic versus freeway traffic, and that's the reason. So you're also providing greater access to healthcare facilities through PIH Health Hospital. This area does not have the transportation infrastructure that benefits other areas. And I think that that's the biggest bang for the buck in terms of how Metro Rail is going to supplement existing transportation infrastructure is by serving this underserved area. 

MS. RIOS: Good afternoon. My name is Olivia I'm the Operations Director for the Whittier Rios. Uptown Association. We represent 500 businesses in the Uptown Whittier Business District. We are in support of the expansion. We need more transportation to serve our community, especially those who have economic hardship or have no vehicle at all. The mode of transportation accommodates residents and attracts visitors to other areas, and there is great economic benefit to have a Metro go through our

1	community. We hope you have this in our lifetime. We
2	look forward to the development and support of the
3	Washington the one that ends at Lambert or combined
4	areas.
5	I have also lived in Pasadena and in parts of
6	L.A. where I did take the Metro. At the time ten years
7	ago when I lost my big corporate job and had very little
8	resources, the Metro was a way to just kind of get
9	around. I didn't have a car payment, insurance. You
10	know, that adds up at least six, seven, eight hundred
11	dollars a month.
12	So it is a great way to unite communities. And
13	for those who don't have a lot of resources, it's an
14	excellent idea. Thank you.
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1	MR. LOZANO: Ron Lozano, R-o-n L-o-z-a-n-o.
2	Since everybody is talking about their
3	experience with Metro, I don't remember going on the Red
4	Car, but I do remember my grandmother taking me on the
5	Rosa Parks buses, you know those kind of buses, and then
6	we used RTD; okay? So I always used it. And now I'm
7	using the trains.
8	But here is my thing, I have also worked with
9	Metro on some projects as a utility relocation for AT&T,
10	and so I would say build Washington alternative first
11	since the 60 alternative has Caltrans, Army Corp of
12	Engineers, EPA involved in the process and would take
13	longer in engineer and design and construction process.
14	Also, the naming convention, I want to get to
15	the naming convention, because if you build a Washington
16	alternative, it goes through Pico Rivera at the
17	Washington/Rosemead stop or station, and I would propose
18	that you call it Pico Rivera Build Pico Station; okay?
19	And then the other one would be in Whittier at Lambert,
20	you would call it Whittier/El Ranchito because
21	El Ranchito is still a historical monument here in
22	Whittier; okay?
23	So those are the two naming alternatives I would
24	say. And, well, I already talked about the 60. And I
25	think that's it.

## Ruben Valdez

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MR. VALDEZ: Good evening, everyone. First of all, I've been proud to be with Metro on this project since day one, 2009. I live in the west Whittier 1 unincorporated area, and I'm in favor of this, simply
2 put, because I'm forward thinking. I think everybody in
3 here is forward thinking about if we're going to be a
4 Metro system. You know, we brought them and, you know,
5 we're going to continue to bring them because traffic is
6 going to be worse. There's going to be more people. And
7 let's be real, we've got to transport people to and from.

8 And the biggest piece, if you look back, this morning I was thinking about it as I was, you know, 9 10 thinking about this meeting on my way to work, I work in 11 Orange County, and, unfortunately, I really would like to 12 benefit from this, but my office relocated. So I would like to see it out there too eventually, but OCTA has 13 14 their own opinion that freeways are better, and they use their budget toward that, and that's how it is. 15

But what I was referring to here, though, is 16 that we do have forward-thinking ideas. When I was 17 18 driving to work this morning, I was thinking, well, five 19 years ago there was no Lyft, there was no Uber, there was 20 no scooters, whatever. Anyway, but that's a 21 forward-thinking idea. This is a forward-thinking idea. 22 We might not be alive when this happens. We 23 might be alive when it happens, but we have to think

24 about what's going to happen next and how we're going to 25 continue until the City of Whittier will be a greater

1	city and also all the areas around it, and the health we
2	want as well.
3	And that's it. Thank you, guys.
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### Susan Cameron

MS. CAMERON: My name is Susan Cameron. And two

organizations that I don't know that I'm specifically
 authorized to speak for, but I think I'm representing
 their consensus, is Sustainable City and the Whittier
 Historic Neighborhood Association.

My concerns are affordable housing in Whittier 5 for our children and grandchildren. I don't know how the 6 next generation will be able to afford to live and work 7 8 in our beautiful community the way it presently is without better transportation and without fewer cars. 9 10 Fewer cars not only will improve the environmental with 11 smog, but it will directly affect -- good transportation 12 will directly affect affordable housing here in our city 13 and all the cities along the route.

14 I know -- I'm a homeowner. I own a property, a 15 historic property, with three units in the Uptown edge of 16 the Historic District. But due to an ambiguity in a 17 building permit in 1955, we may lose one of the units on 18 our property because we cannot bring parking up to the 19 current requirements of five or six parking spaces for 20 those three units where, at the time they were built, 21 three garages was sufficient.

We should be heading back to the kind of parking requirements that were needed when these homes were built 50 to 100 years ago, and we are heading that way. Transportation is going to -- good mass transit and other

1	creative transportation alternatives are going to help
2	get us there. And that's the as far as I know, that's
3	the way that's essential for affordable living in this
4	community in the future.
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## Sylvia Ochoa

1 2 3 4 5 6 7 8 9 10 11 12 13 MS. OCHOA: I'm right here. 14 MR. GUTIERREZ: Okay. Go ahead. MS. OCHOA: My name is Sylvia Ochoa. 15 I'm a homeowner on Lyons Boulevard next to the Washington stop. 16 17 I'm absolutely in support of this. I want my property 18 value to go up. I do not think it will go down. 19 I also love going to Downtown L.A. This would 20 be an amazing alternative for me rather than having to go 21 through the hassle of going through traffic. So I'm 22 hoping that this does come to Whittier. I also have --23 my family's home is in Montebello as well, so I'm 24 originally from Montebello. And that would also affect 25 my family in that they would also have alternatives.

This is also about economic upward mobility. This is going to afford that people in our community, our brown brothers and sisters without cars, we need to support them, and we need them to be able to get jobs in Downtown L.A. where they can make more money. We cannot be like this, "Oh, okay. I have a car, so forget about all of our sisters and brothers." No. We need to have upward mobility for them, and this is definitely going to bring it to them. So I hope that it comes to Whittier because I know that it's going to be a good thing. Thank you. 

#### Vincent Corcoran

MR. CORCORAN: Thank you. My name is Vincent Corcoran, C-o-r-c-o-r-a-n. I am a member of the Justice and Equality for the Eastside Coalition and a lifelong resident of the Via Campo neighborhood of East Los Angeles. Our coalition consists of over 400 homeowners and residents of the Via Campo neighborhood south of the 60 Freeway in East Los Angeles and western Montebello. The 60 Freeway Gold Line Extension segment on Pomona Boulevard between Atlantic Boulevard and Findlay 

1	Avenue, as currently proposed by Metro, is an at-grade
2	and aerial design. This design will cause permanent,
3	severe, detrimental and negative impacts to our
4	long-established neighborhood.
5	These negative impacts, to name a few, would be
6	increases in dust contaminants, including substances
7	known to cause cancer, noise and vibrations, visual
8	impacts to viewshed and loss of privacy, traffic
9	congestion and gridlock, and decreases in property
10	values.
11	Eastside minority neighborhoods such as ours are
12	provided substandard and health impacting at grade and
13	aerial rail designs by Metro, while westside
14	neighborhoods including Little Tokyo, Disney Concert
15	Hall, the Financial District, Westwood, Century City and
16	Beverly Hills receive premium underground construction of
17	Metro lines.
18	The Via Campo neighborhood is merely a
19	pass-through destination of a Metro line which will be to
20	the benefit of Monterey Park, Montebello, Rosemead, and
21	South El Monte.
22	It should not be on the backs of East Los
23	Angeles and western Montebello homeowners and residents
24	to accommodate a benefit to these cities at the expense
25	of the quality of life in our neighborhood.

1 The Justice and Equality for the Eastside 2 Coalition takes the following three positions: 3 Position 1, the Justice and Equality for the Eastside Coalition opposes the SR-60 Northside Design 4 Variation as currently proposed by Metro, with an 5 at-grade and/or aerial configuration. 6 7 Position 2, in the event a decision is made by 8 the Metro Board to construct the SR-60 Northside Design Variation, the Justice and Equality for the Eastside 9 10 Coalition would only support this option if an underground construction method is utilized for the first 11 4,500 feet on Pomona Boulevard from west of Atlantic 12 13 Boulevard to east of Findlay Avenue, the beginning of the Montebello Golf Course. 14 15 Position 3, the Justice and Equality for the 16 Eastside Coalition supports only the Atlantic 17 Boulevard/Washington Boulevard alternate, but only if the 18 Atlantic Boulevard portion is built fully underground. 19 It is incumbent upon Metro and our local elected 20 officials to do what is right for all neighborhoods, not 21 just the select few in the San Gabriel Valley. 22 23 24 25



# EASTSIDE TRANSIT CORRIDOR PHASE 2

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Astin Nunez		6/17/2019	Oral	522 – 523
2	Ben Longham		6/17/2019	Oral	524 – 525
3	Eddie Torres	East LA Chamber of Commerce	6/17/2019	Oral	526 – 529
4	Emmanuel Sandoval		6/17/2019	Oral	530 - 531
5	Francesca Corcoran	Justice and Equality for	6/17/2019	Oral	532 – 533
		Eastside Coalition			
6	Grecia Nunez		6/17/2019	Oral	534
7	Jesus Galindo		6/17/2019	Oral	535
8	Joseph Corcoran	Justice and Equality for Eastside Coalition	6/17/2019	Oral	536
9	Juan Munoz		6/17/2019	Oral	537
10	Robert Franz Quillin (2)		6/17/2019	Oral	538 – 539
11	Sharon Basic		6/17/2019	Oral	542 - 543
12	Vincent Corcoran	Justice and Equality for Eastside Coalition	6/17/2019	Oral	544 – 546
13	Yvonne Sandoval		6/17/2019	Oral	547 – 548

# Public Scoping Meeting #2 – Commerce, June 17, 2019

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21	ASTIN NUNEZ: Hello. Good evening. Yeah. How
22	are you all doing? I was really surprised by the "C"
23	map, the "C" route. My preferred route, you know, it
24	doesn't really make sense to overlap freeways when you
25	know the majority of the traffic is already there. Why

1	not like relocate? I think Whittier Boulevard would be
2	the preferred route, but I don't know. Obviously it's
3	like centered between the two freeways, so you kind of
4	back into the El Monte, as you said, and all that stuff,
5	so and also yeah, again, so Whittier and maybe
6	So on a second note, extending the Gold Line
7	straight ahead to Beverly and then having the "C" kind
8	of like instead of going all the way to Atlantic, kind
9	of go have the Atlantic stretch of it to maybe
10	Garfield or Wilcox or something, and then having the "C"
11	again go a little bit further out on the 60 and then go
12	down all the way to the 5 and then, you know, being able
13	to catch straight ahead and get more of the crowd in the
14	center somehow.
15	Do you know what I mean?
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# Ben Longham

BEN LONGHAM: Ben Longham. So I'm a Via Campo
resident. I'm opposed to the 60 extension as it is at
the moment. I personally use the 60 only probably a

1	handful of times, and the patronage on the last four
2	stops, again, it's very minimal. So I don't think that
3	you would get as much use as the Washington alternative.
4	I'm fully supportive of that. And, again, anything
5	underground would prevent any traffic congestion and
6	free up any, I guess, emergency services that will be
7	would need to use the area.
8	I feel also any more congestion to an already
9	busy neighborhood, I think it would be detrimental. So
10	I'm supporting the underground alternative if it's built
11	like that for Washington and oppose the 60 extension.
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# Eddie Torres

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19	EDDIE TORRES: Okay. We have two more. I'd like
20	to move that I want to complain about that. So I'd
21	like to stand can I face my fellow audience here?
22	Sorry for viewing my back.
23	So my name is Eddie Torres, current president
24	of the East Los Angeles Chamber of Commerce I didn't
25	have to write that down and also a resident of the

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1	East L.A. I've been following this whole project for
2	over two well, four years. I can give the
3	presentation to you.
4	So here we go. The East L.A. Chamber of
5	Commerce and residents of East Los Angeles support the
6	Washington alternative underground only. It provides
7	possible economic redevelopment. It impacts East
8	Los Angeles to a minimum. If we go underground, we save
9	parking, we save businesses, we save jobs.
10	We support this also because of the fact that
11	it's environmentally more safe than the 60. I'll get to
12	that. The ridership on Washington for the Washington
13	alternative is greater than the 60 freeway.
14	We don't agree with the "Y" or the "X" or the
15	"Z" alternate connect and everything. We know there's
16	no money for that. So I don't know why we're talking
17	about it.
18	So those are the reasons one more reason.
19	The Washington alternative also takes the people from
20	Pasadena and Downtown and Little Tokyo to Commerce. And
21	Washington has been ignored by Metro for years. It's
22	time for East Los Angeles to get back what Metro
23	devastated on Third Street, losing businesses and losing
24	homes.
25	So the reason to not support the 60 freeway

1 alternative is because it negatively affects 2 East Los Angeles. The ridership is not that great. 3 They have this thing called -- and you should have not named it this. You should have called it what it is. 4 It's a dump. They call it special funding. 5 Sorry to disrespect. There's nothing fun about it. 6 7 So they're going to have to dig that up to 8 put the columns in there to support Metro going at It's going to go on one side. 9 grade. But because of the special funding, it's going to go across the 10 11 freeway. 12 Also, Caltrans has already wrote a letter 13 that if they put it on the side of the freeway, it's 14 going to limit them from ever expanding the 60 freeway. I don't know if you guys are paying attention, but every 15 16 freeway is looking for expansion. The 5, the 10. They're talking about the 405, expanding it. So it's 17 18 crazy not to limit -- to limit yourself to something to 19 try to commit to helping transportation and limit 20 yourself on the other hand. 21 And people think that everybody is going to give up their cars. I'm telling you, it's not the fact 22 23 that we have more cars. We have more people, and we're 24 going to keep having more people. 25 Another bad thing about the 60 alternative is

1	the power lines from Edison, Caltrans I already
2	mentioned, and the Army Corps of Engineers. The flood
3	channel is being will be greatly impacted.
4	So here we go. We're spending hundreds of
5	thousands of dollars, if not millions of dollars, to put
6	an alternative on the side of the freeway that takes
7	you will take pedestrian ridership. Does that make
8	sense? Is that good use of your dollars? I don't think
9	so.
10	I'm not looking at this as a resident of the
11	East Los Angeles. I'm looking at this for the future of
12	the kids that are growing up now, what's going to
13	benefit them, a good use of a valuable service that's
14	going to benefit them. So I ask everybody here to
15	support the Washington alternative. Because if you
16	don't speak and you don't fill out this card, you're not
17	counted. So please fill out one of these cards and
18	support of the Washington alternative and do not support
19	the 60 alternative because it does nothing but spend our
20	money to put less people to a destination, all the while
21	the [unintelligible] for years and years.
22	God bless you, and thank you for your time.
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### Emmanuel Sandoval

EMMANUEL SANDOVAL: Good evening, everybody. My
name is Emmanuel Sandoval. I'm a long-time resident of
Whittier, a recent new resident of the Pico Rivera. I'm
in full support of this going through Whittier. I've

1	been following this for quite some time. The original
2	route not a lot of people know the original red
3	trolley cars used to go to Whittier and take you all the
4	way to the beach.
5	I currently work in Santa Monica. It's
6	terrible going from my house to Santa Monica. It's
7	ridiculous. So I'm fully in support of this. I just
8	really encourage everybody to get behind it and support
9	and get outreach throughout the community so that we
10	could get this done by 2028.
11	And I just want to make a comment to you guys
12	that how are we going to promote this getting
13	streamlined? I know that 2028 is getting seven years
14	down, but how do we make sure that this gets built? We
15	have so many other projects that are in contention too.
16	Rebuilding has been allocated to the Whittier one. So
17	let's get it done.
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4	FRANCHESCA CORCORAN: My name is Franchesca
5	Corocoran, C-o-r-c-o-r-a-n. I'm a resident of the
6	Via Campo neighborhood and part of the Justice and
7	Equality for the Eastside Coalition.
8	I fully support Vincent Corcoran's statements
9	presented at this meeting by the Justice and Equality
10	for the Eastside Coalition to the staff of Metro.
11	MR. GUTIERREZ: Francine Morua, followed Eddie
12	Torres.
13	FRANCINE MORUA: My name is Francine Morua,
14	M-o-r-u-a, and I am a resident of Whittier. I wasn't
15	able to attend the last meeting in Whittier.
16	What I wanted to say first is that I'm
17	against it because Whittier did not give us a full
18	heads-up on what was happening years ago. They gave the
19	unincorporated area. Whittier does not want to have a
20	train put in their neighborhood. So they would not take
21	it.
22	Where this train is going to go through, it's
23	going to go near Pioneer High School where
24	three-quarters of the kids live north of
25	Washington Boulevard and do walk to the high school.

I also have that there is -- notification. We weren't notified at all. I just so happen to find out. Unless you have your address on Washington Boulevard, within even I heard 500 feet is the farthest they need to go. People who live two, three houses down from Washington have no idea this is going on. I myself say it's not a good idea. But I just heard underground, maybe so. On top, no. We have Presbyterian Hospital very close to us. It would have to stop for the ambulance -- in other words, they have to stop and wait for the train. That's about all that I have to say for now though. Thank you. 

GRECIA NUNEZ: Grecia Nunez, G-r-e-c-i-a N-u-n-e-z. I oppose the SR-60 -- the SR-60 phase. I would like to -- I would like to agree on the Washington route, Washington phase. That's it. Thank you. 

JESUS GALINDO: My name is Jesus Galindo. So my concern, which I just realized it's a concern, is I live off of Atlantic and Olympic, and I was talking to a gentleman over there, and the idea is for them to burrow underground. And my concern is my house caving in under this -- under this -- you know, how will it affect my property? Because the way I see the illustration is it kind of curves, and it kind of curves where I live. I'm very concerned about that. And I just need more information. Very concerned. 

Joseph Corcoran

JOSEPH CORCORAN: Joseph Corocoran. And I was opposed to the 60 freeway above-ground aerial. I'm in favor for the underground for the first 4,500 feet so it clears the residential areas, and it -- and make it above ground where there's commercial business. I'm all for the Washington -- the Washington alternative. And that's about it. Thank you. 

#### Juan Munoz

JUAN MUNOZ: Hi. My name is Juan Munoz, and I just wanted to say that I support the Washington Boulevard alternative because, you know, I use public transportation, and the thing is my parents want to use the car. So I want to use public transportation more. And the thing is, is that the Gold Line travels near where I live here in Commerce. Because the -- but still, though, there's like the traffic during like Black Friday and during the holidays and stuff. So I would like to see the train travel through that area. And also Washington Boulevard, because my parents travel usually from Pico Rivera, Montebello, Whittier, all the

#### Robert Franz Quillin

ROBERT FRANZ QUILLIN: This is comments, whatnot. And basically you're probably going to just -- well, one, you're going to see me again probably at one of the -- at least at one of the other meetings, I'll have thought a little more thoroughly. But my --Okay. One, since the combined alternative is the probable choice, please do the Washington Boulevard alternative first before 2028, exclamation point. And then, two, the Washington Boulevard alternative will

1	help more poor people.
2	THE COURT REPORTER: And just state your name,
3	please.
4	ROBERT FRANZ QUILLIN: Robert Franz Quillin,
5	Q-u-i-l-l-i-n.
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ROBERT FRANZ QUILLIN: Robert Franz Quillin. M.O.S., multiple -- okay. I'm trying to think what it even means. Okay. Do they really, really need a storage facility? That's the question. Three question marks. I hope I emphasized enough. (The proceedings concluded at 8:00 p.m.) * * * 

surrounding areas, where the Gold Line will be extended. And it is also good because I know that it's an original connector, and once that opens with this portion, the Gold Line is going to go all the way to Santa Monica, so it's good without transferring. And that's what I wanted to say. Thank you. 

SHARON BASIC: Yes. Good evening. I'm Sharon Basic. I am a resident of the City of Commerce. As I've been listening here, I'm not real familiar with what is going on here, but I have a general idea. I would appreciate, considering the people that are here in the audience, talking about 2035. Some of us will not be here. Okay? Let's be honest. I'm not going to tell you how old I am, but I don't think I'm going to be here in 2035. And I feel that you need to reach out to people -- like these gentlemen that came up and the young lady, you need to have them come up and speak because this is going to be for them. I know that we're making decisions for them,

1	and I would like them some of them to come up to your
2	meetings to express what they really want because they
3	will be living here hopefully in 2035.
4	Thank you very much. You do have a good
5	evening.
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VINCENT CORCORAN: My name is Vincent Corcoran, C-o-r-c-o-r-a-n. And I am a member of the Justice and Equality for the Eastside Coalition and a lifelong resident of the Via Campo neighborhood of East Los Angeles. Our coalition consists of over 400 homeowners and residents of the Via Campo neighborhood south of the 60 freeway in East Los Angeles and western Montebello. Our coalition does support the Atlantic Boulevard/Washington Boulevard alternate but only if the Atlantic Boulevard portion is built fully underground. However, the 60 freeway Gold Line extension

1 segment on Pomona Boulevard between Atlantic Boulevard 2 and Findlay Avenue as currently proposed by Metro is an 3 at-grade and aerial design. This design will cause permanent, severe, detrimental, and negative impacts to 4 our long-established neighborhood. 5 These negative impacts, to name a few, would 6 7 be increases in dust contaminants, including substances 8 known to cause cancer, noise and vibrations, visual impacts to view shed and loss of privacy, traffic 9 10 congestion and gridlock, and decreases in property 11 values. Eastside minority neighborhood such as ours 12 13 are provided substandard and health impacting at-grade 14 and aerial rail designs by Metro, while westside neighborhoods, including Little Tokyo, Disney Concert 15 16 Hall, the Financial District, Westwood, Century City, and Beverly Hills, receive premium underground 17 18 construction of Metro lines. 19 The Via Campo neighborhood is merely a 20 pass-through destination of the 60 freeway Gold Line 21 extension, which would be to the benefit of Monterey Park, Montebello, Rosemead, and South El Monte. 22 23 It should not be on the backs of the 24 East Los Angeles and western Montebello homeowners and 25 residents to accommodate a benefit to these cities, at

1	the expense of the quality of life in our neighborhood.
2	The Justice and Equality for the Eastside
3	Coalition takes the following three positions:
4	Position one, the Justice and Equality for
5	the Eastside Coalition opposes the SR-60 Northside
6	Design Variation as currently proposed by Metro, with an
7	at-grade and/or aerial configuration.
8	Position two, in the event a decision is made
9	by the Metro board to construct the SR-60 Northside
10	Design Variation, the Justice and Equality for the
11	Eastside Coalition would only support this option if an
12	underground construction method is utilized for the
13	first 4,500 feet on Pomona Boulevard from west of
14	Atlantic Boulevard to east of Findlay Avenue, the
15	beginning of the Montebello Golf Course.
16	Position three, the Justice and Equality for
17	the Eastside Coalition supports the Atlantic
18	Boulevard/Washington Boulevard alternative, but only if
19	the Atlantic Boulevard portion is built fully
20	underground.
21	It is incumbent upon Metro and our local
22	elected officials to do what is right for all
23	neighborhoods, not just the select few in the
24	San Gabriel Valley.
25	Thank you.

1 2 3 YVONNE SANDOVAL: Hello. My name is Yvonne 4 Sandoval. My first name is spelled Y-v-o-n-n-e. I'm new to this -- I went to the first meeting, but it was 5 6 still, you know, new. And so here I am, and I'm seeing 7 and realizing that it's going to go -- I'm sorry. I 8 live here in the City of Commerce. I don't know. I've been here for about 30 years. 9 So with that in mind, for sure for 10 11 temporarily that I didn't have a car, it was hard to get 12 anywhere after a certain hour, I think, on a Saturday 13 afternoon and definitely on a Sunday. Because not even 14 the Montebello bus ran through here at all on Sundays. 15 So looking at the future of the children, 16 growing up, going to school, getting jobs, having to 17 work, there is nothing -- if they don't have that extra 18 car at home, they're not going to be able to get 19 anywhere without transportation. 20 And the thought of having a train there is 21 pretty cool. Of course I am concerned always "para la 22 gente," for the people, us, the lower income folks 23 that -- small housing, whatever, that might be impacted 24 and how soon if that were to be the case from Atlantic all the way down and around as far as you can go. 25

Even though it would benefit those that need the transportation, but how much of a time beforehand would they know that it's going to be impacted that they would pull those houses, you know, or have them relocate for the sake of the light rail trail. So I appreciate the time. And I wanted it documented. And, hey, nice to see you again, mijo. Thank you. 



# EASTSIDE TRANSIT CORRIDOR PHASE 2

## Public Scoping Meeting #3 – East Los Angeles, June 19, 2019

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Adrian Rodriguez		6/19/2019	Oral	550 - 551
2	B Timberlake		6/19/2019	Oral	552 - 553
3	Clara Solis		6/19/2019	Oral	554 – 555
4	David Ortega		6/19/2019	Oral	556 – 557
5	Dennis Krondale		6/19/2019	Oral	558 – 559
6	Eddie Torres		6/19/2019	Oral	560 - 563
7	Edmond Veloz		6/19/2019	Oral	564 – 565
8	Elizabeth Wheeler		6/19/2019	Oral	566 – 568
9	Frank Imperial		6/19/2019	Oral	569 – 570
10	Gerald Behoteguy		6/19/2019	Oral	571 – 572
11	Grecia Nunez		6/19/2019	Oral	573 – 574
12	Guadalupe Vargas		6/19/2019	Oral	575 – 577
13	Jeffrey Ocello		6/19/2019	Oral	578
14	John Corcoran	Justice and Equality for	6/19/2019	Oral	579 – 583
		Eastside Coalition			
15	Joseph Maytorena		6/19/2019	Oral	584 – 586
16	Karla Melendez		6/19/2019	Oral	587 – 588
17	Larry Franco		6/19/2019	Oral	589 – 590
18	Liz Ortega		6/19/2019	Oral	591 – 593
19	Manuel Del Valle		6/19/2019	Oral	594
20	Manuel Herrera		6/19/2019	Oral	595 – 596
21	Marlene Ramirez		6/19/2019	Oral	597 – 598
22	Martha Hernandez		6/19/2019	Oral	599 – 601
23	Martha Jimenez		6/19/2019	Oral	602 - 603
24	Mary Lou Degollago		6/19/2019	Oral	604 - 605
25	Michelle Moreno		6/19/2019	Oral	606 - 607
26	Natalie White		6/19/2019	Oral	608
27	Reina Sandoval		6/19/2019	Oral	609 - 610
28	Remo Packer		6/19/2019	Oral	611
29	Richard Aespuro		6/19/2019	Oral	612 - 613
30	Shirley Topoian		6/19/2019	Oral	614 - 616
31	Stacy Farfan		6/19/2019	Oral	617 – 618
32	Veronica Soto		6/19/2019	Oral	619
33	Vincent Corcoran	Justice and Equality for Eastside Coalition	6/19/2019	Oral	620 – 628
34	Yvonne Sandoval		6/19/2019	Oral	629 - 630

1 Thank you very much. ADRIAN RODRIGUEZ: Tonight 2 it's very uplifting to see my community stand up for 3 something that is so important to us. I've lived in Via Campo for 10 years. I live in the corner of Hillview and Via 4 5 Campo. So I'm going to be -- previous speaker comments they 6 7 are everything. They are making ambulance rivals and leaving 8 every night. I hear it all the time. And it is because it is a hospice and those people they need that time. So I 9 10 definitely do not support above ground. It should be only 11 below ground. 12 I'm also here because I am very -- I live and work 13 in the community, so I'm very intimate with the like rhythms 14 of this community. And that Atlantic and -- that Atlantic exit is awful. And to add a train above ground would only 15 16 make it worse. The line would back up onto the 710 because of that. And to introduce that to our community would do 17 18 that also going down. Our community has already been forced 19 to be a bottleneck on Telegraph and Atlantic for those going 20 south. Any afternoon 3:00 -- from 5:30 to 6:00 it is a 21 bottleneck because our community was not served -- was not 22 provided bridges over the 5 Freeway when these were initially 23 built through our community. 24 So we're here because this is a once in a lifetime 25 opportunity. And if we don't get it right, our community

1	will have to suffer just like we did with Atlantic and
2	Telegraph where all five communities are forced to go through
3	this corridor.
4	So I believe our community deserves underground and
5	that is the only course of action for us.
6	Thank you.
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### B Timberlake

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23	B. TIMBERLAKE: Yes, I do not live in Montebello,
24	sorry, but this project will be useful to people who are
25	living farther south. I couldn't get to the meeting in

1 Commerce so that's why I'm here now.

2	I really think that it's fine with me if Metro wants
3	to build both alternatives, but if only one alternative gets
4	built, it needs to be the Washington Boulevard branch that
5	goes to Whittier because Whittier gets the short end of the
6	stick. I don't live in Whittier, but I would like to be able
7	to go there but you can't. You can't get there from the
8	eastside. It just so I mean it seems to me that more
9	people a larger population will be served by the branching
10	down to the Washington alignment. And and if there is
11	going to be any 60 Freeway alignment, I'm really concerned
12	that there is no proposed stop at the big park on Rosemead,
13	Rosemead Drive, because that's a huge attraction the
14	Whittier Narrows Park. I can't think of the exact precise
15	name, but that is a huge traction to families, to children,
16	to people. And to have no stop there doesn't make any sense
17	to me.
18	Anyway, I hope we will have at least, at least, the
19	Washington branch.
20	Thank you very much.
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#### Clara Solis

CLARA SOLIS: I agree. Along SR 60 makes no sense. Already Atlantic and Pomona there is way too much traffic there. What I have heard is there is not enough money to even finish one project. That's why they are doing it in two 

1	stages. A combined project I don't believe should be
2	considered. The only considering that I can see to consider
3	it is for the consultants to make more money because then
4	they have to hire more people to study that option.
5	I have attended most of the meetings and I have seen
6	that the clear preference has been for underground. The way
7	you route Atlantic to East L.A. the current station that is
8	at the terminal on Atlantic Boulevard should also be placed
9	underground.
10	Additionally, I just want to bring up that East L.A.
11	should not be penalized because it has a lot of public
12	transit. I'm concerned that bills like SB 50 that would
13	allow for storing buildings to be built along transit would
14	impact East L.A. which is already very dense.
15	Thank you.
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1 2 3 4 5 6 7 8 DAVID ORTEGA: Don't get upset by what I'm about to I have been a resident of Alhambra area and Monterey 9 sav. 10 Park in the last 25 years. I have been in the community for 11 the last 20 years taking the express lane underground 12 subways. I have seen how nice it was recently commuting down 13 the Blue Line down towards L.A. Trade Tech. Coming down 14 Montebello, the Gold Line. And what comes to mind is when I 15 used to tease Montebello and call Montebello the hell hole, 16 and that's what I see on the bus on the Metro lines, how 17 sloppy and dirty they are above ground versus underground. Ι 18 just want to make that point. It needs to be underground. 19 Secondly is I want to know who are all the entities 20 or agencies here. I see Ariellos. They come. Who are they. 21 What interest do they have here. We need to know by the next 22 meeting. And let us know also -- we just received flyers 23 seven, ten days before this event. We need to be notified 24 more than one time, multiple times during the week. 25 And as like the last person said, maybe on a weekend

1	you have better outcome because we do work here. We need
2	some type of fliers, website, app links to find this
3	information. The one gentleman had to report where do we
4	find this information and maybe take some of this \$3,000,000
5	here for us so we can see the people that are actually here.
6	And what is the changes that the ERI findings from 2014 until
7	now that made the drastic decision to change this. Real
8	estate home values I'm a new resident and concerned of the
9	value of my home now. I know the homes right off the 3rd
10	Street in Boyle Heights those values did not go down. They
11	are growing in graffiti. It's horrible. Please request
12	those studies done.
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#### Dennis Krondale

MR. KRONDALE: My name is Dennis Krondale. I live on Via Campo and Bradshaw. I've been there for 47 years. This project has to be underground. If it's going to be elected, it has to be underground. If it's going to be voted on, it has to be underground. 

There is so much, and you've heard it from everyone before me, and everyone, I'm sure, after me saying the same thing. It has to be underground. We have had -- we're finished with what has been going on above ground, and we don't want anything, any aerial. So I'm a resident of the Via Campo area, and I -- I'm also a member of the Justice League, and one last point again, it has to be underground. 

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18	EDDIE TORRES: Good afternoon. Good afternoon,
19	ladies and gentlemen. My name's Eddie Torres, born and
20	raised in East L.A., went to 4th Street, went to
21	Griffith, went to Garfield.
22	I've been following the Metro with
23	everything that's happening since the devastation on
24	3rd Street. Metro didn't want me on the advisory
25	committee because of my outspoken attitude and just

1	wanting the best for our community, but I fought to get
2	on it. When they told us, about three years ago, the
3	Metro consultants, they started we sat with the
4	Whittier Whittier Boulevard Association, two
5	consultants, and someone from Metro, and they said they
6	were going to go down to Arizona at grade.
7	I counted the letters "underground" in my
8	hand, and they said we got to during this
9	during this word, it's 11 letters, "underground."
10	Martha can attest to this. We fought not to
11	put them in Arizona and go underground in Atlantic, and
12	now it's like that. We can have anything we fight in
13	unity to do. So let's see a show of hands for
14	everybody here who wants to go underground. Thank you.
15	Okay. So that's for the record.
16	Now, you might not agree with me on this.
17	That's why I make this statement. Anything going on
18	the 60 freeway is is a bad use of our funds. One is
19	they call it a super fund zone. They're going to go
20	under a toxic waste, spend hundreds of thousands, if
21	not millions of dollars will be used for transportation
22	to clean up something that they might not be able to
23	clean up right. Old story, keeps on happening.
24	Second of all are you trying to put me
25	off?

1	MR. GUTIERREZ: Speak directly into the
2	microphone.
3	EDDIE TORRES: So so down. They they want
4	to put the light rail on the side of the freeway, on a
5	freeway, for a freeway. It's already going to the same
6	place as the freeway. So when they spend money on
7	that see a show of hands for that. Raise your
8	hands, we need to spend money on that. That's like a
9	joke, eh?
10	Now, do we want to spend money to have them
11	hold back the expansion of the 60 freeway? Guess what?
12	That's what's going to happen. Caltrans already wrote
13	a letter to Metro and said we're against this project
14	because it's going to stop the expansion. How many
15	freeways since the last 50 years have expanded? 710's
16	expanding, 5 expanding. They're going to expand the
17	60, but they're going to spend money, our tax dollars
18	to give us less than we need for transportation.
19	The Washington alternative the Washington
20	alternative going underground is the one that makes
21	sense, will get more dollars, will get more economic
22	dollars, but if we go down on 60 freeway, we're wasting
23	valuable dollars for transportation for our future.
24	So the East L.A. Chamber of Commerce, I
25	happen to be president at this time and local

1	president, is against the the 60 proposal, and only
2	supports the Washington underground. We want the best
3	we can get. We want the money we development we can
4	get.
5	And I hate to differ anybody, but if anybody
6	knows me, I'm going to speak public and say what's
7	happening. We need economic redevelopment. So the
8	plaza at grade by Mariachi Plaza could bring a
9	hundreds of thousands of dollars in a focal point. We
10	need to do it at grade, for the for the plaza, not
11	underground. Nobody's going to see it.
12	So God bless you, and I ask you to think of
13	the future, because you guys are the ones, the future.
14	The kids the kids are going to see this. It's not
15	going to be around for me. I'm already 62 years old,
16	turning 63 in August. God bless you, and please
17	support Washington. Thank you.
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### Edmond Veloz

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21	EDMOND VELOZ: Hello. My name is Edmond Veloz. I
22	live in South El Monte, about 200 yards north of Washington
23	Boulevard on Love Road. We have this person here who her
24	name is Jenny Cristales-Cevallos. Cevallos. First thing she
25	did, she didn't tell you the whole truth. I don't know how

1	many of you have looked at the EIR. You can get it in the
2	library. I got a few pages here from it. There is one thing
3	she didn't tell you and she is bound to tell you this. There
4	is another alternative. It's called the TSM alternative.
5	It's on page 5-6 and it says here 5.3.2 TSM alternative.
6	Now, what this is, TSM alternative would include the
7	provision of the no build alternative and would add enhanced
8	bus service to the project area along major streets. Minor
9	construction of bus stop shelters and benches would occur at
10	key stop signs along the routes and some additional embedded
11	wiring in the street may be needed to provide new bus routes
12	with traffic signal priorities. TSM alternative would not
13	require construction of major infrastructure or any
14	infrastructure outside of the existing public street ROW as
15	part of the Eastside Transit Corridor Phase 2 Project. As
16	such, the TSM alternative would not result in the use of any
17	resources potentially projected under Section 4. What that
18	means is you could get if it were up to me I say okay.
19	Just give us six buses every in each direction, 24 hours a
20	day at 1/500 of the cost. You have better service than what
21	this crap is going to give you.
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### Elizabeth Wheeler

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ELIZABETH WHEELER: Hello, I'm a resident of the

1 Via Campo neighborhood as well, and what our -- our 2 neighbors said, they started at 47 to get their first 3 home. Well, my husband and I started a little later, and we were really thrilled to be in this neighborhood, 4 and we were excited, and we -- we finally get a house. 5 We were living someplace else, but now that we're here, 6 7 we've never felt such a community spirit, and it makes 8 me want to cry. Okay. I don't want to go into that, but I want to say that I fully support, and I hope that 9 10 this tunnel is underground.

11 It -- it would just make our neighborhood aesthetically more beautiful too. I know that sounds 12 13 very trite, but people get inspired by where they live, 14 and if you continue to see things that impact how you 15 get to work, or how you go to the grocery stores, and it takes you longer, and you feel as if you're --16 17 you're not even being heard, then it changes how you 18 feel about your city.

And we have a great Eastside. We have so much culture, and we have so much to do here, and we should be so proud of it, and I think about the Purple Line and how they had to excavate through fossils and dinosaurs, and they gave all that money to them to actually do that, and we're just asking to have 4500 feet of a tunnel to get there, which isn't that much.

It's really not. So I know it's probably a financial thing, and I'm sitting next to our representative here, and I hope he's listening very strongly and goes back and tells his people what we're talking about, because it's very important to us, and we do have a neighborhood. And I thank you all for coming, and I thank John and his family for being so incredibly perseverant, go-go guy. Thank you again to all of the representatives. 

FRANK IMPERIAL: Hi. My name is Frank Imperial, and I'm a resident -- I live on Bradshaw and Via Campo. I grew up in Monterey Park. I have been in the Monterey Park house almost 28 years and we don't need any more obstructions, you know. I fought for that wall, that wall along the freeway to bring the noise down. We're trying to rebuild the community. We're trying to make it look nice, you know. On Bradshaw they built all the speed bumps. And all the problems we have on Findlay and Via Campo so everyone comes down Bradshaw

1	running a hundred miles an hour, running through the stop
2	signs. And I just can't imagine what is going to be like
3	with the Metro rail. It's got to be underground. It just
4	can't be another visible obstruction, you know.
5	The kids that are growing up in the neighborhood
6	they don't need any more they don't need any more cars or
7	any more noise or any more pollution than we have now. All
8	they need is something that they can grow up with and grow
9	into. I see a lot of people I walk the neighborhood. I
10	think some of you I say "hi" to in the morning. And, you
11	know, walking down Via Campo was already scary, you know,
12	people are just coming there is always flowers there by
13	that barrier, you know, that somebody was hit. I don't know.
14	I feel really bad about it, but I think that we all could do
15	something. And we can just get this thing underground and we
16	don't have to see it and put up with it. Okay.
17	(Applause.)
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#### Gerald Behoteguy

GERALD BEHOTEGUY: I'm Gerald Behoteguy. I'm actually -- I'm from the Whittier area, and I didn't get to express my displeasure with the Metro rail. My problem is when I -- so many things I can't do and I can't get back because of bus system. At night the bus 

1	shuts down one of the buses shuts down about 8:00 and
2	or even 6:00 on weekends. And I find me stranded and I sleep
3	on bus benches. And I find it very frustrating that that
4	on Saturday night the Metro rail train runs almost 24 hours.
5	I mean they run two and three in the morning and then they
6	pick up at five. Buses reduced hours on Saturday, just the
7	opposite. When you end up when you get to the end of the
8	Metro rail like up here at Pomona and Atlantic for the Green
9	Line it's seven, eight. There is no bus. You are stranded.
10	And I feel that too much is placed too much emphasis is
11	placed on Metro rail and not the bus system. Because a lot
12	of us need to I don't drive a car. My only way of getting
13	around is a bus. I don't use the Metro rail. Not that I
14	don't like Metro rail, it just doesn't go where I want to go.
15	The 460 bus that I take to L.A. is faster than Metro rail.
16	760 bus to Pasadena is faster than the Metro rail. Get buses
17	also. I go way, way back and there was a route RT had
18	route 72 and it runs straight from the Fullerton train
19	Station, the Amtrak, to downtown L.A. and you need to take
20	four busses and it takes forever to get there.
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1 2 3 4 5 6 7 8 9 GRECIA NUNEZ: Good evening, everyone. My name is Grecia Nunez, and I'm a resident of the Via Campo 10 11 neighborhood and part of the Justice and Equality for 12 the Eastside Coalition. The 60 freeway Gold Line 13 extension, as currently proposed by Metro for an 14 at-grade and aerial line, would have severe and 15 detrimental effects to our long-established 16 neighborhood. 17 These negative impacts, to name a few, 18 would -- would be an increase in dust contaminants, 19 including -- including substances to known to cause 20 cancer, developmental disabilities in children. 21 Research has shown children that live near freeways and 22 near at-grade trains causes higher possibilities in 23 autism. 24 The Eastside minority neighborhoods, such as 25 ours, are provided substandard and health impacting

1	design by Metro, while Westside neighborhoods in
2	Westwood, Century City, Beverly Hills receive premium
3	underground construction for Metro lines.
4	I oppose any construction of the 60 freeway
5	Gold Line extension, as currently proposed by Metro,
6	for an at-grade and aerial build. I will only support
7	a no-build option for the 60 freeway Metro extension,
8	or an alternative, an underground design of the Metro
9	line on Pomona Boulevard between West Atlantic
10	Boulevard to East Findlay Avenue.
11	No other design, other than an underground
12	Metro line on Pomona Boulevard between west of Atlantic
13	to east of Findlay Avenue, will be acceptable to me and
14	our Via Campo neighborhood. Thank you.
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GUADALUPE VARGAS: If you allow me, I'm going to say this in Spanish, and I will be interpreting. There's three issues that I want to talk about. One is the wellbeing of the students that are nearby. Ever since Metro entered, we've had a lot of violence from behind of the school, Garfield, of which the teachers -- I live here in this community. I have the grace of working here in Garfield High School, and nobody has touched the needs of the students in high school. They are afraid. With all these issues of Metro, many people have came from different areas, especially the homeless, and here fore, there has been a lot of violence. Burger King that is by Atlantic Boulevard, I

1 know you are aware of, but there has been a homicide, 2 and secondly, there was violence among the homeless 3 where there was fire, and the students are very scared, especially the girls. 4 Why are we going to put our health at risk 5 6 when we have a budget -- when we have a budget that can 7 cover these needs, and therefore, we can take care of 8 our health, the wellbeing of the students, of the 9 elderly, and all of those that walk in this community 10 day by day? 11 I ask you, and I beg you to take into consideration the needs of these students, because they 12 13 are our future. So if we're going to put on a scale of 14 money, or are we going to put on a scale those that are 15 going to shine and that can bring to this community a 16 lot. Why? So that we can bring the Metro and have 17 more problems? 18 And the traffic -- and the traffic that is 19 there because of the buses and the cars and the 20 motorcycles, and we forgot that the youth uses 21 skateboards, bicycles, and they are not aware of their 22 surroundings, of the things that happen here on Earth. 23 Where there's Griffith Middle School, 24 there -- there has been also incidents, such as with 25 cars caused by Metro. I understand and I know we have

1	to move forward towards the future
2	MR. GUTIERREZ: Ten seconds.
3	GUADALUPE VARGAS: but we can do it
4	underground, please.
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17	JEFFREY OCELLO: My name is Jesse Ocello, long time,
18	long time, 30 years or so or more, resident of Via Campo
19	community between Hillview and Stadler.
20	Neighbor. Nice to meet you.
21	I support the previous statement presented by the
22	Justice and Equality to the staff of the Metro. I can't
23	elaborate more at the moment, but I fully support the
24	underground and not at all the other option.
25	(Applause.)

1 2 3 4 5 6 7 8 JOHN CORCORAN: Good evening. Thank you for taking time out of your busy schedule to attend this 9 10 meeting. It's appreciated, and I'm glad that you're 11 here to put your voice into this situation that we have 12 here. My name is John Corcoran, and I'm an 13 14 organizer of the Justice and Equality for the Eastside 15 Coalition. The Justice and Equality for the Eastside Coalition opposes the SR-60 north side design variation 16 alternative, commonly called the 60 freeway Gold Line 17 18 extension, as currently proposed, with an at-grade 19 aerial build. 20 A no-build option would be advocated for by 21 the Justice and Equality for the Eastside Coalition, if 22 Metro continues to support this alternative for an 23 at-grade aerial design. The Justice and Equality for 24 the Eastside Coalition will only support the 60 freeway 25 Gold Line extension alternative if an underground

1	construction design is utilized on Pomona Boulevard for
2	the first 4500 foot from west of Atlantic Boulevard to
3	east of Findlay Avenue at the beginning of the
4	Montebello golf course.
5	The Justice and Equality for the Eastside
6	Coalition supports the Atlantic Boulevard, Washington
7	Boulevard alternative, but only if the Atlantic
8	Boulevard portion is built fully underground.
9	Metro, in our past elected officials, have
10	had a sordid history of shortchanging the East
11	Los Angeles community, beginning in 1998 with shifting
12	of funds allocated for a heavy subway on Whittier
13	Boulevard, thus ending the Red Line Eastside extension.
14	Metro continues to fund first class designs
15	for underground construction of the Purple Line in
16	Westside neighborhoods, such as Beverly Hills, Century
17	City, and Westwood, yet proposes inferior construction
18	builds for minority Eastside Los Angeles communities by
19	designing and advocating for at-grade and aerial
20	construction. This is clearly an issue of
21	environmental justice by the shortcomings caused by
22	inferior construction builds being pushed on the
23	Eastside communities by Metro, which result in
24	detrimental quality of life and health issue impacts
25	associated with these inferior construction methods.

1One only needs to look at how the at-grade2Gold Line on 3rd Street was constructed in the3unincorporated area of Los Angeles County, specifically4East Los Angeles, as compared to the premium5underground construction the City of Los Angeles6received, beginning on 1st Street west of Indiana7Street.

8 It defies common sense and illustrates the apathy directed at the East Los Angeles community for 9 Metro to build a line as to what is constructed on 3rd 10 11 Street, blocking the East Los Angeles Sheriff's Substation access to eastbound 3rd Street for emergency 12 13 dispatches. Perhaps it doesn't matter to Metro, but it 14 surely matters to any East Los Angeles resident east of Atlantic Boulevard when a life-or-death situation could 15 hinge on seconds for a Los Angeles County Sheriff's 16 17 patrol unit to arrive. However, that patrol unit must 18 proceed west on 3rd Street from their substation, then make a U-turn on La Verne Avenue, and then double back 19 eastbound on 3rd Street. Seconds to minutes could be 20 21 lost by this unwarranted delay.

This is just another example of the shortcomings of Metro's Eastside designs, which have placed our community at risk. It just proves Metro does not care about our community's needs. The Via

1	Campo neighborhood is merely a pass-through destination
2	for what will ultimately benefit Monterey Park,
3	Montebello, Rosemead, South El Monte, and prospectively
4	cities further east on future builds.
5	If this project is important enough to these
6	cities, who will be the beneficiaries of the 60 freeway
7	Gold Line extension, let them open their checkbooks to
8	underwrite and eliminate any detrimental impacts
9	impacted onto East Los Angeles and eastern Montebello
10	by contributing money to an underground build for the
11	first 4500 foot of the 60 freeway Gold Line extension.
12	The Justice and Equality for the Eastside
13	Coalition has over 400 signatures from residents of the
14	Via Campo neighborhood opposed to the current proposed
15	construction of an at-grade and aerial Metro line for
16	the 60 freeway Gold Line extension. This neighborhood
17	will vehemently impose Metro's inferior design of an
18	at-grade and aerial design, which will impact our
19	lives, our children's lives, and future generations
20	living along the Metro rail corridor.
21	Only by a no-build option or an underground
22	construction option can our neighborhood be saved from
23	the negative health and quality of life impacts
24	currently being proposed by Metro.
25	I want to add a couple more elements here,

1 and I'm going to give a written submission and not take 2 up too much time here, but these are some additional 3 impacts to the Via Campo neighborhood by the 4 construction of an at-grade aerial Metro line for the first 4500 foot on Pomona Boulevard. 5 6 First, inability of emergency vehicles to 7 navigate between both sides of Pomona Boulevard if they 8 are blocked in the center by a Metro rail, IE, the same situation which currently exists on 3rd Street between 9 Atlantic Boulevard to Indiana Street. Loss of Caltrans 10 11 right-of-way, which will eliminate Caltrans' ability to 12 do lane or carpool lane expansions on the 60 freeway 13 between Atlantic Boulevard and Peck Road. North 14 impacts for Metro (inaudible due to microphone failure) on Hillview Avenue and Atlantic Boulevard to local 15 16 residential areas --17 MR. GUTIERREZ: Ten more seconds. 18 JOHN CORCORAN: -- Campo neighborhood purposely 19 restrict any business to build along Pomona Boulevard 20 where the Metro line will be the center of the roadway, 21 similar to what has occurred on 3rd Street. 22 MR. GUTIERREZ: Thank you, John. John, your time 23 is up. 24 JOHN CORCORAN: Thank you.

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1 2 3 4 JOSEPH MAYTORENA: Good evening, ladies and 5 I'm glad to be here today. I was born --6 gentlemen. 7 MR. GUTIERREZ: Your name, please. 8 JOSEPH MAYTORENA: My name is Joseph Maytorena. 9 MR. GUTIERREZ: Please speak straight into the 10 mike. Please restart his time. John, can you please 11 restart his time? Start again, and just state your first and last name. 12 13 JOSEPH MAYTORENA: Am I okay now? 14 MR. GUTIERREZ: Yes. 15 JOSEPH MAYTORENA: My name is Joseph Maytorena --16 Maytorena, and I was born in the corner of Mountain, 17 Fifth 90 years ago. When I was a young man, I could 18 get on my bicycle, go down Watts, make a right on -- on 19 4th Street, go all the way down to 3rd, past Lorena, 20 and go all the way down to Atlantic Boulevard. At that 21 time, it was just fields, all the -- down Atlantic Boulevard, just open fields. 22 23 Later on, as I got a little younger, I was 24 able to go down Rowland and 1st Street and get on the P 25 car and go all the way down to Santa Monica, the pier.

1	On the P car, it only cost a dime, I think at that
2	time, and even better, I was able to get on the Red
3	Line. The Red Line railway ran all the way down from
4	Long Beach all the way down to Pasadena. All of a
5	sudden, the buses came in, and all of that stuff was
6	gone.
7	We're seeing the reality, folks. The
8	reality is they've already built the crooked stairs
9	there on the corner of Atlantic and on Garfield, and if
10	you look at the stairs, they're crooked. So the
11	station's already there.
12	You can go further east on the corner.
13	You'll see Edison, they got those big, big transformers
14	up already. So the die is cast, folks. It's going to
15	be above the freeway. And I appreciate seeing all the
16	people here, all enthusiasm, let's put a tunnel, let's
17	build tunnels. It ain't going to happen,
18	unfortunately.
19	I'm 90 years old. I've seen it all gone.
20	I've worked for congressmen, congress people in
21	Washington. I've represented them here in Montebello
22	actively, and I want to say that we need the spirit,
23	but
24	MR. GUTIERREZ: Time's up.
25	JOSEPH MAYTORENA: The only thing we don't see is

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1 2 3 4 5 6 7 8 KARLA MELENDEZ: Hello, my name is Karla Melendez, and I live off of Hillview and Beverly, and I 9 have -- was born and raised here, went to 4th Street, 10 Griffith and Garfield, Bulldogs. I've seen this 11 12 community change very much over the years, and, of 13 course, progress is good. My daughter takes the Metro to go to school. 14 15 I take the Metro as part of a person of the city, and I 16 agree with the underground that's been repeated over and over, but I really want -- all I really want to say 17 18 is that this is about our health. This is about 19 inequality. This is about inefficiency. This is about 20 race. Of course, it's about money. 21 And I've taken the Metro in many, many different cities, and most of them are pretty much 22 23 underground. I can't think of one that has above 24 ground. San Francisco has a trolley. It's cute, but it's not a Metro system. 25

1	Also, this is a working class community.
2	You put up a meeting on Wednesday night, very few are
3	going to show up. This is a great turnout, but do it
4	on a Saturday when you can get a really good turnout,
5	and people who really need to be here can be here,
6	because this Wednesday night Wednesday night
7	meeting, I had to drive an hour to get here from work.
8	So Saturdays, more people can come, and you can if
9	you really want to listen, then you can hear their
10	voices.
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# Larry Franco

LARRY FRANCO: Okay. My name's Larry Franco, and been in the Via Campo community for over 40 years now, and so I -- let me qualify this. I'm right on the corner of Via Campo and Hendricks. A block away from 

1	me is Findlay, the highest accident rate corner in all
2	of Montebello, right? (Inaudible because of applause.)
3	He hears it. I hear the accidents happen
4	one so we don't need an aerial tram over there. If
5	there's one tunnel for the elementary kids to go
6	through through to school on that spot, we don't
7	need more congestion or distraction of attention. We
8	don't need more distraction of attention of drivers
9	when those kids are going to school or coming out.
10	So I have seen I have had to help many
11	people get out of cars after getting hit, so we don't
12	need the congestion. Underground, please.
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LIZ ORTEGA: Good evening, neighbors. My name is Liz Ornelas-Ortega, and we recently also just received a flyer that everybody got here, and one of the most alarming points on the flyer was the hexavalent chromium that is listed on there, which contributes to a lot of health concerns, some being asthma, perforated eardrums, respiratory irritations (inaudible), kidney damage, liver damage, pulmonary edema, and respiratory cancer.

1 What was interesting, though, was that I 2 researched the OSHA facts sheet, and OSHA has facts 3 indicating that employees that work with the hexavalent chromium, with building and projects like these, need 4 protection, and they have limit of eight hours of 5 exposure to that. So what does that mean to the 6 7 residents when we are going to be continuously exposed 8 to these factors, continuously get exposed to this pollution? And also said that it monitors exposure 9 10 level every six months, and it provides protective 11 clothing and respiratory protection.

12 So that was a concern for me. If this is 13 what OSHA is demanding, what are we -- as residents, 14 what are we going to be exposed to, as well as our 15 students and our kids? There's a school right there. 16 Bella Vista is right there. These kids are being 17 exposed to cancer risks.

18 I'm a teacher in this community, and I can 19 tell you that I've done a lot of home instruction for 20 students that have suffered from cancer, and the sad 21 part about that is that I've also had to attend their 22 funerals. So I really stand strong on this. It has to 23 be underground. We cannot expose our children, the 24 elderly, our spouses, our families, anyone to the risks 25 that these pollutants contribute to our community.

1	Thank you.
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Manuel Del Valle

MANUEL DEL VALLE: Hello, my name is Manuel Del Valle, and I won't be redundant, but the same thing that the gentleman said about 3rd Street, we don't want that to happen here. Also, the projects that they happen in Beverly Hills and the west, it was paid with tax dollars, tax dollars that you and I paid. Those same tax dollars that they pay over there, they can be spent here. We need underground. We don't want any trouble as we have on 3rd Street. Please, get together and demand, demand that our tax dollars are spent here, the same way that they were spent in the west. Thank you. 

### Manuel Herrera

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1	MANUEL HERRERA: My name is Manuel Herrera, and I
2	currently live in Boyle Heights where the Gold Line is
3	currently running. I wrote a few words for you guys tonight
4	so hopefully you guys can pay attention and hear.
5	I have lived near the intersection of 3rd Street and
6	Lorena since August of 2006. I've experienced firsthand the
7	excitement of a new mode of public transportation for my
8	community to the complications this development, this rail
9	system, turned out to be.
10	I am here today to give my testimony of how this
11	Metro rail has affected me on a personal level. I live a
12	walking distance from a popular destination for many Hispanic
13	residents, El Mercadito. On the weekends many people drive
14	from many cities in L.A. and the streets can no longer
15	sustain the traffic flow due to the right of way given to the
16	transit to the train.
17	On weekdays traffic flow is overwhelming once it
18	hits 4:00 p.m. Parking around my neighborhood is also
19	difficult. The house I live in I currently live at
20	doesn't have a driveway and the single lane main street is
21	even more reduced because of the bicycle lane. To make
22	matters worse, the sidewalk in front of my house is painted
23	red. All of these factors, in reality, I have to deal with
24	on a daily basis. They are issues we didn't take into
25	account with the Gold Line rail at the time.

1 I am here with you today to hopefully make you 2 comprehended how a rail system can affect your everyday life. 3 I'm not opposed to the idea of the expansion of the Gold 4 Line. What I am opposed to is the decision to have the transrail system as opposed to a subway system. 5 The Atlantic and Pomona Boulevard intersections are 6 7 far more congested than the intersections where I live at. 8 I am asking for Metro to hear our concerns and implement plans for a subway system for the Atlantic 9 10 expansion of the Gold Line. I understand Metro has deadlines 11 and multiple expansion projects, but future generations are 12 the ones who will have to live with the decisions that we 13 make now. And the best logical decision to take is that of a 14 subway. The only reason the train should reach the surface 15 is if the subway excavation provides an environmental hazard 16 like landfill, for example, which will cause methane gas 17 leaks. But avoiding this expansion to be a subway just to 18 save cost and meet deadlines is purely selfish and not in the 19 best interest of the community who are, in turn, the real 20 customers. 21 Thank you guys very much. 22 23 24 25

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2 3 4 5 6 MARLENE RAMIREZ: Hi. My name is Marlene Ramirez. 7 I'm a resident of Findlay Avenue and Via Campo which is the 8 death intersection. This intersection I walk twice a day to Bella Vista Elementary School. Okay. This intersection 9 10 school children are walking twice a day. This intersection 11 that sees countless accidents. One was within minutes of 12 pick-up time, minutes, and the car went up on the sidewalk. 13 We all had to walk around this car. Okay. You can imagine 14 the safety, the safety of the school children that you are 15 affecting. Okay. This rail needs to go underground. These 16 school children -- you can't even -- some of these school 17 children are not accompanied by adults. How are they 18 supposed to be responsible enough to wait for a train to pass 19 in front of them. I walk my child every single day or we 20 bike. I'm so concerned not only from the toxins emitted from 21 the freeway going up to the school but now you are going to 22 add on top of that -- the staff and the children at this 23 school are suffering on the backs of not just the freeway but 24 now Metro refusing to look at this community the same as you 25 look at the Westside. Why is it that black and brown

1	communities are treated differently? Why does our health
2	have to suffer because less people speak up, because you are
3	treating a different community better. This is not fair.
4	Look at these children, the children can't even make it here
5	today. These are their lives, their future. You really need
6	to think about this intersection. It's really unsafe.
7	Thank you.
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# Martha Hernandez

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20	MARTHA HERNANDEZ: Good afternoon. Thank you for
21	having me. My name is Martha Hernandez. I'm a
22	resident of East Los Angeles all my life. I'm here
23	because I'm with a 710 for 30 years, concerned to
24	air quality, and also when the light rails and
25	everything started with the 710.

1 I want you guys to open your minds. 2 Everybody talks about this and that, but they not 3 talking about safety and impact of the pollution, 4 the -- the lead, the metal-to-metal when they -- train, the light rail runs, it's you being impacted 70 feet 5 away, and most of the reason the platform -- the cars 6 7 that run behind, that gets in your glands. Guess what? 8 Twenty years later, you have cancer.

Now, the safety in the light rails, they 9 10 don't have no safety. I been saying, since they put 11 the Gold Line, and I was there for 12 years -- I -- you know, I was there for safety, and they promise safety, 12 13 and I don't see no police officer, no WIFI. You cannot 14 say stop, and I've been seeing people being mugged and 15 hurt. It's times when they just go -- the bad guys go there to see who they going to hurt, and you're on your 16 17 You're on your own. You have to get out, and you own. 18 be lucky if they don't chase you. I even seen people 19 bleeding in there. And you have to upgrade that safety 20 situation, because you talk about this.

But other thing is about investors. The stakeholders, the -- you know, they get together and plan these businesses for us, and the ride in the Metro is not cheap. Anyways, it's not going to save our pockets. You have to remember, East Los Angeles, we

1	live in the poverty level. We don't have no revenue.
2	We don't have a commercial side or industrial side, and
3	we already contaminated by the freeways.
4	MR. GUTIERREZ: Ten more seconds.
5	MARTHA HERNANDEZ: I have asthma, and nobody's
6	paying my way for the medical or the medicines, and
7	this is caused by pollution. This is caused because
8	somebody have to give back, and now we going to get
9	MR. GUTIERREZ: Thank you.
10	MARTHA HERNANDEZ: And it's got to be
11	underground.
12	MR. GUTIERREZ: Your time's up.
13	MARTHA HERNANDEZ: Everything has to be
14	underground.
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MARTHA JIMENEZ: Hello. My name is Martha Jimenez. I'm a student from the unincorporated area of Los Angeles County. I am here to testify that MTA needs to take very seriously the construction of an underground Metro rail for our community. They need to make sure that they put in place the technology that is most advanced in terms of escalators and elevators. I almost got killed myself in 2006 along with two other elderly aunts. As I was going up, one of the electrical escalators at the corner of 4th Street in downtown L.A. it derailed the three staircases down. And MTA's response was, well, you gave a wrong step. That was the level of responsibility that MTA observed. So we want to make sure that they put functional technology, infrastructure

1 into these projects.

2	I also want to make sure that they take the
3	necessary measures to mitigate air pollution, dust and
4	everything that will come about because of the construction.
5	I want to make sure that MTA reaches to all the libraries
6	within the area where the jurisdiction of this project will
7	take place by ensuring that you have all the studies so the
8	community can go read them and come back and give their
9	testimony.
10	I don't know if MTA has really taken the time to go
11	to all the nearby "bibliotecas" libraries and take the
12	studies so people can see. But I just want to make sure that
13	our community is really taken into account at every step and
14	that MTA plans for the community's needs and expectations not
15	just from a position of the top.
16	Thank you.
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1 2 3 4 5 6 7 8 MS. DEGOLLAGO: Yes, my name is Mary Lou Degollago, and I'm a resident of the Via Campo 9 10 neighborhood, and part of the Justice and Equality for the Eastside Coalition. 11 12 I fully support the previous statement 13 presented at this meeting by the Justice and Equality for the Eastside Coalition to the staff of Metro. I 14 have an opinion about the -- or a big concern about the 15 16 cancer risk to our neighborhood. I live just down the street from the Metro. 17 18 Also, there are people that suffer from 19 asthma. There's going to be dust contaminants from 20 this -- from this Metro line being so close to our 21 neighborhood. Also, there's going to be gridlock at 22 the Atlantic Boulevard intersection. There's a lot of 23 traffic in this area, and that would create even more. 24 We're a very small street, and it's going to be more 25 congested.

We are so close to this line that I I
feel that the noise and the honking at the intersection
is going to destruct our quiet neighborhood. We've had
it like this for very long, and I that's my opinion.
This would not benefit us, and I do support the
Coalition.

### Michelle Moreno

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5	MICHELLE MORENO: Hi, everyone. My name is
6	Michelle Moreno, and I've lived in the cul-de-sac area
7	behind Kaiser next to the Atlantic station for the last
8	25 years. My input is mainly parking.
9	So as of 2017, Metro started charging for
10	their parking lot. Since then, we've been seeing
11	public Metro riders park in our little neighborhood,
12	and you can compare Monday versus Sunday morning, and
13	our whole little street, that used to be empty, is now
14	full of Metro of Metro riders' vehicles.
15	So I have two things. One is Metro's going
16	to build parking lots along these new extensions. They
17	need to guarantee that they're not going to charge the
18	parking for a number of years. And then the second
19	thing is I really would want I'm officially
20	requesting that Metro rescind this parking fee on the
21	Atlantic station by the end of this year, in addition
22	to promoting that it's free, and also promoting that
23	riders do not park in the neighborhoods.
24	I do take the Metro daily, but it's also a
25	hazard to see all of these vehicles plugging up the

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NATALIE RUIZ WHITE: Hi, good evening. My name is Natalie, and in addition to being your local realtor, I'm a resident here in East Los Angeles. It was a safety hazard to have the Metro rail lines aboveground. I experienced the intersection of Ford and 3rd where the stoplights, the signal lights were out. Regardless of the standard stop-and-go courtesy, the Metro still passes at full speed, regardless, with no concern to traffic or people. I'm in the car, at night, with my toddler in the back. It's my turn to go. Here comes the Metro line at full speed. Luckily, I saw it and stopped. This is a public safety hazard. 

#### Reina Sandoval

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21 REINA SANDOVAL: Thank you. Thank you. My name is
22 Reina Sandoval. I'm your local realtor. I'm here as I
23 promised to all the homeowners where I have been door
24 knocking on the Via Campo neighborhood. Unfortunately, they
25 couldn't make it so I'm here as their voice to let you guys

1	know that they have they have concern and concern
2	somebody said it here. The concern of property values. Our
3	property values which have been long-term homeowners, new
4	homeowners who want and who want to leave it to their kids
5	and the kids of their grandkids. So they asked me to say
6	let's go build underground, nothing less.
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REMO PACKER: My name is Remo Packer. I'm a resident of the Via Campo neighborhood for about two years now and what we're seeing all the time is the congestion on -- as everybody else has talked about. I'm part of the Justice and Equality presenting at this meeting by the Justice and Equality for Metro. We need something underground. We need to stop this. This is crazy. We need to save our neighborhood. Between congestion on -- between health services, police services, and everything that happens from asthma to cancer causing ingredients just drifting through our neighborhood, we have to keep this underground if it's built at all. 

# Ricardo Aespuro

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21 RICARDO AESPURO: Yeah, my name's Ricardo
22 Aespuro. I live on Simmons Avenue, and when I was
23 watching the video, first thing that struck me is
24 people say, "Well, I'm not very close to
25 transportation."

1 As far as I know, there's still buses 2 running down Whittier Boulevard, Beverly Boulevard, Olympic Boulevard, Atlantic Boulevard, Garfield 3 4 Boulevard. Then when my aunt would come from Mexico City, she would get on the bus, and she never had any 5 problems getting where she wanted to get. So whatever 6 7 you guys show on the video, it just doesn't click with 8 me.

And the other thing is I'm glad, talking to 9 10 some of the -- of the people from the Metro that 11 they're -- they're open to hear what we got to say, and 12 I was very happy to hear that and see that, and -- and 13 like they said, the best way is to go underground. So 14 like it's being said, there's no reason why we 15 should -- we should be treated any -- any different 16 than -- than Hollywood or -- or Beverly Hills, you 17 know, and -- and constantly hear that, and -- and it's 18 better for us for the very reason -- I mean, look what 19 they did to 3rd Street now. They just ruined that, you 20 know. You had six lanes on that, and that was -- now 21 one to two lanes turning left, it hurt the businesses. 22 So I hope you guys think this thing through 23 and listen to the -- to the public.

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SHIRLEY TOPOIAN: Hi. Thank you for having us here today. I want to congratulate you, first of all, for your wonderful display of all of your alternative lines. Look nice, but I don't understand why we're here today to talk about something that should have been taken care of at the last meeting. Underground's the only way to go. My parents purchased property here in 1949. I live on Via

1	San Delarro. We've seen the 60 freeway come in, which
2	made it really bad, in terms of no driving streets
3	available, as they were in the past. We seen Beverly
4	Boulevard become a total mess. We don't want this to
5	continue any further. Underground's the way to go.
6	Why is that so hard to comprehend?
7	Does this microphone work?
8	I just have another question. How many of
9	the Metro people have actually walked the route or
10	driven it? Because if you have, you will see that not
11	only the business being impact, but the residents will
12	be undermined. There's an elders care med center on
13	Hillview and Pomona, which I see, on a week-to-week
14	basis, an ambulance paramedic unit, fire truck there.
15	I can't imagine them not being able to get there unless
16	they go all the way down to Gerhart and make a U-turn
17	and come back. You need to realize this is a public
18	hazard, and someone's lives are at stake. Don't just
19	worry about timelines being filled or met. You need to
20	do more than that. You need to use your heads, do what
21	is right. It's not hard to comprehend.
22	Why won't you do the underground? Is it all
23	about money? Then use the money correctly.
24	MR. GUTIERREZ: Ten more seconds.
25	SHIRLEY TOPOIAN: I'd love to leave in ten more

1	seconds.	Do	what's	right.	If	you	support	me,	say	yes.
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23 STACY FARFAN: Hello. My name is Stacy Farfan, and 24 I was born and raised here in East L.A., but due to other 25 factors I had to move to Whittier and so I am representing my

1	parents who still live here in East L.A. and myself who now
2	lives in Whittier. I'm an urban planner for the City of L.A.
3	so I understand these topics. And I agree with everyone, it
4	needs to be underground. Why does the westside get all the
5	good stuff, right? That's not fair. And so if it is about
6	money, I would suggest that we do have underground to Whiter
7	because it's true, there is not a lot of freeways. I work in
8	downtown City Hall. Guess how long it takes me every day to
9	get to City Hall? There is no bus. There is one, actually,
10	the Montebello bus but it goes with all the traffic that goes
11	with Slauson and Washington. It's bad. And then people I
12	get it. Like we don't want, you know, streets to get
13	congested so people don't put bus lanes, don't put bike
14	lanes. So put it underground. Let me get to downtown in a
15	moderate way. Let me visit my family, my whole family,
16	still lives in East L.A. So why can't we do that. Why can't
17	we get underground. So that is one of the big towns.
18	And I echo everyone's comments. If it is about
19	money, please take the Whittier alternative. Not just in
20	Whittier but Pico Rivera, Montebello, all sorts that have
21	family in different areas.
22	Thank you.
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VERONICA SOTO: Hi, my name is Veronica Soto. I'm not a longtime resident of Montebello, only been in the neighborhood four years. We were -- my husband and I are 47. We were late in the game to buying a home. Can you imagine how we feel, knowing that we finally get to buy a home, and now the value of that home is going to go down? Something we bought for our kids. So I just want to echo what everybody else is saying, underground is the way to go. 

23 VINCENT CORCORAN: My name is Vincent Corcoran. Not
24 only am I a member of the Justice and Equality for the
25 Eastside Coalition and a lifelong resident of the Via Campo

1 neighborhood of East Los Angeles, I'm also a registered voter 2 in my district.

The Via Campo neighborhood of northwest Montebello participated and spoke at our Metro Public Scoping Meeting last Wednesday and witnessed 100 percent support for an underground subway alterative. We're here to fully support our community and coalition members of an underground subway here in Montebello.

9 Metro's only goal is to accelerate and redirect 10 funds for as many projects with their twenty-eight by '28 11 initiative by any means necessary at the community, voters 12 and taxpayers expense.

13 Metro's purpose and needs do not align with those of 14 the eastside communities, voters and taxpayers. Metro 15 continues to aggressively push their own crafted agenda, for 16 example, according to Metro's own Eastside Transit Corridor 17 Phase 2 Outreach Report from November 2007, Early Scoping 18 Meetings Final Report submitted on March 31, 2008, in which 19 the entire eastside was represented by 224 participants. 20 Page 19, under specific impressions it says and I quote, 21 "Subway was the most suggestion configuration."

Nearly 12 years later nothing has changed, Metro.We still want an underground subway.

24 Metro has asked us what should be studied in their 25 Environmental Impact Statement, EIS, and Environmental Impact

1 Report, EIS. In the past all the EIS/EIRs have compared 2 every alternative to a no build option benchmark. It's time 3 to raise the benchmark and compare it to an underground 4 subway alternative option. To clarify what a subway means, according to the 5 Oxford English Dictionary, subway is defined as an 6 7 underground railway. There is no mention of light or heavy 8 rail in the definition. We would like the EIS/EIR to study and compare all 9 10 the alternatives outlined in the spring 2019 Gold Line Eastside Transit Corridor Phase 2 Fact Sheet to an 11 12 underground subway alternative for the following: 13 Number 1, comparing an underground subway 14 alternative to Metro's alternatives beginning from the East Los Angeles Atlantic Station, what would be the total commute 15 time measured in minutes to all the stations listed in the 16 fact sheet. Metro has shared with the Westside communities 17 18 that the Metro Purple Line extension will be an estimated 19 commute time of 32 minutes between downtown Los Angeles to 20 the Westside, but has failed to share any estimated commute times with the eastside communities. 21 22 Number 2, how much will ridership increase or 23 decrease measured with ridership both ways from the stations 24 outlined in the fact sheet to Union Station when comparing an 25 underground subway alternative to Metro's alternatives.

1 Number 3, how much traffic will increase or decrease 2 measured in minutes and miles per hour when comparing an 3 underground subway alternative to Metro's alternatives. Number 4, how much in value, measured in 4 percentages, will value increase or decrease for both 5 residential and commercial real estate when comparing an 6 7 underground subway alternative to Metro's alternatives. 8 Number 5, how much healthier and cleaner air will we have measured in new asthma cases, new lung cancer cases, 9 10 greenhouse gases specifically carbon dioxide, methane and nitrous oxide, and measurements of hex chromium levels when 11 comparing an underground subway alternative to Metro's 12 13 alternatives. 14 Number 6, how much healthier will future generations 15 of children be when they are born measured in cases of 16 developmental disabilities in children when comparing an 17 underground subway alternative to Metro's alternatives. 18 Number 7, how safe will the communities surrounding 19 Metro stations be measured with crime statistics separated 20 by violent crimes, nonviolent crimes, crimes against women 21 and crimes against children under the age of 18 when 22 comparing an underground subway alternative to Metro's 23 alternatives. 24 Number 8, how much security and what level of 25 security will be provided measured in foot patrols, cameras,

1 and type of entry/exit gating when comparing an underground 2 subway alternative to Metro's alternatives. Number 9, how safe will the traffic intersections 3 be, statistics measured in fatal and nonfatal, age 18 and 4 over, age 17 and under for motorists and pedestrian accidents 5 when comparing an underground subway alternative to Metro's 6 7 alternatives. 8 Number 10, how much noise pollution will increase or decrease for the surrounding communities measured in decibels 9 10 when comparing an underground subway alternative to Metro's alternatives. 11 Number 11, how much street parking will increase or 12 13 decrease measured in the number of available parking spaces available for commercial and residential curbside street 14 15 parking when comparing an underground subway alternative to 16 Metro's alternatives. Will parking at the new Metro parking structures be free forever or will Metro begin charging for 17 18 parking, if so, when. 19 Number 12, how will the bus support system improve 20 and give bus commuters more connecting options to Metro train 21 stations when comparing an underground subway option to Metro's alternatives. 22 23 Number 13, in the future, 50 years from now, how 24 easy or difficult will technology be adopted by an 25 underground subway alternative compared to Metro's

1 alternatives.

Number 14, in the next 10 to 20 years how will an
underground subway alternative compared to Metro's
alternatives affect future transit expansion for all the
eastside communities and Caltrans projects, example the 60
Freeway expansion.

Number 15, how safe can an underground subway
alternative be built and repaired in comparison to Metro's
alternatives. Please study and compare geological, seismic
activity, feasibility, expansion and sustainability results
in your study.

Number 16, how will nature be impacted measured in the number of trees chopped down, plants removed in square feet of natural habitat lost when comparing an underground subway alternative to Metro's alternatives.

16 We know Metro will come up with the excuse that a 17 subway alternative can't be projected, studied, built or 18 afforded. We're tired of your excuses, Metro. If you can 19 build a 9 mile, \$9.3 billion Westside subway extension known 20 as the Metro Purple Line, then we know you can afford and 21 build what the Eastside wants and deserves, not a lower class, inferior designed eastside transit extension as 22 23 currently proposed but a first class \$6 billion Eastside 24 underground subway extension. We will not accept anything less with our tax money. Dig for the gold. 25

1	(Applause.)
2	RAFAEL PIMENTEL: Good evening everybody. My name
3	is Rafael Pimentel, and I live on Via Campo. And I didn't
4	come with any prepared remarks, but I do want to let you know
5	that I worked on the Gold Line when we first build that
6	through Boyle Heights starting on the west portal at Glass
7	Street and all the way through Hill. I am currently working
8	on the Century City project on the Purple Line. And I
9	completely agree that this should be an underground build
10	through our community.
11	(Applause.)
12	If Metro can spend that kind of money in Beverly
13	Hills, then East L.A. is just as important as Beverly Hills.
14	(Applause.)
15	Whatever decision gets made, the final decision is
16	going to be theirs, but it's good that we continue to come
17	out to these meetings.
18	But just so that you guys are aware as well, I see a
19	lot of young people. And if you don't decide to go to
20	college, come to the Building Trades. We're always looking
21	for good, hard working young men. So and I say that because
22	these jobs are Union jobs and they pay well. Okay. And
23	there is a good future for you. And the greatest thing to
24	come out of there is you will learn a skill that no one can
25	ever take from you.

1 But I completely agree to build them -- both of them 2 down the 60 and underground down Atlantic. That's the way to 3 go. I exceeded myself. 4 People's lives will be impacted with the Gold Line. 5 My daughter rides the Gold Line all the way to work to the 6 7 west side, so it works. 8 Thanks for your time. ROLANDO PARDILLO: I'll be brief so everyone can get 9 10 a chance. 11 I'm Rolando Pardillo, and I'm a resident of the Via Campo community. I want to echo everything that the Corcoran 12 13 Clan said and the Coalition. And I want to add one thing as well. 14 I lived five 15 and a half years in New York, so I definitely know the 16 benefits of having a very cohesive, very interconnecting mass transit system. 17 18 Now, that being said, what makes New York system 19 successful is it's not a little bit. It's not equally -- it 20 is majority underground subway. That's what makes the -- the 21 majority underground. 22 Now, I'm pretty sure that we can probably get the 23 support of the community if we just take that one issue, the 24 elephant in the room as you can tell by the shirts here, we 25 want to underground.

1	(Applause.)
2	On Atlantic you obviously have seen the need and the
3	benefit of going down Atlantic underground. That exact same
4	benefit exists by going eastward on Via Campo.
5	One other thing, in the last meeting we mentioned
6	building a plazas at the Atlantic Station. I think the
7	community would not like a plaza because one of the existing
8	problems that we have, and it's a growing problem, is the
9	homeless population. A plaza would only create just another
10	homeless encampment.
11	(Applause.)
12	Let's use those funds going to the plaza and let's
13	make that underground. Let's divert those funds underground.
14	I think all of us as a community want that Atlantic
15	station. It's inevitable. It's going to happen whether we
16	like it or not, have it be 10 more, elevators, escalator,
17	stairs. It's pretty simple. Let's keep everybody just go
18	underground and all the lines can connect underground. It
19	works in other communities. It can work in ours.
20	Thank you.
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1 2 3 4 5 6 7 YVONNE SANDOVAL: Hello everybody. I live in 8 Commerce, but I was born and raised in East L.A. Okay. My point me being here is because we are one and I think really 9 10 understand the load scraping as the wheels rolling on it, but 11 I get it. It's like quick because of course I'm trying to 12 eliminate toxins from my own life. And I applaud Martha for 13 coming up and speaking like that. That takes a lot of 14 courage to speak of your health issues. It's not always 15 easy. I got one minute 17 seconds. 16 Now I am here because I'm with you guys and, of 17 course, I am also concerned any time there is construction by 18 big people. I'm concerned about the folks or who is going to 19 get moved out. Okay. And you know it's "la gente" we're 20 here. We're together. This is for us the folks. I am with 21 you guys. I want it underground too. I could see it now, 22 yes, the difficulties. It's not enough buses during the 23 weekends going down Washington. Once the Montebello bus 24 number 50 on Washington ends on a Saturday night, that's it. 25 You can't go anywhere else. So I just want to say I'll

1	gladly come back to more meetings with you guys. It's not
2	you guys, it's us guys. It's us and from East Los Angeles,
3	Commerce, Whittier. I got family. And I didn't get it 14
4	seconds I come from Echo Park most days of the week and I
5	go, yeah. That's right. I'm but that's it.
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# **EASTSIDE TRANSIT CORRIDOR PHASE 2**

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Grecia Nunez		6/24/2019	Oral	632
2	Isabel Soto		6/24/2019	Oral	633 – 634
3	Jim Flournoy		6/24/2019	Oral	635
4	John Corcoran	Justice and Equality for	6/24/2019	Oral	636 – 637
		Eastside Coalition			
5	Jose Hernandez	City of El Monte	6/24/2019	Oral	638
6	Joseph Corcoran	Justice and Equality for	6/24/2019	Oral	639
		Eastside Coalition			
7	Kenneth Tang		6/24/2019	Oral	640 - 641
8	Maria Hernandez		6/24/2019	Oral	642
9	Maria Mendez		6/24/2019	Oral	643 – 644
10	Penny Vasquez		6/24/2019	Oral	645
11	Shirley Topoian		6/24/2019	Oral	646 - 647
12	Theresa Lopez		6/24/2019	Oral	648 – 649
13	Vincent Corcoran	Justice and Equality for	6/24/2019	Oral	650 – 652
		Eastside Coalition			
14	Vivian Arroyo		6/24/2019	Oral	653

## Public Scoping Meeting #4 – South El Monte, June 22, 2019

MS. NUNEZ: Good morning, my name is Grecia Nunez, G-R-E-C-I-A. I am a resident of the Via Campo neighborhood and part of the Justice and Equality for the Eastside Coalition. I fully support the previous Statement presented by, at this meeting, by the Justice Equality for the Eastside Coalition to the staff of Metro. 

MS. SOTO: Good morning, my name is Isabel Soto, and

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- I live --am a resident here of South El Monte. I live very,

1	very close to the freeway, and there's a lot of noise and
2	pollution, so that's my main concern. And not only mine, but
3	of my neighbors that live very close. They're not here
4	today, but I know they have expressed that concern. So I do
5	support it, but I do want adress that pact that is very, very
6	important to where we are located. Thank you.
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2	MR. FLOURNOY: Close enough.
3	I'm Jim Flournoy, South San Gabriel Save Our
4	Community. I live down by the corner of (inaudible)
5	Boulevard and the proposed alignment here.
6	Two things: First of all, the area between the
7	Rio Hondo River and San Gabriel River is the most hazardous
8	place in Los Angeles County for earthquake effects, except
9	for if you are right on the San Andreas fault. I seriously
10	suggest you get together with the COG, Counsel of Government,
11	and Lucy Jones's earthquake initiative there and get your
12	ground motions down. You can't get this information from
13	USGS or from the State of California. They're computer
14	simulations that show we could have six feet of ground motion
15	right in here, which is a bunch.
16	Second thing is, I think that if we don't get a
17	bridge over the Rio Hondo River and the 605 Freeway, we're
18	wasting our time with this project. If you get over the
19	freeway, or you got the chance to put a park-and-ride on the
20	other side. Because this intersection down here at the 605
21	and the 60 really impacted it's going to get a lot worse,
22	and the place to end this line is on the other side of the
23	river. So while you got the intiative going and that's
24	basically my comments. Thank you.

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#### John Corcoran

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20	MR. CORCORAN: Good morning. My name John Corocan.
21	I'm one of the organizers for the Justice Equality for the
22	Eastside Coaliation, the JEEC, And I just want to clarify a
23	couple points.
24	Our community is supportive of the extension of the
25	60 Freeway Metro Line. We're not opposed to see this line

1	brought over to South El Monte. Our issue lies as what was
2	previously stated by Vincent, that the current construction
3	that is contemplated or proposed by Metro is an at-grade area
4	configuration going through our neighborhood. Of the 6.9
5	miles of the total build that's contemplated for the
6	60 Freeway Goldline extension, we're asking for the first
7	4,500 foot, which is approximately .85 miles, constituting
8	12 percent of the entire build.
9	Our position as to what was stated before we need
10	some more light here.
11	(Pause in the proceeding).
12	We support we do not support the current design
13	of the Northside variation as currently designed and
14	contemplated here for, basically, at grade and aerial. We
15	would support that build if the first 4,500 foot was built in
16	an underground configuration between West of
17	Atlantic Boulevard to East of Finley Avenue at the beginning
18	of the Monterey Park Golf Course.
19	We do support the Atlantic/Washington leg of the
20	extension, as long as the Atlantic portion is built
21	underground going through the East L.A. Business District.
22	Thank you.
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#### Jose Hernandez

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19	MR. HERNANDEZ: Jose Hernandez, Community
20	Development Director for the City of South El Monte. We will
21	be submitting our comments in written format prior to the
22	deadline date. Thank you.
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MR. CORCORAN: My name is Joseph Corcoran. I'd like to agree with Vincent Corcoran's comments about going underground for the first 4,500 feet from Atlantic Boulevard to Finley Avenue. And that's about it. 

#### Kenneth Tang

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19	MR. TANG: Good morning. My name is Kenneth Tang.
20	I'm also not represented by any of the group. I'm just a
21	concerned resident here. I live right where the bridge is.
22	As the previos speaker said, there are three schools
23	within that area, that criss-cross, back and forth between
24	the freeways. And as one of the stations on other side, it's
25	going to generate more traffic and all the different traffic

1 from different region is going to connect here. So one of 2 the main concern is that those students have to have a safe 3 route to school that allow them to not only just walk to 4 school, maybe bike to school. Any different kind of 5 connection to help them transition, because they do have to 6 cross a very high traffic freeway.

And, again, back to traffic signal: We don't have the infrastructure to sort of take on this much of traffic coming on from the freeway from different community just to get to the station. So part of this analysis, please do look it's level of service or whatever measure that look at how the community get impacted by the demand of traffic within the regions.

And, most importantly, like I said again, some of these item that have, basically, impact health of the community, like a barrier wall that reduce the sound within a region, it's definitely one of the major consideration that we should consider as part of this project. And, again, I really support because we are the resident of South El Monte. So, thank you.

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MS. HERNANDEZ: Maria Hernandez. (Commenting substantially through the Certified Spanish-Language Interpreter.) THE COURT REPORTER: City? MS. HERNANDEZ: South El Monte. Your project is very good for future generations Because I won't be able to see. The person that spoke and said that this project will cause cancer, but also there is a lot of pollution with so many cars. And, perhaps, that would help out to diminish the pollution. I really hope that this project becomes a reality even though we may not enjoy it. We have to be aware, and I know my age. I will not be able to see it. That's all. Thank you. 

1 2 3 MS. MENDEZ: My name is Maria Mendez, and I'm just -- I'm not representing any specific group. 4 I'm a concerned resident of South El Monte. 5 My main concern would be -- I have three concerns 6 7 that came up to mind as I was reading about this on Facebook. 8 Thank you for promoting this on Facebook and other social media so that we can all be informed. 9 10 First of all, as any schools are near this 11 project, making sure that there's a pathway for students that 12 is safe to get to their -- either to and from school. Because I know in South El Monte, our bridge that we do have 13 14 currently is a little hidden. I mean, it ends up at a 15 residential area that is really not as visible as I would 16 like it to be, so my daughter does not walk to and from 17 school, at least, not by herself, because it's very dangerous 18 in that aspect. 19 So, keeping that in mind, whatever is proposed or 20 does follow through, either aerial or underground, to keep in 21 mind the safety of our students and all the cities if there's 22 schools anywhere in any vacinity of that project. 23 Second, would be if it's aerial or underground, 24 definitely wall structures that go along the freeway, as 25 people have mentioned in other more affluent areas such as

1	like Anaheim, where Disneyland is at, very traffic a lot
2	of traffic, a lot of other issues, contaminants, they have
3	built those beautiful walls that have protected the residents
4	in some way. I'm not saying it's a 100 percent foolproof,
5	but it's helped. So keeping that in mind, as well, with
6	beautification in mind, as well. That will help our air
7	quality and noise and vibration control, as well.
8	And, of course, keeping in mind all of the traffic
9	signals. I know that in El Monte and South El Monte, as
10	well, we do not have arrows or turning arrows in every single
11	light in every direction, and those are really needed when we
12	have a lot more
13	MR. EDGAR: Ten seconds.
14	MS. MENDEZ: especially when we are having a lot
15	more traffic, keeping in mind all the traffic signals, as
16	well. Thank you.
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MS. VASQUEZ: My name is Penny Vasquez, and I live here in South El Monte. I've been here for over 40 years. But what concerns me, too, in our area here, we have a lot of animals, a lot of horses, a lot of everything here, so I'm real concerned about the animals in the area that --how is this going to affect them. Because animals can feel vibrations. I mean, I have goats, and as soon as they feel an earthquake, they lay down. How are they going to get affected by all this vibration and noise and things that are going on? That's what's concerning me. Thank you. 

# Shirley Topoian

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4	MS. TOPOIAN: The microphone seems to be
5 ł	oomeranging, when you point it this way. I'd like to talk to
6 1	he audience; is that possible?
7	MR. EDGAR: You're going to get a little bit of
8	feedback if you do that. You want to turn your body a little
9	bit?
10	MS. TOPOIAN: Can you hear me now? Okay. Great.
11	Thank you for all coming this morning. You should
12	all be congratulated, South El Monte, for your interest in
13	this project. I have been to two meetings at East L.A., in
14	May and June. Just last Wednesday, actually. I'm here
15	because I think you should be aware of what is happening.
16	The train, which we need, but they're doing it in
17	such a way where it is so disrespectful. We're not getting
18	the same opportunity of underground sub as West L.A., Beverly
19	Hills, and all these highfalutin areas. We're being treated
20	as subcitizens. Your main concern should be health. It has
21	been proven the wheels will produce cancer-causing materials
22	above ground for you to breathe on a daily basis. This is
23	what you should be concerned about: your health, first and
24	foremost.
25	The businesses also will be severely impacted. You

cannot get to them with the train. Where they want to cross
 Atlantic, starting point Atlantic going down Pomona, there's
 businesses there you can't get to. The train is in the
 middle of the street. There is no way to go around the train
 unless there's an intersection that has access. That might
 be up to half a mile away.

7 We had a realtor here last Wednesday at the East LA 8 meeting, saying that property values will go down. Please 9 remember that, they will go down. This is your health. This 10 is your property values. This is concerns for your 11 wellbeing.

12 I think everyone should be involved in this and 13 say, "We need more information." We should be looking for 14 people to step forward and speak this morning. Say 15 something. Say something that would be positive for you. This is the direction that you want to go. You want to be on 16 track with the train, and you don't want to go terribly 17 18 wrong. Take a ride down East LA, specifically (inauible) and 19 First, where they have this devastation project that they 20 completed --

MR. EDGAR: Ten more seconds.

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MS. TOIAN: -- a four-lane highway down to a one to two-lane highway. This is what's going to happen. If you want this to happen, vote for above ground. You want underground, always. Thank you.

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- - MS. LOPEZ: South El Monte.

MS. LOPEZ: Theresa Lopez.

THE COURT REPORTER: City?

I heard that they are considering putting the Metro

1	line through South El Monte well anyway I feel that
2	it's too congested. The streets are small. They are
3	building all these new homes, so there's a lot of traffic.
4	So the congestion of making that in between the lines in the
5	street, you know, making it go through the middle, is too
6	much traffic. Put it that way. That's my comment: Not
7	enough room for it.
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#### Vincent Corcoran

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4	MR. CORCORAN: My name is Vincent Corcoran,
5	C-O-R-C-O-R-A-N, and I am a member of the Justice and
6	Equality for the Eastside and a lifelong resident of the
7	Via Campo neighborhood in East Los Angeles. Our coalition
8	consists of over 400 homeowners and residents of the
9	Via Campo neighborhood, south of the 60 Freeway,
10	East Los Angeles, and western Montebello.
11	Our coalition does support the Atlantic
12	Boulevard/Washington Boulevard alternate, but only in the
13	Atlantic Boulevard portion that is fully underground.
14	However, the 60 Freeway Goldline extension segment on Pomona
15	Boulevard between Atlantic Boulevard and Finley Avenue as
16	currently proposed by Metro is an at grade aerial design.
17	This design causes permanent, severe, detrimental and
18	negative impacts to our long-established neighborhood.
19	These negative impacts, to name a few, will be
20	increases in dust contaminants, including substances known to
21	cause cancer, noice, and vibrations, visual impacts to view
22	shed, and loss of privacy, traffic conditions and gridlock,
23	and decreases in property values. Eastside minority
24	neighborhoods, such as ours, are provided substandard and
25	health impacting at grade and aerial rail designs by Metro,

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1 while westside neighborhoods, including Little Tokyo, the 2 Disney Concert Hall, the Financial District, Westwood, 3 Century City, and Beverly Hills received premium underground construction of Metro lines. 4 The Via Campo neighborhood merely a pass-through 5 6 destination from the 60 Freeway Goldline extension, which 7 will be to the benefit of Monterey Park, Montebello, 8 Rosemead, and South El Monte. It should not be on the backs of East Los Angeles and western Montebello homeowners and 9 residents to accommodate a benefit to these cities at the 10 11 expense of the quality of life in our neighborhood. 12 The Justice and Equality for the Eastside Coalition 13 takes the following three positions. Position 1: The 14 Justice and Equality for the Eastside Coalition opposes the 15 SR-60 Northside design variation as currently proposed by Metro with an at grade or aerial configuration. 16 17 Position 2: In the event a decision is made by the 18 Metro Board to construct SR-60 Northside design variation, 19 the Justice and Equality for the Eastside Coalition would 20 only support this option if the underground construction 21 method is utilized for the first 4,500 feet of Pomona Boulevard from west of Atlantic Boulevard to east of 22 23 Finley Avenue, the beginning of the Montebello Golf Course.

24 Position 3: The Justice and Equality for the
25 Eastside Coaltion supports the Atlantic Boulevard/Washington

1	Boulevard Alternate, but only if the Atlantic portion is
2	built fully underground.
3	It is incumbent upon Metro and our local-elected
4	officials to do what's right for all neighborhoods, not just
5	a select few in San Gabriel Valley.
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Vivan Arroyo

1	MS. ARROYO: Vivian Arroyo.						
2	THE COURT REPORTER: What city?						
3	MS. ARROYO: Montebello. I'm also concerned with						
4	the Metro through the 60 freeway. I do not agree with it						
5	being aerial. It needs to be underground. Also, stations,						
6	they need to provide adequate parking because I know in						
7	Norwalk, they don't have enough parking. People that ride						
8	that Metro find it difficult because if they don't get there						
9	early enough, there's no parking. And, also, I notice that						
10	the station the second option, which is Washington, also						
11	goes aerial in Montebello, so it concerns me. Why in						
12	Montebello are they choosing to go aerial? It makes me feel						
13	that they don't have concern for the residents of that area.						
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# **EASTSIDE TRANSIT CORRIDOR PHASE 2**

## Public Scoping Meeting #5 – Montebello, June 24, 2019

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Aaron Carcamo		6/24/2019	Oral	655
2	Angel Aespuro		6/24/2019	Oral	656
3	Angie Casa		6/24/2019	Oral	657 – 658
4	Cathy Ayala		6/24/2019	Oral	659 – 660
5	Cindy Alvarado		6/24/2019	Oral	661 - 662
6	Cindy Gradilla		6/24/2019	Oral	663 - 664
7	Dennis Krondale		6/24/2019	Oral	665
8	Ed Alcantara		6/24/2019	Oral	666 - 667
9	Edmond Veloz		6/24/2019	Oral	668 – 669
10	Felipe Sanchez		6/24/2019	Oral	670 - 671
11	Grecia Nunez		6/24/2019	Oral	672
12	Jackie Juarez		6/24/2019	Oral	673
13	Jason Pu	City of San Gabriel	6/24/2019	Oral	674 – 675
14	John Corcoran	Justice and Equality for Eastside Coalition	6/24/2019	Oral	676 – 683
15	Krishna Bhimraj		6/24/2019	Oral	684 - 685
16	Linda Nickles		6/24/2019	Oral	686 - 687
17	Manuel Herrera		6/24/2019	Oral	688 - 689
18	Margaret Ahn (2)		6/24/2019	Oral	690 - 692
19	Martha Solomon (2)		6/24/2019	Oral	693 - 694
20	Mary Ojeda		6/24/2019	Oral	695 – 696
21	Michael Shagle		6/24/2019	Oral	697 – 698
22	Nancy Berrera		6/24/2019	Oral	699 – 700
23	Natalie Ruiz White		6/24/2019	Oral	701
24	Raymond Yu (2)		6/24/2019	Oral	702 – 706
25	Reina Sandoval		6/24/2019	Oral	707 – 708
26	Richard Aespuro		6/24/2019	Oral	709
27	Robert Franz Quillin		6/24/2019	Oral	710
28	Robert Gutierrez		6/24/2019	Oral	711 – 712
29	Ron Lozano		6/24/2019	Oral	713 – 714
30	Ruth Lopez		6/24/2019	Oral	715 – 716
31	Shirley Topoian		6/24/2019	Oral	717 – 718
32	Terry Ojeda		6/24/2019	Oral	719 – 720
33	Vincent Corcoran	Justice and Equality for Eastside Coalition	6/24/2019	Oral	721 – 726
34	Yvonne Martinez Watson		6/24/2019	Oral	727 – 729
35	Yvonne Sandoval		6/24/2019	Oral	730 – 731

1 2 3 4 5 6 7 8 AARON CARCAMO: Aaron Caracamo. I commute from Monterey Park to downtown L.A. every day. I see parts go on, 9 10 they are going up as we speak, there's the Expo Line, 11 Willowbrooks, the Crenshaw Line, the extension of the Purple 12 Line is in the works. So you are asking us here to be 13 transparent, share our opinions, how we feel. And we're 14 holding back, in reality, how we really feel using the words that are not safe for work. So what I ask in return is 15 transparency from Metro. We want to be transparent. Please 16 17 be transparent not only before the process starts like you 18 are doing it right now but even after the fact. Look at 19 revisit the project, revisit the Expo Line, the first stages 20 of the Gold Line, how has it impact the neighborhood. Can 21 you give us an environmental report on that. We can see a 22 change in the economy little by little. What makes you think 23 that is not going to happen to the extension of the Gold 24 Line? So be transparent during the process, after the 25 process.

### Angelina Aespuro

ANGELINA AESPURO: My name is Angelina Aespuro, and I would like to say that there is a lot of congestion already in the area. 

And that's all.

Angie Casa

1 2 3 4 5 6 7 8 9 ANGIE CASA: My name is Angie Casa. I have been a resident of Montebello. My family has been here for probably 10 11 60 years, we're residents of the Via Campo neighborhood and 12 part of the Justice and Equality Coalition. I have concerns, 13 you know. I understand progress. I'm kind of, yeah, we 14 should do something. It would be good either way. 15 Washington or our area built the 60. The thing is you guys 16 have wonderful engineers and a lot of money. And like 17 someone said, do it right the first time. Go underground. 18 You did it for the Westside. You can do it both ways. 19 Washington, the 60, however you guys decide to do it, my 20 concern is our neighborhood, the noise first, health risk. 21 We have older people, people with families coming in living with kids and the dust particles, everything else is going to 22 23 be affecting them. This is going to go on for a few years. 24 Secondly, the noise late at night, early in the 25 morning, all day. And another thing is I'm concerned about

1	the 28/28 proposal. It's going to be rushed. So like
2	someone said, do it right the first time.
3	Another thing is safety. There is schools there,
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	you know. I know that with the process if we do it above
5	ground there is a lot of accidents, jaywalking, and what have
6	you. If you do it underground you don't have to worry about
7	that. The other thing is security. Brings a lot of people
8	coming through and I think it's more secure if you do it
9	underground than above ground. Above ground like someone
10	mentioned, a lot of things can happen. And below ground it
11	is a little bit more easier, more security cameras. So those
12	are my concerns.
13	And someone said do it right the first time. Give
14	us the same respect that you gave the Westside. That is for
15	both areas Washington or the 60.
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# Cathy Ayala

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18	CATHY AYALA: Hi. My name is Cathy Ayala. I'm
19	going to make this short. We're having these meetings so
20	Metro can hear our comments of the residents' concerns. Now
21	a comment was made earlier with one of our speakers just to
22	the extent of how much they care about the residents that are
23	involved here. And there is a description in the Bible that
24	says, by their fruits you shall see what type of tree they
25	are. This is our concern. This is what the residents want.

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# Cindy Alvarado

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20	CINDY ALVARADO: Good evening. I'm a resident
21	from Monterey Park. Cindy Alvarado.
22	I want to comment we have also small business owners
23	that are along the line and so on. And what type of impact
24	is going to be on them closing due to the closer you are
25	going to be around the freeway, around the street. I have

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1	seen both overrail or underground. Actually Alameda
2	Boulevard when they are talking down Expo so on. Right now
3	they are doing some in Crenshaw and I noticed there is a lot
4	of closures and a lot of small businesses have not survived
5	the time frames of these closures. They have gone
6	underground. And my concern is like what is going to be done
7	for the small business owners along these constructions or
8	the potential be what would be or the one down the 60
9	Freeway. And just for people to keep in mind that as well,
10	that a lot of small businesses could go under if they cannot
11	stand the time of the closures of the people. They need
12	these exits, so on, to get there.
13	I do support a lot of the people here that are
14	saying that underground railroad and, I mean, it might take a
15	little more time but, hopefully, there is more than just the
16	residents. There is small businesses to take into
17	consideration.
18	Thank you.
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### Cindy Gradilla

CINDY GRADILLA: Hi. My name is Cindy Gradilla, and I'm also a resident of the 1200 block on Salsa in Montebello which is the ugliest side of Montebello. And you all want to talk about accessibility to the residents on 

1	south side Montebello (Inaudible due to Applause) and,
2	honestly, a lot of it is just like it will impact a lot.
3	There is a whole bunch of things that will happen. It
4	doesn't happen instantly, but it will happen. For example,
5	Highland Park like yes.
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#### Dennis Krondale

1 2 3 4 5 6 7 8 DENNIS KRONDALE: My name is Dennis Krondale. Ι 9 live in the corner of Bradshaw and Via Campo. I've lived 10 there for 47 years. I want to make this simple. I'm with 11 the Justice league. I believe in everything that we're going 12 to do and what we have to do. But above grade, dust, dirt 13 and a health risk -- at-grade there's dust, dirt, noise and 14 health risk. Construction above ground not the best. Aerial 15 line brings dust, noise, health risk, asthma, lung 16 infections, children safety and health. Great dust, exhaust 17 all deemed unhealthy any time, any place, anywhere. All our 18 families will be impacted by this. Go underground. 19 And I like the expression "Dig for the gold." And I 20 also like the expression "Let's do it right the first time." 21 Thank you. 22 (Applause.) 23 24 25

### Ed Alcantara

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20	ED ALCANTARA: Good evening. Ed Alcantara. Mine
21	is more of a question than a comment. More of a question
22	than a comment. My in-laws live in Pico Rivera one block
23	east of Rosemead which is Bonneville Place. Really small
24	street. If any of you know the Pico Rivera I don't know how
25	is that going to impact them because, like I said, it's a

1	very small street. If you don't know it's there, it's there.
2	And it's a dead-end street so that's how I'm kind of
3	curious if you do the Washington proposal if I can get an
4	answer
5	MR. GUTIERREZ: We're not answering questions
6	tonight.
7	ED ALCANTARA: The comments then later on, send
8	me a response. I greatly appreciate it.
9	Thank you.
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Edmond Veloz

1 2 3 4 5 6 EDMOND VELOZ: My name is Edmond Veloz. I live 7 about 200 yards north of Washington Boulevard in Montebello. 8 If the thing comes through, this crap comes through 9 Montebello, it is going to tear up our neighborhood. It will 10 destroy us. This is supposed to be democracy here. This 11 is -- but she still does -- that one over there trying to 12 hide, but she is not mentioning something. There is another 13 alternative called TSM alternative. And what they do is they 14 will go and look at buses, particularly improving the bus 15 stops, more buses let's say. And that is -- this is where we 16 should go. For \$20 million we can go and improve the bus 17 stops, bigger routes, more shelter, more light at night. Put 18 six buses in each direction every hour on the hour, 24 hours 19 a day and we will get much, much better service than these 20 pieces of crap on rails any time. For \$20 million we can do 21 that and have it up and running in six months. They don't 22 want to hear this. It only makes common sense. 23 This is our tax money being spent as widely as 24 possible and they don't want that. They want that \$2 billion 25 to go in effect during which the course of the building of

1	this project maybe \$300 million to (Applause) I'm
2	not I don't want this at all. We can deal with the busses
3	and that's all we need to do. We don't need to go to
4	Whittier. They know it. They don't want to do it. And also
5	think about this, there is going to be a big couple of
6	earthquakes coming. Everything they build, everything, and
7	that includes all money and they won't be able to rebuild it
8	for a long time because the earth is going to keep on moving.
9	Might be all the roads are rough, but the lines that are
10	going to be built for the trains will not run.
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## Felipe Sanchez

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1	FELIPE SANCHEZ: My name is Felipe Sanchez. I
2	live in the community of where the train is going to have
3	impact, the 60 route, which is going to be freeway level.
4	And my concern. And I think to be in sync with the community
5	that's why is it that in our communities they do want to
6	go on the upper level and to underground and in other
7	communities they do go underground. I know it depends on the
8	environment and the studies, but it seems to me that what the
9	community wants is for that route that is going to go through
10	the 60 east to be set underground. That is all we're asking.
11	I know we know it's really expensive, but why not listen
12	to the community? I know you are having these meetings and
13	we are really concerned for the community.
14	My concern is about the community. And yes, we
15	appreciate all these meetings and all the information that
16	we're given, but I am sure that what the community wants is
17	for it to be set underground on the route going the 60 east.
18	And yes, it impacts the environment, but what our concern is
19	that when it comes to our communities they go above ground
20	and in other communities they don't seem to consider that
21	much and they go underground. Just like they did on the Gold
22	Line coming east off of 3rd Street, in certain sections they
23	went above ground, on certain sections they went below
24	ground. Why is that they can't going underground. That's my
25	concern and I believe that is the concern of the community.

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1	That is all we want. And I'm sure they will listen
2	to us. But at the end of the day I feel that we're going
3	to I see all your posters so that it's going to be above
4	ground. You have many meetings and that has not been
5	considered or maybe given an option maybe will go
6	underground.
7	Thank you. Very much.
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### Grecia Nunez

GRECIA NUNEZ: Good evening everyone. My name is
Grecia Nunez, and I'm a resident of the Via Campo
neighborhood and part of the Justice and Equality for the
Eastside Coalition.
I fully support the statement provided presented
at this meeting by the Justice and Equality for the Eastside
Coalition to the staff of Metro. I think the only way that
would the only option for Metro is to go underground.
Thank you.

Jackie Juarez

1 2 3 4 5 6 7 JACKIE JUAREZ: Hi everyone. My name is Jackie 8 Juarez. I'm a resident of Montebello, specifically past Washington on Freemont Boulevard. And what I see growing up 9 10 there is there is no resources being funneled to that side. 11 That side is mostly low income, Latino, African-American 12 people on Greenwood. And it is a travesty. I know that some 13 Council Members from Montebello are here today, and please 14 make sure to be on the right side of this moment right now because what we're seeing is environmental racism. 15 I am 16 going to say it again, environmental racism. So please join I do not support it on Washington Boulevard. 17 me. 18 Oh, yeah. Thank you. Environmental racism. I'm 19 going to say it again. 20 21 22 23 24 25

#### Jason Pu

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4	JASON PU: First I want to say that I fully
5	support one of the comments that were made here about
6	undergrounding. There is no reason why our Eastside
7	community should be shortchanged as compared to the Westside
8	community.
9	(Applause.)
10	But I also wanted to speak as to the three options
11	that Metro is now considering in terms of what to build and I
12	want to start encouraging the SR 60 route which has already
13	been discussed. Hopefully it will be built with the
14	community in mind, that is, done in an environmental way and
15	know how it will in the future affect all neighborhoods. And
16	but we all know that the 10 and the 60 Freeways are two of
17	the worst freeways in the country. And the reason is because
18	of housing affordability encourages population farther and
19	farther east, but the jobs are still here in our area,
20	downtown and the Westside. So many people are commuting on
21	the 10 and the 60 Freeway east/west two, three hours a day
22	each way. So that's why I believe the SR 60 route would have
23	the grandest bang for the buck. Have the greatest chance to
24	get most cars off the road and best chance of reducing
25	congestion for the entire region.

1	The Washington Boulevard route along the 5 there is
2	no doubt that congestion along the 5 is bad as well.
3	However, I think traffic on the 5 is longer distance traffic
4	as in traffic from Orange County, from L.A. and vice versa.
5	So in order to really address that congestion you have to
6	build a much longer line than what is being proposed by the
7	Washington alternative.
8	And my concern for the combined alternative is that
9	there really isn't enough funding to build enough of a line
10	on both routes for it to be really useful and effective. So
11	it's almost like getting, you know, the worse of both worlds.
12	So I encourage Metro and the community here to support SR 60
13	route to build it first and to build it faster.
14	Thank you for listening.
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Jason Pu

1 2 3 4 5 JASON PU: My name is Jason Pu. I am the Mayor of the City of San Gabriel. 6 7 I appreciate Metro having these public scoping 8 meetings to get community input on the site extension of the 9 Gold Line. And I would like to advocate for keeping the Gold 10 Line, the extension, along the route that would be along the 11 60 rather than the route that is proposed for it to go down 12 the 5. All freeways in the region are heavily congested, but 13 I would say that the 10 and the 60 Freeways are the most 14 congested freeways in the area, especially as it interfaces with housing. Where it's affordable now for people to live 15 16 is farther east, but where the jobs are is still downtown or 17 the west side, so they are traveling east/west along the 10 18 and the 60 to commute to work every single day. And having 19 the Eastside extension, you know, along the 60 or somewhere 20 maybe even hopefully between the -- between the 60 and the 10 21 would help get cars off the road. Off the 10 and 60 Freeways 22 I think is the maximum benefit for the region and the local 23 communities. 24 And even if that is the route that is selected or

at least selected to be built first, I would also say, you

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1	know, waiting until 2040 or that kind of time frame for it to
2	be completed is also a tough pill to swallow because, in that
3	case, that won't be something that I will be able to use, nor
4	will my daughter be able to use it, but perhaps my grandkids
5	will be able to use it. And, you know, so it's not only
6	about having the route that would get the most cars off the
7	road, but also about accelerating the project so that we can
8	get some traffic congestion relief now or sooner.
9	And I thank the Metro Board for its consideration
10	of my comments and those of the community.
11	Thank you.
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### John Corcoran

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19	JOHN CORCORAN: Good evening. Thank you all for
20	attending here to give your comments.
21	My name is John Corcoran, and I'm an organizer of
22	the Justice and Equality for the Eastside Coalition. Our
23	coalition consists of over 400 homeowners and residents of
24	the Via Campo neighborhood covering both East Los Angeles and
25	Western Montebello, and I am presenting this statement on

1 their behalf.

The Justice and Equality Coalition opposes the SR-60 north/south design variation alternative commonly called the 60 Freeway Gold Line Extension as currently proposed with an at-grade aerial build. A no build option will be advocated for by the Justice and Equality for the Eastside Coalition if Metro continues to support this alternative for an at-grade design.

9 The Justice and Equality for the Eastside Coalition 10 will only support the 60 Freeway Gold Line extension if an 11 underground construction design is utilized on Pomona 12 Boulevard for the first 4,500 feet from west of Atlantic 13 Boulevard to east of Findlay Avenue at the beginning of the 14 Montebello Golf Course.

15 The Justice and Equality for the Eastside Coalition 16 supports the Atlantic Boulevard Washington Boulevard 17 alternative -- alternate but only if the Atlantic Boulevard 18 portion is built fully underground.

Metro and our past elected officials have had a sordid history of shortchanging the East Los Angeles community beginning in 1988 with shifting of funds allocated for a heavy subway on Whittier Boulevard thus ending the Red Line Eastside extension.

24 Metro continues to fund first class designs for 25 underground construction on the Purple Line in Westside 1 neighbors such as Beverly Hills, Century City and Westwood, 2 yet proposes inferior construction builds for minority 3 Eastside Los Angeles communities by designing and advocating 4 for at-grade and aerial construction. This is clearly an issue of environmental justice by the shortcomings caused by 5 inferior construction builds being pushed on Eastside 6 7 communities by Metro with resulting detrimental quality of 8 life and health issue impacts associated with these inferior construction methods. 9

Instead of an Exide Battery plant in Vernon spreading lead contaminants to impacted communities from Huntington Park to as far north as Boil Heights, we'll have a Metro line generating hexavalent chromium, the same heavy metal toxin made famous by the Erin Brokovich movie starring Julia Roberts, spread to our neighborhood and points beyond.

16 As another glaring example of Metro's failure to the 17 Eastside community, one only needs to look at how the 18 at-grade Gold Line on 3rd Street was constructed in the 19 unincorporated area of Los Angeles County, specifically East 20 Los Angeles, as compared to the premium underground 21 construction the City of Los Angeles received beginning on 1st Street west of Indiana Street. It defies common sense 22 23 and logic and illustrates the apathy directed at the East 24 Los Angeles community by Metro to build a line as to what is 25 constructed on 3rd Street blocking the East Los Angeles

1 Sheriff's substation access to eastbound 3rd Street for 2 emergency dispatches. Perhaps it doesn't matter to Metro, 3 but it surely matters to East Los Angeles east of Atlantic Boulevard when a life or death situation could hinge on 4 seconds for a Los Angeles County Sheriff's patrol unit to 5 6 arrive. However, that patrol unit must proceed west on 3rd 7 Street from their substation, then make a U-turn at La Verne 8 Avenue and then double back eastbound on 3rd Street. Seconds to minutes could be lost for this unwarranted delay. 9

10 This is just another example of the shortcomings of 11 Metro's eastside designs which have placed our community at 12 risk. It just proves Metro does not care about our 13 community's needs. Now Metro intends to build the same 14 flawed at-grade design for the 60 Freeway Gold Line extension 15 project right down the middle of Pomona Boulevard.

16 The Via Campo neighborhood is merely a pass-through 17 destination for what will ultimate benefit Monterey Park, 18 Montebello, other than our fellow Montebello neighbors, 19 Rosemead, South El Monte and prospectively cities further 20 east on future builds.

If this project is important enough to these cities who will be the beneficiaries of the 60 Freeway Gold Line extension, let them open their checkbooks and underwrite and eliminate any detrimental impacts imparted onto East Los Angeles and Western Montebello by contributing money to an underground build for the first 4,500 foot of the 60 Freeway
 Gold Line extension.

3 One often hears positions from Metro that it costs 4 too much to build underground in our community and that there will be conflicts with underground utilities. Perhaps 5 Metro's legal staff should read the following California 6 7 Appellate Court cases titled Citizens of Golden Valley versus 8 the Board of Supervisors, (1988) Cal App 3d, 1167, 1180-81 and also Burger versus County of Mendocino, (1975) 45 Cal App 9 10 3d, 322.

11 The Citizens case states, and I quote, "The fact 12 that an alternate may be more expensive or less profitable is 13 not sufficient to show that the alternate is financially 14 infeasible. What is required is evidence that the additional 15 costs or lost profitability are sufficiently severe as to 16 render it impractical to proceed with the project."

17 What that means is that the lead agency is required 18 to select the environmentally preferred alternative unless 19 this is infeasible. As explained by the Appellate Court, an 20 environmentally superior alternative may not be rejected 21 simply because it is more expensive or less profitable. 22 Perhaps Metro should take a portion of the \$1 billion tabled 23 by the elimination of the expansion lanes on the 710 Freeway 24 improvement project and reallocate those funds for a 4,500 25 foot underground build through our neighborhood.

1 As it relates to constructability, Metro figured out 2 how to navigate through the maze of utilities in downtown Los 3 Angeles when they constructed the Regional Connector line and 4 figured out how to construct an underground build through the La Brea Tar Pits in West Los Angeles for the Purple Line. 5 The challenges presented on the 4,500 foot underground build 6 7 in our neighborhood, representing approximately only 12 8 percent of the entire 60 Freeway Gold Line extension, are 9 next to nothing compared to the challenges presented for the 10 underground build of the Metro Expo and Purple Lines. 11 There is no justification of why an underground 12 design cannot be utilized for the 60 Freeway Gold Line 13 extension transversing the Via Campo neighborhood. 14 The Justice and Equality for the Eastside Coalition 15 has over 400 signatures from residences of the Via Campo 16 neighborhood opposed to the current proposed construction of 17 an at-grade and aerial Metro line for the 60 Freeway Gold 18 Line extension. This neighborhood will vehemently oppose 19 Metro's inferior design of an at-grade aerial design which 20 will impact our lives, our children's lives and future 21 generations living along this Metro rail corridor. 22 Only by a no build option or an underground 23 construction option can our neighborhood be saved from the 24 negative health and quality of life impacts currently being 25 proposed by Metro with an at-grade and aerial design.

## Krishna Bhimraj

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18	KRISHNA BHIMRAJ: Hi everyone. My name is close.
19	I live close to Monterey Park on Hendricks Avenue.
20	The thing is I'm a student and I literally have big problems
21	with traveling. I completely rely on the public transport.
22	Getting the Gold Line Extension SR 60 would be a better
23	option because it helps me a lot coming from downtown. At
24	nighttime after ten, eleven in the night I have to travel way
25	out to Atlantic station and walk more than one mile since

1	there is no public transit from that side. So I think
2	extension SR 60 would be a better option. And there wouldn't
3	be any problem because it's going to be Freeway 60 and SR 60
4	would be better for that.
5	Thank you very much.
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2	LINDA NICKLES: Good evening. My name is Linda
3	Nickles, cofounder of MATCH, in Montebello. Trust me, we
4	will look at the best option for our city. When nobody has
5	bothered to talk. What you do for one, you do for all. So
6	if you do underground on the Westside, also go underground on
7	the Eastside.
8	On the second note, your parking structure on the
9	corner of Garfield and Via Campo, huge parking structure, you
10	are damaging our city revenue. We're not going to make
11	anything from this. We're just being inconvenienced. Our
12	city is in dire straights right now. We cannot have impact.
13	All the business invest on the north side of our city.
14	Unless you go underground, we're going to fight you. We
15	fought you going on Garfiled now, as far as you should go.
16	But remember, you have the super fund. I don't understand.
17	You have engineers, you have designers, okay, what mentality
18	says you are going to go down Via Campo, make a left-hand
19	turn, cross the 60 Freeway, go down and cross the freeway
20	again? And either go underground or Caltrans is going to
21	widen the 760 Freeway. They are going to put a car pool lane
22	on both sides. Why don't you do what you did at the 105, put
23	it down in the middle, they don't want this by their homes,
24	or go underneath the freeway. Because remember, you have the
25	super fund to deal with. And if you haven't done your

1	homework, trust me, the federal government will not let you
2	touch the super fund. Please stop impacting our revenue, our
3	city residents because we have a quality of life just like
4	the people on the Westside and
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#### Manuel Herrera

1 2 3 4 5 6 7 8 9 MANUEL HERRERA: Good afternoon everybody. My name is Manuel Herrera. I am a resident of the Boil Heights 10 11 East L.A. area. I wrote down a few sentences for you guys 12 tonight. Thank you guys for coming, and here it is. 13 I have lived near the intersection of 3rd Street and 14 Lorena since August of 2006. I have experienced firsthand the excitement of a new mode of public transportation from my 15 16 community to the complication this development, this rail 17 system, turned out to be. I am here today to give you my 18 testimony of how this Metro rail has affected me on a 19 personal level. I live a walking distance from a popular 20 destination for many Hispanic residents, El Mercadito. On 21 the weekends many people drive from many cities around L.A. 22 and the single lane streets can no longer sustain the traffic 23 flow due to the right-of-way given to the trains. On 24 weekdays traffic flow is overwhelming once 4:00 p.m. starts. 25 Parking around my neighborhood is also difficult.

1	The house I live at doesn't have a driveway and the single
2	lane main street is even more reduced because of the bicycle
3	lane. To make matters worse, the sidewalk in front of my
4	house is painted red. All of these factors add up to a
5	reality I have to deal with on a daily basis. They are
6	issues we didn't take into account about the Gold Line rail.
7	I am here with you today to hopefully make you
8	comprehended how a rail system can affect your everyday life.
9	I am not opposed to the idea of an expansion of the Gold
10	Line. What I am opposed to is the decision to make it a
11	train system as opposed to a subway system. The Atlantic and
12	Pomona intersections are already far more congested than the
13	intersections where I live now. I'm asking for Metro here to
14	hear my concerns. Thank you.
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## Margaret Ahn

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20	MARGARET AHN: My name is Margaret Ahn, I have
21	been living near the Via Campo neighborhood for last 19
22	years.
23	And you are right, 60 Freeway traffic is getting
24	worse and worse every day. But a lot of cars come off the
25	freeway and go down Via Campo. That traffic is like

1	unbelievably slow and very, very congested. There is no room
2	for that lane to share with the railroad. There is no way.
3	You know, if they want to build option going down to
4	Washington Boulevard where it is wider, that can be shared
5	with the railroad and the cars together. I fully support it.
6	But for the Via Campo to go above the ground, no way. There
7	is no room for it. Underground maybe, maybe, but with all
8	this like long-term build-out schedule and everything we're
9	going to keep congestion.
10	Thank you.
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1	MARGARET AHN: My name is Margaret Ahn. I live
2	on Hendricks Street in Montebello, very close to 60 Freeway.
3	The Via Campo Street is very near my house and it's very
4	congested, very narrow street, especially at the rush hour.
5	I just don't see how they can actually build a Metrolink
6	through the area when it is already congested with cars. And
7	also better route might be the Washington Boulevard route
8	where the streets are wider and there is more space that can
9	accommodate both cars and the train rail railroad. And
10	that would be much better than Via Campo Street.
11	Also for the commuter line going through the San
12	Gabriel Valley they already have a Metrolink that is going by
13	the 10 Freeway. I don't see why they need another one by the
14	60 Freeway so close to each other.
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MARTHA SOLOMON: I want to make a statement. My name is Martha Solomon. And I do not support above ground. Worst came to worst I will support the underground, but I would prefer all these buses the bus -- the Metro to run 24 hours. I want all these people to ride, all the security people, and have people access every which way they want to go in the bus if they run 24 hours. I will support that 100 percent. My family will do the same. Thank you. 

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2	MARTHA SOLOMON: My name is Martha Solomon, and
3	I've lived in my house since 1976 and my children were born
4	there. And I would like to leave my house for my children,
5	my children and my grandchildren, not for the Metro
6	especially if the Quiet Cannon is not willing to give up
7	their property.
8	And so I would appreciate if the Metro would
9	that they find a different solution, a different way to go
10	through if that is what they are going to do, because a lot
11	of people not only are going to lose their homes but their
12	businesses. And they are small people. And Metro is huge, I
13	grant it, and they should take think about the rest of us
14	that have sacrificed enormously to have what we have.
15	And that's what I think.
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### Maria Ojeda

MARIA OJEDA (Through the Interpreter): In Guadalajara they have a trolley bus and it's not like the Metro that's here. Those buses run electrical. They are electrical buses and it doesn't look as scary like the ones

1 that are built on Beverly Boulevard. These electric buses 2 have certain stops just like buses and they look really nice. 3 They don't put anything metal. They don't put things like the way they did on Beverly, but it looks really nice. And 4 there is no danger. And it looks really ugly on Beverly. 5 6 We don't want that Metro, whatever they are going 7 to put, by Washington because it is going to be too close to 8 our house. And when there is accidents on Washington the police what they do is they send out traffic to Date and 9 10 Caraway and that is not right for them to put that train 11 I believe that not all people are not going to be there.

happy with that train there. The way we're now we're okay.
That's all I wanted to say. I'm not happy with

14 what they are planning on doing. Besides, there is a school 15 there and -- there is an elementary school. There is many 16 kids, families that cross all that street and that is wrong. 17 That is wrong for them to do that, for the families. Many 18 people go to the parks and it is going to be a lot of danger 19 having the train there.

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### Michael Shagle

MICHAEL SHAGLE: My name Michael Shagle. My comment is Metro needs to consider more restrooms for their Metro stations, the connecting stations. An example is the Expo Line in Santa Monica when people get off the strain because it's a long run. People get off the train they 

1	always have to use the restrooms and they are putting too
2	much pressure on the local businesses to provides those
3	facilities.
4	My request would be for Metro to consider using more
5	restrooms. And also a lot of the cleanliness. The problems
6	of cleanliness being caused by some of the homeless people
7	carrying a lot of recyclables and personal belongings on the
8	trains is creating health issues as well.
9	That's all I have to say.
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#### Nancy Barrera

NANCY BARRERA: I got here a little late. I was stuck on the freeway from downtown. My name is Nancy Barrera. I've been a resident of Los Angeles, South Los Angeles, homeowner East L.A. and I live in downtown L.A. for 16 years. So the world is my oyster. Metro has great underground, businesses, everything is available for me and my disabled husband who is in an electric chair. I didn't test the noise of the overground. I really live one block away of the Blue Line station in Watts and it's loud. And it's embarrassing because I didn't 

1	know that my parents who have a really I didn't know we
2	were poor. I didn't know until I heard the honking of that
3	Metro every night. I was really embarrassed by that. And my
4	parents' home hasn't gone up in value very much in the last
5	30 years. So I can attest that it's really jacked up for you
6	to want to build an overground railway over people's homes
7	down the street, around the corner. My husband is also in a
8	wheelchair. He got stuck. He got stuck. He couldn't use
9	his phone. A stranger had to come and pull him out. That's
10	what overground railing really did.
11	You see how much time do I have? Shit. Sorry.
12	Ideally I would love for you guys to do underground
13	rail. That would maintain the value of our homes.
14	And also of the elevators. Elevators for me, my
15	husband, for people like him, our seniors look out for them.
16	It's public safety you guys. It's public safety. Just
17	because we're brown we're all worthy of a very nice Metro
18	system that the Westside gets to enjoy.
19	Thank you very much.
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NATALIE RUIZ WHITE: Good evening everyone. My name is Natalie. In addition to being a local realtor, I'm a resident here in East Los Angeles area. I strongly believe that the Metro line is a safety hazard to the public. I also experienced a light outage at the intersection of 4th and 3rd. Even with the common -- 4th and 3rd -- even with the common courtesy of the stop procedures, there is no courtesy to people and cars that pass. There I am with my toddler in the car. It was my turn to go and cross 3rd Street. Well, here came the Metro at full speed with no concern, no regard to the light outage. Metro lines above ground are a public hazard. This project should be underground only. 

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13	RAYMOND YU: Good evening everybody. I'm Raymond
14	Yu. For the Metro Gold Line Eastside and eastbound and this
15	Washington Boulevard the underground nightmare is fine, but
16	we need to have we need to add one. We need to add one
17	additional stop more additional stop. One additional stop
18	will be at the Marketplace at Montebello, Monterey Park
19	connecting with the Costco and Home Depot connecting with the
20	Metro bus number 68 and 67 Foothill Transit and Montebello
21	route 20 at the market next to Costco to followed by
22	Montebello Town Center.
23	And then secondly we need to have the Metro Gold
24	Line section to Rosemead Boulevard and connecting with the
25	Metro line 266 after Santa Ana Avenue and then Metro Gold

1	Line Eastern will not be impact anymore because it will be
2	relocated to Rio Hondo Community College light rail station
3	where students want the Metro Gold Line. I don't know
4	they might be Rio Hondo Community College for the educational
5	goals and also both cemetery extensions. We don't have Rio
6	Hondo College station connecting with the Metro Riverside
7	Line, Metrolink Rio Hondo College and the Gold Line Station
8	and also connecting bus line is the Gold Transit line and
9	7 Metro 577 and Foothill system. Then the other of the
10	Washington Boulevard Phase 2 it must be extended to Brea Mall
11	connecting with all major transit to Orange County.
12	(Applause.)
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## Raymond Yu

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16	RAYMOND YU: I'm Raymond Yu. Most of the people
17	attend this meeting they would like to support would like
18	to support the Metro Gold Line Eastside which is the Phase 2.
19	Number 1 thing is the Metro should have Garfield
20	Avenue Station connected with the Metro 68 and the Montebello
21	route, followed by Metro Gold Line Eastside Extension
22	Marketplace at Monterey Park and Montebello Station, Costco,
23	Home Depot station connecting with the Metro Local Route 68,
24	176 and Montebello Line 20 and 70 service. The Metro Gold
25	Line Eastside extension to Marketplace, Costco, Home Depot

1 light rail station followed by the shops at Montebello Town 2 Center. And then the fourth one is the Rosemead Boulevard connecting with the 92, 66 Gold Line Rosemead Station 266. 3 And then the fifth is South El Monte Station Transit 92, 69. 4 And then the final terminal will be at Rio Hondo Community 5 College, Metro Gold Line Rio Hondo Community College and Rose 6 7 Hills Cemetery Station connecting with the Metrolink 8 Riverside Line, Metro 95, 77 Transit.

And the other one is the Route Number 1 to 9 Bellflower and then route Number 7, Norwalk to all the way to 10 11 Norwalk Gold Station Route 1 is the Valley Boulevard and 12 Puente Avenue, City of Industry, La Puente. But the route 7 13 El Monte Station all the way to the Metro Green Line Norwalk 14 Station Route 1 is 577. Metro 577 to Cal State Long Beach and then Foothill Transit Line 270 for northwest reaches 15 Beverly, Norwalk, Whittier, Rio Hondo College and West Covina 16 17 and Monterey Park. Metrolink Station that's 274.

Also we would like to have the Metrolink Riverside line and Metro Gold Eastside transfers at Rio Hondo Community College and Rose Hills Cemetery or Workman Mill Road between Rose Hills Road and the 605 Freeway in the northwest immediate area where still ride the Metro rail from the original place all the way to Rio Hondo Community College because that is full.

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So we demand Rio Hondo light rail station and the

1	Metrolink Rio Hondo College station. That is the overview of
2	the Gold Line Eastside Extension Phase 1. After the current
3	Atlantic Phase 1 I already and then the second phase from
4	Atlantic Boulevard it will go south on Atlantic Boulevard to
5	the East Montebello Road, Citadel light rail station,
6	Washington Boulevard, Garfield Avenue is 262. Whittier
7	Avenue, Montebello 20 and then the Rosemead Boulevard is 266
8	and then Parsons in Montebello, Pico Rivera 670 on Parsons.
9	And Parsons for the light rail station and also have to have
10	most stop to Norwalk Route Number 1. And then the Whittier
11	and City of Whittier Presbyterian Intercommunity Health
12	Medical Center at Whittier Boulevard, Washington Boulevard
13	and Painter Avenue and also the Whittier Civic Center City
14	Hall. And then Colima Road, Whittier Mall, the La Habra
15	Civic Center. And farther Phase 2 for the Gold Line will
16	terminate at Brea Mall connecting with the OCTA buses.
17	Phase 2 for the Gold Line Station we want to have the Metro
18	Gold Line station at Brea Mall, light rail station connecting
19	with the OCTA District and Orange County buses at Brea Mall.
20	That's it.
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### Reina Sandoval

REINA SANDOVAL: Hello. Good evening everyone. I

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1	too Reina Sandoval your Eastside realtor. I'm here as
2	I promised the homeowners and residents who unfortunately
3	couldn't make it.
4	The Via Campo neighborhood many of our concerns are
5	not only about health but home values as well as long-term
6	homeowners inherit their homes and would like to pass it on
7	to their kids and children's kids as well.
8	They have asked me to say that their taxpayer money
9	should go for only premium underground and nothing less safe
10	and quiet and serene.
11	Thank you.
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# Richard Aespuro

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15	RICARDO AESPURO: My name is Ricardo Aespuro. I
16	live at Simmons Avenue. And I would like to know why they
17	can't use the Metro to run from Atlantic to those routes that
18	they want to use. It would be less expensive and we'll be
19	able to use the buses to move people. And I think it would
20	be a lot quicker and less expensive. And it would be less
21	harsh on the environment.
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20	ROBERT FRANZ QUILLIN: Basically I just have one
21	thing to say. No matter what is decided, Washington
22	Boulevard alternative needs to be done first, preferably
23	before the Olympics, and then related to that is a yard
24	really, really needed?
25	That's all I wanted to say.

Robert Gutierrez

1 2 3 4 5 6 ROBERT GUTIERREZ: Hi. My name is Robert 7 I wrote this before I realized what everybody's Gutierrez. 8 concerns were. Bear with me. I'm here to express my support for the Washington Boulevard line. We know that passes 9 10 through the Green Line, that alignments run down freeways 11 nothing to -- develop Washington Boulevard. Alignment can 12 bring changes to our environment. Many of the regions 13 biggest problems are ones with alignment along the heavy 14 traffic streets. It will allow for things which will help 15 the housing shortage, raise property values since developers 16 can build more square feet of land, more residences closer to resources and to have smaller businesses. 17 The transit 18 development will likely allow for more active lifestyle. 19 These larger benefits will not only be squandered the Metro 20 economy and along with the well documented environmental and 21 society harms by further embedding infrastructure, 22 transportation infrastructure. Transport -- the future of 23 the personal ownership of automobile is uncertain. The 24 choice is very clear. Please move forward with the 25 Washington Boulevard and 60 Freeway alignment. The

others I'm addressing -- sorry -- the Westside is below grade almost entirely, the Westside, and Pass Place has a Gold Line and that is above the freeway is much louder. Thank you. (Applause.) 

### Ron Lozano

RON LOZANO: My name is Ron Lozano. I live in

1 Hacienda Heights.

2	And I prefer the combined alternatives with the
3	first leg being the Washington alternative and the reason I'm
4	saying that is because I work with for AT&T utility
5	relocations. The 60 has the Caltrans, you have EPA and you
6	have Army Corps of Engineers and you have potential problems
7	with Edison raising or lowering the line or the clearance.
8	So the other thing is the Washington alternative.
9	I'll just speak to the name correction now in
10	Rosemead station. I propose that you name it Pico Rivera,
11	forward slash, Pio Pico station and in Whittier you would
12	name it Whittier, forward slash, El Ranchito station which
13	was Pio Pico. I probably won't make any comments until we
14	get the EIR and EIS and the environmental statements and then
15	that's always an option in those things, you never know.
16	Thank you.
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Ruth Lopez

1 2 3 4 5 6 7 8 9 10 11 12 RUTH LOPEZ: I live in front of the freeway at 1001 La Presa, L-A P-R-E-S-A, Avenue, and that's right in 13 14 front of the 60 Freeway next to, would be, Walnut Grove and 15 San Gabriel Boulevard. And I'm very concerned about the noise and the extra traffic and all that movement of the 16 17 freeway is causing damage to my home. And if they are going 18 to do something underground or on the top, it's going to be 19 more noisier and also going to cause extra damage to my home. 20 I don't know how you are putting this. I have 21 lived there 46 years and the traffic on the 60 and the 22 movement of the trucks -- my windows rattle now. I don't 23 want this project to be anywhere near my home. I am 24 concerned for the value of my home due to the excess noise 25 and the movement of the ground.

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# Shirley Topoian

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18	SHIRLEY TOPOIAN: Hi. My name is Shirley Tonoian.
19	If at any time you can't hear me, please raise your hand, let
20	me know, or if you want me to repeat something, I'm glad to
21	do so.
22	I'm a long-time resident of East Los Angeles. My
23	parents came here in the 20s, purchased a house in the 40s.
24	We're on this route, a devastating route. I have witnessed
25	as most of you have the Pomona Freeway coming in. Did

1	nothing to ease traffic. It's a complete mess as Beverly
2	Boulevard is too. The train is not a bad idea, but they need
3	to dig down properly. We don't get second chances at this.
4	Let's do it right. Let's move in the direction of the
5	underground system. It basically comes down to saving your
6	health concerns and your property values. We had a meeting
7	last Wednesday at the elementary school where testimony was
8	presented by a real estate agent that your property values
9	will go straight down. Make no mistake of this. Don't let
10	anyone tell you differently. We also had testimony from a
11	gentleman that lived in New York and other places. He
12	testified that the only system is an underground system.
13	That is the way to go.
14	So please join me, let's look for another route
15	system. Do it right the first time and not waste the money
16	in doing it incorrectly.
17	Thank you.
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# Terry Ojeda

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21	TERRY OJEDA: My name is Terry Ojeda. I live
22	we're residents of Montebello, my mom and I, Maria Ojeda too.
23	And we noticed that the line is going to go through one of
24	the alternatives is going to be Washington Boulevard. We
25	feel that is a very bad idea because of the traffic. Unless

1 there is alternatives that are going to lead away the 2 traffic, away from Date Street, Oakwood, Spruce or any of the 3 surrounding streets, we don't want that Metrolink in our location. 4 Also we prefer -- if there is a choice, we prefer 5 to be underground. And we also prefer that it be 6 7 underground. I realize that the money is going to be -- cost 8 more money but, in the long run, I think it's going to be better for the community for this Metrolink to be 9 10 underground. 11 Also we're very concerned if it does go above 12 ground. The pollution, the noise of all the traffic coming through our neighborhood because it is going to impact all 13 14 our streets off of Washington Boulevard. That is a very big 15 concern of ours because any time we've had accidents on Washington Boulevard the police would detour all the traffic 16 17 on to Date Street, Spruce, all those streets that way. And 18 what is going to happen if we have the Metrolink there. 19 Where is all that traffic going to go to. So that is our 20 very valid concern that we have about the Metrolink going 21 through Washington Boulevard. 22 23 24 25

Vincent Corcoran

1 2 3 4 5 6 7 8 9 VINCENT CORCORAN: My name is Vincent Corcoran. 10 Not only am I a member of the Justice and Equality for the 11 Eastside Coalition and a lifelong resident of the Via Campo 12 neighborhood of East Los Angeles, I'm also a registered voter 13 in my district. 14 The Via Campo neighborhood of northwest Montebello 15 participated and spoke at our Metro Public Scoping Meeting 16 last Wednesday and witnessed 100 percent support for an 17 underground subway alterative. We're here to fully support 18 our community and coalition members of an underground subway 19 here in Montebello. 20 Metro's only goal is to accelerate and redirect 21 funds for as many projects with their twenty-eight by '28 22 initiative by any means necessary at the community, voters 23 and taxpayers expense. 24 Metro's purpose and needs do not align with those of 25 the eastside communities, voters and taxpayers. Metro

1	continues to aggressively push their own crafted agenda, for
2	example, according to Metro's own Eastside Transit Corridor
3	Phase 2 Outreach Report from November 2007, Early Scoping
4	Meetings Final Report submitted on March 31, 2008, in which
5	the entire eastside was represented by 224 participants.
6	Page 19, under specific impressions it says and I quote,
7	"Subway was the most suggestion configuration."
8	Nearly 12 years later nothing has changed, Metro.
9	We still want an underground subway.
10	Metro has asked us what should be studied in their
11	Environmental Impact Statement, EIS, and Environmental Impact
12	Report, EIS. In the past all the EIS/EIRs have compared
13	every alternative to a no build option benchmark. It's time
14	to raise the benchmark and compare it to an underground
15	subway alternative option.
16	To clarify what a subway means, according to the
17	Oxford English Dictionary, subway is defined as an
18	underground railway. There is no mention of light or heavy
19	rail in the definition.
20	We would like the EIS/EIR to study and compare all
21	the alternatives outlined in the spring 2019 Gold Line
22	Eastside Transit Corridor Phase 2 Fact Sheet to an
23	underground subway alternative for the following:
24	Number 1, comparing an underground subway
25	alternative to Metro's alternatives beginning from the East

Los Angeles Atlantic Station, what would be the total commute time measured in minutes to all the stations listed in the fact sheet. Metro has shared with the Westside communities that the Metro Purple Line extension will be an estimated commute time of 32 minutes between downtown Los Angeles to the Westside, but has failed to share any estimated commute times with the eastside communities.

8 Number 2, how much will ridership increase or 9 decrease measured with ridership both ways from the stations 10 outlined in the fact sheet to Union Station when comparing an 11 underground subway alternative to Metro's alternatives.

Number 3, how much traffic will increase or decrease measured in minutes and miles per hour when comparing an underground subway alternative to Metro's alternatives.

Number 4, how much in value, measured in
percentages, will value increase or decrease for both
residential and commercial real estate when comparing an
underground subway alternative to Metro's alternatives.

Number 5, how much healthier and cleaner air will we have measured in new asthma cases, new lung cancer cases, greenhouse gases specifically carbon dioxide, methane and nitrous oxide, and measurements of hex chromium levels when comparing an underground subway alternative to Metro's alternatives.

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Number 6, how much healthier will future generations

1	of children be when they are born measured in cases of
2	developmental disabilities in children when comparing an
3	underground subway alternative to Metro's alternatives.
4	Number 7, how safe will the communities surrounding
5	Metro stations be measured with crime statistics separated
6	by violent crimes, nonviolent crimes, crimes against women
7	and crimes against children under the age of 18 when
8	comparing an underground subway alternative to Metro's
9	alternatives.
10	Number 8, how much security and what level of
11	security will be provided measured in foot patrols, cameras,
12	and type of entry/exit gating when comparing an underground
13	subway alternative to Metro's alternatives.
14	Number 9, how safe will the traffic intersections
15	be, statistics measured in fatal and nonfatal, age 18 and
16	over, age 17 and under for motorists and pedestrian accidents
17	when comparing an underground subway alternative to Metro's
18	alternatives.
19	Number 10, how much noise pollution will increase or
20	decrease for the surrounding communities measured in decibels
21	when comparing an underground subway alternative to Metro's
22	alternatives.
23	Number 11, how much street parking will increase or
24	decrease measured in the number of available parking spaces
25	available for commercial and residential curbside street

1	parking when comparing an underground subway alternative to
2	Metro's alternatives. Will parking at the new Metro parking
3	structures be free forever or will Metro begin charging for
4	parking, if so, when.
5	Number 12, how will the bus support system improve
6	and give bus commuters more connecting options to Metro train
7	stations when comparing an underground subway option to
8	Metro's alternatives.
9	Number 13, in the future, 50 years from now, how
10	easy or difficult will technology be adopted by an
11	underground subway alternative compared to Metro's
12	alternatives.
13	Number 14, in the next 10 to 20 years how will an
14	underground subway alternative compared to Metro's
15	alternatives affect future transit expansion for all the
16	eastside communities and Caltrans projects, example the 60
17	Freeway expansion.
18	Number 15, how safe can an underground subway
19	alternative be built and repaired in comparison to Metro's
20	alternatives. Please study and compare geological, seismic
21	activity, feasibility, expansion and sustainability results
22	in your study.
23	Number 16, how will nature be impacted measured in
24	the number of trees chopped down, plants removed in square
25	feet of natural habitat lost when comparing an underground

subway alternative to Metro's alternatives. We know Metro will come up with the excuse that a subway alternative can't be projected, studied, built or afforded. We're tired of your excuses, Metro. If you can build a 9 mile, \$9.3 billion Westside subway extension known as the Metro Purple Line, then we know you can afford and build what the Eastside wants and deserves, not a lower class, inferior designed eastside transit extension as currently proposed but a first class \$6 billion Eastside underground subway extension. We will not accept anything less with our tax money. Underground, underground, underground. Dig for the Gold. Thank you. 

#### Yvonne Martinez Watson

YVONNE MARTINEZ WATSON: Good evening. My name is Yvonne Martinez Watson. I'm the Chair of the Environmental Justice Committee for the Chapter of the Sierra Club. I'm hearing a lot tonight about environmental justice, environmental racism concerns. They can always come talk to 1 me afterwards.

2	This project is a concern because a lot of people
3	have been saying the other parts of the city get the best
4	consideration. And yet, when it comes to people on the
5	Eastside we always seem to get second best and that is not
6	fair. We're going to be looking at the Environmental Impact
7	Report that comes out for this project. We're going to go
8	over that as best we can. I look forward looking at those.
9	I'm a veteran looking at those and submitting comments so I
10	will be submitting comments.
11	One of my chief concerns is all the property owners
12	affected by this line need to be individually contacted and
13	told. Unfortunately, here in the City of Montebello,
14	Montebello has had problem with supplying information in
15	Spanish for Spanish-speakers. That needs to be remedied.
16	Every time there is some sort of environmental project in the
17	City of Montebello and the surrounding areas we need to have
18	two meetings, one for North Montebello, one for South
19	Montebello. That needs to stop. We have already put the
20	City of Montebello on notice that they are violating CEQA by
21	not providing for the Spanish-speakers in this community.
22	The Spanish speakers are the majority and they need to have
23	their participation because CEQA's participation for
24	everybody in the public not just the privileged few.
25	So we're going to be looking at this very carefully

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#### Yvonne Sandoval

YVONNE SANDOVAL: My name is Yvonne Sandoval, and that's Y-V-O-N-N-E. I am born and raised in East Los Angeles. I have been living in Commerce for 30 years and I want to second what John said, the first speaker. I do realize that --well, we have horrible traffic where Ferguson, Telegraph and Eastern meet. And come Chirstmastime when the whole world wants to come to the Citadel, it takes sometimes 45 minutes to cross over. That is just on the corner there. Okay. Now I heard concerns -- because now this is my third meeting I bother to come and what I heard was how some folks have gotten asthma. From the Eastside there is no wi-fi. What's up with that? Worries for safety of the people. Now, the other thing, how many owners -- their

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# EASTSIDE TRANSIT CORRIDOR PHASE 2

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Bert Wagner		6/26/2019	Oral	733 – 735
2	Cesar Luna		6/26/2019	Oral	736 – 737
3	Douglas		6/26/2019	Oral	738 – 739
4	Edmond Veloz		6/26/2019	Oral	740 743
5	Francine Moura		6/26/2019	Oral	744 – 745
6	George Martinez		6/26/2019	Oral	746 – 747
7	Gerald Behoteguy		6/26/2019	Oral	748 – 749
8	Jackie Juarez		6/26/2019	Oral	750 – 751
9	John Corcoran	Justice and Equality for	6/26/2019	Oral	752 – 756
		Eastside Coalition			
10	Judith Rankin		6/26/2019	Oral	757 – 758
11	Lisa Hernandez		6/26/2019	Oral	759 – 760
12	Lydia Kiner		6/26/2019	Oral	761
13	Maria Sanchez		6/26/2019	Oral	762 – 763
14	Marina Perez		6/26/2019	Oral	764 – 765
15	Michelle Castro		6/26/2019	Oral	766 – 767
16	Paul Nese		6/26/2019	Oral	768 – 769
17	Pete Hernandez		6/26/2019	Oral	770
18	Roberta Torres		6/26/2019	Oral	771 – 772
19	Steve Manukian		6/26/2019	Oral	773 – 774
20	Vincent Corcoran	Justice and Equality for	6/26/2019	Oral	775 – 780
		Eastside Coalition			

## Public Scoping Meeting #6 – Pico Rivera, June 26, 2019

1 2 3 4 5 6 7 8 9 BERT WAGNER: My name is Bert Wagner. I live in Montebello. I've lived there since 1986. I ride the Metro 10 11 occasionally into downtown and beyond to USC, and I found it 12 to be an extremely pleasurable experience and it served my 13 needs. 14 So I like Metro and we've always said between 15 myself, my family, my wife, why doesn't Metro extend the 16 Atlantic station beyond. So when I heard that they are 17 planning to do it obviously I was interested. 18 I'm not very interested or supporting the 60 Route 19 for specific reasons, mostly because it's an impacted area as 20 most people know that looked into it in terms of traffic. 21 And I don't think it would serve us, Montebello community, in its best way. 22 23 I do favor the Washington route or option but I also 24 favor what several persons have said, to have Metro consider 25 doing either the Washington or 60 option and make it fully

1 underground. And I think it would be a better plan to do 2 that, but it doesn't seem like that is a consideration. And 3 so that's why I decided to make a comment because I think 4 that either one or the other, if it's underground will least 5 affect impacted areas. It is definitely a need for us that live either in 6 7 Montebello, Pico Rivera, Santa Fe Springs, all the different 8 areas to have extended Metro service. And I think it's something that can be looked at if we explore all the 9 10 possibilities and options. 11 I'm not in favor of bus lines because as I go travel 12 in my car, most of the time if I'm with somebody they says look, there goes another bus, and you might have one, 13 14 possibly a couple of persons on the bus. And we always say 15 jeez, what a waste of money. There goes another giant bus 16 and it's practically empty if not empty. 17 So I know people want to get around that don't 18 drive. I understand that, but I think the Metro system works 19 and I think we should consider doing one of the options, but 20 mostly favoring going underground because we have underground 21 lines already and they seem to be working. 22 People forget that we had a Metro system in the 40s 23 and 50s with electric cars and they worked. We took them 24 out. Now we're trying to catch up to the rest of the country 25 that has Metro system. I have been in many cities,

1	especially back in the East Coast, that have Metro systems
2	and they work great. They have their problems like
3	everything else, but it doesn't mean that they don't work.
4	So those are my comments. And I thank you for
5	letting me do this.
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1 2 3 4 5 6 7 8 CESAR LUNA: Hello. I'm Cesar Luna. I've lived here in Pico Rivera for 58 years, and when this project is 9 10 projected to be done I'll be 74. 11 I came in with an open mind thinking that I 12 don't want it to go down Washington Boulevard because it will 13 ruin the atmosphere on the boulevard. The homes that go 14 along Whittier Boulevard have been built since 1949. It 15 disrupts -- it will disrupt families. And I really enjoy --16 and you changed my mind. You changed my mind because it 17 really is going to impact all of us and it will bring crime 18 and the building process is going to impact all of us. 19 I'm 100 percent behind the no-build project. I think that it should be defunct, it should be eliminated and 20 21 put elsewhere. It sounds good to have it here, but it's not 22 worth it. It's not worth having it and it's not worth having 23 our lives turned upside down by a big transportation company 24 who isn't willing, from what I hear, to be straightforward 25 with the communities.

So we've had enough of that corrupt attitude in Pico Rivera and we don't want it anymore. And we all need to speak up and say what is in our mind and not be steamrolled by those who have gone to ivy league colleges instead of Rio Hondo. So, Metro, I'm against this 100 percent. (Applause.) Thank you for listening to me and thanks for sharing your thoughts because the two speakers prior to me is the person that most made the impact. Thank you. I appreciate the information. Thank you. 

Douglas

1 2 3 4 5 6 7 8 9 10 DOUGLAS: My name is Douglas, but I actually have I'm new at this game. I don't know if anybody --11 questions. 12 do I get answers? 13 I was born and raised in Pico Rivera and we always 14 talked back then about taking Mines Avenue to the other side. And I noticed on the alternatives here that Washington in 15 16 particular is going to lose volume and lose lanes. And I was 17 wondering was that in the alternatives ever considered giving 18 us more access. Because I grew up in Pico and we only have 19 two, basically, and Washington and Beverly and Whittier. 20 Also the thing called TSM. I was wondering also 21 from this, if it's a no-build what does that mean? There is 22 no TSM alternative? There is no other alternative? People 23 have asked about buses and things. Does no-build mean 24 goodbye? I'm just curious. I can't get an answer from 25 anybody here what no-build means, exactly what no-build

1	means.
2	And also is the below grade option still possible,
3	or is Metro so I don't know where to get the answers to
4	these questions. Sounds like Metro said no, it's not an
5	option anymore. Is that what I'm hearing? Does anybody
6	know?
7	Also same thing I was commute lines, the scenic
8	route from El Monte to Whittier really that is going to be
9	quicker than a bus drive from El Monte down Peck Road? So I
10	was just curious where to get those answers. Is that in the
11	environmental report 2009 or 2014? Does anybody know?
12	Nobody knows? Okay. Thank you.
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Edmond Veloz

1 2 3 4 5 6 EDMOND VELOZ: My name is Edmond Veloz. I live in 7 South Montebello right near Washington Boulevard. 8 Thank you for giving me your time. Welcome to the world of big time white collar 9 10 criminality. This is what you got. You are witnessing it 11 here. Look in everyone -- I've only been to four of them. 12 13 This is my fourth one. I told this woman over here, this one 14 here, Cevallos that she is not telling you everything. These meetings have been geared toward building the train and 15 16 that's it. But there is another alternative and it is in 17 their own EIR and she won't tell you about it. Why? It's 18 the TSM alternative where they take what is already there and 19 they improve on it, particularly buses. 20 This is my thing. I think that we can take buses, 21 electric buses, six of them every hour, each direction, 24 22 hours a day and we would get better, much better, service 23 than the trains could ever provide because the buses will 24 pick you up closer to where your coming from and drop you off 25 closer to where you are going. That is the first thing. And

1 we can have it up and running in six months for \$20 million.
2 That is 1/100 of what they want to steal from you tonight
3 which is \$2 billion that we don't -- we need that money
4 elsewhere.

Now, the other thing is if you go and you look for 5 6 the IER, which wasn't in Pico Rivera last night, we're going 7 to have earthquakes here. You know that. Everybody knows 8 that. Yet, in the EIR there is no mention of it. How could This is going to be the biggest thing for all of us 9 that be? 10 in this room some day. This is a huge expenditure and, yet, 11 look, they don't have any contingency for dealing with it. 12 When that happens, every bit of money on this line, the 13 Washington line, \$2 billion will have been lost and not 14 replaced but not just here, everywhere they build. And they 15 will not be able to rebuild right away because the ground is 16 going to keep moving. They can't -- they can't have the cars 17 going over lines that are not aligned. They will derail, but 18 the busses will keep running. Cars will run even if the 19 roads are real bumpy and rotted and whatever after that. 20 It's going to be back. Don't worry about that.

Also when we look -- I have looked at this thing, the EIR, and I only have a few of the pages, but the thing is about two inches thick. Now, I've looked at it, the Washington Boulevard alternative. It has so many adverse effects, I mean, it is just an impossible bleed the way they 1 want to build on it.

2	There is a concept I have and this concept to me is
3	called the idea you can call these people stupid and they
4	are. But there is and everyone acts so hurt and so
5	defensive about it. But then there is my concept is that
6	there is the idea of being criminally stupid. The idea of
7	being criminally stupid is acting so hurt and offended when
8	you call them stupid. They are not being so stupid. They
9	change the project going. And as they do that, money keeps
10	getting taken out of the project and it disappears. This has
11	happened before. Like I said, this is a criminal
12	organization. It has been going on since the 40s and 50s.
13	They screwed us out of tens of billions of dollars and there
14	is another one coming. We're trying to do something about
15	it. We're trying to tell you guys, don't do this. We're
16	supposed to be the government, not them. We're supposed to
17	say what goes, not them. Yet, they are over here telling us
18	oh, we're not going to regulate what you can say. We're
19	going to be the one to tell you what to do. It's our money
20	and it's our neighborhoods. You got to fight for it. You
21	got to fight for it. Don't let them do this to you. Don't
22	let them screw you this way. Don't let them do it without
23	you guys fighting and letting them know you are ready to
24	punch them in the mouth. They need that.
25	But look at what's happening. You look at all these

1	people, they are all getting paid to be here. Look at all
2	these people with the tags on here. They are all getting
3	paid bigtime money to be here. Most of us are working class
4	people. I'm a delivery driver and I'm 70 years old and I
5	can't afford to stop. But they are going to have best wages,
6	they are going to have best pensions, best of everything and
7	why? They are swindling us. And this a swindle. Don't let
8	this happen to you. If you can do this, we've got to do
9	whatever it takes, whatever it takes to stop them.
10	Now, I know the Corcorans have their thing. We're
11	separate from that. But I agree with them too. But's let's
12	stop doing this. I say we can have a bus system that will be
13	deluxe, A-1 deluxe. We can build better bus stops, bigger
14	routes, more lighting, 24 hours a day those buses would run.
15	What's how can you do better than that? Who can tell me
16	that the trains are going to be better than that?
17	I'm waiting. Well, that's about it, folks. You got
18	your orders. I mean not from me. This has to come from your
19	own hearts, your own souls. You got to look at your homes

20 and decide you want to defend them and the quiet and 21 peacefulness of your own community. That's what I'm fighting 22 for. I live on Las Flores and it's bad enough already. This 23 is going to make it absolutely impossible.

I thank you very much.

(Applause.)

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FRANCINE MORUA: Hi. My name is Francine Morua M-O-R-U-A. First of all, I wanted to know why these meetings have been happening from Whittier, Commerce everything was separated and why was it done during summer break. This isn't going to affect all of us. The majority is going to be little kids where the parents could have talked about this during the school season. The next thing that is going to happen -- I live in Whittier. So now what is going on on Washington Boulevard anybody that lives 500 feet from the rail was notified about this. My mother who lives, for 57 years, a mile from 

1 Washington Boulevard was never notified. I live -- I'm 2 sorry -- not on Whittier -- on Washington. So I got a notice 3 saying that this is happening. I live in the retirement home 4 near PIH and I'm not going to retire there. I'm going to have to leave in a couple of years when this all starts. 5 The next thing is that I passed out about 150 fliers 6 7 to neighbors by Food 4 Less on Washington and Norwalk 8 Boulevard by Pioneer High School, behind Food 4 Less and they say they never heard about this at all, only two people did 9 from 150 fliers. They should have put signs out on 10 11 Washington which we all know is a major boulevard there. We 12 never saw any signs. If it was put up somewhere near there 13 it was uptown Whittier. By the way, Whittier doesn't want 14 any of us over there anyways unless you have -- drive a car 15 or you have the money to go there. We're an unincorporated area and this affects all 16 17 the unincorporated. Nothing to do with city. Washington is 18 bad. As it is, on top at night as I see -- my front door is 19 there. I see what goes on at night. 20 I wish all goes away, but if this it's not going to 21 go away, I really want it to go under, the full rail all the 22 way through. 23 Thank you. 24 25

GEORGE MARTINEZ: My name is George Martinez. Ι have been a Pico Rivera resident since 1991. I own my home on Lindsey Avenue crossing Washington Boulevard. If this line passes through Washington Boulevard, it will cause noise pollution, traffic nightmares, and depreciation of our homes. How am I going to turn into my street since I don't have no turn signals, and especially the streets in back of me, Citronella and Lambert. Both of those streets turn into a dead-end behind the police station. I don't see how these residents nor myself are going to turn

1 into our neighbors.

I doubt they will be right to build crossing lights off every street across Washington Boulevard. Our fire department and ambulances depend on Washington to tend emergency calls. Putting this train down the middle of Washington Boulevard will hinder our departments in responding to emergency calls.

8 When you drive down 3rd Street in East L.A. you can see how the lanes got reduced into single lanes. Everyone 9 10 that knows that area avoids it like the plague. Passing --11 when passing on -- when you drive down the 60 Freeway 12 eastbound passing the 710 Freeway, that's where the traffic jam starts, right before approaching Atlantic Boulevard. 13 14 Continuing the Metro line down the 60 Freeway makes the only 15 sense and should be the only project considered.

We hear people coming up here in favor of the Metro down Washington Boulevard. Most of these people don't own nor pay property taxes from homes down Washington Boulevard. Again, from Rosemead Boulevard to the 605 we have nothing but single family homes that will be affected.

I pray that our city officials will do the right thing and not just think about their own agenda. If this happen no matter what, we will not support any above-ground line. Only underground.

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Thank you.

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3	GERALD BEHOTEGUY: Good evening. I'm Gerald
4	Behoteguy. And following the speaker before me, I agree that
5	the bus system is inadequate. They need to put way more
6	money into the bus system than is being done.
7	I my big complaint is when I go somewhere outside
8	the L.A. area I can't come back. The buses stop running
9	around 9:00, 8:00, even 7:00 and I find me stranded and I
10	need I have no way to get back and I spend a lot of nights
11	sleeping on bus benches. And I've even slept in front of the
12	Metro Headquarters in Downtown L.A. on a bench. I can't do
13	that anymore. They told me I have to go across the street.
14	Anyway, I have an article January 2016, Transit
15	Riders Reach Dips Across the Region Despite significant
16	besides costly investments. And first part says, The goal of
17	top transportation official is entice people out of their
18	cars and into buses. L.A. and USA today said Los Angeles
19	has the worse traffic congestion. I think one of the worse
20	traffic congestions in any city in the world despite and
21	says right here despite billions poured into rail transit.
22	It doesn't say buses. It says rail transit. And despite
23	billions poured into rail transit. And I'm sleeping on a bus
24	bench at night because you don't have proper buses to get me
25	from Pasadena to Whittier and because Montebello quits

1	used to run later, but they reduced the bus service instead
2	of increasing it.
3	And, anyway, also in this article which is
4	interesting it talks, you know, you think you are the only
5	one in this situation, but I talked to somebody else. She
6	went and bought a car because she couldn't get home at night.
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1 2 3 4 5 6 7 8 JACKIE JUAREZ: Hi. My name is Jackie Juarez. As a long-term resident of Greenwood Avenue past Washington in 9 10 Montebello I approve of the no build alternative. 11 This project will be detrimental to the low income, communities of color that Greenwood and Washington all on the 12 13 south side. I have seen a disinvestment in South Montebello 14 for years. I hope if there are any council members from 15 Montebello here today, please take this into account. In Metro's mission statement it is stated that one 16 17 of their goals is to ensure an equitable project. So when 18 we're thinking about what is equity, what is equitable, we 19 have to consider the people who are most at risk of 20 displacement, otherwise this project is oppressive to the 21 community. 22 There are examples of how Metro Rail brings along 23 with it gentrification. In Highland park over the years we 24 have seen an increase of displacement of its long-term 25 residents. Gentrification doesn't happen overnight but in

1	increments such as this project. There also has to be an
2	increase of police presence on the Metro in working class and
3	communities of color.
4	Thank you.
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### John Corcoran

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JOHN CORCORAN: Thank you again. Glad to see your

1	great attendance of everyone that took the time from their
2	busy schedule to attend this meeting.
3	My name is John Corcoran, and I'm an organizer of
4	the Justice and Equality Coalition. Our Coalition consists
5	of over 400 homeowners and residents of the Via Campo
6	neighborhood covering both East Los Angeles and Western
7	Montebello and I'm presenting this statement on their behalf.
8	The Justice and Equality for the Eastside coalition
9	opposes the SR-60 north/south design variation alternative
10	commonly referred to the 60 Freeway Gold Line Extension as
11	currently proposed with an At-Grade and aerial build. A no
12	build option will be advocated for by the Justice and
13	Equality for the Eastside Coalition if Metro continues to
14	support this alternative for an At-Grade aerial design.
15	The Justice and Equality for the Eastside Coalition
16	will only support the 60 Freeway Gold Line Extension if an
17	underground construction design is utilized on Pomona
18	Boulevard for the first 4,500 foot from west of Atlantic
19	Boulevard to east of Findlay Avenue at the beginning of the
20	Montebello Golf Course. The Justice and Equality for the
21	Eastside Coalition supports the Atlantic Boulevard,
22	Washington Boulevard alternative but only if the Atlantic
23	Boulevard portion is built fully underground.
24	The Justice and Equality for the Eastside Coalition
25	would also support an underground design on Pomona Boulevard

1 between west of Atlantic Boulevard to Findlay Avenue on the 2 north side of the 60 Freeway. An element which to this date has not been 3 4 specifically answered by Metro is the following: The Justice and Equality for the Eastside Coalition has made multiple 5 attempts to elicit a formal response from Metro confirming 6 7 that as part of the supplemental recirculated draft 8 Environmental Impact Statement/Environmental Impact Report, 9 acronym EIS/EIR, Metro again would include an analysis of an 10 underground construction design for the portion of the 60 Freeway Gold Line Extension on Pomona Boulevard for the first 11 4,500 foot from west of Atlantic Boulevard to east of Findlay 12 13 Avenue at the beginning of the Montebello Golf Course. То 14 date, Metro has been evasive at best in answering this 15 question. 16 I state for the record the following documents numbered by attachment, all which I will submit to the court 17 18 reporter after my comments. 19 Attachment 1, Lozeau Drury letter to Metro dated 20 March 9, 2018, addressing the underground alternative EIR 21 analysis for the 60 Freeway Gold Line Extension. 22 Attachment 2, Metro's response letter dated March 23 19, 2018, to the Lozeau Drury letter dated March 9, 2018, 24 with highlights. 25 Attachment 3, e-mail to Manjeet Ranu of Metro dated

1	March 28, 2018, from Lozeau Drury requesting clarification of
2	the At-Grade Segment Design.
3	Attachment 4, letter to Waqas Rehman, dated April
4	4, 2018, from Lozeau Drury confirming that Metro would
5	analyze an alternative for an underground option.
6	Attachment 5, e-mail to Waqas Rehman from John
7	Corcoran dated April 20, 2018, at 6:14 p.m. confirming
8	Metro's refusal to provide confirmation of a study for an
9	underground alternative.
10	Attachment 6, California Public Records Act CPRA
11	request dated November 26, 2018, to Metro for records related
12	to an underground design and Metro's refusal to provide such
13	records.
14	In summary, Metro has stonewalled our coalition and
15	has been noncommittal in confirming that it would in fact
16	study an underground alternative on Pomona Boulevard between
17	west of Atlantic Boulevard to East of Findlay Avenue at the
18	beginning of the Montebello Golf Course as it is compelled to
19	do based upon the case law cited in the Lozeau Drury letter
20	dated March 9, 2018, included as Attachment 1 referenced
21	above the law requires that an underground alternative be
22	analyzed.
23	Please address the comments as referenced above and
24	specifically answer whether an underground design alternative
25	on Pomona Boulevard between west of Atlantic Boulevard to

1	east of Findlay Avenue at the beginning of the Montebello
2	Golf Course will be prepared in the upcoming EIS/EIR as Metro
3	is compelled to do by statute.
4	Thank you.
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JUDITH RANKIN: I am a resident of Pico Rivera since 1950. I have seen all the changes, good and bad. This train system is the worst thing that anybody has ever come up with. It's not going to stop the trucks. That has been a major truck route since before 1950 and we already have traffic. We have the town center right across from it so we have that. Plus I live on Paramount so I have traffic come off of Paramount down our street to Washington Boulevard. This is going to make a nightmare that nobody wants to deal

1	with. It's going to make our lives miserable, totally
2	miserable. It is going to hurt the home owners, it's going
3	to hurt the community, it is going to hurt the city, and it
4	is going to hurt the businesses, small businesses. It's
5	going to hurt all of us. I've never seen anything so
6	ludicrous in my entire life. And I don't want to I know
7	people don't want it.
8	When I look out my front door to the end of my
9	driveway I see them going to Washington. You are going to
10	hear an explosion. Nobody wants it.
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### Lisa Hernandez

LISA HERNANDEZ: So, yeah. I just want to say if they have to go with any option, option one is better for us because of the traffic we have on Washington and the safety issue. I won't vote yes for that for sure. But if anything that is the one that is going to affect Washington Boulevard 

1	is	going	to	be	better	off	than	going	through	Washington.
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Lydia Kiner

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6	LYDIA KINER: My name is Lydia Kiner, and I live
7	at 7656 Landis View Lane in Rosemead.
8	And I am looking at this proposal for the MetroLink
9	going around the 60 and the way it is proposed that it would
10	be above ground. And I totally oppose it. I would not like
11	to look out my second story window and see the train or
12	even because I live directly across the street from the
13	freeway. We don't even have a sound barrier wall as it is.
14	I have been there 42 years and they have said we have been
15	promised a wall and we have never gotten a wall. And this is
16	just going to add more of an eyesore to our neighborhood and
17	I totally oppose it.
18	If they want to contact me, you can call me at
19	(310) 874-2002.
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1 2 3 4 5 6 MARIA SANCHEZ: I live in the Via Campo, yes, like 7 maybe two or three houses from where they are planning to do 8 the construction. And my main concern is about the health issues and also the environmental issues too. Okay. Because 9 10 this is going to affect everyone, specially our health. 11 Actually the more for me is the main concern because I have 12 heart disease and I have anxiety. And then at night I'm not 13 going to be able to sleep just the hear the noise. And it is 14 what concern me the most. And I think they can take into 15 consideration the people who suffer from chronic illness. 16 That's it. Noise, health, and people who has chronic anxiety 17 and lung disease, asthma for example. I'm really -- because 18 I don't have enough information about the things, about the 19 pollution, what it can cause to people. 20 Another thing that I didn't see on the meetings many 21 people speak English, but I don't see people coming -- they 22 should have -- should have speaking person -- someone 23 speaking simultaneously if they are speaking in English so 24 simultaneously they can speak in Spanish because there is 25 other people who speak more Spanish than English and they

1	don't understand everything. And some people they don't want
2	to use the device that they give us so we need like in the
3	future for the community is more Hispanic. That's it.
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MARINA PEREZ: Hi everybody. My name is Marina. I'm from northeast -- I'm from northeast L.A., specifically near the Highland Park area. Kind of like my friend Jackie said, gentrification does not happen overnight. I was 11 years old when the Metro line was built, when it first open. That means meetings were happening when I was in elementary school, but I didn't get to attend those meetings. What happened was that my community -- my community went through gentrification. We're talking about cultural alienation. That's not something that has been reported. We're talking about the economy, right. I'm more interested in knowing if Metro is willing to do some sort of report that would measure

1 the amount of residents and renters prior to the Metro and 2 how we're going to create a prevention plan so they can 3 remain in the community after the Metro is built. That is 4 one.

Another one is police presence. I talked to 5 somebody earlier today. They said that the police were in 6 the Montebello meeting. I did not see them. 7 Their 8 visibility matters. I want to see a report on how many 9 arrests and tickets were given out to our youth, to our 10 seniors, to homeless people on the Metro Gold Line Stations. 11 That should be public. Okay. And this is our working hard 12 community, several of them down right the line. I don't see 13 any freaking Metro police in South Pasadena, Pico Rivera 14 Atlantic Station. That pisses me off.

And one thing also pisses me off, you guys don't know how to promote your meetings. How many young people are in here? We have a bunch of college students that take public transportation. Where are they? Make some fucking billboards. I don't understand what is going on. Get seniors, to all the youth, to homeless. You are welcome.

(Applause.)

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#### Michelle Castro

MICHELLE CASTRO: So I live in Whittier, on Whittier Boulevard and Hadley, and I work at LAX Airport. And I have

1	been taking the Green Line for 13 years now, about that.
2	And, honestly, I would like to see the Metro kind of connect
3	all the areas, like run through Whittier, La Mirada areas,
4	the areas that are a little bit more farther away from the
5	freeway and connect to the Green Line Because I would still
6	like to continue taking the Green Line but have it be easier
7	to get to the Green Line instead of having to go all the way
8	around in the Gold Line. I would like to see it underground
9	with a parking structure because parking at Norwalk is
10	terrible. It's really hard to get parking. And maybe see it
11	run later at night because the train the Green Line stops
12	running at midnight and I get off at 1:30, so kind of limits
13	my ability to take the train home from work.
14	I think that's pretty much it. But I am really
15	excited about it coming to this area. So maybe just extend
16	it farther into, you know, La Mirada, La Habra area and
17	connect it to the Green Line.
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Paul N	lese
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1 2 3 4 5 6 7 PAUL NESE: Good afternoon. That's a tough act to 8 follow. I wish I had more time. 9 MR. GUTIERREZ: Your name? 10 My name is Paul Nese, N-E-S-E. I have been a 11 resident of Pico Rivera since 1950, used to see orange trees 12 and avocado groves. I'm here as an individual. 13 I advocate for the 14 Washington Boulevard line. I use public transportation, I 15 use the Gold Line, especially use the Green Line, et cetera. 16 I question very much about even the need for the 60 line considering that you have a line that runs down the 10 17 18 Freeway. It's called the Silver Line. It's a bus line and 19 it's adequately used. However, looking at the Montebello --20 looking at the line along the Pomona Freeway, while it's six 21 miles long only half of is, for discussion purposes, 22 inhabited. You have oil fields, you have a skit shooting 23 range, you have the Whittier Narrows Park, you have other 24 things and you end up at the San Gabriel River Freeway. 25 Looking at the Washington Line you go through East

1	L.A., a low income area that needs transportation. You go
2	past you go past the Citadel which is a major shopping
3	center, you go through the City of Commerce which has
4	numerous hundreds of businesses and thousands of people
5	employed. You go through Montebello which is a bedroom
6	community and has business. You go through Pico Rivera which
7	has a major shopping center here with the Walmart and Lowes.
8	You go through into Whittier and you end up at the
9	Regional Hospital or the Presbyterian Hospital. Presbyterian
10	Hospital versus the River bed.
11	Thank you for your time.
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11	PETE HERNANDEZ: I just I am opposing it. I live
12	on Washington and Paramount. And as it is, it is extremely
13	busy. A lot of traffic, a lot of big trucks pass there
14	already as it is. The streets are tight and traffic back-ups
15	in the morning and in the afternoon. And there is lot of
16	businesses there. All these businesses are going to be dead
17	and, you know, we're going to live through the construction
18	for all this time. So I think they should take the 60 route.
19	That will be the best for everybody. And that's about it.
20	Thank you.
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ROBERTA TORRES: I'm a resident of Pico Rivera and I'm against the Metro going through our city. I live on Washington Boulevard and there will be increased traffic due to less lanes specifically for us going to Montebello. We have enough traffic with Walmart and the shopping center. And there's been homeless people and break-ins into cars in the last six months that have increased tremendously just in that area. And who knows what the trains will bring. Most 

1	neighbors I spoke to did not know about it. It would be nice		
2	if residents are notified and given an option or vote on it		
3	or something to that effect.		
4	We already have a bus line that goes up and down		
5	Washington Boulevard, The Montebello Bus Line, which will		
6	stay evidently.		
7	The project should stay by the 60 Freeway if		
8	Whittier wants to have Metro go down Peck Road to Workmill		
9	into Norwalk Boulevard, you would have students from Rio		
10	Hondo and people who visit Rose Hills.		
11	Whittier is for this, but they have no effect with		
12	the residents or anything else. It's going to be down		
13	Washington to Home Depot and not affect them in the least.		
14	And I don't, seriously, ever think it is going to go down		
15	Whittier Boulevard for them.		
16	So thank you for your time.		
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2	STEVE MANUKIAN: The idea is about the buses,			
3	express buses are great. Buses stopping every two or three			
4	blocks. They are not faster than a car. People that say no			
5	build because they don't want the transit going through the			
6	Washington Boulevard, why not support the 60 route? It's not			
7	going through your city, it's not going through the other			
8	towns on Washington.			
9	When people in Whittier complain about many no			
10	transit in their city, well, people that are older than me			
11	remember that the 105 Freeway was going to Whittier.			
12	Whittier chose not to have it continue into their city. It			
13	was even going to be called the Richard Nixon Freeway until			
14	he screwed up. But that was 105 was supposed to continue			
15	into Whittier. So when they say there is no transit there,			
16	that was their choice when the rest of the county was getting			
17	freeway systems.			
18	Ground level Metro system. My family has existed			
19	east of Atlantic from past 75 years. I was telling a story			
20	earlier, we used to be able to get across Beverly you have			
21	to run because you get hit. When they are building that			
22	route we can crawl and not get hit because there is 90			

23 percent less traffic. The businesses got hurt by being on 24 the route. Now we can walk slowly. I would love to see 25 traffic count of what is now on Beverly. And just because

1	it's half doesn't mean it's better for the local businesses.
2	You guys got big issues. And one design that you
3	guys haven't considered or you did before on one of these
4	scoping meetings, because I have been coming to these way
5	before 2009, was the 60 Route to Peck Road and then a bus
6	line coming down the 605 to access that area.
7	I disagree, but don't disrespect anybody here.
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#### Vincent Corcoran

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19	VINCENT CORCORAN: My name is Vincent Corcoran.
20	Not only am I a member of the Justice and Equality for the
21	Eastside Coalition and a lifelong resident of the Via Campo
22	neighborhood of East Los Angeles, but I'm also a registered
23	voter in my district. I witnessed nearly 100 percent support
24	for an underground subway alternative at the East Los Angeles
25	and Montebello scoping meetings. You have more available

options than what Metro just shared with you, Pico Rivera.
 We can all have an underground subway alternative go through
 East Los Angeles, Montebello, South El Monte, Pico Rivera and
 Whittier. Do not accept anything less. We're here to
 support you.

Metro's only goal is to accelerate and redirect 6 7 funds for as many projects with their '28 by '28 initiative 8 by any means necessary at the community, voters, and taxpayers expense for the 2028 Olympics. For example, three 9 10 of the five Metro Board Members, John Fasana, Hilda Solis, and Janice Hahn introduced a motion directing staff to 11 12 explore the possibility of accelerating construction of both 13 alignments upon conclusion of the environmental review phase. 14 In other words, once the study is done, get both alignments built as quick and as cheap as possible for the 2028 15 16 Olympics. We need to speak up and say no. We want justice 17 and equality for the Eastside. If anything is going to be 18 built it's going to be an underground subway for both 19 alignments. If not, vote them out and get in representatives 20 who will listen, care for you, and fight for what is right 21 for all Eastside communities.

After today's meeting you can attend any of their monthly Metro board meetings in downtown Los Angeles and you can directly voice your concerns to them in person.

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Metro has asked you what should we study in their

1 environmental impact statement EIS and environmental impact 2 report EIR, but what they haven't shared with you are all the 3 concerns of your neighboring communities at these past Metro 4 scoping meetings and examples of how you should ask your questions so your concerns will be included in their study. 5 For the past two weeks I have been fortunate to 6 7 attend all six Metro Scoping Meetings including this last 8 final one. And what I'm about to share with you are those concerns formatted in such a way Metro cannot ignore and must 9 10 address in their EIS/EIR. 11 We would like the EIS/EIR to study and to compare 12 all of the alternatives outlined in the Spring 2019 Gold Line 13 Eastside Transit Corridor Phase 2 fact sheet to an 14 underground subway alternative for the following: 15 Number 1, what alternative will have the quickest 16 commute time measured in minutes beginning from the East Los Angeles Atlantic Station to all the stations listed in the 17 18 fact sheet. Metro has filed to share any estimated commute 19 time with the Eastside communities. 20 Number 2, what alternative will have the highest 21 ridership measured in ridership both ways from the stations 22 outlined in the fact sheet to Union Station. 23 Number 3, what alternative will improve traffic 24 conditions the most measured in traffic minutes and traffic 25 miles per hour.

1 Number 4, what alternative will increase 2 residential and commercial real estate value the most 3 measured in percentages. Number 5, what alternative will produce the 4 healthiest and cleanest air measured in new asthma cases, new 5 lung cancer cases, greenhouse gases specifically 6 7 carbondioxide, methane and nitrous oxide and measurements of 8 hex chromium levels. Number 6, what alternative will provide the 9 10 healthiest future generation of children measured in new 11 cases of developmental disabilities in children. 12 Number 7, what alternative will have the safest 13 Metro stations measured with crime statistics separated by 14 violent crimes, nonviolent crimes, crimes against women and 15 crimes against children under the age ever 18. 16 Number 8, what alternative will have the most and 17 highest level of security measured in foot patrols, cameras 18 and type of entry/exit gating. 19 Number 9, what alternate will have the safest traffic intersections, statistics measured in fatal and 20 21 nonfatal accidents for motorists an pedestrians for both 22 adults and children under the age of 18. 23 Number 10, what alternative will have the quietest 24 noise pollution for the surrounding Metro communities measured in decibels. 25

1 Number 11, what alternative will keep the most 2 residential and commercial curbside parking and provide the 3 most parking for Metro riders measured in the number of 4 available parking spaces available for commercial and 5 residential curbside street parking and the amount of new 6 Metro parking structures and parking spaces. Will parking at 7 the new parking structure be free forever or will Metro begin charging for parking. If so, when? 8 Number 12, what alternative is capable of having 9 10 the most available Metro station stops and support and 11 improve the current bus system by providing bus commuters 12 more connecting options to Metro's train stations. 13 Number 13, what alternative can easily adapt to the 14 future of technology 50 years from now. 15 Number 14, what alternative can feasibly 16 accommodate the most future traffic expansions by local cities and Caltrans for the next 20 years. For example, the 17 18 60 Freeway expansion. 19 Number 15, what alternative will have the least 20 amount of impact while being built on the surrounding 21 communities. A study measured and compare the number of 22 projected new businesses that will open, business revenue 23 changes in percentages and the amount of projected business 24 closures in your study. Number 16, what alternative will be the most 25

1	sustainable and not ruin what we have left of nature measured
2	in the number of trees chopped down, plants removed and
3	square feet of natural habitat lost.
4	Number 17, what alternative will have the least
5	amount of business and homes taken away and destroyed by
6	Metro.
7	We know Metro will come up with the excuse a subway
8	alternative can't be projected, modeled, studied, built, or
9	afforded. We're tired of your excuses, Metro. If you can
10	build a 9 mile, \$9.3 billion Westside Subway Extension known
11	as the Metro Purple Line, then we know you can afford and
12	build what is right and what the Eastside wants and deserves
13	not a lower class, inferior designed Eastside Transition
14	Extension as currently proposed but a first class, \$6 billion
15	Eastside Underground Subway Extension for all alignments. We
16	will not accept anything else with our tax money.
17	Underground. Underground. Underground. Dig for the gold.
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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

### A.5 – Comments Received by Mail

Comments were received via the U.S. Postal Service during the scoping period. Some personal identifying information on the mailed comments was redacted for privacy concerns.

#	Stakeholder Name	Organization	Comment	Comment	Reference
			Date	Туре	Pages
1	Antonio Campos		5/31/2019	Mailed	782
2	Brenda Valdez		5/31/2019	Mailed	783
3	Fabricio Figueroa		6/06/2019	Mailed	784
4	Maria Luna		7/11/2019	Mailed	785 – 788
5	Mark Johnston (2)		6/22/2019	Mailed	789
6			6/22/2019	Mailed	790 – 795
7	Raquel Burgess		6/19/2019	Mailed	796
8	Richard Farber		7/12/2019	Mailed	798
9	Victor Mata		6/24/2019	Mailed	799 – 800

### You have a voice in our future.

### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

#### DATE:

#### LOCATION:

Pizo Luera JULY 1. JBen / ufft prop spot at the Hobs would help promote public trassport amoung the younger senerchion 2. EARthquarque study would be Apprearted for at guale, Arnal and Belaw Grade. 3. BAUGO BARTERY Google "TESIA POWER PROK SYSTEM OSAKA JApan Kintetsu Train please look into implementing this system into four buildout. 9. Public Safery Have employees from Dept Public Soc.Al Services (along with police presence if needed) at fail tlubs homeless population that will use nob as 2nd to attend to have get into os toungition into housies housing. Additionally there should one be a police presence at 100 stations/ trains. If you can't convince the public the trains gre safe for all you will have ewply trains. Thanks For all you do. Antonio campos SEIK

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

## You have a voice in our future.

### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

DATE:

LOCATION: Montebello

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Brenda Videz

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

#### Dear Jenny Cristales-Cevallos Project Manager, Metro

I am writing to let you know my comment about the Eastside Transit Corridor Phase 2 project.

I do not like the idea the alternative Washington Boulevard because:

- The Washington Boulevard alternative does not go East. Instead it goes south east according to your project map sent out via regular mail.
- 2. The Washington Boulevard alternative will disturb an area mostly residential on the north side of Washington, secluded from noise striving to live in peace away from the busy traffic movement that is already happening in the Washington Boulevard. Unless you cancel the bus lines on Washington Blvd to accommodate the Metro for your project it will increase the traffic congestion on the Washington Blvd because in addition of existing bus lines now the metro will be happening.
- 3. The Washington Boulevard is an old technology full of wires overhead and railings on both sides that will make the Boulevard look even worse than what it looks now. Even if it goes underground it is a fact that the Stations stairs or elevators to the surface is a dormitory to bumps and homeless and drug traffic at nights when the limited or almost none security is available at nights.
- 4. The Washington Boulevard alternative will end a future possibility of expanding the metro line even further east because the straight line extension on Whittier Boulevard will be stopped or capped to go south instead. If in the future faster metro lines with newer technology is available; not having an existing straight line route will increase the costs for a future straight line extension construction.
- 5. Metro lines are more efficient going straight. That's how the railroad was built. That's how China metro lines go faster. That's what is thought at Colleges and Universities. The traffic works as blood circulation, the more turns the slower the circulation is. It complicates maintenance and increases repairs costs.

Please try to convince whoever is a decision maker on this project that the straight line Alternative on Whittier Boulevard should be done in order to look smarter, have a future possibility and options open for further expansion and to be more efficient.

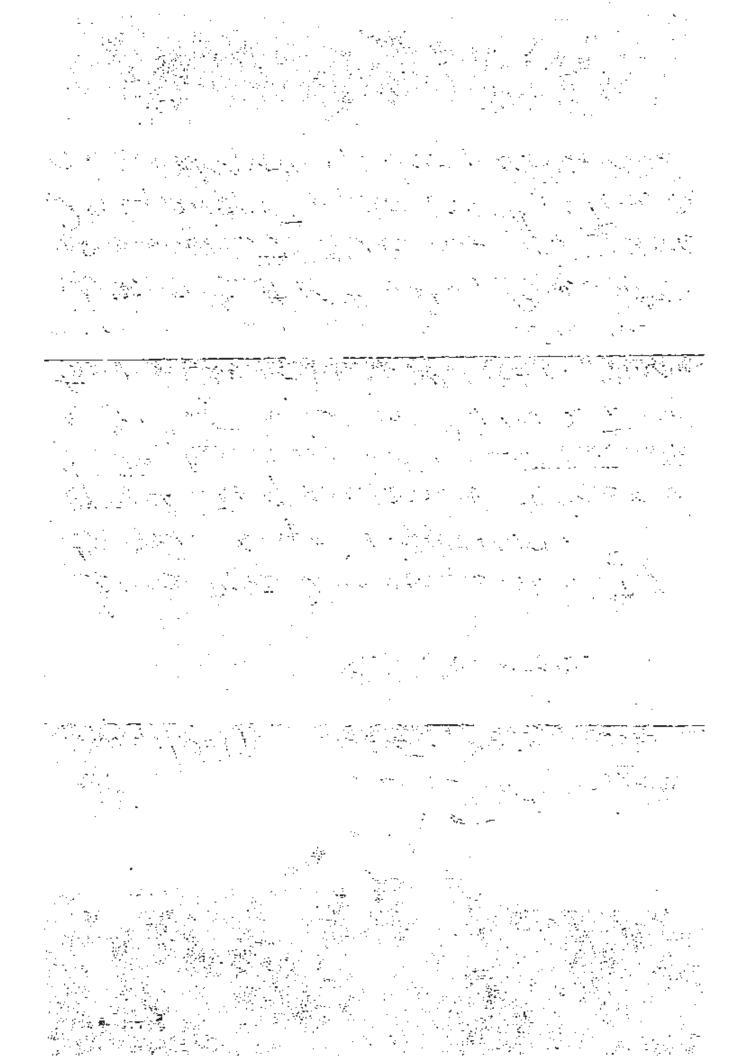
Best regards and good luck on your project. Fabricio Figueroa 11126 Allerton Street Un-incorporated Whittier of Los Angeles County, CA 90606



July 11,2019

Jermy Cristales Levallos Project - Manager, Metro One gateway Plaza 99.22-6 L.G. Ca. 90012

Since 1963 L've heen a resident of the Via Campo Neighborhood. I oppose the grade Jaerial design and Construction of the S.R. 60 LRT alternations of the Castarde Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blod/Via Campo between attantic Blod. to East of Findlay ave, at the Dorly support a no build option or an underground pubway design and



construction for the metro line on Pomona Blod. between atlantic Blod. and Findlay are at the beginning of the montebello golf Course. your current at grade aerial design will degrade our neighborhood with duct Contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congection, guidlock and traffic delays. metro, please do what is sight for this community and build a quality underground Metro line, just like ight you are doing on the Purple Line in West Los angeles. 2 am an 84 year old widow

and surely do not need any more dust, contaminants, noise, vibrations, visual impacts etc. etc. and more negative etc. We are already getting that and black soot that clings onto my walls and windows. We're getting all those contaminents in spade. and its already coming from the big, bad 60 freeway that's already there bizzing along. Please do the right thing for this neighborhood and build a quality underground metro Line, or no build. Mank you very much. Marina Suna

## You have a voice in our future.

### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

(See Attached Pages)	DATE: 622	LOCATION:	South EL Monte
	(See 14 Hachel	Pages)	

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:





Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

#### EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT JUNE 2019 PUBLIC SCOPING MEETINGS

JUNE 22ND , 2019

#### "COMMENTS"

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I have commented on this project many times before. Seeing that it could be 2057 before both alternatives are built and I will probably not be around to see this 38 years from now, I will still submit comments so that hopefully these projects are improve and expedited for those who will ride in the future.

My number one complaint is still you have 2 poor lines, instead of one line down Whittier Blvd. Whittier Blvd should have been a subway, built in segments like Wilshire Blvd is being built now. And of course, had it been done right from the beginning, Wilshire- Whittier should have been one long complete subway from Santa Monica to Whittier, the east-west core of our entire system.

I would imagine it is also too late to jog this route down to Whittier and head east also. Therefore, we have to make these 2 "alternatives" as best as we can and better than currently offered.

The more I look at both the alternatives, I don't see how its an "either/or" as to which one gets picked over the other. Each route has pluses/minuses. I offer my comments on both and I no longer have a clear cut favorite. If you are trying to get cars off the 60 freeway, pick the SR-60 alternative. If you are attempting to service the extreme southern edge of some eastside communities, go Washington.

I also don't see how either of these lines are urgent enough to be built as a high priority project project prior to the Olympics when there are better lines that could use this money now.

#### SR-60 ALTERNATIVE

The route is ok, a straight shot east, does not wander around.

You need a stop at the new Monterrey Park Town Center. Build a basic stop, make it mainly a walk in, bike it and drop off style station noting that other Metro stops don't have parking. This would give the first 3 stops of this line at all shopping centers, hopefully creating ridership for both shoppers AND the employees who work there. Kind of like San Diego Trolleys route along I-8. I do ask that you really, really enhance the walkability of this stations and the bus transfers especially at Garfield and somehow move the bus transfer at Montebello Town Center to the light rail side of the mall.

Your next 2 stops east should really be 4 and need to be set up to somehow to get people off the freeway into park and rides, while still allowing for TOD for South El Monte and the southern portion of El Monte.

If you make this line fast and straight and offer lots of parking, it can sort of act like a Metrolink Line.

Your missing stops are Rosemead Blvd and the new proposed Metrolink stop near Rio Hondo College.

Rosemead has decent bus service north and south for connections I believe with Metro, you could also add Foothill transit going north and maybe even Montebello transit going south, but this should really be a large park and ride that may also incorporate parking for the park.

Think about this- Monday-Friday, park activity low, so plenty of room for commuters. Saturday, Sunday and Holiday, commuter use low, so more room for park goers. Think of the number of events at this park that could be held with good transit service.

Don't over design/over build this station as Metro is prone to do. Build basic. Or at least, build your tracks in such a way you can come back later and build this as a fill in.

Rio Hondo Station should serve Metrolink for easy transfers, there would also be bus transfers with Metro and Foothill serving Whittier to the souther and La Puente to the north AND a campus shuttle up the hill to the college. This area also has a fair amount of commercial activity as well. Park and ride as well land permitting.

So while you first 3 stops are shopping centers, your last 4 should be set up as park and rides. You need big digital signs on the side of the freeway showing how much parking is available also. I am assuming its mostly elevated because of the flood control basin. I also don't see where you are going to put a service yard along this route. I see some land near the San Gabriel River, otherwise, it would have to be east of the 605/60 interchange somewhere, thus also making a good reason to extend this route past Peck Road.

Another idea of course is after Peck, head north to El Monte Transit Center. This would feed dozens of bus lines into your light rail and if Metrolink were to relocate its existing station to here, you would have a really major intermodal center= Regional Rail, Light Rail and Bus.

#### Washington Blvd Alternative

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I have driven Washington Blvd several times and I don't see how route with so much at grade in a street is going to be very fast. Your terminus at Lambert is not going to have space to be a real terminus with buses and parking and for that matter, all 4 stops after the Citadel will have the some problems. The only 2 stops I like are Atlantic/Whittier and the Citadel. Please place the Citadel station in conjunction with Metrolink thinking of moving there station there also.

Its too bad you can't make the current Atlantic/2nd station a "4 way" station by taking your route up Atlantic a short distance to East LA college area (continue the tunnel and make this your turn-back station) and it wild dreams farther up Atlantic to Cal State LA, Monterey Park or Alhambra. I know the Washington Blvd route has a couple choices for a service yard, so any extensions north of Atlantic 2nd can be done. Another option to strengthen your Washington Blvd line, instead of heading to Lambert, after the Norwalk stop, have the line curve south to the existing Metrolink Norwalk/Santa Fe Springs station. Most of this route could fit in the existing right of way.

This station could be massive in the future. The Green Line needs to come over from the 605 at some point, Amtrak needs to start stopping here and I believe this should also be the California High Speed rail stop rather than Fullerton as its almost midpoint to the big stop at ARTIC in Anahiem.

#### COMBINED ALTERNATIVE

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All I can say on this is, "just don't".

An expensive underground "y" just to increase ridership on what will be lightly used routes in comparison to the other side of the line Expo to Santa Monica. You have yourself in a pickle when it was decided to through-route Santa Monica into the Eastside Lines since all the ridership is going to be on the west half of this total line. Running 3 car trains frequently to Santa Monica is a no brainer. Running 3 car trains frequently to 605 freeway or south Whittier, not so smart.

There are so many other lines of greater importance crying out for funds, to waste the millions on this "Y" is also indefensible.

I would have liked a "y" at Alameda and first so that what of these lines could have turned into LA Union Station and maybe headed on to Eagle Rock or Glendale, leaving the better of the two routes inter-lined with Expo.

So my solutions would be=

1/ As mentioned about, send the Atlantic line north of the current Atlantic/2nd stop, create 4 way interchange at the current stop. You can simply tunnel under the existing stop so you don't have to rebuild it (cost savings)

2/ As also mentioned above , have one of these line get into LAUS. Passengers on one line can still ride downtown , the other line passengers would just have a same platform connection say at Aliso Station, step off their and catch the one right behind.

3/ Another option- use the SR60 as your route of choice. Build the Washington Blvd alternative to Citadel and then do a little farther south-east to the Metrolink station at Commerce. SO Citadel station would have a rail connection to the relocated Metrolink

Stop. The existing Commerce Metrolink station should be relocated and upgraded to be another rail transfer point to Metrolink and maybe Amtrak.

Bottom line, if you stubb end the Washington line, you will just have to live with lower frequencies on the 2 Eastern Lines at 10 minutes to create 5 minute service on the Expo portion of the line, or whatever the math of your frequencies will be.

4/ And then a final option, pick the SR as your run through to Expo.

Have the Washington Line at least run through downtown- maximize the use of those expensive tunnels== make sure your signaling system is state of the art== and then either turn the trains back east from 7th and flower (this allows Washington Line passengers to at least transfer to Red and Purple) or find a spot where you can build a stub/spur to allow the trains to pull off the "main" and allow for return east.

Thanks for reading. As alway, many more ideas, but these are my main concerns. Unfortunately, poor prior decisions are making your current decisions much harder.

Mark R. Johnston

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# Next stop: your thoughts.



Place Stamp Here

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012 Stop. The existing Commerce Metrolink station should be relocated and upgraded to be another rail transfer point to Metrolink and maybe Amtrak.

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Thanks for reading. As alway, many more ideas, but these are my main concerns. Unfortunately, poor prior decisions are making your current decisions much harder.

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## You have a voice in our future.

### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

LOCATION: 4th Street Premary Center DATE: 6/19 N DO Mela rida Campo 1000 1C Si 116 Ght Ler. Apm NA mune NO Pili 200 PHONE

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



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Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/eastsidephase2

# ШШПО

# Next stop: your thoughts.



Fold Here

SANTA ANA CA 926



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012

Jenny Cristales-Cevallos,

Eastside Transit Corridor Phase 2:

As a person who lives off of Washington Blvd in Montebello, I am strongly against the plans which would put the Metro along Washington Blvd, above and/or on the street.

Washington Blvd has an inordinate amount of truck traffic on it 24 hours a day. Traffic is often bumper to bumper. And that's on a 6 lane road!

Thus, if you want to put in Metro with it not being along the freeway, then it should be next to the RR right-a-way that travels south of Washington Blvd at the end of South Bluff Road. That won't interfere with anyone.

Thanks,

Montehello

Farben **Richard Farber** 

# 

M

Metro

# Next stop: your thoughts.

Fold Here SANTA ANA CA 926

13 JUL 2019 PH 3 L



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012

90012-

# You have a voice in our future.

# Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

LOCATION: Montebello.

I believe that the SR-60 alternative would pose the smallest strain of to traffic as it would go along the 60 and not cut through a local street, depending on how it is construct It would also have the smallest deflects on small bisinesses because there are not too many along that note to disrept. Despite some of the concerns presented in the meeting, I believe that Metro should build the line extension. Although it might not make events the happy, I directly believe that Metro should not consider property values in its assessment. It should instead look at a net benefit to the potential riders. Adding this line will help these people who would rather live a carfree life. As the population of loss to any mines to grow, getting cars off the model had be a prively. In the meeting, potenties to grow, getting noisy, polloting, dangenus to pedistions, and more. Given the fact that trains camp more people per unit of ace than cars, it should be bious to any mineral person that trains would be loss noisy, polloting, dangenus to provide that, regardless of the loss of the projecture to be built first, it should be bis the population that, regardless of the log settle projecture to be built first, it should be bis the population that, regardless of the log settle projecture would be loss noisy, polloting, dangenus to present that, regardless of the log of the projecture to be bilt first, it should be bilt. I hope Netro misists every communit against building. Victor Mata

> Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period beg Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted vi



DATE: 01/24/2019



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.ne



metro.net/eastsidephase2



### **EASTSIDE TRANSIT CORRIDOR PHASE 2**

# A.6 – Comments Received by Email

Comments were received via the project's email (<u>eastside@metro.net</u>) during the scoping period. Some personal identifying information on the emailed comments was redacted for privacy concerns.

#	Stakeholder Name	Comment Date	Comment Type	Reference Pages
	Abraham Verduzco	7/15/2019	Email	803
	Andres Elizalde	6/25/2019	Email	804
	Angelina Saucedo	7/10/2019	Email	805
	Benninno Ornelas	7/15/2019	Email	806
	Cesar Luna	7/12/2019	Email	807
	Mr. Skit YT	7/08/2019	Email	808
	David Haro	7/08/2019	Email	809
	Emmanuel Sandoval	7/16/2019	Email	810
	Hilda Perez	7/15/2019	Email	811
	Erick Quintanilla	6/22/2019	Email	812
	Faraj Mourad	6/24/2019	Email	813
	Gabriel Medina	7/06/2019	Email	814
	George Martinez	7/08/2019	Email	815
	Jayro Queme	7/09/2019	Email	816
	Johnny Sabas	7/13/2019	Email	817
	Jose Lara	6/27/2019	Email	818
	Juan Soto	7/15/2019	Email	819
	Juan Soto, Jr.	7/15/2019	Email	820
	Kamren Curiel	7/15/2019	Email	821
	Karyn G.	6/24/2019	Email	822
	Krystal Soto	7/15/2019	Email	823
	Laura Rodriguez	7/14/2019	Email	824
	Lexis Victoria	7/15/2019	Email	825
	Lucy Verduzco	7/03/2019	Email	826
	Luis Diaz	7/13/2019	Email	827
	Lynn Evans	7/12/2019	Email	828
	Manuel Jimenez	7/14/2019	Email	829
	Marcella Ordaz	7/15/2019	Email	830 - 831
	Maria Torres	7/12/2019	Email	832
	Mark Brown	7/15/2019	Email	833
	Mi Tran	7/16/2019	Email	834
	Millie Andrade	7/03/2019	Email	835
	Pedro Rodriguez	7/09/2019	Email	836
	Rachel Verduzco	7/03/2019	Email	837



## EASTSIDE TRANSIT CORRIDOR PHASE 2

#	Stakeholder Name	Comment Date	Comment Type	Reference Pages
	Raul and Mary Ordaz	7/03/2019	Email	838 – 839
1	Robert Bray		Email	840
2	Roger Pena (2)	7/15/2019	Email	841
3		6/08/2019	Email	842
4	Rosa Porras	6/22/2019	Email	843
5	Rose Castellanos	7/15/2019	Email	844
6	Ruby Lopez	7/03/2019	Email	845
7	Veronica Soto	7/02/2019	Email	846 - 847
8	Vincent Corcoran	7/17/2019	Email	848
9	Wing Chow	7/14/2019	Email	849
10	Xavier Arambula	7/12/2019	Email	850 – 852

------ Original Message ------From: Abraham Verduzco Sent: 7/15/2019 11:28 AM To: <u>eastsidephase2@metro.net</u> Subject: SR 60 LRT

> "I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

> Sent from my iPhone

------ Original Message ------From: Andres Elizalde Sent: 6/25/2019 12:30 PM To: eastsidephase2@metro.net Subject: Gold Line Extension

Hi- I just wanted to say that the Gold Line extension can't happen fast enough! I walk several blocks to catch the Metro bus #18 and transfer to the 720 and take that into Downtown LA. Even then, I still prefer to use public transportation than to drive and add to the horrendous traffic and smog in our city.

On weekends, I love taking the available rail lines into places like Santa Monica, Pasadena and Long Beach. A Gold Line extension would be wonderful- especially a dual-extension that allows for commute all the way to Whittier or Norwalk and Rosemead. The increased accessibility would be help the local economy and ease congestion.

Thanks for listening,

Andres Montebello resident

ref:_00Df42UDS._500f4IrUa5:ref

------Original Message ------From: angelina saucedo Sent: 7/10/2019 11:00 PM To: eastsidephase2@metro.net Subject: SR 60 LRT Alternative

To Whom It May Concern:

I am a resident of the Via Campo Neighborhood in Montebello. I oppose the at grade/aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through Via Campo Neighborhood on Pomona Blvd/Via Campo between Atlantic Blvd to East of Findlay Ave at the beginning of the Montebello Golf Course.

I only support a no build option or an underground subway design and construction for the Metro Line on Pomona blvd between Atlantic and Findlay Ave at the beginning of the Montebello Golf Course.

Your current at grade/aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays.

I ask that you do what is right for our community and build a quality underground Metro line, just like what you are doing on the Purple Line in West LA.

Thank you.

Angelina Saucedo Lifetime Montebello resident

ref:_00Df42UDS._500f4It4w6:ref

------ Original Message ------From: Beninno Ornelas Sent: 7/15/2019 4:09 PM To: eastsidephase2@metro.net Subject: Opposition to phse 2 desing

It's great that the expansion of metro to connect the city and decrease congestion on our city streets. However the disruption and aesthetics to the proposed next phase in the Atlantic/Pomona area to gold line will make the area more polluted, noisy, and cause a disruption to the already busy area. Please look at plans similar to what was taken for the purple line expansion and build underground. We should have the same design and plans that do not disrupt our daily lives, noise, pollution, as in other locations around the city.

**Beninno Ornelas** 

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From: Cesar Luna Sent: 7/12/2019 1:24 PM To: <u>eastsidephase2@metro.net</u> Subject: Phase 2

My name is Cesar Luna. I am one of many life long residents of Pico Rivera. My family has owned the home I presently reside for 59 years.

I feel the Metro pase 2 plan should be a NO BUILD.

1) Snarling traffic for years.

2) Attracting homelessness. Historically previous sites have become resting places for the homeless.

3) Crime. Likely more victims of mugging and personal assaults.

4) Noise pollution levels will increase.

5) Property values will decrease.

(see above)

Overall this plan is ineffective and not conducive to a quiet suburban lifestyle that as whole we have chosen to live and shop in this fine town of Pico Rivera. Sent from my iPad

ref:_00Df42UDS._500f4ltJjy:ref

------ Original Message ------From: Mr Skit YT Sent: 7/8/2019 8:07 PM To: eastsidephase2@metro.net Subject: Via Campo neighborhood resident

I'm a resident of the Via Campo neighborhood. I oppose the at grade/aerial design construction of the SR 60 LRT. I only support an underground subway design. Our neighborhood is already so polluted with the 60 freeway. I have to clean up black soot from my windows as it is now. I can't even begin to imagine what it will be like with an aerial rail.

ref:_00Df42UDS._500f4Isp3f:ref

------ Original Message ------From: dat-_- fam nut Sent: 7/8/2019 7:43 PM To: eastsidephase2@metro.net Subject: Vía Campo Opposition to Aerial Design

I am resident of the Via Campo Neighborhood. I oppose the grade/aerial design. I only support an option for an underground subway design.

Sincerely, David Haro

ref:_00Df42UDS._500f4Isp2D:ref

------ Original Message ------From: emmanuel sandoval Sent: 7/16/2019 7:07 PM To: <u>eastsidephase2@metro.net</u> Subject: Metro east side gold line extension

Hello my name is Emmanuel Sandoval,

I am a native Angeleno and for the most part grew up in Whittier CA. I have recently bought a house off Washington blvd in Pico Rivera and will reside within walking distance to the proposed gold line stop off Rosemead blvd. I would like to say that I am in full support of the is project and would love nothing more than to get the route that will extend to Whittier built first. This route should have a priority over any alternate routes. Whittier has and continues to be a public transportation desert. I don't support the 60 fwy alternate route nor do I support the rapid bus alternative. It's about time we get the light rail back to Whittier just as the original red trolley cars used be in service back in the day. Please make this happen.

Sincerely,

The Sandoval Household.

Sent from my iPhone

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------ Original Message ------From: Hilda Perez Sent: 7/15/2019 8:53 PM To: <u>eastsidephase2@metro.net</u> Subject: Metro Phase 2

Hello, I hope you are doing well. I just wanted to let you know that I'm against the extension of the Metro through Via Campo.

Enedina Perez

ref:_00Df42UDS._500f4ItWXp:ref

------ Original Message ------From: Erick Sent: 6/22/2019 3:34 PM To: eastsidephase2@metro.net Subject: Concerned residents

Good afternoon, we would like to know where the proposed metro route will be running through Monterey Park. I live in three Bella Vista elementary neighborhood and am very concerned with this. I am hoping that the train will run through the middle of the 60fwy and not through our neighborhood. Please advise!

Erick Quintanilla

ref:_00Df42UDS._500f4IrF51:ref

------ Original Message ------From: Faraj M Sent: 6/24/2019 3:49 PM To: eastsidephase2@metro.net Subject: Washington Alternative

Hello,

I am writing to you today in strong favor of the Washington Alternative route plan. My wife works at LAC-USC county hospital, a short 10 mile distance from our house yet it takes her > 1 hour each way every day to and from work. We are in a desperate need for public transit in the city of Pico Rivera that connects us to the main hubs, and your proposal is an amazing solution. We are also highly in favor of the proposed stop at Rosemead and Washington!

I am not sure how this work, as in do I need to email you daily or what the process entails, but I am happy to continue sending these emails if it will help us get this route.

Kindly,

Faraj Mourad

ref:_00Df42UDS._500f4IrNsf:ref

------ Original Message ------From: gabriel medina Sent: 7/6/2019 11:24 PM To: eastsidephase2@metro.net Subject: Do not destroy our neighborhood

Sent from my iPhone

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

ref:_00Df42UDS._500f4Isfp5:ref

From: George Martinez Sent: 7/8/2019 10:13 AM To: eastsidephase2@metro.net Subject: Eastside phase

I own my home off crossing Washington Blvd in the City of Pico Rivera. If this line passes thru Washington Blvd it will cause noise pollution, traffic nightmares & depreciation of our homes. How am I going to turn into my street since I don't have a turn signal into my street nor does the street in back of me Citronell Ave & Lemoran Ave. Citronell & Lemoran join into a dead end behind the police station. I don't see how these residents nor myself are going to turn into our neighborhoods. I doubt nor will it be right to built crossing lights off every street that crosses off Washington Blvd. Our fire department & ambulances depend on Washington to attend emergency calls, Putting this train down the middle of Washington will hinder our departments in responding emergency calls. When you drive down 3rd street in East Los Angeles, you can see how the lanes got reduce into single lanes. Everyone that knows that area avoids it like a plague. When you drive the 60 fwy eastbound passing the 710 fwy the traffic jams start right before you approach Atlantic Blvd. Continuing the metro line down the 60 fwy makes the only sense & should be the only project considered. You will hear some people talking in favor of the metro line down Washington Blvd. Most of these people DON'T own nor pay property taxes from homes down Washington Blvd. Again from Rosemead Blvd to the 605 we have nothing but single family homes that will be affected by this proposed project. I pray our city officials do the right thing & not just think about their own agenda. If this is going to happen no matter what (because we know money talks) we will NOT support an above ground line but underground construction only.

Thank You,

George Martinez Loan Officer ------ Original Message ------From: Jayro Queme Sent: 7/9/2019 8:14 AM To: eastsidephase2@metro.net Subject: Eastside 2 ridership estimates

Hello,

I was reviewing the 2014 Draft EIR looking for ridership estimates for both alternatives. I came across Table 6-3. There are two measures I think are relevant for me. New Daily System Wide Trips Linked Trips and Average Weekday Daily Boardings What is the difference between these two measures?

I'm in favor of the project as a whole and am looking to be better informed on it. Thanks for any answers you can provide.

Regards, Jayro Queme

ref:_00Df42UDS._500f4IsrJ1:ref

From: Johnny Sabas Sent: 7/13/2019 6:40 PM To: <u>eastsidephase2@metro.net</u> Subject: EIS/EIR

Soy residente del vecindario via campo. Me opongo al diseno y construccion a nivel aereo, de la alternativa SR 60 LRT del Eastside corridor Fase 2 a traves del vecindario via campo/Pomona blvd. Via Campo entre Atlantic Blvd. y Findlay Ave. al comienzo del campo de golf de montebello. solo apoyo una opcion de no construccion o un diseno y construccion subterraneo para la line del metro en pomona Blvd. entre Atlantic blvd. y Findlay Ave. a principio del golf de montebello. EL DISENO AEREO DEGRADARA NUESTRO VECINDARIO CON CONTAMINANTES DE POLVO, RUIDOS, BIVRACIONES, IMPACTOS VISUALES, PERDIDA DE PRIVACIDAD, CONGESTION, ATASCAMIENTOS Y DEMORAS DE TRAFICO. METRO HAGA LO CORRECTO PARA ESTACOMUNIDAD Y CONSTRUYA UNA LINEA DE METRO DE CALIDAD, COMO LA QUE ESTA HACIENDO EN LA PURPLE LINE EN WEST LOS ANGELES.

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------ Original Message ------From: Jose Lara Sent: 6/27/2019 4:29 PM To: <u>eastsidephase2@metro.net</u> Subject: Input from Pico Rivera Resident

Hello,

I am a resident of Pico Rivera. I live on and I am writing to let you know that I wholeheartedly support the Gold Line coming through Pico Rivera. I remember not having a car for a while while I worked right outside of downtown LA. I would have to take the bus and it would take me a long Tim to get to work and back,. However, having the gold line would mean that trips like this would not take as long. I would be able to ride on a trip instead of driving in traffic all the time.

I would prefer if the train went underground instead of above ground like the way it does in Boyle Heights.

Thank you for receiving my input.

Warmly,

Jose Lara Pico Rivera Resident 90660 zip code

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From: Juan Soto Sent: 7/15/2019 10:55 AM To: <u>eastsidephase2@metro.net</u> Subject: Eastside phase 2

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

Juan Soto

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From: Juan Soto Sent: 7/15/2019 11:05 AM To: eastsidephase2@metro.net Subject: Eastside phase 2

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

Juan Soto, Jr.

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------ Original Message ------From: Kamren Curiel Sent: 7/15/2019 2:07 PM To: eastsidephase2@metro.net Subject: Scoping Comments

I'm a home owner near the Atlantic station Metro and believe strongly in the east expansion to the Shops at Montebello and Whittier Narrows park. Having a green space location off the train is crucial to exposing folks to nature and improving health.

Thanks!

Kamren Curiel

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From: Karyn Sent: 6/24/2019 9:31 AM To: <u>eastsidephase2@metro.net</u> Subject: Projected gold line extension.

Hello,

I am a monterey park resident. I have two requests regarding the scheduled expansion. Firstly, Monterey Park is really suffering from airplane noise already. Please take the noise into consideration. Monterey Park has been fighting the airplane noise and We have Been powerless to do anything about it. Secondly, the city of Whittier is very "Landlocked." It is impossible to reach by freeway and it takes forever to get there by car. Access to Whittier would be wonderful. Especially since the hospital and medical buildings there attract people from my area. I would be very grateful for public transportation access to the city of Whittier. Thank you for taking these things into consideration. Karyn G.

**Monterey Park** 

Sent from my iPhone email account, and may have used VOICE dictation. Apologies for typos/ mistakes.

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From: Krystal Soto Sent: 7/15/2019 6:16 PM To: <u>eastsidephase2@metro.net</u> Subject: EastSide Transit Corridor Phase Two

Hi,

My parents purchased their home in 2014, finally achieving the American Dream. Soon the talks of home improvements turned into concerns for how much the proposed metro extension would affect my parents investment, a very hush proposed metro plan that unfortunately we did not find out until it was too late. Being that our home is on the corner of the

If the proposed plan moves forward at above ground level, it unfairly takes away the peace and quiet my parents have been working hard to achieve, neighbors and future residents will not have an opportunity to regain their investments as property values will plummet.

After it's been established traffic, noise pollution, parking and air quality will be a daily challenge.

In comparison to other cities, Montebello and East Los Angeles should be given the same consideration for value of day to day lives. I'm sure many reasons led to the west side metro system being done below grade level, however it's clear more consideration was given for their health, livelihood and home values.

Please consider the homeowners this proposed metro plan will strongly affect. I support a below grade metro plan although many other concerns come into place, I can see the benefits for those that commute through the metro.

Thank you for your time,

Krystal

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-----From: Laura Rodriguez
Sent: 7/14/2019 6:27 PM
To: eastsidephase2@metro.net
Subject: Comments on the Extension of the Gold Line Project

Jenny Cristales-Cevallos or To whomever it concerns,

I am contacting you because I am a Via Campo Neighborhood resident and DO NOT support building an at grade or aerial design for the gold line extension on Pomona. Your current at grade/aerial design will degrade my neighborhood with dust contaminants, noise, vibrations, visual depreciation, and with intrusion of my privacy. It will also create even more traffic congestion and gridlock--in an already problematic part of my community. I will only support the design if it is constructed underground. Please change the current design and treat my community with the same care and consideration that Metro did for the residents in West Los Angeles by building their Purple Line underground. If you don't have the funding to build it underground, **then don't even bother** extending it on Pomona Blvd. Instead, invest in providing more buses to our communities and for longer hours throughout the day.

Thank You,

Laura Rodriguez



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-----From: Lexis Victoria
Sent: 7/15/2019 7:47 PM
To: eastsidephase2@metro.net
Subject: SR 60 LRT Alternative of the Eastside Corridor Phase 2

As a resident of the Via Campo Neighborhood, I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Thank you,

Lexis Gomez

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------ Original Message ------From: LUCY VERDUZCO Sent: 7/3/2019 2:29 PM To: <u>eastsidephase2@metro.net</u> Subject: NO to Metro building.

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

Sent from my iPhone

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From: Luis Diaz Sent: 7/13/2019 11:33 AM To: <u>eastsidephase2@metro.net</u> Subject: DO THE RIGHT THING.

I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. I have personally seen how the traffic caused by the existing third street at grade metro train itself has effected both police and fire department paramedic efforts to respond to emergency situations. I have also seen how businesses along the metro line have suffered loss of patronage due to the lack of available and restricted parking and limited road space caused by the train and it's tracks. Please do not complicate our communities quality of life and jeopardize our public's safety any more.

Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Thank You. Luis Diaz

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------ Original Message ------From: lynn evans Sent: 7/12/2019 3:55 PM To: <u>eastsidephase2@metro.net</u> Subject: Restrooms

Thank you for asking for my input on your plans to expand the railroad. My suggestion is to put restrooms in the train stations as you build new stations. The older stations could use restrooms, too. Then maybe people would actually use the trains.

From my reading of the newspapers, the ridership has actually declined since the County of Los Angeles has been offering trains as part of their public transportation plan. When there were only buses in the 80's, there were more riders than there are now.

Do you think that is partly because if you are on public transportation now, whether it is a bus or a train, and you need a restroom, you are out of luck? You have to pull down your pants as if you were a homeless person and use the sidewalk. How many people are willing to do that? Not me. Not anyone I know. Lynn Evans

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------ Original Message ------From: Manuel Jimenez Sent: 7/14/2019 2:54 PM To: eastsidephase2@metro.net Subject: Metro phase 2

Us as Residents of the city of Pico Rivera need that type of transportation passing by Washington Blvd . Since like Me and other neighbors in mi street dont drive it will be like GOD sent !!!

Neighbors of Canford ST Pico Rivera.

SInserly Yours Manuel Jimenez and

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From: Marcella Ordaz Sent: 7/15/2019 11:21 PM To: <u>eastsidephase2@metro.net</u> Subject: Eastside Transit Corridor Phase 2

#### Hello,

I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course.

Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. The at grade aerial design will severely impact my family's and neighbors' quality of life as well as the quality of life of the children attending the nearby elementary schools (Bella Vista Elementary on Findlay and Pomona Ave. and Our Lady of the Miraculous Medal on Garfield Ave.)

I would like the EIS/EIR to study and to compare all the alternatives outlined in the Spring 2019 Gold Line Eastside Transit Corridor Phase 2 Fact Sheet to an underground subway alternative for the following:

1. What alternative will have the quickest commute time, measured in minutes, beginning form the East Los Angeles Atlantic Station to all the stations listed in the fact sheet?

2. What alternative will have the highest ridership, measured in ridership both ways from the stations outlined in the fact sheet to Union Station?

3. What alternative will improve traffic conditions the most, measured in traffic minutes and traffic miles per hour?

4. What alternative will increase residential and commercial real estate value the most, measured in percentages?

5. What alternative will produce the healthiest and cleanest air, measured in new asthma cases, new lung cancer cases, Green House Gases (GHGs-specifically carbon dioxide, methane, and nitrous oxide), and measurements of hex chromium levels?

6. What alternative will provide the healthiest future generation of children, measured in new cases of development disabilities in children?

7. What alternative will have the safest Metro stations, measured with crime statistics separated by violent crimes, non-violent crimes, crimes against women, and crimes against children under the age of 18?

8. What alternative will have the most and highest level of security, measured in foot patrols, cameras, and type of entry/exit gating?

9. What alternative will have the safest traffic intersections, statistics measured in fatal and non-fatal accidents for motorists and pedestrians for both adults and children under the age of 18?

10. What alternative will have the quietest noise pollution for the surrounding Metro communities, measured in decibels?

11. What alternative will keep the most residential and commercial curbside parking and provide the most parking fro Metro riders, measured in the number of available parking spaces available for commercial and residential curbside street parking and the amount of new Metro parking structures and parking spaces? Will parking at the new Metro parking structure be free forever or will Metro begin charging for parking, if so, when?

12. What alternative is capable of having the most available Metro station stops and support and improve the current bus system by providing bus commuters more connecting options to Metro train stations?

13. What alternative can feasibly adapt to the future of technology 50 years from now?

14. What alternative can feasibly accommodate the most future traffic expansions by local cities and Caltrans for the next 20 year? For example, the 60 freeway expansion?

15. What alternative will have the least amount of impact while being built on the surrounding communities? Please study, measure, and compare the number projected new businesses that will open, business revenue changes in percentages, and the amount of projected businesses closures in your study?

16. What alternative will be the most sustainable and not ruin what we have left of nature, measured in the number of trees chopped down, plants removed, and square feet of natural habitat?

17. What alternative will have the least amount of businesses and homes taken away and destroyed by Metro?

Our community deserves answers to these questions and will not accept excuses. I primarily support a no build option and improving bus line commuting, but could consider an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course if you address the 17 points listed above.

If you can build a 9 mile, \$9.3 billion Westside Subway Extension known as the Metro Purple Line, then we know you can afford and build what is right and what the Eastside wants and deserves, not a lower case, inferior designed East Side Transit Extension as currently proposed, but a first class \$6 billion East Side UNDERGROUND SUBWAY extension for all alignments. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Thank you, Marcella Ordaz

Original Message	
From: Maria Torres	
Sent: 7/12/2019 8:57 AM	
To: eastsidephase2@metro.net	
Cc:	
Subject: Comments for the Supplemental/Metr	о

I am a resident of the Via Campo Neighborhood. I oppose the grade/aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd/Via Campo between Atlantic Blvd. to East of Findlay Ave. at the beginning of the Montebello Golf Course. I only support a no build option or a underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade/aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for the community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Respectfully,

Maria Torres

------ Original Message ------From: Mark Brown Sent: 7/15/2019 8:28 PM To: eastsidephase2@metro.net Subject: Recommendation for alternatives

Hello,

I apologize if this comment is too late. I really only have one recommendation, and that is to include a "Wye" junction as part of the project in the vicinity of Atlantic Blvd and Pomona Blvd so that trains can run in all three directions, even if the initial operating plan doesn't utilize all directions.

Downtown LA - South El Monte Downtown LA - Whittier South El Monte - Whittier

Thanks for the opportunity to provide input.

Mark Brown

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-----Forwarded Message ------From: Mi Tran Sent: 7/16/2019 12:30 PM To: eastsidephase2@metro.net Subject: Project Inquiry

Hello,

I am writing in regards to the Gold Line project. Are there any updates to the property acquisition timeline? When can we expect this to move forward?

Thank you,

Mi Tran

Legal Assistant

### **Peterson Law Group PC**

19800 MacArthur Boulevard, Suite 290

Irvine, California 92612

T (949)955-0127

F (949)955-9007

http://www.petersonlawgroup.com

From: Millie Andrade Sent: 7/3/2019 2:35 PM To: <u>eastsidephase2@metro.net</u> Subject: Comments for the Supplemental/Metro EIS/EIR for the Eastside Transit Corridor Phase 2 Project

I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

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------ Forwarded Message ------From: Pedro Rodriguez Sent: 7/9/2019 12:21 PM To: <u>eastsidephase2@metro.net</u> Subject: SR 60 LRT Alternative of the Eastside Corridor Phase 2

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

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------ Original Message ------From: Rachel Verduzco Sent: 7/3/2019 2:06 PM To: eastsidephase2@metro.net Subject: Eastside corridor mTa

Hello

I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Sent from my iPhone

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----- Original Message ------

From: Sent: 7/15/2019 11:25 PM To: <u>eastsidephase2@metro.net</u> Subject: Eastside Transit Corridor Phase 2

Hello,

We are residents of the Via Campo Neighborhood. We oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. We only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course.

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Thank you, Raul and Mary Ordaz

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----- Original Message ------

From: Robert Bray Sent: 7/15/2019 11:29 AM To: <u>eastsidephase2@metro.net</u> Subject: East side Corridor Phase 2 Metro Project

"I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles."

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------ Original Message ------From: Roger Pena Sent: 7/15/2019 12:21 PM To: eastsidephase2@metro.net Subject: EastSide Transit Corridor Phase 2 Scoping

Metro,

Minimize at grade alignment. It slows down the train.

Go underground and elevated alignment from terminus at Atlantic and 3rd Street to Norwalk for "speed". Speed and frequency of trains are essential for the success of mass transit. You can't afford to stop trains at every street crossing.

Go DO IT NOW. Not later.

Rogelio Peña

ref:_00Df42UDS._500f4ItTO2:ref

From: Roger Pena Sent: 6/8/2019 11:14 PM To: <u>eastsidephase2@metro.net</u> Subject: Eastside Public Scoping Meetings in June 2019

Halleluya – thought the Eastside had been forgotten.... deep-6th, in a sink hole, round filed. What kept you away for so long...very likely will not be built in my lifetime. But, just the same, glad you have come alive.

Rogelio Peña

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----- Original Message ------

From: Rosa Porras Sent: 6/22/2019 6:23 PM To: <u>eastsidephase2@metro.net</u>

Subject: EIS should be always pertinent to those being affected. Go underground / Keep our neighborhood sound

Sent from my iPhone

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------ Original Message ------From: Rose Castellanos Sent: 7/15/2019 2:59 PM To: <u>eastsidephase2@metro.net</u> Subject: Comments on Goldline extension

I vote for the extension that goes through Commerce by the Citadel to Whittier. The one by the 60 freeway seems to serve less people, will probably cause more pollution by opening up the old city dump and going along the Pomona Freeway seems to duplicate an existing transportation route.

Thank you for giving me the opportunity to voice my opinion. Best Regards, Rose Castellanos Gold line Metro Rider

Sent from my iPhone

ref:_00Df42UDS._500f4ItVCw:ref

----- Original Message ------

From: Sent: 7/3/2019 4:09 PM To: <u>eastsidephase2@metro.net</u> Subject: East side phase 2

I am a resident of the Via Campo Neighborhood. I oppose the at grade and aerial design and construction of the SR 60 LRT Alternative of the Eastside Corridor Phase 2 through the Via Campo Neighborhood on Pomona Blvd./Via Campo between Atlantic Blvd. to East of Findlay Ave., at the beginning of the Montebello Golf Course. I only support a no build option or an underground/subway design and construction for the Metro line on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., at the beginning of the Montebello Golf Course. Your current at grade aerial design will degrade our neighborhood with dust contaminants, noise and vibrations, visual impacts and loss of privacy, traffic congestion, gridlock and traffic delays. Metro, do what is right for this community and build a quality underground Metro line, just like what you are doing on the Purple Line in West Los Angeles.

Resident, Ruby Lopez

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------ Original Message ------From: Veronica Soto [famsoto1@gmail.com] Sent: 7/2/2019 9:11 AM To: eastsidephase2@metro.net Subject: Gold Line Extension - Comments

Good morning,

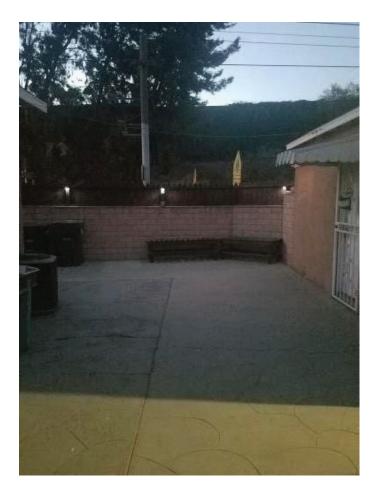
My name is Veronica Soto and I am a resident of Montebello who would be directly impacted by the Metro Line Extension.

Our home is on the corner of Via Campo and Hendricks. If this alignment is approved it would considerably impact our everyday lives. We are in front of the Findlay 60 exit. Currently we deal with the loud freeway, the traffic after work hours and the constant accidents on Findlay and Via Campo. That is enough to deal with without having to add lack of privacy if this extension is chosen. What we have to look forward to if this alignment where to happen is further noise pollution, even more traffic and accidents on Findlay and now with the aerial option, lack of privacy as with this option not only would we be able to see the train from our yard but the passengers would be able to look directly into our yard. This is terrible as this where my family and I get to relax after work and on the weekends.

Due to my work I was able to travel to Russia and I got around using their underground trains. A great way to get around Moscow, fast and efficient. I also traveled to the UK and also got around using their train, one thing I noticed is that the trains passed directly behind many of the homes. I could peer directly into their yards, no privacy whatsoever from the view of the train. I remember thinking how awful that must be, now my family and my neighbors may have to deal with this same issue.

We only purchased our home in 2014 and since then our home property value has increased some. If this alignment were to be built. Our property value will definitely decrease and as I heard at the scoping meetings from residents impacted in other areas where the train runs, the property value does not recover and does not increase.

I strongly urge you that you chose the underground option. I understand that we must move with the times and transportation is needed but do not hurt the homeowners of these areas. If other cities are able to get underground options, we should be able to have this same option.



Respectfully,

Veronica Soto Resident of Montebello, CA

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# Metro Commerce, CA Meeting Statement for Public Scoping Meetings in June, 2019

My name is Vincent Corcoran and I am a member of the Justice and Equality for the Eastside Coalition and a lifelong resident of the Via Campo neighborhood of East Los Angeles.

Our coalition consists of over 400 homeowners and residents of the Via Campo neighborhood south of the 60 Freeway in East Los Angeles and western Montebello. Our coalition does support the Atlantic Blvd./Washington Blvd. alternate, but only if the Atlantic Blvd. portion is built fully underground.

However, the 60 Freeway Gold Line Extension segment on Pomona Blvd. between Atlantic Blvd. and Findlay Ave., as currently proposed by Metro, is an at grade and aerial design. This design will cause permanent, severe, detrimental and negative impacts to our long established neighborhood.

These negative impacts, to name a few, would be increases in dust contaminants, including substances known to cause cancer, noise and vibrations, visual impacts to view shed and loss of privacy, traffic congestion and gridlock, and decreases in property values.

Eastside minority neighborhoods such as ours, are provided substandard and health impacting at grade and aerial rail designs by Metro, while westside neighborhoods including Little Tokyo, Disney Concert Hall, the Financial District, Westwood, Century City and Beverly Hills, receive premium underground construction of Metro lines.

The Via Campo neighborhood is merely a pass through destination of the 60 Freeway Gold Line Extension, which will be to the benefit of Monterey Park, Montebello, Rosemead and South El Monte.

------ Original Message ------From: mwingchow Sent: 7/14/2019 11:35 PM To: <u>eastsidephase2@metro.net</u> Subject: METROLINK

WE DO NOT WANT ANY METROLINK GOING EAST OF ATLANTIC BLVD THROUGH VIA CAMPOS, POTREO GRANDE, POMONA BLVD OR THE 60 FREEWAY ABOVE AND/OR UNDERGROUND!!!!

IT WOULD HAVE AN BAD AFFECT ON US. WE LIVE IN THE ABSOLUTE IMMEDIATE AREA. IT WOULD NOT BE GOOD FOR OUR HEALTH AT ALL!!!!!

THANK YOU

Sent from my T-Mobile 4G LTE Device

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------From: Xavier Arambula Sent: 7/12/2019 3:55 PM To: <u>eastsidephase2@metro.net</u> Subject: Eastside Transit Corridor Phase 2 Comments

Hi Jenny, I attended the June 22nd meeting at the South El Monte Community Center and wanted to follow-up with some comments via email instead of hurriedly writing them down on a sheet of paper at the end of the meeting.

The session was informative and I appreciated the update to the project, but it was also very frustrating and disappointing. Frustrating because I attended the same type of session **THREE YEARS AGO!** From an informed resident's perspective, it's like I've gone back in time and nothing has happened in the last three years. It very much feels like we're back to square one. I'm a resident that follows this closely and more personally invested than your typical resident and even I feel like throwing my hands up in defeat. I hope you have a plan to make up those THREE YEARS somewhere down the line on this project.

I have lived in East LA for major portions of my life. Currently, I'm a resident of Commerce. I regularly use the Gold line in East LA. I usually drive from Commerce to the Gold Line station on Atlantic and start my light rail adventure from there. I've used it to attend the Hollywood Bowl, go to DTLA, and Santa Monica beach among other places.

After reviewing the two options (SR60 and Washington), my ideal preference would be to have both lines built because they address different constituencies. However, that being said, if only one line is built, I prefer the Washington alignment with the N/S connection along Atlantic. It makes the most sense and hits all the major shopping and walking districts in that area so it caters to the local community much more so than the SR-60 alternative. Having it along Atlantic would allow local residents to eliminate the use of their cars for everyday local errands like going to church, going to school (Garfield High), go shopping at either East LA Whittier Blvd (to the West of Atlantic), and go shopping at the Commerce Shopping Center (East of Atlantic). Having a station at Atlantic and Whittier is essential too. Not only for the aforementioned activities, but also for the possible future restoration of the Golden Gate Theater. It's currently a CVS, but the remodel was done in such a way that it can be restored to a theater in the future. We need this to happen. We need to restore the Golden Gate to a theater not just for movies but for stage productions, and large town hall meetings too - a communal performance art complex if you will. Along with the Gold Line station at the Golden Gate's doorstep, it could become the heart of East LA. I truly believe that. Of course the icing on the cake would be to rebuild the lost Vega building that used to surround the Golden Gate. I remember that building so vividly as a kid and teenager.

South of Whittier heading to the Citadel Outlet Mall is another huge benefit for not only the local community, but tourists from all over SoCal and the world. I go there often and hear languages spoken from all over the world. It's a destination location that can be served well with a light rail stop. The station would serve as a gateway to the rest of East LA, Downtown LA and all the way to Santa Monica beach. That would be amazing. The Citadel is one of the few important historical architectural structures left in East LA that has evolved with the community and continues to serve it very well so having a light rail station there would be a fantastic way to support it. On a practical note, the station would also help alleviate both traffic and parking issues in and around the Citadel.

I'm glad to hear that the line along Atlantic Blvd will go underground all the way to the Citadel because three years ago that was still up in the air. This option makes the most sense and has the most support from the community. The rest of the line would be fine at either grade level or aerial along the wider Washington Blvd as that area mainly consists of large commercial businesses with some foot traffic and retail shopping.

Thank you for your time and patience. If I can help in any way, please don't hesitate to contact me.

-Xavier Arambula

Commerce homeowner, and life-long East LA resident.



**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

## A.7 – Social Media Announcement/Discussions

Comments were provided by stakeholders on the social media event posts that were hosted on the Metro Facebook page. An event post was created for each of the six (6) public Scoping Meetings. Comments are organized by meeting event post. Comments are sorted in a spreadsheet for clarity and original copies of the comments are also available in this section.

Event Post	Reference Pages
Whittier Public Scoping Meeting Announcement, June 13, 2019	858 – 865
Commerce Public Scoping Meeting Announcement, June 17, 2019	866 – 867
East Los Angeles Public Scoping Meeting Announcement, June 19, 2019	868 – 872
South El Monte Public Scoping Meeting Announcement, June 22, 2019	873 – 875
Montebello Public Scoping Meeting Announcement, June 24, 2019	876 – 879
Pico Rivera Public Scoping Meeting Announcement, June 26, 2019	880 - 883

Stakeholder Name	Date	Event Post	Comment
Lola Sylvan Ochoa	06/12/19	Whittier	Hoping it comes to Whittier. It will increase our property values and hopefully alleviate the traffic on Washington, Whittier and Beverly Blvds
Steve Thomsen	06/12/19	Whittier	Lola Ochoa likely, the traffic at certain times, may be worse. Success will rely heavily on station location as regards proximity to high density housing & local access.
Lola Sylvan Ochoa	06/12/19	Whittier	Steve Thomsen from what I understand it's supposed to be located next to PIH which is great for the staff and patients there. This will boost the businesses in that area including the projected businesses to be built on the Nelles property. My house is down the street so this would be wonderful for me because I love going to DTLA and I work for DPSS so this would give me more access to higher paying jobs within the county. It would be a win win for me in all regards.
Steve Thomsen	06/12/19	Whittier	Please remember Lola, parking for those commuters & bus routes will need to be taken into consideration. There is a certain mindset that seems to be cemented in stone that those who care to transport themselves will be penalized in the way of higher use taxes determined by calculated &/or harvested data concerning miles driven per insured vehicle. This could hurt scores of independant business owners & needs to be addressed also. Whittier is for the most part a suburban SFR community. Commuter rail relies on a construct that requires local short distance commuting to business's & employment centers & health providers as well as access to entertainment. I hope that this mess of concerns can be sorted out to the benefit & enhancement of our home town.
Lola Sylvan Ochoa	06/12/19	Whittier	Steve Thomsen totally get where your coming from so hopefully the area will include tons of vertical parking similar to The Row in DTLA which is made tolerable by foliage and good design. And increased police presence. Perhaps shuttles to various points in the city. Of course this requires forward thinking on behalf of the city council, county and MTA.
Marcy Thomas Lamar	06/13/19	Whittier	Lola Ochoa as a short distance commuter who must use Washington or Whittier Blvd, this will likely make my drive worse due to increased commuter use of the area I must drive through-I commute from Quad area to Pico. There is already a lot of new housing in the area and high rise living puts a heavy burden on parks which are already very crowded at peak times. We need more open space. The trails are crowded, pools are packed, parks are crowded, dog park is full most of the time. Where is the space and money to alleviate these
Lola Sylvan Ochoa	06/13/19	Whittier	Marcy Thomas Lamar if I had my way, in a dream world, the Nelles lot would have been made into an arboretum or botanical garden much like found in Arcadia or other areas that truly care about the quality life of their residents because you're right it's becoming a nightmare particularly on Whittier Boulevard. There is no open space or area we we can come together as a community. The leadership in the area doesn't really look at the big picture and doesn't care about what we really want. The legacy they leave behind will be another run if the mill spiritually empty shopping mall. Imagine something like The Huntington in our area. It would elevate everything but all they are interested in the almighty dollar.
Marcy Thomas Lamar	06/13/19	Whittier	Lola Ochoa I agree, but please be aware that state regulations force this development on local communities whether we want it or not. Whittier's city council can only negotiate details, the state gets to dictate the big stuff. We need more local control of our communities and we need to get serious about talking to our reps in Sacramento.
Caroline Angulo	06/12/19	Whittier	I can't wait for the expansion to Whittier. We can just walk to the station!
Phil Aguilera	06/12/19	Whittier	More homeless, drugs and crime
David Amaya	06/13/19	Whittier	we have that not a train platform or patrolled parking lots don't have that issue, more burns and crime along the Greenlief trail
Phil Aguilera Gary Escobedo	06/13/19 06/14/19	Whittier Whittier	care to edit your response??? not comprehending what you wrote Phil Aguilera maybe you can show us in a 100 words or less how there will be more homeless, drugs and crime? I have never seen or heard of anyone getting off a train or bus robbing a liquor store or 7-11 and jumping back on the bus, not even in a movie?
Phil Aguilera	06/14/19	Whittier	Lmfao did i say liquor store or bank heist?? smh this guy
Rosie Rivera Ornelas	06/12/19	Whittier	I hope it DOES NOT come to Whittier. The other option which is parallel to the 60 fwy. is much better.
Raul Cuevas	06/13/19	Whittier	Come to Whittier It would have been good if they would have used the existing railway in Whittier. Do not use
Carmen Ortega	06/13/19	Whittier	Washington Blvd, because it is going to overflow Whittier Blvd, that is already Why??????Waste of money. We have a lot more important issues than wasting more money
Alyda Robinson	06/13/19		on transportation that is barely used!
Gary Escobedo	06/14/19	Whittier	Alyda Robinson What important issues? Perhaps building a wall on the mexican border? Imagine going to the westside having dinner in Santa Monica. Go in a car you need gas and more gas if there's traffic on the westbound 10. Don't forget the parking isn't free. All the way across the city for \$1.35 thats better than \$4 to 5 bucks for 9/10's of gal of gas. And all that smog too. The smog isn't going away?
Marcy Thomas Lamar	06/12/19	Whittier	No thank you please
Blanca Lisa Burdick	06/13/19	Whittier	For all those complaining about homeless, crime, etc. There is a solution for that. Look at the green line stop at norwalk, they charge for parking, they have 24/7 security and extremely well lit at night. Even buses stop there. It keeps crime away. If they do that, we should have a stop in whittier! Helps those commuting for work and will reduce traffic overall.
David Amaya	06/13/19	Whittier	there is ALREADY homeless in the areas they want to place stops, look at the last top on the Gold line, just a street level platform, no frills and a parking structure=. THIS IS WHAT WHITTIER NEEDS!! stops at paramount/rosemead blvd norwalk, blvd and at PIH/the 5 Points i hate that the Monteello 50 doesn't run on sunday it screws over my weekends
Rosanna Ramirez Medina	06/13/19	Whittier	David Amaya. When did the bus stop running on Sundays???
Gary Escobedo	06/14/19	Whittier	Rosanna Ramirez Medina the 50 has never run on Sundays.

Alyda Robinson	06/13/19	Whittier	Property values would go down, not up and who do you think will pay for this? It's not free!!!!!!
Gary Escobedo	06/14/19	Whittier	Alyda Robinson property values are already down. If you had gone to the meeting you could have heard this for your self. Remember Nelles school for boys? Whittier is going to build a mall there.
Alyda Robinson	06/14/19	Whittier	mail there. Gary Escobedo Yeah, building a mall helps our homeless and poverty problems. I am a business woman and this plan makes money for a limited few and nothing for our communities' pressing issues. More money for agencies to spend on unnecessary transportation programs.
Albert Gudino	06/13/19	Whittier	Just do it.
Denise Reyes Fernandez	06/13/19	Whittier	Nope
Gary Escobedo	06/12/19	Whittier	I'm for it. Date and time for this meeting? I defended this project from 2 people a couple of days ago. One thought it was wasted taxes, the other though it would bring more criminals east. Whittier has many senior citizens who I know would love to go on an outing somewhere. I'm retired and sitting home watching TV all day isn't the best thing for anyone. Fortunetly I have a motorcycle to ride. I'm 67 and someday that will come to stop. This train is a must for all!
David Amaya	06/13/19	Whittier	it is thursday he 13th at 6PM
Rubéno Cuevas	06/13/19	Whittier	Gary Escobedo thanks for the info
Gary Escobedo	06/13/19	Whittier	Across from the library!
Lisa Escobar	06/13/19	Whittier	Transportation is not a problem for the homeless!! They travel by bus bikes and they walk!!
Stephanie Camacho	06/13/19	Whittier	I hope they do expand to Whittier.
Ryan Wood	06/12/19	Whittier	I just appreciate the state/county expanding public transit.
David Amaya	06/13/19	Whittier	thank the IOC by asking LA to take the 2028 Olympics the French gave LA a block grant for transit infrastructure why else are they moving so fast on the gold line extension next a gold line stop at dodger stadium or that gondola to Union Station idea!!
Pepe Lapue	06/13/19	Whittier	That's where it would do the most good. But it will require efficient police presence. Those low IQ desperados from el monte are going to prey on passengers like mouses in a snake cage.
David Amaya	06/13/19	Whittier	LASD provides Metro Security, cops from other unitsride because the can in their cities
Michael Vacchio	06/13/19	Whittier	Take it to WHITTIER !!
Anthony Contreras	06/13/19	Whittier	This would be awesome
Rick Lucero	06/13/19	Whittier	Good thing!!
Lisa Escobar	06/13/19	Whittier	Homelessness isn't always associated with drugs and crime! Most crimes committed are not of homeless people!! Just one example: hit and runs are on an increase and these people are not homeless. They are sometimes your neighbors!! Let's stop thinking narrow minded!! Think of how many jobs the expansion will bring along with the decrease of traffic on the streets alone!! Yes for the exspansion!!!
Steve Thomsen	06/12/19	Whittier	<ul> <li>I will not be able to attend. Regardless, the extension east through Whittier would, in my opinion, be the most affordable &amp; the most viable.</li> <li>The Greater Whittier area has established itself as a very 'future capable' metropolitan area comprised of cutting edge business concerns and a middle class of well educated professionals.</li> <li>That said, the greater Whittier area is a very vibrant social &amp; commercial destination.</li> <li>At the western edge of Orange County, Whittier can position itself &amp; provide the amenities ie: businesses, jobs, entertainment &amp; recreation that the alternatives cannot.</li> </ul>
Gary Escobedo	06/12/19	Whittier	I went and got to give my opinion. A few cried about there taxes going to was waste. Wait till the gasoline goes up really high. The more expensive the gas the higher the tax will be for g/10 of a gallon. When I lived in Montebello I'd ride the 720 red bus to Santa Monica from Whittier BI & Goodrich. 2 hrs to get there. The Goldline on Atlanic & Pomona blvds less than an hour traffic or no traffic for \$1.25 and you can take your bicycle on it too. Im hoping to go see the Rams games at the new Statium. But I still have to start on Atlantic BI cause completion will still be a long way off. At least in the future the eastside will benefit from all of us who banded together to make it happen! Its better than building a stupid wall on the mexican border!
Berta Galicia	06/17/19	Commerce	Please no more train
Maria Huerta	06/16/19	Commerce	Some homeless are livinand sleeping at all times free but same of as wee pay and wee dont get save trasportation in or out of the train
Gerry Zamora	06/17/19	Commerce	Richard Lopez not going to be quiet anymore now that the derelics and hobos get to ride for free to those quiet communities.
Abel Gomez	06/17/19	Commerce	Gerry Zamora You don't get it. Richard is talking about how, this is going to affect more East Los Angeles residents, as it was not enough with the 5 fwy, 10fwy, 60fwy,710fwy (with projected plan to widening it now in progress )Plus the Gold Line and the stupidity of opening Charter schools everywhere in the area. East Los Angeles is a complete caos and if you add up to that the extension line, you can imagine, adding to all that is the dumb idea to make Mednik Ave. a single lane !!!
Richard Lopez	06/17/19	Commerce	Abel Gomez The whole state is in chaos
Frank Aguilar	06/17/19	Commerce	I believe that the Metro Train needs to have some sort of attachment on the front of the train so that the homeless are able to place their shopping carts on it ( in the same sort of way that bike riders attach bicycles to the front of Metro busses ).
Maria Gutierrez	06/16/19	Commerce	Dont forget it come with the homeless tents
Marcos Barranquilla	06/16/19	Commerce	You should focus on all the insecurity and the homeless on train, buses and stations
Richard Lopez	06/16/19	East LA	That thing hasn't solved any traffic problems, it's only screwed up 3rd street. Now the city planners want to screw up some other street while they go home to some quiet community like Arcadia or Whittier. Idiots.

David Corraleso6/15/19Gerry Zamorao6/15/19Hillary Dockrello6/15/19Art Martinezo6/16/19Juan D Banueloso6/19/19Nana Cervanteso6/19/19Carlos Perezo6/17/19Jaquin Osorioo6/17/19Jaquin Osorioo6/17/19Jaquin Osorioo6/17/19Marco Baranquillao6/15/19Elizabeth Rojaso6/15/19Blanca Tejadao6/15/19Kevin Nietoo6/15/19Lauren Melissao6/15/19Hector M Vazquezo6/15/19Kevin Nietoo6/15/19Carlos Dominguezo6/15/19Raymond Torreso6/15/19Gerry Zamorao6/20/19/19Kevin Nietoo6/15/19Lauren Melissao6/15/19Kevin Nietoo6/15/19Garos Dominguezo6/15/19Garos Dominguezo6/15/19Garos Dominguezo6/15/19Maya Maciaso6/15/19Jimmy Cervanteso6/15/19Maya Maciaso6/17/19Maya Maciaso6/12/19Michael Morenoo6/22/19	East LA East LA East LA East LA East LA East LA	I just don't understand how homeless get to ride for free and aren't stopped and fined, and some others hop the gates, yet a college student or someone paying for Metro Services sometimes has trouble collecting enough money for fare. Please keep the people NOT PAYING THEIR FARE OFF the metro. It's blatant disrespect to us paying \$100 a month for a pass. RIDICULOUS. David Corrales you're right!!! Their just taking a seat or 2 or 3 that a paying rider can utilize. While I agree with you, how would they follow up on a fined homeless person? Wouldn't mind the gold line extension but please please do something about the sudden surge of homeless people coming to Montebello and Monterey Park. Prior to the gold line even getting to Atlantic Blvd years ago it would be rare that you see a
Hillary Dockrello6/15/19Art Martinezo6/16/19Juan D Banueloso6/19/19Nana Cervanteso6/19/19Carlos Perezo6/17/19Jaquin Osorioo6/17/19Jaquin Osorioo6/17/19Jaquin Osorioo6/15/19Kimberly Mejiao6/15/19Blanca Tejadao6/15/19Blanca Tejadao6/15/19Blanca Tejadao6/15/19Lauren Melissao6/15/19Hector M Vazquezo6/15/19Carlos Dominguezo6/15/19Carlos Dominguezo6/15/19Raymond Torreso6/15/19Gerry Zamorao6/15/19Marco Baranquillao6/15/19Lauren Melissao6/15/19Lauren Melissao6/15/19Ingrid Monroyo6/15/19Maya Maciaso6/15/19Ingrid Monroyo6/12/19	East LA East LA East LA	David Corrales you're right!!! Their just taking a seat or 2 or 3 that a paying rider can utilize. While I agree with you, how would they follow up on a fined homeless person? Wouldn't mind the gold line extension but please please do something about the sudden surge of homeless people coming to Montebello and Monterey Park.
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Nana Cervantes06/19/19Carlos Perez06/18/19Armando Sosa06/17/19Jaquin Osorio06/17/19Jaquin Osorio06/17/19Kimberly Mejia06/19/19Marco Baranquilla06/15/19Elizabeth Rojas06/15/19Blanca Tejada06/15/19Kevin Nieto06/15/19Lauren Melissa06/15/19Hector M Vazquez06/15/19Kevin Nieto06/15/19David Corrales06/17/19Kevin Nieto06/15/19Carlos Dominguez06/15/19Gerry Zamora06/15/19Marco El Papi Merida06/15/19Carlos Dominguez06/15/19Gury Zamora06/20/19/19Gerry Zamora06/20/19/19Chicana Amaro06/15/19Maya Macias06/15/19Immy Cervantes06/15/19Immy Cervantes06/15/19Jimmy Cervantes06/15/19Ingrid Monroy06/22/19		drunk burn sleeping on the benches of Monterey Park. It's basically easy access for them to get on this side of town if law enforcement isn't going to do anything about it.
Nana Cervantes06/19/19Carlos Perez06/18/19Armando Sosa06/17/19Jaquin Osorio06/17/19Jaquin Osorio06/17/19Kimberly Mejia06/19/19Marco Baranquilla06/15/19Elizabeth Rojas06/15/19Blanca Tejada06/15/19Kevin Nieto06/15/19Lauren Melissa06/15/19Hector M Vazquez06/15/19David Corrales06/17/19Kevin Nieto06/15/19David Corrales06/15/19Carlos Dominguez06/15/19Gerry Zamora06/02/19Victor El Papi Merida06/15/19Jimmy Cervantes06/15/19Jimmy Cervantes06/15/19Maya Macias06/15/19Ingrid Monroy06/21/19		Build the wall, loco!
Armando Sosa       OG/17/19         Jaquin Osorio       OG/17/19         Jaquin Osorio       OG/17/19         Kimberly Mejia       OG/15/19         Marco Baranquilla       OG/15/19         Elizabeth Rojas       OG/15/19         Gerry Zamora       OG/15/19         Blanca Tejada       OG/15/19         Kevin Nieto       OG/15/19         Lauren Melissa       OG/15/19         Hector M Vazquez       OG/15/19         Kevin Nieto       OG/15/19         David Corrales       OG/17/19         Kevin Nieto       OG/15/19         David Corrales       OG/15/19         Kevin Nieto       OG/15/19         Carlos Dominguez       OG/15/19         Gerry Zamora       OG/02/19         Victor El Papi Merida       OG/15/19         Jimmy Cervantes       OG/15/19         Lauren Melissa       OG/15/19         Jimmy Cervantes       OG/15/19         Maya Macias       OG/15/19         Chicana Amaro       OG/19/20         Vivian Arroyo       OG/12/19	East LA	Why is it that seniors and disability persons have to pay for parking on the Gold Line or any of your other Metro parking facilities we get very little on our social security sometimes this this is our only way to get to point A to B without going downtown and paying high prices for parking are cars
Jaquin Osorio       OG/17/19         Jaquin Osorio       OG/17/19         Kimberly Mejia       OG/19/19         Marco Baranquilla       OG/15/19         Elizabeth Rojas       OG/15/19         Blanca Tejada       OG/15/19         Kevin Nieto       OG/15/19         Lauren Melissa       OG/15/19         Hector M Vazquez       OG/15/19         Kevin Nieto       OG/15/19         David Corrales       OG/17/19         Kevin Nieto       OG/15/19         David Corrales       OG/15/19         Adam Rojero       OG/15/19         Kevin Nieto       OG/15/19         Carlos Dominguez       OG/15/19         Raymond Torres       OG/15/19         Gerry Zamora       OG/26/219         Victor El Papi Merida       OG/15/19         Jimmy Cervantes       OG/15/19         Lauren Melissa       OG/15/19         Jimmy Cervantes       OG/15/19         Maya Macias       OG/15/19         Mina Arroyo       OG/12/20         Vivian Arroyo       OG/12/219	East LA	Lupe Manzo
Jaquin Osorio       06/17/19         Kimberly Mejia       06/19/19         Marco Baranquilla       06/15/19         Elizabeth Rojas       06/19/19         Gerry Zamora       06/15/19         Blanca Tejada       06/17/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         David Corrales       06/15/19         Enrique Saldana       06/15/19         Adam Rojero       06/15/19         Gerry Zamora       06/06/15/19         Garlos Dominguez       06/15/19         Gerry Zamora       06/06/12/19         Yetor El Papi Merida       06/15/19         Gerry Zamora       06/06/12/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Jauren Melissa       06/15/19         Jauren Melissa       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	Joaquin Osorio
Jaquin Osorio       06/17/19         Kimberly Mejia       06/19/19         Marco Baranquilla       06/15/19         Elizabeth Rojas       06/19/19         Gerry Zamora       06/15/19         Blanca Tejada       06/17/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         David Corrales       06/15/19         Enrique Saldana       06/15/19         Adam Rojero       06/15/19         Gerry Zamora       06/06/15/19         Garlos Dominguez       06/15/19         Gerry Zamora       06/06/12/19         Yetor El Papi Merida       06/15/19         Gerry Zamora       06/06/12/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Jauren Melissa       06/15/19         Jauren Melissa       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	Armando Sosa make it run to Disneyland
Kimberly Mejia       OG/19/19         Marco Baranquilla       OG/15/19         Elizabeth Rojas       OG/15/19         Blanca Tejada       OG/15/19         Blanca Tejada       OG/15/19         Kevin Nieto       OG/15/19         Lauren Melissa       OG/15/19         Hector M Vazquez       OG/15/19         Lauren Melissa       OG/15/19         Hector M Vazquez       OG/15/19         Lauren Melissa       OG/15/19         Pavid Corrales       OG/17/19         Enrique Saldana       OG/15/19         Adam Rojero       OG/15/19         Kevin Nieto       OG/15/19         Qerry Zamora       OG/219         Yictor El Papi Merida       OG/15/19         Jimmy Cervantes       OG/15/19         Jimmy Cervantes       OG/15/19         Jimmy Cervantes       OG/15/19         Maya Macias       OG/15/19         Maya Macias       OG/12/19         Vivian Arroyo       OG/22/19         Ingrid Monroy       OG/21/19	East LA	Joaquin Osorio Imao easy commute
Marco Baranquilla       06/15/19         Elizabeth Rojas       06/19/19         Gerry Zamora       06/15/19         Blanca Tejada       06/17/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/17/19         Kevin Nieto       06/15/19         Parique Saldana       06/16/19         Adam Rojero       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/15/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/15/19         Maya Macias       06/15/19         Ingrid Monroy       06/22/19	East LA	Sounds good to me !!!
Elizabeth Rojas       06/19/19         Gerry Zamora       06/15/19         Blanca Tejada       06/15/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/17/19         Enrique Saldana       06/16/19         Adam Rojero       06/15/19         Kevin Nieto       06/15/19         Carlos Dominguez       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	You should focus on all the insecurity and the homeless on train, buses and stations
Gerry Zamora       06/15/19         Blanca Tejada       06/17/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/15/19         Enrique Saldana       06/16/19         Adam Rojero       06/15/19         Kevin Nieto       06/16/19         Adam Rojero       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	It would have been perfect if it was going down Whittier Blvd originally. Really going along the
Blanca Tejada       06/17/19         Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/17/19         Enrique Saldana       06/16/19         Adam Rojero       06/16/19         Kevin Nieto       06/15/19         Carlos Dominguez       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	60 fwy to no where. Off Whittier it would have had endless possibilities. But, FATASS Gloria Molina had it come by 3rd St. Conveniently stopping at King tacos. Where she got a major kick back from them, 3 stops within 1/2 ridiculous.
Kevin Nietoo6/15/19Lauren Melissao6/15/19Hector M Vazquezo6/15/19David Corraleso6/15/19David Corraleso6/15/19Enrique Saldanao6/16/19Adam Rojeroo6/17/19Kevin Nietoo6/15/19Carlos Dominguezo6/15/19Gerry Zamorao6/02/19Victor El Papi Meridao6/15/19Jimmy Cervanteso6/15/19Lauren Melissao6/15/19Maya Maciaso6/15/19Chicana Amaroo6/19/20Vivian Arroyoo6/22/19	East LA	Am all in for extending it, just keep all the derelics and hobos off!!!
Kevin Nieto       06/15/19         Lauren Melissa       06/15/19         Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/17/19         Enrique Saldana       06/16/19         Adam Rojero       06/17/19         Kevin Nieto       06/15/19         Carlos Dominguez       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Maya Macias       06/15/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	Yes in wuthir Montebello Is goot
Lauren Melissa       OG/15/19         Hector M Vazquez       OG/15/19         Kevin Nieto       OG/15/19         David Corrales       OG/17/19         Enrique Saldana       OG/16/19         Adam Rojero       OG/17/19         Kevin Nieto       OG/16/19         Carlos Dominguez       OG/15/19         Gerry Zamora       OG/06/15/19         Victor El Papi Merida       OG/15/19         Jimmy Cervantes       OG/15/19         Jimmy Cervantes       OG/15/19         Maya Macias       OG/15/19         Chicana Amaro       OG/19/20         Vivian Arroyo       OG/22/19	East LA	From Atlantic point or Azusa point??
Hector M Vazquez       06/15/19         Kevin Nieto       06/15/19         David Corrales       06/17/19         Enrique Saldana       06/16/19         Adam Rojero       06/19/19         Kevin Nieto       06/15/19         Kevin Nieto       06/15/19         Kevin Nieto       06/15/19         Kevin Nieto       06/15/19         Garlos Dominguez       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/15/19         Jimmy Cervantes       06/15/19         Jimmy Cervantes       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	I believe through Atlantic
David Corrales       OG/17/19         Enrique Saldana       OG/17/19         Kevin Nieto       OG/19/19         Carlos Dominguez       OG/15/19         Raymond Torres       OG/15/19         Gerry Zamora       OG/02/19         Victor El Papi Merida       OG/15/19         Jimmy Cervantes       OG/15/19         Lauren Melissa       OG/15/19         Jimmy Cervantes       OG/15/19         Maya Macias       OG/15/19         Chicana Amaro       OG/12/19         Vivian Arroyo       OG/22/19         Ingrid Monroy       OG/21/19	East LA	Kevin Nieto will definitely raise property values even more. I say do it but underground. I'm about 10 min from the Atlantic station by bike
David Corrales       06/17/19         Enrique Saldana       06/16/19         Adam Rojero       06/17/19         Kevin Nieto       06/19/19         Carlos Dominguez       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	Hector M Vazquez I'm same distance I take gold line regularly
Enrique Saldana       06/16/19         Adam Rojero       06/17/19         Kevin Nieto       06/17/19         Carlos Dominguez       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/16/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Maya Macias       06/15/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	Fully support it. Underground rail extension from Atlantic onward maybe?
Adam Rojero       06/17/19         Kevin Nieto       06/19/19         Carlos Dominguez       06/15/19         Raymond Torres       06/02/19         Octor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	Whittier, please
Kevin Nieto       06/19/19         Carlos Dominguez       06/15/19         Raymond Torres       06/02/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/15/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	Yes valley & Hacienda would be perfect for everyone
Carlos Dominguez       06/15/19         Raymond Torres       06/15/19         Gerry Zamora       06/02/19         Victor El Papi Merida       06/15/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Jimmy Cervantes       06/15/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19	East LA	Adam Rojero that'll get me closer to frank & sons
Raymond Torres     06/15/19       Gerry Zamora     06/02/19       Victor El Papi Merida     06/15/19       Jimmy Cervantes     06/15/19       Lauren Melissa     06/15/19       Jimmy Cervantes     06/15/19       Maya Macias     06/17/19       Chicana Amaro     06/19/20       Vivian Arroyo     06/22/19	East LA	Montebello baby
Gerry Zamora     06/02/19       Victor El Papi Merida     06/16/19       Jimmy Cervantes     06/15/19       Lauren Melissa     06/15/19       Jimmy Cervantes     06/15/19       Maya Macias     06/19/20       Chicana Amaro     06/19/20       Vivian Arroyo     06/22/19	East LA	
Victor El Papi Merida       06/16/19         Jimmy Cervantes       06/15/19         Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19		The metro is making tweakers from all kinds of places move into our lovely neighborhood. Raymond Torres yupsoon all the Hobos will be in you're CityThanks Metro
Jimmy Cervantes     06/15/19       Lauren Melissa     06/15/19       Jimmy Cervantes     06/15/19       Maya Macias     06/17/19       Chicana Amaro     06/19/20       Vivian Arroyo     06/22/19       Ingrid Monroy     06/21/19	East LA	
Lauren Melissa       06/15/19         Jimmy Cervantes       06/15/19         Maya Macias       06/17/19         Chicana Amaro       06/19/20         Vivian Arroyo       06/22/19         Ingrid Monroy       06/21/19	East LA	A good option would be above the 60 fwy
Jimmy Cervantes 06/15/19 Maya Macias 06/17/19 Chicana Amaro 06/19/20 Vivian Arroyo 06/22/19	East LA	Does anybody know how much further east it wants to extend.
Maya Macias 06/17/19 Chicana Amaro 06/19/20 Vivian Arroyo 06/22/19 Ingrid Monroy 06/21/19	East LA	Jimmy Cervantes they're trying to extend the line to the city of Whittier and/or El Monte
Vivian Arroyo 06/22/19 Ingrid Monroy 06/21/19	East LA East LA	Lauren Melissa thank you Wow how long is the construction is going to last? The traffic is going to be like always on 3rd St? The traffic is bad and I take my son to school through traffic everyday already and to top it off the addition to the line is not convenient for our community, enough we have enough thanks.
Vivian Arroyo 06/22/19 Ingrid Monroy 06/21/19	East LA	It's to late to extend, use money for homeless & low income families
	East LA	I just returned from the El Monte Public Scoping Meeting regarding the Eastside Transit Corrido and I'm urging all residence in Montebello to attend the meeting on June 24th, because this will affect you. Here are my concerns. 1) Both Metro options going through Montebello are aerial, so what will be the environmental impact on our neighborhoods. The Metro needs to go underground near the 60 Fwy. 2) Will stations have adequate parking because we don't need cars parking in our streets. 3)Traffic around the Pomona Freeway, we already have a lot of traffic in that area. Please attend the meeting and see for your self what Metro is planning for Montebello. Now is the time to give our input and make sure this is done right.
Michael Moreno 06/21/19	S. El Monte	Donde se toma ese autobus
-1 1 5	S. El Monte	Bringing in more homeless nice ??
Laura Wohlhueter 06/17/19	S. El Monte	Love it go gold line love u
Evelyn Peterson 06/20/19	S. El Monte	Yes it should be more convenient
Kevin Chu 06/20/19	S. El Monte	Metro Los Angeles beside going to the meeting, where can we express our suggestion?
Gerardo Gerardo 06/22/19	S. El Monte	MUY BIEN YO VIVO EN EL BALLE DE SAN FERNANDO PERO BOY A TRABAJAR SUR DEL MONTE DIARIO
Guadalupe Cuevas 06/21/19	S. El Monte	Estaría, mui, bien, tantas, faltas, nosases, otros, cervicitis, más,
Anderson Santiago 06/19/19	S. El Monte	Si
Olga Duarte 06/16/19	S. El Monte	Me siento muy emocionada al darme cuenta de lo mucho que ha subido el So El Monte
Guvi Elizalde 06/16/19	S. El Monte	Si yo también
Eddie Escalante 06/17/19	S. El Monte	Bout time
Isabelle Casillas 06/17/19	S. EI WONTE	Yo amo El monte
Lorena Gutierrez Rivera 06/17/19		Yes!!!!! 🗘 . It
Gaby Prudhomme 06/21/19	S. El Monte	1 co V. It
Tere Pinto 06/12/19		That will be perfect More options to travel
Hector Escobar 06/12/19	S. El Monte S. El Monte	That will be perfect More options to travel I hope it comes to Whitter C A .

Steve Thomsen	06/12/19	S. El Monte	Hector Escobar a few decades ago the former UP / SP right of ways paralleling Lambert Rd
			east into Brea & Fullerton would have made for an EXCELLENT light rail line.
Joel Lopez	06/12/19	S. El Monte	It only bring trou6with it. Drugs, homeless and everything else that is attached with those two things. Whittier dosen't need it or La Habra
Marco Barranquilla	06/16/19	Montebello	You should focus on all the insecurity and the homeless on train, buses and stations
Angelo Bravo	06/20/19	Montebello	Yamir Asmita Saint they can do both at the same time.
Casper Gaxiola	06/21/19	Montebello	I agree with you.
Joe Reichenberger	06/24/19	Montebello	In my neighborhood
Michael Yamamoto	06/21/19	Montebello	Yes, it should be underground or above ground just like a monorail system. Street level causes to much traffic backup especially on Woods and 3rd Street. No extension is needed if it's going to cause traffic delays and backups.
Vision Arroya	06/02/20	Montebello	Yesterday, I attended the Metro Public Scoping Meeting held in El Monte regarding the
Vivian Arroyo	06/23/19	Montebelio	Eastside Transit Corrido and I'm urging all residence in Montebello to attende the Metro Public Scoping Meeting held in El Monte Pegaroing the Eastside Transit Corrido and I'm urging all residence in Montebello to attend because this project will affect you. Here are my concerns. 1) Both Metro options going through Montebello are aerial, so what will be the environmental impact on our neighborhoods? The Metro should go underground near the 60 Fwy. 2) Will stations have adequate parking because we don't need cars parking on our streets. 3)Traffic around the Pomona Freeway, we already have a lot of traffic in that area. Please try to attend this meeting on Monday, June 24th. Now is the time to hear what is being planned so you can voice your opinion and changes can be made.
Maria La Pata Fria	06/24/19	Montebello	I'M AGREE UNDERGROUND
Lawrence Durand	06/20/19	Montebello	Word on the street is Since non citizens can get driver's license bus and train ridership has
			gone down. LMAO! Great job Democrats.
Mike Silva	06/20/19	Montebello	should be underground or down the center of the freeway like the green line to the airport. There is nothing wrong with busses. this thing will make more traffic not less going down streets
Margarita Delgadillo	06/17/19	Montebello	Most of the streets on Montebello need to be fixed , some are in really bad conditions, and Montebello blvd, looks plain because all the trees where cut off, I hope don't star doing the trimming on all the trees when the ?? hot whether start, the temperature is going to be terribly hot ??.
Diane Pedroza	06/18/19	Montebello	Tony look
Tony Pedroza	06/19/19	Montebello	https://media.metro.net//Eastside_Phase2_Project_Map.pdf Chale. foo!
Orlando Morales	06/19/19	Montebello	Not thru Atlantic, too much traffic there Against it!!!
Alice Arlene Hernandez	06/24/20	Montebello	It's gonna be aerial through congested areas??
Yoly Lopez	06/23/20	Montebello	Yes we need more buses metros, from Washington bl to wittier and transportation over
			Washington blvar to Los Angeles because only bus 50 runs over this street and Sunday don't have transportation
Eric Peralta	06/18/19	Montebello	Kick the transients out of the trains. They're trash!
Annette Revilla	06/18/19	Montebello	No
Lourdes Carillo Sharon Fernandez	06/20/19 06/23/19	Montebello Montebello	Good idea EAST should be all the way through San Gabriel Valley along 60 fwy. via Hac. Hts., Rowland Hts , Diamond
			Barnow that is truly EAST
Ing Ricardo Rangel	06/16/19	Pico Rivera	Eli Alvarado Sergio Vergara
Alberto Vargas Barajas	06/19/19	Pico Rivera	No train in Whittier ????
Carillo David	06/25/19	Pico Rivera	No thank you
Rosa Elva Lopez Jimenez	06/26/19	Pico Rivera	l go
Sierra Renteria	06/17/19	Pico Rivera	I would love it if the gold line were to expand into Pico it would make a lot of people's commute easier plus it's good for the environment
Cesar Chavez	06/16/19	Pico Rivera	Please. the 62 takes forever to get home. It would be a godsend to have a gold line extension out here.
Mark Donso	06/16/19	Pico Rivera	Please extended to PR
Anthony Estrada	06/16/19	Pico Rivera	More population into Whittier than in South El Monte.
Gloria Linares	06/16/19	Pico Rivera	Laura Linares look gold line coming to pico?
Laura Linares Gloria Linares	06/16/19 06/16/19	Pico Rivera Pico Rivera	I have never taken the train. What does this mean? This is the train that's in east Ia on Beverly. It takes you through downtown LA and goes to Deschare. The width the ded is the Withtener is the will east the web size of Washington.
Gloria Linares	06/16/10	Pico Rivora	Pasadena. They might extended it to Whittier so it will pass through pico on Washington. Well kinda downtown it goes by little Tokyo and China town
	06/16/19	Pico Rivera Pico Rivera	Oh ok!
Laura Linars Katherine Gonzales	06/16/19 06/16/19	Pico Rivera Pico Rivera	Оп ок! There's no train tracks on Washington Blvd. It's durfee
Julio C Gutierrez	06/17/19	Pico Rivera	Beverly, Whitier, 6ofw, all streets going east during rush hour from the 710 fwy is a complete nightmare. Get this project started. LA needs better transportation.
Ted Roberson	06/25/19	Pico Rivera	What school??? or meeting at?
Melissa Perez	06/17/19	Pico Rivera	That would be so nice
Katherine Gonzales	06/16/19	Pico Rivera	There's no train on Washington Blvd
Robert Bustcos	06/18/19	Pico Rivera	Bring it to Whittier!
Lisa Gwen	06/25/19	Pico Rivera	Why is it that in the nice areas like San Marino, Arcadia, Friendly Hills-Whittier, you don't see these ugly trains?????
Danny Alvarez	06/24/19	Pico Rivera	Let's Do It ??????????
Augusto Cesar Sandino	06/23/19	Pico Rivera	does it come with homeless tents ?
Katherine Gonzales	06/15/19	Pico Rivera	Zerlene Gonzales check it out it is going to be a stop
Zerlene Gonzales	06/16/19	Pico Rivera	Katherine Gonzales wow how cool is this
Cain Ramos	06/17/19	Pico Rivera	Great idea
Robert Bernal	06/19/19	Pico Rivera	I highly recommend people go to this meeting. Let your words be heard.

### Whittier

#### Metro Los Angeles

Sponsored (demo) ·

We want to hear your comments about the Gold Line Extension further east.

O vetr			
Public Corric	c Scoping Meeting: Eastside Tra dor Phase 2 ple interested · 9 people going	ansit ★ I	nterested
101		51	Comments
	Like	Comment	۲
All Con	Write a comment Tere Pinto I hope it comes to Whitter C	A . 7	
	<ul> <li>Like · Reply · 30w</li> <li>Hector Escobar I hope they extend the</li> <li>Like · Reply · 30w</li> <li>Steve Thomsen Hector Escobar former UP / SP right of ways para Brea &amp; Fullerton would have mad rail line.</li> <li>Like · Reply · 30w</li> </ul>	a few decades ago the Illeling Lambert Rd east e for an EXCELLENT li	6 into
	<ul> <li>Hector Escobar Steve Thomsen</li> <li>Like · Reply · 30w</li> <li>Write a reply</li> </ul>		



**Joel Lopez** It only bring trou6with it. Drugs, homeless and everything else that is attached with those two things. Whittier dosen't need it or La Habra

Like · Reply · 30w



Lola Sylvan Ochoa Hoping it comes to Whittier. It will increase our property values and hopefully alleviate the traffic on Washington, Whittier and Beverly Blvds

Like · Reply · 30w

**Steve Thomsen** Lola Ochoa likely, the traffic at certain times, may be worse.

7

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1

Success will rely heavily on station location as regards proximity to high density housing & local access.

Like · Reply · 30w

Lola Sylvan Ochoa Steve Thomsen from what I understand it's supposed to be located next to PIH which is great for the staff and patients there. This will boost the businesses in that area including the projected businesses to be built on the Nelles property. My house is down the street so this would be wonderful for me because I love going to DTLA and I work for DPSS so this would give me more access to higher paying jobs within the county. It would be a win win for me in all regards.

Like · Reply · 30w

**Steve Thomsen** Please remember Lola, parking for those commuters & bus routes will need to be taken into consideration.

There is a certain mindset that seems to be cemented in stone that those who care to transport themselves will be penalized in the way of higher use taxes determined by calculated &/or harvested data concerning miles driven per insured vehicle.

This could hurt scores of independant business owners & needs to be addressed also.

Whittier is for the most part a suburban SFR community. Commuter rail relies on a construct that requires local short distance commuting to business's & employment centers & health providers as well as access to entertainment. I hope that this mess of concerns can be sorted out to the benefit & enhancement of our home town.

Like · Reply · 30w

1

Lola Sylvan Ochoa Steve Thomsen totally get where your coming from so hopefully the area will include tons of vertical parking similar to The Row in DTLA which is made tolerable by foliage and good design. And increased police presence. Perhaps shuttles to various points in the city. Of course this requires forward thinking on behalf of the city council, county and MTA.

Like · Reply · 30w

6

Marcy Thomas Lamar Lola Ochoa as a short distance commuter who must use Washington or Whittier Blvd, this will likely make my drive worse due to increased commuter use of the area I must drive through-I commute from Quad area to Pico. There is already a lot of new housing in the area and high rise living puts a heavy burden on parks which are already very crowded at peak times. We need more open space. The trails are crowded, pools are packed, parks are crowded, dog park is full most of the time. Where is the space and money to alleviate these issues?

2

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Like · Reply · 30w

Lola Sylvan Ochoa Marcy Thomas Lamar if I had my way, in a dream world, the Nelles lot would have been made into an arboretum or botanical garden much like found in Arcadia or other areas that truly care about the quality life of their residents because you're right it's becoming a nightmare particularly on Whittier Boulevard. There is no open space or area we we can come together as a community. The leadership in the area doesn't really look at the big picture and doesn't care about what we really want. The legacy they leave behind will be another run if the mill spiritually empty shopping mall. Imagine something like The Huntington in our area. It would elevate everything but all they are interested in the almighty dollar.

Like · Reply · 30w

Marcy Thomas Lamar Lola Ochoa I agree, but please be aware that state regulations force this development on local communities whether we want it or not. Whittier's city council can only negotiate details, the state gets to dictate the big stuff. We need more local control of our communities and we need to get serious about talking to our reps in Sacramento.

Like · Reply · 30w

Write a reply...



**Caroline Angulo** I can't wait for the expansion to Whittier. We can just walk to the station!

Like · Reply · 30w

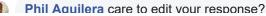


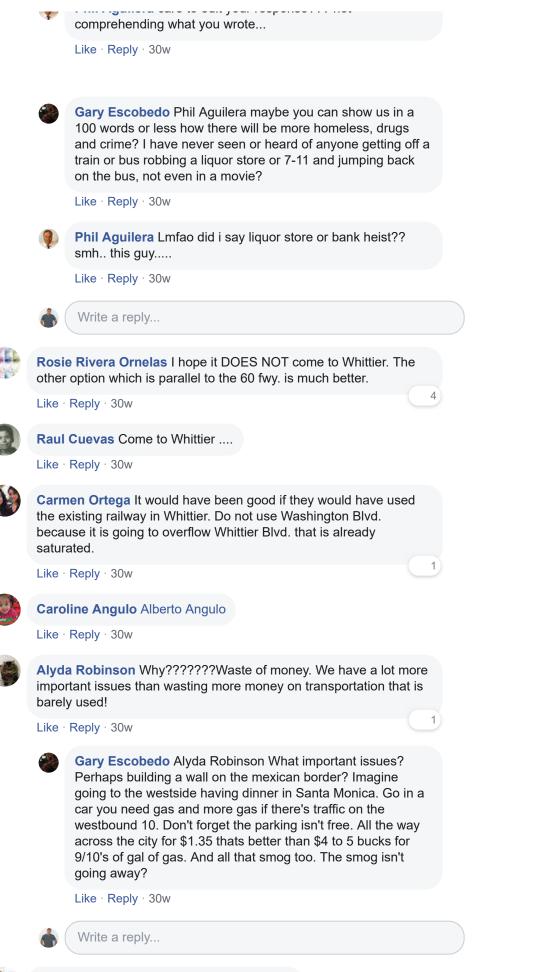
Phil Aguilera More homeless, drugs and crime..

Like · Reply · 30w

**David Amaya** we have that not a train platform or patrolled parking lots don't have that issue, more bums and crime along the Greenlief trail

Like · Reply · 30w











Blanca Lisa Burdick For all those complaining about homeless, crime, etc. There is a solution for that. Look at the green line stop at norwalk, they charge for parking, they have 24/7 security and extremely well lit at night. Even buses stop there. It keeps crime away. If they do that, we should have a stop in whittier! Helps those commuting for work and will reduce traffic overall. 3 Like · Reply · 30w David Amaya there is ALREADY homeless in the areas they want to place stops, look at the last top on the Gold line, just a street level platform, no frills and a parking structure=. THIS IS WHAT WHITTIER NEEDS!! stops at paramount/rosemead blvd norwalk, blvd and at PIH/the 5 Points... See More 1 Like · Reply · 30w Rosanna Ramirez Medina David Amaya. When did the bus stop running on Sundays? Like · Reply · 30w Gary Escobedo Rosanna Ramirez Medina the 50 has never run on Sundays. Like · Reply · 30w Write a reply... Alyda Robinson Property values would go down, not up and who do you think will pay for this? It's not free!!!!!!! 1 Like · Reply · 30w Gary Escobedo Alyda Robinson property values are already down. If you had gone to the meeting you could have heard this for your self. Remember Nelles school for boys? Whittier is going to build a mall there. Like · Reply · 30w Alyda Robinson Gary Escobedo Yeah, building a mall helps our homeless and poverty problems. I am a business woman and this plan makes money for a limited few and nothing for our communities' pressing issues. More money for agencies to spend on unnecessary transportation programs.

3

Like · Reply · 30w

Write a reply...



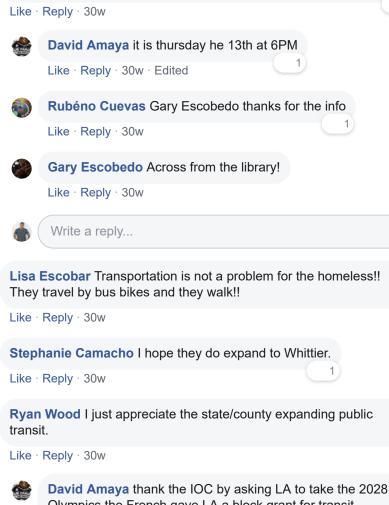
Like · Reply · 30w

Denise Reyes Fernandez Nope

Like · Reply · 30w

**Gary Escobedo** I'm for it. Date and time for this meeting? I defended this project from 2 people a couple of days ago. One thought it was wasted taxes, the other though it would bring more criminals east. Whittier has many senior citizens who I know would love to go on an outing somewhere. I'm retired and sitting home watching TV all day isn't the best thing for anyone. Fortunetly I have a motorcycle to ride. I'm 67 and someday that will come to stop. This train is a must for all!

1



Olympics the French gave LA a block grant for transit infrastructure

why else are they moving so fast on the gold line extension

next a gold line stop at dodger stadium or that gondola to Union Station idea!!

Like · Reply · 30w



Write a reply...



**Pepe Lapue** That's where it would do the most good. But it will require efficient police presence. Those low IQ desperados from el



Like · Reply · 30w

Write a comment...

#### **Steve Thomsen**

June 12, 2019 ·

I will not be able to attend. Regardless, the extension east through Whittier would, in my opinion, be the most affordable & the most viable.

The Greater Whittier area has established itself as a very 'future capable' metropolitan area comprised of cutting edge business concerns and a middle class of well educated professionals.

That said, the greater Whittier area is a very vibrant social & commercial destination.

At the western edge of Orange County, Whittier can position itself & provide the amenities ie: businesses, jobs, entertainment & recreation that the alternatives cannot.

2		1 Comment
	Like	Comment
	00	vaste. Wait till the gasoline goes up the gas the higher the tax will be for

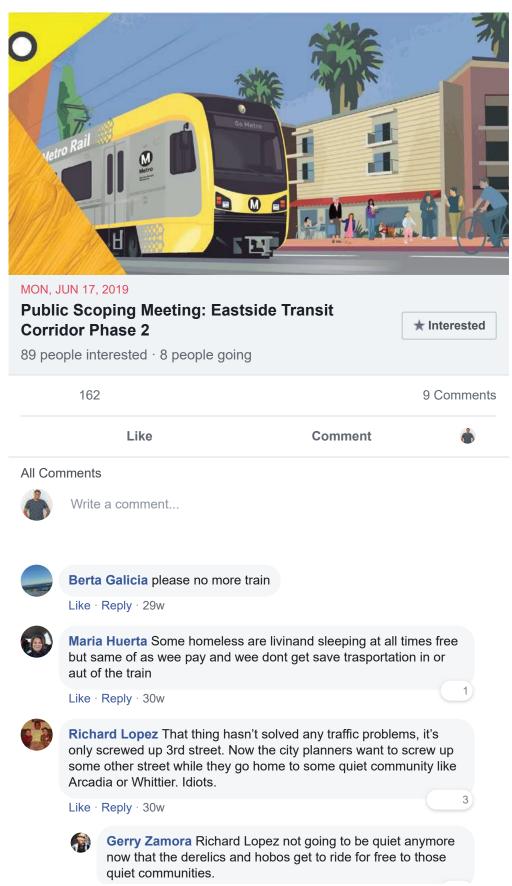
Like · Reply · 30w

#### **Metro Los Angeles**

## Commerce

Sponsored (demo) ·

Join us at a public scoping meeting in Commerce to provide your comments on the Gold Line extension further east.



Abel Gomez Gerry Zamora You don't get it. Richard is talking about how, this is going to affect more East Los Angeles residents, as it was not enough with the 5 fwy, 10fwy, 60fwy,710fwy ( with projected plan to widening it now in progress )Plus the Gold Line and ... See More

Like · Reply · 29w



1

Richard Lopez Abel Gomez The whole state is in chaos.

Like · Reply · 29w



Write a reply...



**Frank Aguilar** I believe that the Metro Train needs to have some sort of attachment on the front of the train so that the homeless are able to place their shopping carts on it

( in the same sort of way that bike riders attach bicycles to the front of Metro busses ).

Like · Reply · 30w



Maria Gutierrez Dont forget it come with the homeless tents

Like · Reply · 30w



Marcos Barranquilla You should focus on all the insecurity and the homeless on train, buses and stations..

Like · Reply · 30w

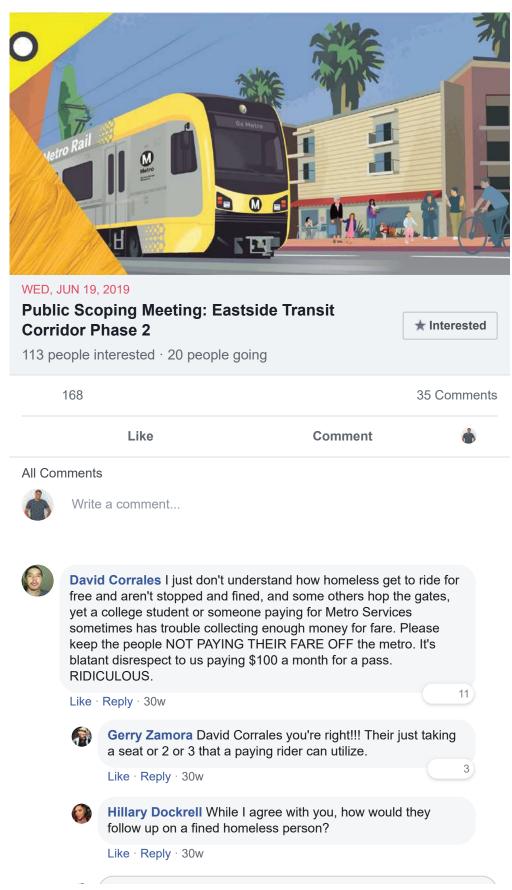
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## **East Los Angeles**

#### **Metro Los Angeles**

Sponsored (demo) ·

Join us at a public scoping meeting in East Los Angeles to provide your comments on the Gold Line extension further east.

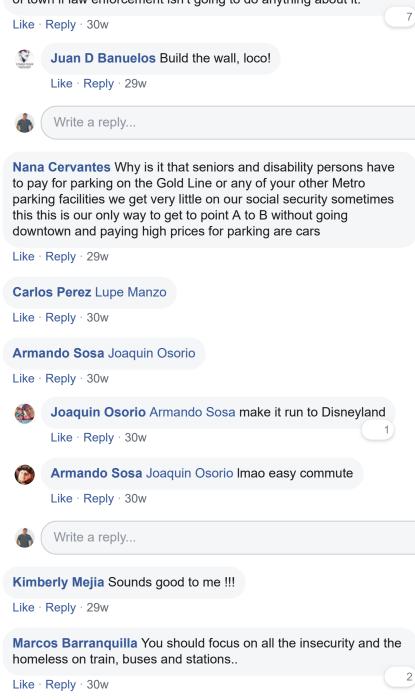






Art Martinez Wouldn't mind the gold line extension but please please do something about the sudden surge of homeless people coming to Montebello and Monterey Park.

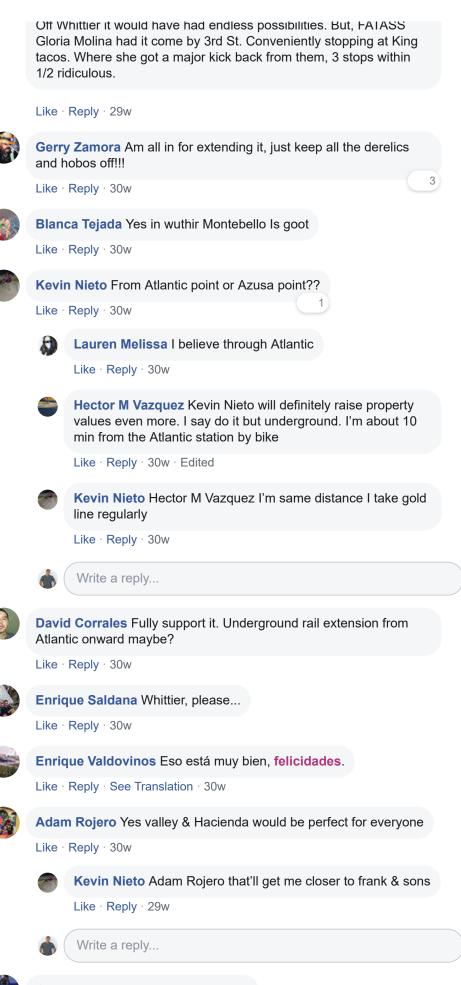
Prior to the gold line even getting to Atlantic Blvd years ago it would be rare that you see a drunk bum sleeping on the benches of Monterey Park. It's basically easy access for them to get on this side of town if law enforcement isn't going to do anything about it.



1 Reply



**Elizabeth Rojas** It would have been perfect if it was going down Whittier Blvd originally. Really going along the 60 fwy to no where.





**Raymond Torres** The metro is making tweakers from all kinds of places move into our lovely neighborhood.

Like · Reply · 30w



Gerry Zamora Raymond Torres yup...soon all the Hobos will be in you're City...Thanks Metro

2

Like · Reply · 30w



Write a reply...



Victor El Papi Merida A good option would be above the 60 fwy

Like · Reply · 30w



**Jimmy Cervantes** Does anybody know how much further east it wants to extend.

Like · Reply · 30w



Lauren Melissa Jimmy Cervantes they're trying to extend the line to the city of Whittier and/or El Monte

Like · Reply · 30w



Like · Reply · 30w



**Maya Macias** Wow how long is the construction is going to last? The traffic is going to be like always on 3rd St? The traffic is bad and I take my son to school through traffic everyday already and to top it off the addition to the line is not convenient for our community, enough we have enough thanks.

Like · Reply · 30w

Write a reply...



Chicana Amaro It's to late to extend, use money for homeless & low income families

Like · Reply · 30w

Write a comment...

#### **Vivian Arroyo**

June 22, 2019 ·

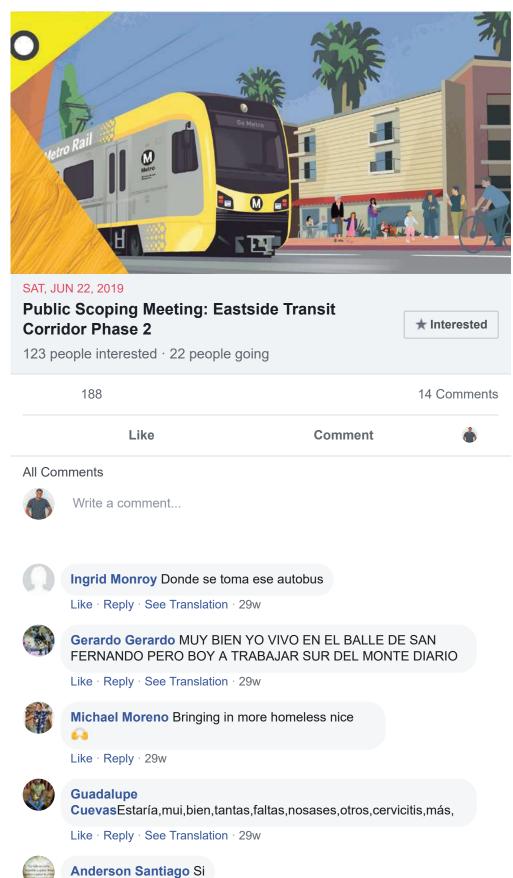
I just returned from the El Monte Public Scoping Meeting regarding the Eastside Transit Corrido and I'm urging all residence in Montebello to attend the meeting on June 24th, because this will affect you. Here are my concerns. 1) Both Metro options going through Montebello are aerial, so what will be the environmental impact on our neighborhoods. The Metro needs to go underground near the 60 Fwy. 2) Will stations have adequate parking because we don't need cars parking in our streets. 3)Traffic around the Pomona Freeway, we already have a lot of traffic in that area. Please attend the meeting and see for your self what Metro is planning for Montebello. Now is the time to give our input and make sure this is done right.

#### South El Monte



Metro Los Angeles Sponsored (demo) ·

Join us at a public scoping meeting in South El Monte to provide your comments on the Gold Line extension further east.







Summer of

Laura Wohlhueter Love it go gold line love u

Like · Reply · 30w



Evelyn Peterson Yes it should be more convenient

Like · Reply · 29w



**Olga Duarte** Me siento muy emocionada al darme cuenta de lo mucho que ha subido el So El Monte

1

1

Like · Reply · See Translation · 30w



Guvi Elizalde Si yo también

Like  $\cdot$  Reply  $\cdot$  See Translation  $\cdot$  30w



**Kevin Chu** Metro Los Angeles beside going to the meeting, where can we express our suggestion?

Like  $\cdot$  Reply  $\cdot$  29w



Dee Mason Ok

Like · Reply · 30w



Eddie Escalante 'Bout time...

 $Like \cdot Reply \cdot 30w$ 



#### Isabelle Casillas Yo amo El monte

Like  $\cdot$  Reply  $\cdot$  See Translation  $\cdot$  30w



Lorena Gutierrez Rivera Yes!!!!! 🤎.

Like · Reply · 29w



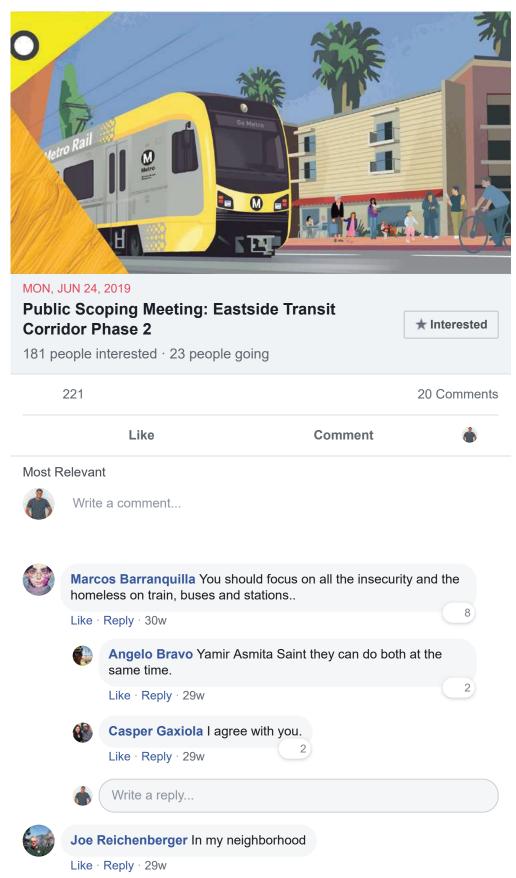
That will be perfect More options to travel

#### Montebello

#### **Metro Los Angeles**

Sponsored (demo) ·

Join us at a public scoping meeting in Montebello to provide your comments on the Gold Line extension further east.





**Michael Yamamoto** Yes, it should be underground or above ground just like a monorail system. Street level causes to much traffic backup especially on Woods and 3rd Street. No extension is needed if it's going to cause traffic delays and backups.

2

1

Like · Reply · 29w



Vivian Arroyo Yesterday, I attended the Metro Public Scoping Meeting held in El Monte regarding the Eastside Transit Corrido and I'm urging all residence in Montebello to attend because this project will affect you. Here are my concerns. 1) Both Metro options going through Montebello are aerial, so what will be the environmental impact on our neighborhoods? The Metro should go underground near the 60 Fwy. 2) Will stations have adequate parking because we don't need cars parking on our streets. 3)Traffic around the Pomona Freeway, we already have a lot of traffic in that area. Please try to attend this meeting on Monday, June 24th. Now is the time to hear what is being planned so you can voice your opinion and changes can be made.

Like · Reply · 29w



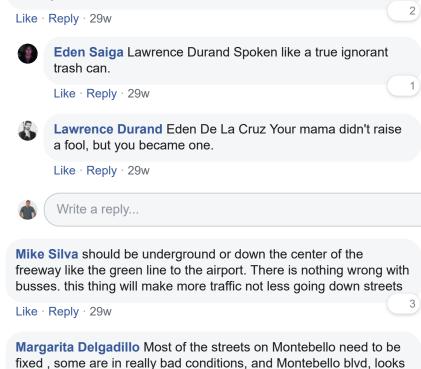
Maria La Pata Fria I 'M AGREE UNDERGROUND

Like · Reply · 29w

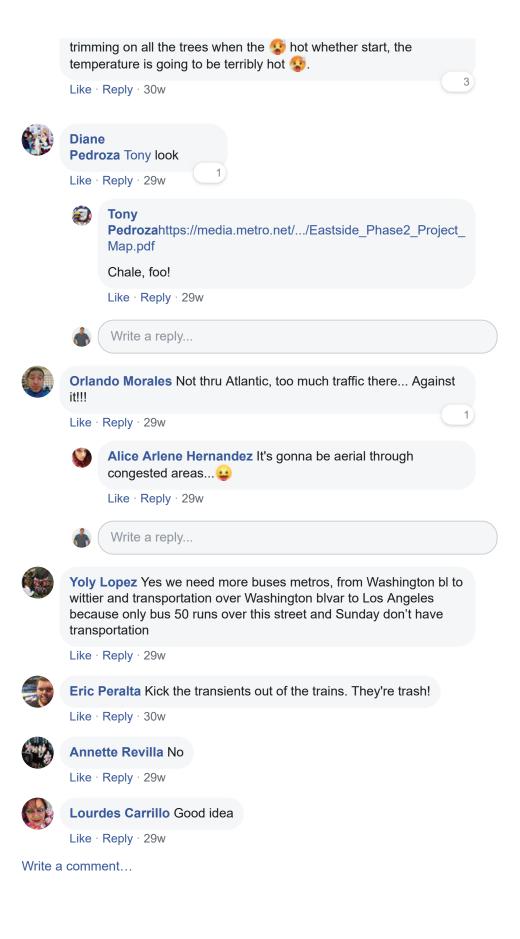
Write a reply...



**Lawrence Durand** Word on the street is... Since non citizens can get driver's license bus and train ridership has gone down. LMAO! Great job Democrats.



plain because all the trees where cut off, I hope don't star doing the



#### Sharon Fernandez

June 23, 2019 ·

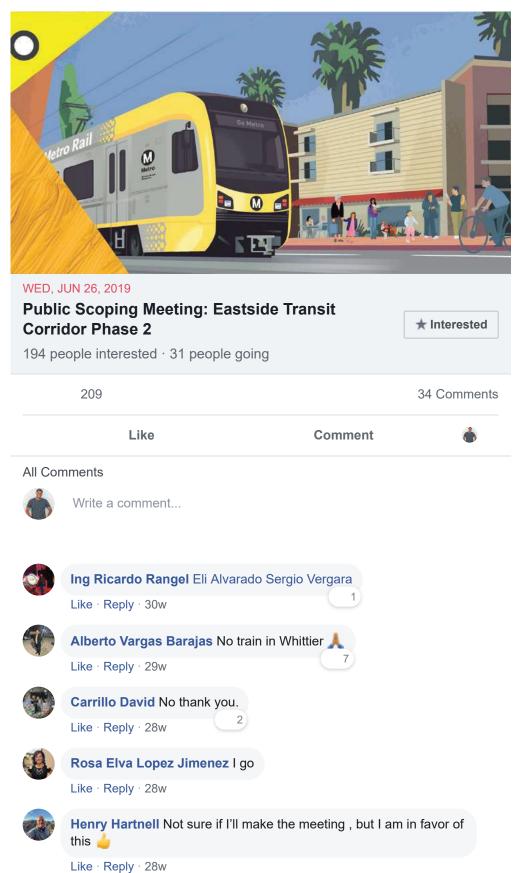
EAST should be all the way through San Gabriel Valley along 60 fwy. via Hac. Hts., Rowland Hts , Diamond Bar...now that is truly EAST ..

#### **Pico Rivera**

#### **Metro Los Angeles**

Sponsored (demo) ·

Join us at a public scoping meeting in Pico Rivera to provide your comments on the Gold Line extension further east.





Rosa Elva Lopez Jimenez	l go
Like · Reply · 28w	



Molly Nunez Gloria Rojas Like · Reply · 30w Luis Marquez Yesenia Arizaga Like · Reply · 29w Caroline Angulo Alberto Angulo Like · Reply · 30w Sierra Renteria I would love it if the gold line were to expand into Pico it would make a lot of people's commute easier plus it's good for the environment Like · Reply · 30w Cesar Chavez Please. the 62 takes forever to get home. It would be a godsend to have a gold line extension out here. Like · Reply · 30w Mark Donoso Please extended to PR 5 Like · Reply · 30w Anthony Estrada More population into Whittier than in South El Monte. Like · Reply · 28w Gloria Linares Laura Linares look gold line coming to pico? 3 Like · Reply · 30w **5** Replies Julio C Gutierrez Beverly, Whittier, 60fwy, all streets going east during rush hour from the 710 fwy is a complete nightmare. Get this project started. LA needs better transportation. Like · Reply · 29w Ted Roberson What school??? or meeting at? Like · Reply · 28w Melissa Perez That would be so nice 2 Like · Reply · 29w Katherine Gonzales There's no train on Washington Blvd 1 Like · Reply · 30w Robert Bustos Bring it to Whittier!

2

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Like · Reply · 29w

<ul> <li>Lisa Gwen Why is it that in the nice areas like San Marino, Arcadia, Friendly Hills-Whittier, you don't see these ugly trains?????</li> <li>Like · Reply · 28w</li> <li>Danny Alvarez Let's Do It Accessing to the comparison of the second to the seco</li></ul>		Line Ropiy Low	
<ul> <li>Danny Alvarez Let's Do It A A A A A A A A A A A A A A A A A A</li></ul>			
<ul> <li>Like · Reply · 28w</li> <li>Augusto Cesar Sandino does it come with homeless tents ? Like · Reply · 29w</li> <li>Katherine Gonzales Zerlene Gonzales check it out it is going to be a stop</li> <li>Like · Reply · 30w</li> <li>Zerlene Gonzales Katherine Gonzales wow how cool is this</li> <li>Like · Reply · 30w</li> <li>Write a reply</li> <li>Cain Ramos Great idea</li> <li>Like · Reply · 30w</li> <li>Tobert Bernal I highly recommend people go to this meeting. Let your words be heard.</li> <li>Like · Reply · 29w</li> </ul>		Like · Reply · 28w	
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Robert Bernal I highly recommend people go to this meeting. Let your words be heard. Like · Reply · 29w	14	Cain Ramos Great idea	
your words be heard. Like · Reply · 29w		Like · Reply · 30w	
Bonnie Schenk Blum Where will the meeting be held?		Like · Reply · 29w	
		Bonnie Schenk Blum Where will the meeting be held?	

Like · Reply · 29w

#### **Carlos Alexander Rivas**

June 23, 2019 ·

Whittier needs it more, the 60 frwy will be alleviated if there's other transit options into Whittier, La Habra, Brea....

 Like
 Comment

 Grace Mejia Agree so let it travel by the side of the 60 not thru Washington blvd in our city of Pico Rivera.

 Like · Reply · 28w

 Robert Delatorre Look at the facts.. EL Monte bus depot, trains, 10 Fry and 60 fwy all North of Pico Rivera.. Washington Blvd has no obstacles and shopping mall are beneficial and at the end of tracks would have the Whittier Presbyterian Hospital!!!

Like · Reply · 28w



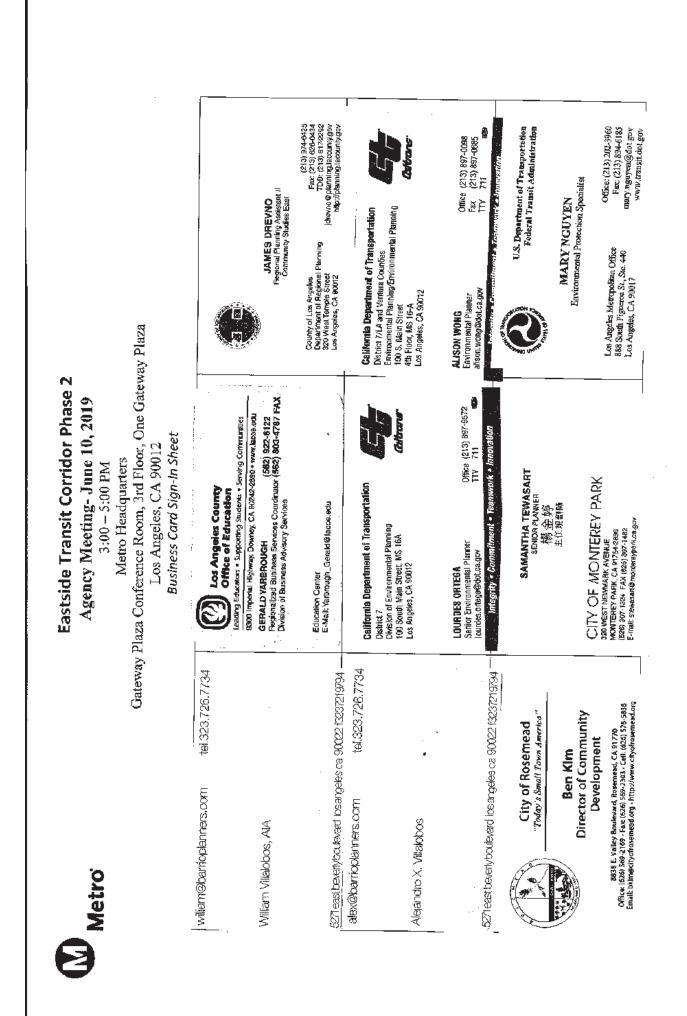
#### **EASTSIDE TRANSIT CORRIDOR PHASE 2**

## **Appendix B Participation**

Appendix B.1
Agency Scoping Meeting (June 10, 2019 – Metro Headquarters)
Appendix B.2
Public Scoping Meeting #1 (June 13, 2019 – Whittier)
Appendix B.3
Public Scoping Meeting #2 (June 17, 2019 – Commerce)
Appendix B.4
Public Scoping Meeting #3 (June 19, 2019 – East Los Angeles)
Appendix B.5
Public Scoping Meeting #4 (June 22, 2019 – South El Monte)
Appendix B.6
Public Scoping Meeting #5 (June 24, 2019 – Montebello)
Appendix B.7
Public Scoping Meeting #6 (June 26, 2019 – Pico Rivera)

### Appendix B.1

Agency Scoping Meeting (June 10, 2019 – Metro Headquarters)



Gateway Plaza Conference Room, 3rd Floor, One Gateway Plaza Los Angeles, CA 90012 Eastside Transit Corridor Phase 2 Agency Meeting- June 10, 2019 3:00 – 5:00 PM Business Card Sign-In Sheet Metro Headquarters F.O. Box 1036 = 6615 PASSONS PLUD. = P.SCO RAVZZA, CA 90660-3036 TELEFRONE (562) 801-4332 = DIRECT (562) 801-2163 FAX (562) 949-0280 = email: q2dlaghte(@pico-riven.org) CHRISTINA FOULKES PRINCIPAL PLANNER Metro ....

Hellol Nice to meet you.

Agency Scoping Meeting June 10, 2019

LOCATTON: Gateway Plaza Conference Room, 3rd Floor, One Gateway Plaza Los Angeles, CA 90012

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### Appendix B.2

Public Scoping Meeting #1 (June 13, 2019 – Whittier)

DATE: 6/13/2019

LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

Metro

DATE: 6/13/2019

LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

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u want to receive es on Metro Projects?	<u>(Yes, Pleaset no thanks</u> Si, Por Favor   no gracias	FRES, <u>PLEASE</u>   NO THANKS -SI, POR FAVOR   NO GRACIAS	YES, PLEASE  NO THANKS <del>SI, POR FAV</del> OR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Do you wa updates or	YES, PLEAS SI, POR FAI	SI, POR FA	YES, PLEAS SI, POR FAN	YES, PLEAS	YES, PLEAS SI, POR FAV	YES, PLEAS SI, POR FAI
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## DATE: 6/13/2019

LOCATION: Whittler Community Center, 7630 Washington Ave, Whittler, CA 90602

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rganization Email Address Dhone Number Address Do you want i ngonizacion Correo electronico Número de Dirección updates on M	((ES, P)EASE   SI, POR FAVOR	KS, PLEASE IN SI, POH FAVOR	SI, POR FAVOR	VES, PLEASE     SI, POR FAVOR	SI, POR FAVOR	YES, PLEASE   1 SI, POR FAVOR	
Name Nombre	Tom Zeoko	Jocura	HIMA	Édmend Veloz	Resamo	hung Guy	Metro

## DATE: 6/13/2019

LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

Woild you like to receive text updates Yes/Si 전 No/No	Yes/S/	Yes/Si No/Ma	Ves/S/ ¥ No/No ]	Ves/Si  No/No	Ves/ <i>Si</i> Uo/No
How did you hear about us? EMAIL FACEBOOK FRIEND/AMIGO	EMAIL FACEBOOK FRIEND AM/GO	EMAIL FACEBOOK FRIEND AMIGO		EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO
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Da you want to retelyo updates on Mietro Projectis? VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEAJE   NO THANKS Sy. POR TAVOR   NO GRACIAS	KES PIEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NOTHAMICS SI, POR FAVOR   NO GRACIAS	KES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
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EASTSIDE TRANSIT CORRIDOR PHASE 2

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## DATE: 6/13/2019

LOCATION: Whittier Community Center, 7530 Washington Ave, Whittier, CA 90602

ear Would you like to receive text updates	Ves/Si No/No No/No No/No	Ves/Si No/No	Ves/Si No/No No/No No/No
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Do you want to receive updates on Metro Projects	YES, PLEASE JNO THANKS SI, POR FAVOR   NO GRACIAS YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS KES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
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Name Nombre	Vintent Loplophul Breaster	ROBERT BERNAL LIZ Trueblod	CORCORAN JANENON DROW



DATE: 6/13/2019

LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

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Wand Your receive text Ves/ <i>Si</i> No/ <i>No</i> Ves/ <i>Si</i> No/ <i>No</i> Ves/ <i>Si</i> No/ <i>No</i>	Yes/S/ No/No No/No Yes/S/ No/No
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Do you want to receive Updates on Welfor Projects? YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS SI, POR FAVOR   NO GRACIAS
Llooy VES, Lpda SI, PC SI, PC SI, PC	YES, I SI, PC SI, PC SI, PC SI, PC
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## DATE: 6/13/2019

LOCATION: Whittler Community Center, 7530 Washington Ave, Whittler, CA 90602

Name Organization Email Address Phone Number Address Nombre Organization Correo electrónico A Número de Dirección toliónno	Do you want to receive updates on Metro Projects?	Language Idiomo	How did you hear about us?	Would you'l ke to receive text updates
TED EBENKAM	YES, PLEASE   ND THANKS SI, POR FAVOR   ND GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si    No/No
Ly me	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AM/GO	Ves/Si Ov/No No/No
(Sector)	YES, PLEASET NO THANKS SI, POR FAVOR TRUGRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si No/No
COMP. North	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBODK FRIEND AM/GD OTHER OTRO	Ves/5/
W/Scurterty	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si
WILLAND BOS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	Ves/Si I



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LOCATION: Whittler Community Center, 7630 Washington Ave, Whittler, CA 90602

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Would you like to eceive text updat	Yes/Si	Ves/S/	Yes/Si	Yes/S/	Ves/5/
ai Wo				Ves/S/	Ves/S/ No/No
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Language Idiomo	ESPAÑOL			ENGLISH ESPAÑOL	ENGLISH ESPAÑOL
Do You want to receive updates on Metro Projects?	CYES, PLEASE 7 NO THANKS SI, POR FAVOR   NO GRACIAS VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Phone Number Audiess Numera de Dirección telefono	17 M. M. A. M.				
ation Enail Address acrón Correo electronico					
Name Nombre Organiz	HT. N HLEBON J. WATHAN V HUNA P. Nix	Tunder Hale			



DATE: 6/13/2019

# LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

ni like to ext updates						
Would yo receive te	Yes/S/ [ No/No	Yes/S/ No/No	No/ND	Yes/S/ No/No	Yes/ <i>Si</i> No/ <i>No</i>	Yes/Si [ No/No [
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## DATE: 6/13/2019

LOCATION: Whittier Community Center, 7530 Washington Ave, Whittler, CA 90602

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Langua Idiomo	ENGLISH ESPAÑOL	ESPAÑOL	ESPAÑOL	ENGLISH ESPAÑOL	ESPAÑOL	ESPAÑOL
elve Projects?	YES, PLEASE   NO THÀNKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
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Do you w updates c	YES, PLE SI, POR F	SI, POR F	YES, PLE SI, POR F	YES, PLE SI, POR F	YES, PLE SI, POR F	YES, PLE
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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

Metro

## DATE: 6/13/2019

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LOCATION: Whittier Community Center, 7630 Washington Ave, Whittler, CA 90602

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## DATE: 6/13/2019

LOCATION: Whittler Community Center, 7630 Washington Ave, Whittler, CA 90602

Name No <i>mbre</i>	Organization Drgonización	Email Address Correo electrónico	Phon <b>e N</b> umber Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language <i>Idiomia</i>	How did you hear about us?	Would you like to receive text updates
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CONTRACTOR A					SI, POR FAVOR   ND GRACIAS		FACEBOOK	No/N
MARTINE 2							FRIEND/AMIGO	
D. Abraham					YES, PLEASE) NO THANKS SI, POR FAVOR I NO GRACIAS			
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10000 Cal					YES, FLEASE   NO THANKS	ENGLISH M	EMAIL	Vestsr 7
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Brockman					(			
witt in w					YES, PLEASE   NO THANKS		EMAIL	- Yes/Si
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							FRIEND AMIGO	
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N							UIHER OTRO	· · · · · · · · · · · · · · · · · · ·

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

Metro

## DATE: 6/13/2019

LOCATION: Whittier Community Center, 7630 Washington Ave, Whittier, CA 90602

Name Vombre	Organization Organización	Organization Email Address Organización Correo electronico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Motho Projects ⁹	Language <i>Ittior</i> nn	How did you hear about us?	Would Vou like to receive text updates
Kathy					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH A	EMAIL FACEBOOK FRIEND/AMIGO	No/No
Julie Vilson					YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	OTHER/OTRO EMAIL FACEBOOK FRIEND AMIGO	Ves/Si X
While					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	OTHER OTRO	Ves/S/
and the					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		OTHER OTRO EMAIL FACEBOOK	Yes/Si D
Duviel Permitree					VES, PLEASENNO THANKS SI, POR FAVOR   NO GRACIAS			Ves/Si D
Patskin	Hon Resided 1	7		Ĺ	YES, PLEASE NIQ THANKS SI, POR FAVOR   NO GRACIAS			Yes/Si
Metro						EASTSIDE '	EASTSIDE TRANSIT CORRIDOR PHASE 2	JOR PHASE 2

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## DATE: 6/13/2019

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Would you like to receive text update	Ves/S/	Yes/S/	Yes/Si 🔲 No/No	Ves/S/ - Po No/No	Yes/Si	Ves/5i
How did you hear about us?	EMAIL FACEBOOK FRIEND/AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO
Language Idiomo	ENGLISH	ESPAÑOL	ESPAÑOL	ESPAÑOL	ENGLISH K	ENGLISH
Do you want to receive updates on Metro Projects?	VES, PLEÀSE   NO THÀNKS SI, POR FAVOR   NO GRÀCIAS	YES, PŁÉÁSE   NO THANKS SI, POR FAVOR   NO GRACIAS	<u>አፍዱ Pleas</u> ተለዕ Thanks ዴi, Por Favor   No Gracias [ህህ	NES, PLEASEY NO THANKS SI, PURFAVOR   NO GRACIAS	TES, POR FAVOR   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS Si, POR FAVOR   NO GRACIAS
Number Address 3 de Dirección 0						
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Crganization Organización	2	<i>V</i> 0	Au che han		Mali Swargi	<u> </u>
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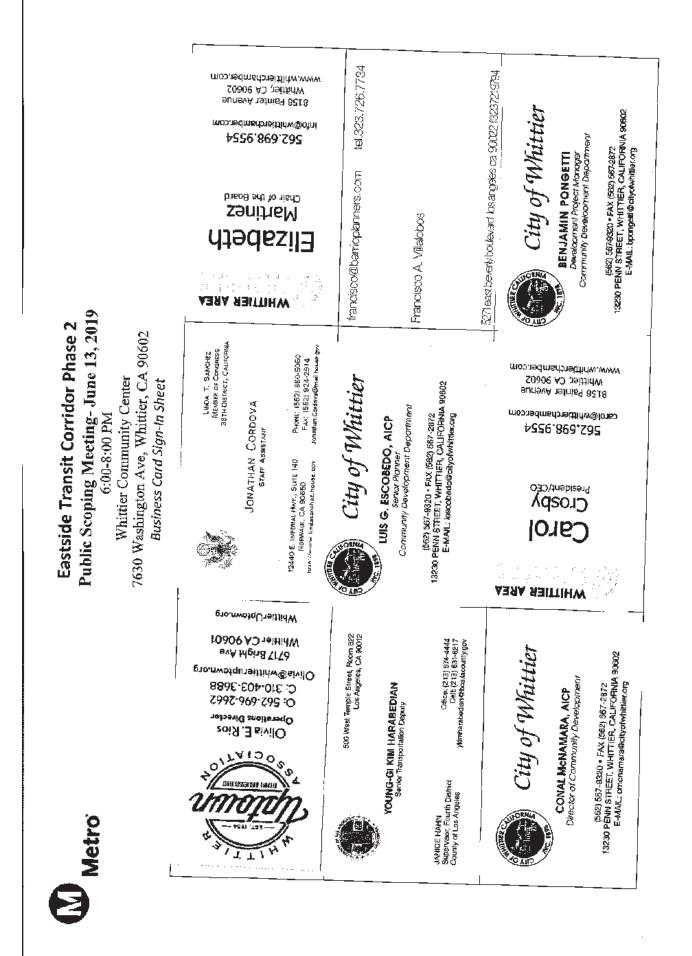


## DATE: 6/13/2019

LOCATION: Whittler Community Center, 7630 Washington Ave, Whittler, CA 90602

Name Nombre	Organization Organización	Email Address Correo electrónico	Prione Number Númerio de Teléfonio	Address Direccián	Do you want to receive updates on Nietro Projects?	Language Idiama	How did you hear about us?	Wauld you like to receive text update
Kenter					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL EMAIL FACEBOOK FRIEND/AMIGO	Yes/ <i>Si</i> □   No/ <i>No</i> □
Darid Amaru					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si
Bryan					YES PLEASE   NO THANKS 51, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/Si D
l'ar ol					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
HENRY WOO					-TES, PLEASE) NO THANKS SI, POR-PAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
CARBON CANTIAS					(ES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	Ves/S/





Metro

Eastside Transit Corridor Phase 2 Public Scoping Meeting- June 13, 2019 6:00-8:00 PM

Whittier Community Center 7630 Washington Ave, Whittier, CA 90602 Business Card Sign-In Sheet

City of Whittier JEFFREY W. COLLIER	(562) 567-8904 • FAX (562) 567-2871 13230 PENN STREET, WHITTIER, CALIFORNAA 90602 E-MAIL: (collier®chydri <del>mar.</del> org	ք Cityof Hope.	Martlet Diaz Program Director, Business Development Business Development and Transaction Management 1500 E. Duarte Road, Duarte, CA 93010-3000 Phone 626-218-0735 Mədiaz@roh.org www.cityofhope.org	
City of Whittier RICHARD A. QUIRK Proming Commissioner	13230 PENN STREET, WHITTIER, CALIFORNIA 90602 (213) 435-7266 • E-MAIL: Richard.Quirk1048@gmail.com	william@barrioplanners.com tel.323.726.7734 Murke Stuffe	William Villekobos, AVA 5271 esetbevætyboukevard losangeles ca 90022 f3237219794	

## Appendix B.3

Public Scoping Meeting #2 (June 17, 2019 – Commerce)

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DATE: 6/17/19

LOCATION: Commerce Senior Citizen Center, 2555 Commerce Way, Commerce, CA 90040

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DATE: 6/17/19

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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

DATE: 6/17/19

LOCATION: Commerce Senior Citizen Center, 2555 Commerce Way, Commerce, CA 90040

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#### DATE: 6/17/19

LOCATION: Commerce Senior Citizen Center, 2555 Commerce Way, Commerce, CA 90040

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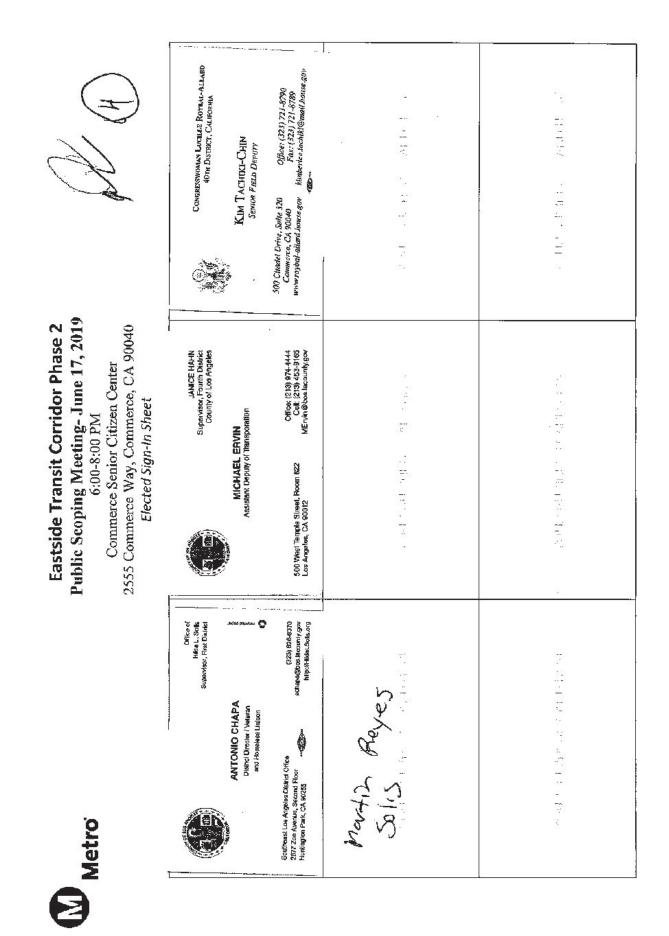


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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 



#### Appendix B.4

Public Scoping Meeting #3 (June 19, 2019 – East Los Angeles)

DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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EASTSIDE TRANSIT CORRIDOR PHASE 2

#### DATE: 6/19/2019

 $\mbox{Location}{\rm :}~4^{\rm th}$  Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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EASTSIDE TRANSIT CORRIDOR PHASE 2

#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Vamo Vombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Direcnón	Do you want to receivo updates on Metro Projects?	Languãge Idíomo	How did you hear adout us?	Would y receive t	Vould you like to eceive text updates
Am Pracul					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/S/     No/No	г'n
marykou Degollado					<del>LKES, PLEASE   NO TH</del> ANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Ves/Si No/No	
Richebo Asspurs	8				YES, PLEASE   NO THANKS			Yes/Si No/No	
Farwa					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	OTHER OTRO	Yes/S/ No/Na	ر ار ا
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	OTHER OTRO	Yes/Sí No/No	
They where leaves					YES, PLEASE   NO THANKS SI, POR FÁVOR   NO GRACIAS	ENGLISH E	OTHER OTRO OTHER OTRO FACEBOOK FRIEND AMIGO OTHER OTRO	Yes/5/ No/No	
Metro	:					EASTSIDE	EASTSIDE TRANSIT CORRIDOR PHASE 2	DOR PHA	ie 2

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#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Would you like to receive text updates	Ves/ <i>Si</i> No/No	Yes/Si	Yes/5/	Yes/S/	Yes/S/ No/No	Yes/St
ttow did you hear about us?	FACEBOOK FRIEND/AMGO	EMAIL FACEBOOK FRIEND AM/60	EMAIL FACEBODK FRIEND AM/GO		FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGOX
Lariguago <i>Idiomic</i>	ENGLISH 🔽 ESPAÑOL 🛛	ENGLISH ESPAÑOL		ENGLISH Z		ESPAÑOL
Da you want to receive updates on Metro Projects?	YES, PLEASE ( <u>NO THANKS</u> Si, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	(es, please   no thanks st <del>, por</del> favor ] no gracias	VES, PLEASE) NO THANKS SI, PORFAVOR   NO GRACIAS	YES, PLEASE   NO THANKS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Phorie Number Address   Numero de Dirección reléfano						
Email Address Correo electronico	en al an				4	
Organization Organizoción						
Name Nombre	Roman Brion	Reg M. Lopez	Stephanie Alvarado	Edwardo Martinaz	Menerces	Lesnin Uzcana

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 459 Amalia Av, Los Angeles, CA 90022

			[		1	
ou like to ext updates						
Would y receive t	Yes/S/ No/No	No/No	Yes/Sf No/No	Yes/S/ No/No	Yes/Sí No/No	Yes/Sí No/No
you hear ?		DOOO SSE				
How did about us	EMAIL FACEBOOK FRIEND/AMIGO CTHER/OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	FACEBOOK FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND <i>AMIGO</i> OTHER <i>OTRO</i>
Language <i>Idioma</i>	ENGLISH	ENGLISH C			ESPAÑOL	ENGLISH
eive Yrojects?	HANKS GRACIAS	HANKS I GRACIAS	HANKS I GRACIAS	HANKS GRACIAS	HANKS GRACIAS	IANKS GRACIAS
u want to receive es on Metro Projecti	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE I NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Do you update:	YES, PLI SI, POR	YES, PLE SI, POR				
Address Direcciói						
Phone Number <i>Número de</i> <i>teléfono</i>						
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Organization Organización	<i>b</i> i					
	Elles	, 0 <b>7</b>	braw mm			
Name Nombre	No.	yesus Pachuo	Cal Cal			



DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

					×	
Would you like to rêcêlve text updates	Yes/SY and No/No	Yes/Si 🔲 No/No	Yes/Si 🗌 No/No 🕱	Yes/S/	Ves/S/ X	Yes/S/ XX No/No
How did you hear about us?	EMAIL FACEBOOK FRIEND/AMIGO		EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO K	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO
Language Idioma	ENGLISH K		english 🛱 Español	ENGLISH K	ENGLISH ESPAÑOL	ESPAÑOL
Do you want to receive updates on Metro Projects?	YES, PLEASE   NO THANKS St, POR FAVOR   NO GRACIAS	YES, PLEASE J NO THANKS SI, POR FAVOR J NO GRACIAS	YES, PLEARE   NO THANKS SI, PDR FAVOR   NO GRACIAS	( <u>YES, PLEASB</u> ) NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	VES: PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Address Dirección						
Phone Number Número de teléfono						
Email Address Correo electrónico						
Organization Organización					Che Che	
Name Nombre	Dominic Darke	Place mark	Martik	Joseph Concoran	Caloria Coludo	Mimerua Schahez



#### DATE: 6/19/2019

LOCATION:  $4^{th}$  Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Name Vambre	Organization Organización	Emal Acidess Carrea electrónico	Phane Nurriber <i>Númer</i> a de telefono	Address Direccion	Do you want to receive uppates on Metro Projects?	Language <i>Idiome</i>	How did you hear about us?	Would you like to receive text updates
Vinuent Coecupan					VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL. FACEBOOK FRIEND/AMIGO	Yes/Si
ACCLEO					ESPLEASE   NO THANKS S.POR FAVOR   NO GRACIAS		OTHER/OTRO	Ves/S/ X
Vernice Soto					YES, PLEASEY NO THANKS SI, POR FAVOR   NO GRACIAS		OTHER OTRO	Yes/S/ X No/No
Juan Soto					YES, PLEASE LND THANKS	ENGLISH C	OTHER OTRO EMAIL FACEBOOK FRIEND AMIGO	Yes/5/
Juin Scholt.					YES, PLEASELT NO THANKS		OTHER OTRO C EMAIL FACEBOOK	Yes/Si 🗌 No/No 🔀
Brianna Soto					YES, PLEASE I (NO THANKS SI, POR FAVOR TROGRACIAS	ENGLISH ESPAÑOL	OTHER OTRO	Yes/Si 🗍 No/ <i>Na</i> 🔀

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Name Nombre	Ó ganization Orgenización	Email Address Phone Nur Correo electrónico Número de teléfono	Phone Number Número de teléfono	Audress Direccion	Do you want to receive upcates on Metro Projects?	Language I <i>diomo</i>	trow did you hear about us?	Would you like to receive text updates	
David Sata		物。2.2.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4			A'ES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si 📋 No/No	<u>8</u>
Volanda					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		OTHER/ <i>OTRO</i> EMAIL FACEBOOK FRIEND AMIGO	Yes/Si No/Mo	ļ
fictures 11					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	English 🔀 Español 📋	0THER 0TR0 0 EMAIL EMAIL A FACEBOOK C	Yes/S/	1
Clarkello					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH Z	OTHER OTRO EMAIL FACEBOOK FRIEND AMIGO	Yes/S/	i
Cmilthen SOM					APES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH E ESPAÑOL	OTHER <i>OTRO</i> C EMAIL FACEBOOK FRIEND <i>AMIGO</i>	Yes/5i	
Luis Hernandez					Y <u>ES. PLEASP</u>   ND THANKS SI, POR FAVOR   NO GRACIAS			Yes/Sr	· · · · · · · · · · · · · · · · · · ·

Metro

EASTSIDE TRANSIT CORRIDOR PHASE 2

Ť.

DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

		teléfono					
vonnesoundoual				YES) PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK	Ves/5/
				(		FRIEND/AMIGO	
hallene				YES, PLEASE   NO THANKS SI, POR FAVDR   NO GRACIAS	ENGLISH C	1	Ves/S/
Pamilez				K		FRIEND AMIGO	
Esteban				YES, PLEASE   NO THANKS		1	Yes/Si J
Montaver				6	]	FRIEND AMIGO	] !
rove /				VES. PLEASE   NO THANKS	ENGLISH D	EMAIL	
N. sort				신, POR FAVOR   NO GRACIAS	ESPAÑOL		D on/on
						FRIEND AMIGO	<b>-</b>
	:		- 	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL	Ves/S/
						FRIEND AMIGO	]
				YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
				SI, POR FAVOR   NO GRACIAS	ESPANOL	FACEBOOK FRIEND AM/GO	

#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Would you like to receive text updates	Yes/S/	Ves/Si UNO/NO	Yes/Si X No/Na	Yes/S/	Yes/ <i>Si</i> X No/ <i>No</i> 🗌	Yes/Sf X No/No
How did you hear about us?	EMAIL FACEBOOK FRIEND/AMIGO		FACEBOOK			EMAIL FACEBOOK FRIEND AMIGO
Language Idiorrig	ENGLISH	ENGLISH ESPAÑOL	ENGLISH ESPAÑOL	ENGLISH ESPAÑOL	ENGLISH	ESPAÑOL
Do you want to receive updates on Metro Projects?	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	(YES, PLEASE / NO THANKS SI, POR FAVOR   NO GRACIAS	(ES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	VES. PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	<u>YES, PLEASE)</u> NO THANKS SI, POR FAVOR   NO GRACIAS
Phone Number Address Numero de Dirección teléfono						
Email Adacess Phone Num Correo electronico Numero de teléfono						
Organization Organization	102AN					
Name Nombre	John Coecolan	Warthe Francy	TANICE	Rune was	L-Idia Innedina	Cubriel. Medina

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

W Metro

DATE: 6/19/2019

LOCATION:  $4^{th}$  Street Primary Center, 469 Amalla Av, Los Angeles, CA 90022

Name Nambre	Organization Organización	l Email Address Correo electrónico	Phane Number Número de teléfono	Addross Direccion	Do you want to receive updates on Metro Projects?	Language Idioma	How dld you hear about us?	Would you like to receive text updates
Gtaw					YES, PLEASE ) NO THANKS	ENGLISH		Yes/Si A
tation					si, pok favor   no gracias	ESPANOL	FACEBOOK	No/NO
14101101							OTHER/OTRO K	
(rerald					YES, PLEASE   NO THANKS	ENGLISH K		Yes/Sí 🔲
					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Behoteguy								
· · · · · · · · · · · · · · · · · · ·					YES PLEASE I NO THANKS	ENGLISH X	EMAIL	Yes/S/ M
0 17					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
7-0110 1/145							FRIEND AMIGO	
						į	OTHER OTRO	
8					YES) PLEASE   NO THANKS	ENGLISH		Yes/S/
HAC Day					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
							FRIEND AMIGO	
						- 17	OTHER OTRO	
Dan + Ishare	_				YES, PLEASE   NO THANKS	ENGLISH C		Yes/Si
					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Nay							FRIEND AM/GO	
							OTHER OTRO K	
_					YES, PLEASE   NO THANKS			Yes/S/
A though the					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
JUNIT - TIMO							FRIEND AMIGO	
							OTHER OTRO	



### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

to dates		n R				
Vould you like to eceive text updates	Yes/S/	Yes/Si 🔲 No/No	Yes/Si	Yes/Si	Yes/Si 🗍 No/Na 🗍	Ves/ <i>Si</i> No/No
ar W		,	_ ° ĕ ]□□□□□	° ž  DDDD	, s s DDDR	^y ² □□□□
How did you he about us?	EMAIL FACEBOOK FRIEND/AMIGO OTHER/OTRO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO
Language Idiomo	ENGLISH		ENGLISH	ENGLISH	ENGLISH C	ENGLISH
Do you want to receive updates on Mettro Projects?	AFES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	(YES) PLEASE   NO THANKS SK POR FAVOR   NO GRACIAS	AES-PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
Phone Number Address Número de Dirección telefono						
Organization Email Address Organización Correp electrónico						Ø
Name Nombre	Mark	Verna	Laguel	Alberts Caracosa	Kerdoza	Norme Bulky last



### DATE: 6/19/2019

LOCATION:  $4^{\text{th}}$  Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

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d yaulike ve text up					E.	
Youl	Ves/S/ No/No	Yes/S/ No/NO	Yes/Si No/No	Ves/S/	Ves/Sí No/No	Yes/S/ No/No
rou hear			~ 26 66 17	LLLL S S S		
How did y about us?	Email Facebook Friend/ <i>Amigo</i> Other/ <i>Otro</i>	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHEN OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND <i>AMIGO</i> OTHER <i>OTRO</i>
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Langua Id/omo	ENGLISH ESPAÑOL	ENGLISH ESPAÑOL	ENGLISH ESPAÑOL	ENGLISH 4	ENGLISH	ENGLISH ESPAÑOL
eive rojects?	IANKS GRACIAS	IANKS GRACIAS	IANKS GRACIAS	GRACIAS	GRACIAS	IANKS GRACIAS
int to reci 1 Metra P	E   NO TH VOR   NO	E   NO TH	E   NO TH /DR   NO	OR NO	OR NO T	E   NO TH
lo you want to receive pdates on Metra Projects?	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, DIEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   MOTHANKS SI, POR FAVOR   NO GRACIAS	KES, PLEASE / NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
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**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

#### DATE: 6/19/2019

LOCATION: 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

Do you want to receive Language How did you hear Mould you life to updates on Metro Projects? <i>Idioma</i> about us? receive text updates	VES, PLEASE) NO THANKS ENGLISH K EMAIL TYES/SI K SI, PORFAVOR   NO GRACIAS ESPAÑOL THACEBOOK NO/NO THANKGO H FRIEND/AMIGO H	YES, PLEASE   NO THANKS ENGUSH CONTRUCTION OF THANKS ENGUSH CONTRUCTION TO THANKS ESPAÑOL CONTRUCTION OF THANKS AND CONTRU	VES, PLEASE, NO THANKS ENGLISH CARL COTRO 2 SI, POR FAVOR   NO GRACIAS ESPAÑOL CAREBOOK No/NO A	YES, PLEASE   KOTHANKS ENGLISH NO OTHER OTRO	YES, PLEASE NO THANKS ENGLISH A EMAIL OTHER OTHO IN VES/SI SET SI, POR FAVOR   NO GRACIAS ESPAÑOL FACEBOOK A No/No CENERD AMICO	KES, PLEASE NO THANKS ENGLISH TO EMAIL TY EASILY FOR FAVOR   NO GRACIAS ESPAÑOL TACEBOOK No/NO THER DAMIGO	EASTSIDE TRANSIT CORRIDOR PHASE 2
Name Organization Email Address Phone Number Address Nombre Organiza <i>ción</i> Carreo electrónico Numero de Diracción teléfono	Ruten	JOKGE ALVAREZ		Katerin- Marroquin	Michelle, Michelle,	Kerres cream	Metro

DATE: 6/19/2019

LOCATION:  $4^{\rm th}$  Street Primary Center, 459 Amalia Av, Los Angeles, CA 90022

Would you like to receive text updates	Ves/ <i>SI</i> K	Yes/ <i>Si</i> I	Yes/S/	Ves/Sf	Ves/SI 🔲	Ves/S/
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Haw did you heai about us?	EMAIL FACEBOOK FRIEND/AMIGO	EMAIL FACEBOOK FRIEND AM/GO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AM/GO	EMAIL FACEBOOK FRIEND AMIGO	ÉMAIL FACEBOOK FRIEND AMIGO OTHER OTRO
Language <i>Idiomo</i>	ENGLISH K	ENGLISH ESPAÑOL			ESPAÑOL	ESPAÑOL
Do you want to receive updates on Métro Projects?	(YES) PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PIEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS	YES PLEASE ) NO THANKS Si, POR FAVOR ) NO GRACIAS موطر ال	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
lumber Address de Dirección						
ress Phone Numbe ctrónico Númera de teléfano						
ization Email Address Ización Correo electronico						
Name Nombre Orgor	Magdalene Remissoz	Michael Mediwa	R. C & n AN	N. Der Pause	Julie Canz	Duy Claur

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

**Metro** 

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DATE: 6/19/2019

LOCATION:  $4^{\rm th}$  Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

VES, PLE SI, POR F SI, POR F SI, POR F SI, POR F SI, POR F SI, POR F SI, POR F		on Metro Projects? Id/oma about us? receive text updates	ASE) NO THAMKS ENGLISH C EMAIL TYES/SI AVOR   NO GRACIAS ESPAÑOL C FACEBOOK No/NO C FRIEND/AMIGO C OTHER/OTRO	AS ESPAÑOL	ENGLISH ESPAÑOL	AS ESPAÑOL	ENGLISH C	ASE   NO THANKS ENGLISH EMAIL Ves/S/ Ves/S/ AVOR   NO GRACIAS ESPAÑOL FRIEND AMIGO NO/NO CONCIAN No/NO CONCIAN OTHER OTHO CONCIAN	EASTSIDE TRANSIT CORRIDOR PHASE 2
A Day 1995 To the	Organitación Carreo electrionito	co <i>rión</i> updates on Metro Projects?	YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ST, POR FAVOR   NO THANKS ST, POR FAVOR   NO GRACIAS	¥ES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASEJ NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS 'SI, POR FAVOR   NO GRACIAS	

#### Appendix B.5

Public Scoping Meeting #4 (June 22, 2019 – South El Monte)

DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

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u like to xt updates	- No	ÈD		ರ್ಷ		
Would yo receive te	Yes/ <i>Sl</i> No/No	Yes/Si [] No/No []	Yes/S/	Ves/S/	Yes/Si [ No/No [	Yes/S/ Do/No
hèar	ممصر					
How did you about us?	EMAIL FACEBOOK FRIEND/AMIGO OTHER/OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	EMAIL FACEBOOK FRIEND <i>AMIGO</i> OTHER <i>OTRO</i>
Language Idioma		ENGLISH ESPAÑOL	ENGLISH ESPAÑOL	ENGLISH	ENGLISH ESPAÑOL	
ccive • Projects?	THANKS IO GRACIAS					
Do you want lo receive updates an Metro Projectis?	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS 5I, POR FAVOR   NO GRACIAS	MES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
<u>ể</u>	SI, SI,		SI,		SI, SI,	YES SI, I
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bre	YUEN LAI	Ruty	MIDTING TAN	Margarita CRUZ		

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

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#### DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

Name Órganízation Nombre Organización	alion, Email Address oción Correo electrónico	Phane Number <i>A</i> <i>Número de</i> teléfono	kdüress Dirección	Dû yûu want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Editton Golomoules-		Mold de Charles el Mérul A		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPANOL	FMAIL FACEBOOK FRIEND/AMIGO	Yes/Si UNO/NO
Made R. Johnston				YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH Z		Yes/Si 700 No/No
Mutsuks				YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
Chapel C				YES, PLEASE   NO THANKS <del>SI, P</del> DR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/ No/No.
ture				YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH E	EMAIL FACEBOOK FRIEND AMIGO	Yes/5/
UNILLIKAN BIL				VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si Tan



#### DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733



> Rachel Barbessa Interim City Manger City of South El Mante > Mayor Gloria Olmos > Mayor Pra tern Manuel Acosta > Cencil member Richard Angel Office of Superviser Hilds Selis > Edith Georzakz

Metro

Eastside Transit Corridor Phase 2 Public Scoping Meeting- June 22, 2019 6:00-8:00 PM

6:00-8:00 PM
South El Monte Community Center
1530 Central Ave, South El Monte, CA 91733
Business Card Sign-In Sheet

a de sector son de la con	ાડી મહિત્યું કેલ પડશે તેમ લેખ જ જાહેવા કે છેલ છે.	STANG MURITER COMPLETERE
IOSE D. JIMENEZ Director of Community Development (520) 579-6540 1415 Sentia Avie. South El Montie, CA 91733 Jimenez@soudimonte.org	્લયંક સંધ્યાસ્ક્રિય વસ્ત્રિવિયોગ	후 40년 31月11월 11일 (1972)에 24년 11년
MANUEL ACOSTA Manuel ACOSTA Ma	ા ખેલ મામે વસાતે ખેતુ હતું. ત્યુક પ્રાથ્વે છે કે જેવે વસ	an and said an ad a san an an a a' sa

#### DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number <i>Número de</i>	Address. Dirección	Do you want to receive updates on Metro Projects?	Language <i>Idiom</i> a	How did you hear about us?	Would you like to receive text undates
			telėfono					
44 01					YES, PLEASE   NO THANKS		EMAIL	Ves/S/
2 100					SI, POR FAVOR   NO GRACIAS	ESPAÑOL		No/No
100100 AN							FRIEND/AMIGO	
					·		OTHER/OTRO	(
					YES, PLEASE NO THANKS			
2					SI, FOR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
ZARALEZ							FRIEND AMIGO	
					Ç	5.0 CC	OTHER OTHO YE	
Dicision					REST PLEASE   NO THANKS	ENGLISH 4	EMAIL ·	Yes/s/ E
					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
PNGEL							FRIEND AMIGO	
							OTHER OTRO	2
					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/5i
Mr4 1/2					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
							FRIEND AMIGO	
							OTHER OTRO	
Ş					YES, PLEASE J'NO THANKS	ENGLISH	D FEMAIL D	H Ves/SI G
K :: 5 4					SI, POR FAVOR   NO GRACIAS	ESPAÑOL		No/No
D An Loc and							FRIEND AMIGO	
							OTHER OTRO	
ANGA NOALPZ					YES, PLEASEN NO THANKS	ENGLISH L	EMAIL	Yes/S/ IT
IMMIN IN MININ					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
								+
							UTHER OTRO	



DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

		al. a	2			
Would you like to receive text updates	Yes/S/	Yes/Si	Yes/S/	Ves/S/	Yes/Sf	Yes/57
How did you hear about us?	EMAII. FACEBOOK FRIEND/AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO
Language Idiamo			ENGLISH ESPAÑOL	ESPAÑOL	ENGLISH ESPAÑOL	ESPAÑOL
Do you want to receive updates on Metro Projects?	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	<u>YES, PLEASE F</u> NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, PDR FAVOR   NO GRACIAS	YES, PLEASE I NO THANKS SI, POR FAVOR I NO GRACIAS	YES, #LEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS
r Atdress Dirección		2				
Phone Numbe Numero de teléfono						
Email Address Phone Numl Correo electronico Numero de teléfono	1		<b>.</b>			
Organization Organización						
Name <i>Nombre</i>	11 ar . c	Matthen Marguez	Smoort	JIM FLOWING		



#### DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

Name Nombre	Organization Organization	Email Address Correo electrónico	Phone Number Númera de teléfono	Address Dirección	. Do you want to receive updates on Metro Projects?	Language Idíoma	How did you hear about us?	Would you like to receive text updates
ken Thrub			and the state of the second states and the second states and the second states and the second states and the se		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH G		Yes/S/
the new do squely					YES, PLEASE I NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Yes/Si D
Shirley					YES, PIEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		FACEBOOK FRIEND AMIGO	Yes/S/ D
Maria I Gomez					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		ENAIL FACEBOOK FRIEND AMIGO	Yes/S/
Maria Huitron					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/ No/No
VIVIAN Arnoyo					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si M No/No



#### DATE: 6/22/2019

LOCATION: South El Monte Community Center, 1530 Central Ave, South El Monte, CA 91733

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you near about us?	Would you like to receive text updates
Joseph			and water and the set of the set		YES, PLEASE ( <u>NO THANKS</u> ) SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMAGO	Yes/Si
FRONK					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	OTHER/OTRO	Yes/Si
N.I.L. Jas					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL		Yes/S/ D
- the adus					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K		Yes/Si
Xavier Arambule					YES, PTEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH 🔁 ESPAÑOL	FACEBOOK	Ves/Si
ADKTH					YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH EMAIL AS ESPAÑOL FACEBOOK FRIEND AMIG	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/

EASTSIDE TRANSIT CORRIDOR PHASE 2

#### Appendix B.6

Public Scoping Meeting #5 (June 24, 2019 – Montebello)

ОШНИНО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90540

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How đid you hear about us?	Would you like to receive text updates
Palet					KES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH *	EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si Do/No Do/No
Rose MARIE					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sí
haura Amparan					YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sí
) united					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Diana.					kes. Please   no thanks si, por favor   no gracias	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si Do/No
AUDEN					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si A

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

ошши

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Ande Ulla IV 43					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AM/GO	Ves/Sf No/No
Provedi Brion					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si ON/NO
Danrell Heacock					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
Antenia					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
MAR IANA VALDIVI A					Y <u>ES. PLEASE</u>   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si D
Name Barrera					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si 🛛



#### 

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
heart					YES, PLEASE J NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/Sf
UKCC.						- 1		
Gary					YES, PLEASE J-NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL 20 FACEBOOK	Ves/S/ No/No 🔀
Navarrede							FRIEND AMIGD	
11					YES, PLEASE   NO THANKS	ENGLISH V	EMAIL	Yes/S/
US RUENVan					SI, PUK FAVUK   NU GRACIAS	ESPANOL	FACEBOOK FRIEND AMIGO	No/Na K
01					(		OTHER OTRO	
					YES, PLEASE / NO THANKS	ENGLISH X	EMAIL	Yes/S/
200					SI, POR FAVOR NO GRACIAS	ESPANOL ⁶	FACEBOOK C	No/NO
MOA							OTHER OTRO	
					YES, PLEASE NO THANKS	ENGLISH	-EMAIL	Yes/S/
Luis Diffiz					SI, POR FAVOR   NO GHACIAS	ESPANOL	FACEBOOK FRIEND AMIGO	No/NO
Var 1 10					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/Si
THAN DANK					•	]	FRIEND AMIGO	]

# **EASTSIDE TRANSIT CORRIDOR PHASE 2**

## ОШШИИО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
FINER ANLO					YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si No/No
ARTURU ALCANTARD					SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si □ No/No ➢
ED Acenomon					VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
Mary Ordez					YES, PLEASE / NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGD OTHER OTRO	Yes/ <i>Si</i> Do/No
Devise. Hagopian					KES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Si</i> No/No
Diepo Solqui Aida Solau					(YES. PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/ No/No



Оннино

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
MANINA					YES. PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK	Ves/Si D
Delo Lind					(YES, PLEASE   NO THANKS SI. POR FAVOR   NO GRACIAS	ENGLISH E		Ves/Si
うかう					Ą	]	FRIEND AMIGO	
Daniel MACTINEL					YES, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
					(		OTHER OTRO	
Muthor Hal					KES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL EMAIL EACEBOOK	Yes/Si
hered being h							FRIEND AMIGO	
mmene					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL EACEBOOK	Yes/S/
world							FRIEND AMIGO	Januas er
Catim					VES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/ D

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Nounoz.					MES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ESPANOL	EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si No/No
CONCHA					YES) PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Ves/Sf Z
Felgu Suches	2				YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si I
Parlancia Sandreg					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Myrchael Toni Schlegel					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH X ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si K
YOLAWOW -					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si



ОШШИО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organization	Email Address Correo electronico	Phone Number Mimero de	Address Direrrión	Do you want to receive undates on Matro Drointe2	Language	How did you hear	Would you like to
			teléfono					ברבואב ובעו חחתפוב
Franchesch					(YER, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS			Ves/Si D
Corcoran							FRIEND/AMIGO	
A Lort					YES, PLEASE AND THANKS	ENGLISH E	EMAIL EACFBOOK	Yes/S/
Quilling								-97.B
TERESA					VES, PLEASE NO THANKS	ENGLISH X		Yes/Si
20NINNOZ					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
					((		FRIEND AMIGO	
W ALTER					<b>WES, PLEASE</b> NO THANKS	ENGLISH X	EMAIL	Yes/Si
2011 1111					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/Na
in a set							FRIEND AMIGO	
( we had					VES, PLEASE NO THANKS	ENGLISH	EMAIL	Yes/Si
1.18.14					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
See					(		FRIEND AMIGO	
gread					YES, PLEASE   NO THANKS		EMAIL	Yes/Si
Conn								A miles

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

OIIIIIIIIO

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Emall Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Manuel Herecu					(FES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Ves/S/
Ben Langham					S(ES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Ves/Si 🗌 No/No 😿
August Venezas					YES, PLEASE   NO THANKS) SI, POR FAVOR   NO GRACIAS	ENGLISH SPANOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
12N2 Keybon					YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH S	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Si</i> No/No
ON LOTANO					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si I
Gluria Samedez					YES, PLEASE/ NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si No/No



ОШШИИ

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
an WARD					YES, PLEASE   NO THANKS SI. POR FAVOR   NO GRACIAS	ENGLISH		Yes/S/
2 mg n . m					YES, PLEASE   NO THANKS SI POR FAVOR   NO GRACIAS	ENGLISH		Yes/Si
LANZ								
PAN 110					YES, PLEASEN NO THANKS	ENGLISH X	EMAIL	1.1
P KTSOU					SI, POR FAVOR   NO GRACIAS	ESPAÑOL		No/No 🛛
Kuishun B					(YES, PLEASE) NO THANKS	ENGLISH	EMAIL EMAIL	Yes/Si
Ghorpood c					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
					VES DIFASE I NO THANKS		OTHER OTRO	
1 what					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK FRIEND AMIGO	No/No
Bioon					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH A	EMAIL FACEBOOK FRIEND AMIGD	vo/vo



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#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
yrowne					YES, PLEASE ) NO THANKS VSI SPOR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Sf X No/No
Matrix					-YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/Sf
Silverug					(YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Ves/5/ Do/No 🗷
D'ng Aced					YES, PLEASE   NO THAMKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	-EMAIL FACEBOOK FRIEND AMIGO	Yes/Si D
Ran Coursono					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si D
Girle					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/

### ШШПО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Ang Server					reg, please   No Thanks si, por favor   No gracias		EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si A
SUGAN PADILA					TES, PLEASE THO THANKS SI, POR FAVOR   NO GRACIAS RELY POSTING	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si U
Elias P. On huma					YES, PLEASE   NO THANKS St.POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	Ves/S/ D
Notalic					TES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si No/No
Penna					YES, PLEASE HIND THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	FACEBOOK FACEBOOK FRIEND AMIGO	Yes/Si D
ANGUS					ES, PLEASE   NO THANKS II, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/

EASTSIDE TRANSIT CORRIDOR PHASE 2

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

#### DATE: 6/24/2019

receive text updates Would you like to Ves/Sí Ves/Sí ÈD No/No Yes/Si No/No No/No Yes/SI Yes/SI Yes/S/ No/No Q N X  $\geq$ How did you hear FRIEND/AMIGO FRIEND AMIGO FRIEND AMIGO FRIEND AMIGO FRIEND AMIGO FRIEND AMIGO OTHER/OTRO OTHER OTRO OTHER OTRO OTHER OTRO OTHER OTRO OTHER OTRO FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK FACEBOOK EMAIL FACEBOO EMAIL EMAIL EMAIL EMAIL EMAIL ENGLISH K XD ÈD X Language ENGLISH ESPAÑOL ESPAÑOL ESPAÑOL ESPAÑOL ENGLISH ENGLISH ESPAÑOL ENGLISH ENGLISH Idioma Xyes, Please | NO THANKS SI, POR FAVOR | NO GRACIAS SI, POR FAVOR | NO GRACIAS (YES, PLEASE | NO THANKS SHPOR FAVOR | NO GRACIAS SI, POR FAVOR | NO GRACIAS YES, PLEASE | NO THANKS SI, POR FAVOR | NO GRACIAS SI, POR FAVOR | NO GRACIAS updates on Metro Projects? YES, PLEASE | NO THANKS YES, PLEASE | NO THANKS YES, PLEASE | NO THANKS Do you want to receive Address Phone Number Número de teléfono Correo electrónico Email Address Organization Organización (temanog Educato & Janchez Belinda (Teballus. Didarz Manico Marcella Lowdes Henneller Late Nombre



## 

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
ANITA					(YES, PLEASE, NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ET		Ves/Si II
							FRIEND/AMIGO	
Jane					YÉS, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH Z	EMAIL FACEBOOK	Ves/Si D
Wallace							FRIEND AMIGO	
Maria Laura					YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK	Yes/Si [7]
Perez					(		FRIEND AMIGO	
Francisco Perez-					CYES, PLEASE INO THANKS	12.25	EMAIL	1
Baldenama					LSI, POR FAVOR   NO GRACIAS	ESPANOL L	FACEBOOK FRIEND AMIGO	No/No
Rund					YES, PLEASE NO THANKS	ENGLISH		Yes/S/
DE CAPEE					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK FRIEND AMIGO	N/oN
Milton					(155, PLEASE) NO THANKS ST. POR FAVOR I NO GRACIAS	ENGLISH S		Yes/Si
Lector						1	FRIEND AMIGO	

# **EASTSIDE TRANSIT CORRIDOR PHASE 2**

ОШНИНО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
A tur VI IC					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yés/Si
1 man					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
					2		FRIEND/AMIGO	
Lhan					YES, PLEASE   NO THANKS	ENGLISH X	EMAIL	Yes/S/
Jon Hand					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No K
LORCORM							FRIEND AMIGO	5
					(		OTHER OTRO	/
Alie					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si IT
					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
A							FRIEND AMIGO	
10					(		OTHER OTRO	
Marie WIT					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si 🔲
					SI, POR FAVOR NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Corcoran						22	FRIEND AMIGO	
					(		OTHER OTRO	
-					YES, PLEASE MO THANKS	ENGLISH	EMAIL	Yes/Si
upse U					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Carena							FRIEND AMIGO	
					(		OTHER OTRO	
					(YES, PLEASE) NO THANKS	ENGLISH V	EMAIL	Yes/Si
AKLENE					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
CHUNG							FRIEND AMIGO	
							OTHER OTRO	



OIIIIIIIIO

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Pouro Diaz					CESPLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Sf 💥 No/No
CANLOS Redniger					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Miguel Chumpitéz					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si Ma/No
HUM K. Riest					VES POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si IT
Sundra					RES, PLEASE / NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si D
Emmubella Rurajon					KES, PLEASEN NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/



### ШШШО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Nombre	Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Riben					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si Davio
lrene Lamb					(ES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K		Yes/Si 🗌 No/No 🖬
TANICE					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Si</i> X
DRUN'S KRONOGH					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH H	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si D
Alex Hui					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK	Yes/Si 🔲 No/No 🖾
Jeresa					/YES, PLÉASE   NO THANKS -51, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
Junnary C								

ОШНИНО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
John Corcoran					YES, PLEASE I NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Ves/Sf
Thu Ofde					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si IZ No/No
MARTIN SALONON					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH 4	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si Z
Verantica sata					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL X FACEBOOK ERIEND AMIGO	Ves/Si No/Na
Wan Soft					YES, PLEASE / NO THANKS SI, POR FAVOR / NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
Brianna					YES, PLEASE J NO THANKS? SI, POR FAVOR J NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/



ОШШИО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Sannat					YER, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si D
Arity Janity					(YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/SI No/No
Alma Gmenez +1					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
andron					YES. PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si
Jose L. Renagen					YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>SI</i> No/Na
Elsa Greno					XES. PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si P



## ОШШИ

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Organization Nombre Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idiomo	How did you hear about us?	Would you like to receive text updates
Due dallet Block				(YES) PLEASE   NO THANKS (	ENGLISH	EMAIL	Yes/S/ XD
We BRULUPU ()				SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No/
						FRIEND/AMIGO	
-   one				YES, PLEASE   NO THANKS	ENGLISH D	EMAIL	Yes/SI []
and land				SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
1						FRIEND AMIGO	
				E		OTHER OTRO	
intila				VES. PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
* 1 Lin en				SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
NOTITIE						FRIEND AMIGO	
						OTHER OTRO	
Trice -				(YES, PLEASE) NO THANKS	ENGLISH	EMAIL	Yes/Si
110 2				SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Laxia .						FRIEND AMIGO	
				YES, PLEASE   NO THANKS	ENGLISH Y	EMAIL	Yes/Si
Cindy				SL POR FAVOR NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Alvarado						FRIEND AMIGO	
12 miledia				YES, PLEASE HO THANKS	ENGLISH	EMAIL	Yes/Si
C sadion				SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Cariforni.						FRIEND AMIGD	

**Metro** 

### OIIIIIIIII

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
			teléfono					
VINCENT					YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/S/ 1
LORCORAN							FRIEND/AMIGO	Í
Vinda					YES, PLEASE   NO THANKS SL POR FAVOR   NO GRACIAS	ENGLISH X		Yes/Si
Low							FRIEND AMIGO	
Belly					CES, PLEASE   NO THANKS	ENGLISH X		Yes/Si X
Muger							FRIEND AMIGO	
Ferire					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
Huizzz					SI, PUR FAVUR   NU GRACIAS			D on/on
120111							OTHER OTRO	
Sami L					YES, PLEASE   NO THANKS SL POR FAVOR I NO GRACIAS	ENGLISH		Yes/S/
1922 M							FRIEND AMIGO	
A					VES PLEASE I NO THANKS	ENGLISH	UTHER OTRO	Vac/S/
margara					SI, POR FAVOR   NO GRACIAS	1000		No/NO



#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Email Address Correo electronico	Phone Number Add Número de Din teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
			YES, PLEASE KNO THANKS	ENGLISH	EMAIL FACEBOOK FRIEND/AMIGO	Violino
			Y <u>F</u> OR FAVOR   NO THANKS SI, FOR FAVOR   NO GRACIAS	ENGLISH	FACEBOOK FRIEND AMIGO	Yes/S/ No/No
			YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL		Yes/Si
			YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL		Yes/Si
			YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH C	EMAIL FACEBOOK FRIEND AMIGD OTHER OTRO	Ves/S/
			YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si  No/No



ОШШИИО

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Lydia Medina					(ES, PLEASE) NO-THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL FACEBOOK FRIEND/AMIGO	Yes/S/K
Gabriel medina					Y <u>ES, PLEASE</u> J NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH X	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/ X
WINSTON WU					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si Do/No
Lydia Bee					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si I
Autom Carl					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
ATIMOTICS NANNAN					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si DA1.14

# EASTSIDE TRANSIT CORRIDOR PHASE 2

### OIIIIIIII

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Adrian Lozons	teléfono				
161J					
		YES, PLEASE   (10 THANKS ) SI, POR FAVOR   NO GRACIAS			Ves/Si D
				DTHER/DTRO	
Librado		YES, PLEASE   NQ_THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH Z	EMAIL FACEBOOK	Yes/Sí
Martinez				FRIEND AMIGO	λ
DAVIS .		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH A	EMAIL FACEBOOK	Yes/S/
MORKES				FRIEND AMIGO	
Anivete		YES, PLEASE   NO THANKS	ENGLISH X	EMAIL	Yes/S/ X
DeLeon				FRIEND AMIGO	
				OTHER OTRO	
Coundaturer		YES, PLEASE I)NO THANKS	ENGLISH X	EMAIL	
		SI, PUK FAVOK   NU GRACIAS	ESPANOL	FRIEND AMIGO	No//oN
AVIOLO				OTHER OTRO	
halle		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Yes/S/
L' Varen A.			1	FRIEND AMIGO	]

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
claudle					YES, PLEASE, I NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si IV No/No
Charles Yaver					YEJ, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL		Yes/Si
CUMS Chubal					YES, PLEASE ] NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si III
Meiter Leven					YES, PLEASE JNO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Vuenne					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS ĤIreadad get Анет	ENGLISH K	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/ □ No/No 🔀
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AM/GO	Yes/Si



### OHIIIIIIO

#### DATE: 6/24/2019

LOCATION: Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de téléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Agustin Rovaje S					(YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Ves/Si No/No
Enna Cerdan					YES, PLEASE ) NO THANKS SI, PORTAVOR   NO GRACIAS	ENGLISH EPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
K.o. Y Churg					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
helsent "					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sf No/No
ELIAS P. L ONTIVEVOS					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/S/





Public Scoping Meeting- June 24, 2019 Eastside Transit Corridor Phase 2



62)

#### Appendix B.7

Public Scoping Meeting #6 (June 26, 2019 – Pico Rivera)

## ОШППИ

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Bisaro Patrico					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/SI Uo/No
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sf
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	Yes/S/
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si  No/No
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sí



OHIHHHO

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Carlos Carrela					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH R		Yes/S/
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si 🛛 No/No
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
	1 - 1				YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si 🛛
					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/



## OIIIIIIIIO

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfano	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Gilbert der			*		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si D
Lacote Ou Junez					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Yes/Sf
Cindy Juney					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/
Lyden					YES. PLEASE   NO THANKS St. POR FAVOR   NO GRACIAS	ESPAÑOL FACEBO FRIENC	FAMAIL FACEBOOK FRIEND AMIGO	Ves/ <i>Si</i> ~
and Raffer					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Ben Langham					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si



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LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Lisa Loger					YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si 🛛 No/No
Cuillian Louto					YES, PLEASE   (OTHANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	OTHER/OTRO	Yes/ <i>Si</i> K No/No
ere markin					KES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Yes/S/
MARGARET	4				YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Ves/ <i>Si</i> No/No 🛃
J. Cetiz					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si 🔲 No/No 🔀
Port open					VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH 7	EMAIL FACEBOOK FRIEND AMIGO	Yes/5/

EASTSIDE TRANSIT CORRIDOR PHASE 2

+ || date: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

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_						
Would you like to receive text updates	Ves/Si	Yes/Si 🔲 No/No 🕎	Yes/ <i>Si</i> No/No	Ves/Si No/No	Ves/Si D	Yes/S/
How did you hear about us?	EMAIL FACEBODK FRIEND/AMIGO	EMAIL FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	FACEBOOK FACEBOOK FRIEND AMIGO	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	FACEBOOK FACEBOOK FRIEND AMIGO
Language Idioma	ENGLISH	ENGLISH K	ESPAÑOL	ESPAÑOL	ESPAÑOL	ESPAÑOL
Do you want to receive updates on Metro Projects?	Yes, Please   No Thanks <del>SI,P</del> OR FAVOR   NO GRACIAS	YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASE/  NO THANKS SI, POR FAVOR   NO GRACIAS	YES, PLEASEY NO THANKS SI, POR FAVOR   NO GRACIAS	YES <u>Y POR FAVOR   NO GRACIAS</u> SI POR FAVOR   NO GRACIAS	KES, PLEABE   NO THANKS SI, POR FAVOR   NO GRACIAS
Address Dirección						
Phone Number Número de teléfono						
Email Address Correo electrónico						
Organization Organización						
Name Nombre	Rug Core	Gynthia Romerie	rundin fumos	RUDen	Marialum	Bryant D



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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Rhu					YES, PLEASE   NO THANKS G, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO OTHER/OTRO	Ves/Sí
HAROID GRDANALA	71				VES. PLEASE TNO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	No/No
Gerald Behoteaus					YES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH K	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/ No/No K
MARTHA GOMEZ					SI, POR FAVOR   NO THANKS		0	1 5 GO W YO 3
Column .		1			YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Sí
Diecyo Rubalcava Alvarez					-YES, PLEASE (NO THANKS) SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si Ua/No



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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Vohn Corcorm					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si
Maria					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH		Yes/Si    Na/No
Marke Eleve Corcora					YES, PLEASE   NO THANKS) SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/S/
Josephan					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si
FRENCISCO					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/Si    No/No
fonimers Sunchar					- YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/



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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name	Organization	Email Address	Phone Number	Address	Do you want to receive	Language	How did you hear	Would you like to
Nambre	Organización	Correo electrónico	Número de teléfono	Dirección	updates on Metro Projects?	Idioma	about us?	receive text updates
PRALE					YES, PLEASE   NO THANKS 351, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND/AMIGO	No/No
Franchescon Corcoran					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	ves/si No/No
Elios P. On Tiveros					YES, PLEASE/ NO THANKS SI, PORTAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/Si D
Contraction					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	- EMAIL FACEBOOK FRIEND AMIGO	Yes/Si
Doughts IT					YES, PLEASE)   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Si X
E. Arilla					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/



### DATE: 06/26/2019

LOCATION: Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
sources frog			~		YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/Si No/No
Daniellouo					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si Z No/No
Edizor					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/Si Do/No - D
E. Lub					KES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si R
Warnes					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Ves/Si D
Ardrew Warg	bub				YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGD	Ves/Si No/No No/No (3co)344-663

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

ОШШИ

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfano	Address Dirección	Do you want to receive updates on Metro Projécts?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Raitellea					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si
(ever suma					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/Sf
dear allow					(YES, PLEASE   NO THANKS ST, POR FAVOR   NO GRACIAS	ENGLISH	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>SI</i> No/No
Ruben Eren Brin a					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH T	EMAIL FACEBOOK FRIEND AMIGO OTHER OTRO	Yes/ <i>Si</i> No/No
Robeda Toms					YES, DEEASE   NO THANKS ST, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/S/
M awy Jynn						ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/

EASTSIDE TRANSIT CORRIDOR PHASE 2

OHIHHHO

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Paul NESE					YES, PLEASE   NO THANKS ST, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	0	Ves/SI X
Jesperanza workes					YES, PLEASE NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH S		Yes/Sf
Elleen Aritalo					Yes, <u>Please</u> ) no thanks si, por favor   no gracias	ENGLISH	EMAIL FACEBODK FRIEND AMIGO	Ves/Si D
Lesos Ilatio					YES, PLEASE   NO THANKS DSI, POR-FAVOR   NO GRACIAS		FACEBOOK FRIEND AMIGO	Ves/Si No/No
FERNKLERN	- Je				5, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/Si    No/No
Frank Souzates					<u>VES. PLEAS</u> P   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/S/



### OTHER

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Nombre	Organización Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Freuneire				C	YES, PLEASEL NO THANKS SI, POR FAVORTNO GRAEBAS	ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/S/
Arthur CASTANON					V.C. M.O.L. V. VES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH SPAÑOL		Yes/ <i>Sf</i> No/Na
Mund					YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Yes/5/
Edinund Veloz					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL		Ves/5f
Vivition Revilla					((ES) PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		OTHEK OTRO	Yes/5/
NA4415					KES PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	OTHER OTRO EMAIL FACEBOOK FRIEND AMIGO	Yes/S/

### 

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

dyntmu Figuerea Herrera Jimenez		YES, PLEASE LWD THANKS ST, POR FAVOR   NO GRACIAS YES, PLEASE   NO THANKS	ENIGI ISH		
Fina Herrera Jimenez		YES. PLEASE   NO THANKS		A DESCRIPTION OF	Ves/Si
Herrera El Va Jimenez			ENGLISH	ERIEND/AMIGO	T Yes/Si
El Va Jimenez		SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK FRIEND AMIGO OTHER OTRO	No/on
Jimenez		YES, PLEASE) NO THANKS SI, POR FAVOR   NO GRACIAS		FACEBOOK	Ves/S/ X No/No
		(		FRIEND AMIGO	
D. Abraham		YES, PLEASE   NO THANKS	ENGLISH E	FACEBOOK	Ves/Si
		(		FRIEND AMIGO	
Jacqueline		YES, PLEASE NO THANKS	ENGLISH	EMAIL	
Perazvalenci		SI, PUR FAVUR   NU GRACIAS			
		VEC DI CACE NO TUANIVO	A LIGHT	OTHER OTRO	L norter
Martdur		SL, POR FAVOR   NO GRACIAS			No/No
Aments				FRIEND AMIGO	

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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
					(			
Vintent Corcoran					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Ves/Si
					SI, FUK FAVUK   INU GRAUIAS		FRIEND/AMIGO	No//on
1							OTHER/OTRO	
geera where					<u>CES, PLEASE</u> NO THANKS SI, POR FAVOR I NO GRACIAS	ENGLISH V		Yes/S/
						]		1
					YES, PLEASE   NO THANKS		EMAIL	Yes/S/
that the					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
N III					ŝ		FRIEND AMIGO	
11111					in the second	I	UIHER UIKU	[
Delones					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
A amar LTT					SI, FUK FAVUK   NU GRACIAS	ESPANUL		I ON/ON
							FRIEND AMIGO	/
					Area a rece 1 and Thinks	-		
44th					YES, PLEASE   NU THANKS			Yes/Si U
and and					SHURAND N NUMBER OF		FRIEND AMIGO	
ZORX					[		OTHER OTRO	
Contract /					YES, PLEASE T NO THANKS	ENGLISH	EMAIL	Yes/Si I
Geer					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No



### ОШППИО

### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
שורר					YES, PLEASE I NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK	Yes/Si
TUNA							OTHER/OTRO	
HELEN					YES, PLEASE   NO THANKS SLEDR FAVOR I NO GRACIAS	ENGLISH X		Yes/Si
BRANDON						]	FRIEND AMIGO	9
2					YES, PLEASE   NO THANKS	ENGLISH K	EMAIL	Yes/Si
I Low I					SI, POR FAVOR   NO GRACIAS	ESPAÑOL		No/No K
SWAND)							OTHER OTRO	
1. Low					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
					SI, POR FAVOR   NO GRACIAS	ESPANOL		No/No
Swann.					(		OTHER OTRO	
A LLANU					KES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
Fonzalez					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK FRIEND AMIGO	No/No
michelle					YES, PLEASE   NO THANKS	ENGLISH	-	Yes/Si
Castro					SI, FOR FAVOR   NO GRACIAS	ESPANOL		V OV/ON

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Nombre	Urganization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
					YES, PLEASE   NO THANKS	ENGLISH		Yes/S/
District District					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No X
VOUNT PEREZ					ę		FRIEND/AMIGO	
1					FES, PLEASE   NO THANKS	ENGLISH	FEMAIL	Yes/Si
Topmin tacous					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
					alitadudo		FRIEND AMIGO	
2					YES, PLEASE NO THANKS	ENGLISH		Yes/S/
PALLALS V					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
1 Martin							FRIEND AMIGO	
						-	UIHER DIRO	
					YES, PLEASE   NO THANKS	ENGLISH	2010/01/01	Yes/Sf
Aline Carl					SI, POR FAVOR   NO GRACIAS	ESPANOL	FACEBOOK	No/No
HIGH SCHUM							FRIEND AMIGO	
							OTHER OTRO	
					YES, PLEASE   NO THANKS	ENGLISH	EMAIL	Yes/Si
					SI, POR FAVOR   NO GRACIAS	ESPAÑOL	FACEBOOK	No/No
Mug Church							FRIEND AMIGO	
							OTHER OTRO	1
.1.					VES, PLEASE   NO THANKS	ENGLISH	EMAIL T	Yes/SI D
Varid Banning					SI, PORTAVOR   NO GRACIAS	ESPANOL	FACEBOOK	No/No
							FRIEND AMIGO	

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

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### DATE: 06/26/2019

LOCATION: Pio Pico Woman's Club, 9214 Mines Ave, Pico Rivera, CA 90660

Name Nombre	Organization Organización	Email Address Correo electrónico	Phone Number Número de teléfono	Address Dirección	Do you want to receive updates on Metro Projects?	Language Idioma	How did you hear about us?	Would you like to receive text updates
Trever Collics					YES, PLEASE (NO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND/AMIGO	Yes/Si
posie cuellar					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Sf</i>
monther					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>SI</i> No/No
NoE NEGPERE					YES, PLEASE DNO THANKS SI, POR FAVOR   NO GRACIAS	ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Ves/Si No/No
μSA					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS		EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Sf</i> No/No
PETE					YES, PLEASE   NO THANKS SI, POR FAVOR   NO GRACIAS	ENGLISH ESPAÑOL	EMAIL FACEBOOK FRIEND AMIGO	Yes/ <i>Si</i>

**EASTSIDE TRANSIT CORRIDOR PHASE 2** 



### **EASTSIDE TRANSIT CORRIDOR PHASE 2**

### Appendix C Notification

Appendix C.1

Agency Notification

Appendix C.2

Meeting Notice A

Appendix C.3

Legal Ads

Appendix C.4

Social Media Ads

Appendix C.5

**Display Banners** 

Appendix C.6

Supplemental Outreach

### Appendix C.1 Agency Notification



Gavin Newsom Governor STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



**Notice of Preparation** 

May 31, 2019

To: Reviewing Agencies

Re: Eastside Transit Corridor Phase 2 Project SCH# 2010011062

Attached for your review and comment is the Notice of Preparation (NOP) for the Eastside Transit Corridor Phase 2 Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, <u>within 30 days of receipt of the NOP from</u> the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jenny Cristales-Cevallos Los Angeles County Metropolitan Transportation Authority One Gateway Plaza; Mail Stop 99-22-6 Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research at <u>state.clearinghouse@opr.ca.gov</u>. Please refer to the SCH number noted above in all correspondence concerning this project on our website: https://ceqanet.opr.ca.gov/2010011062/3.

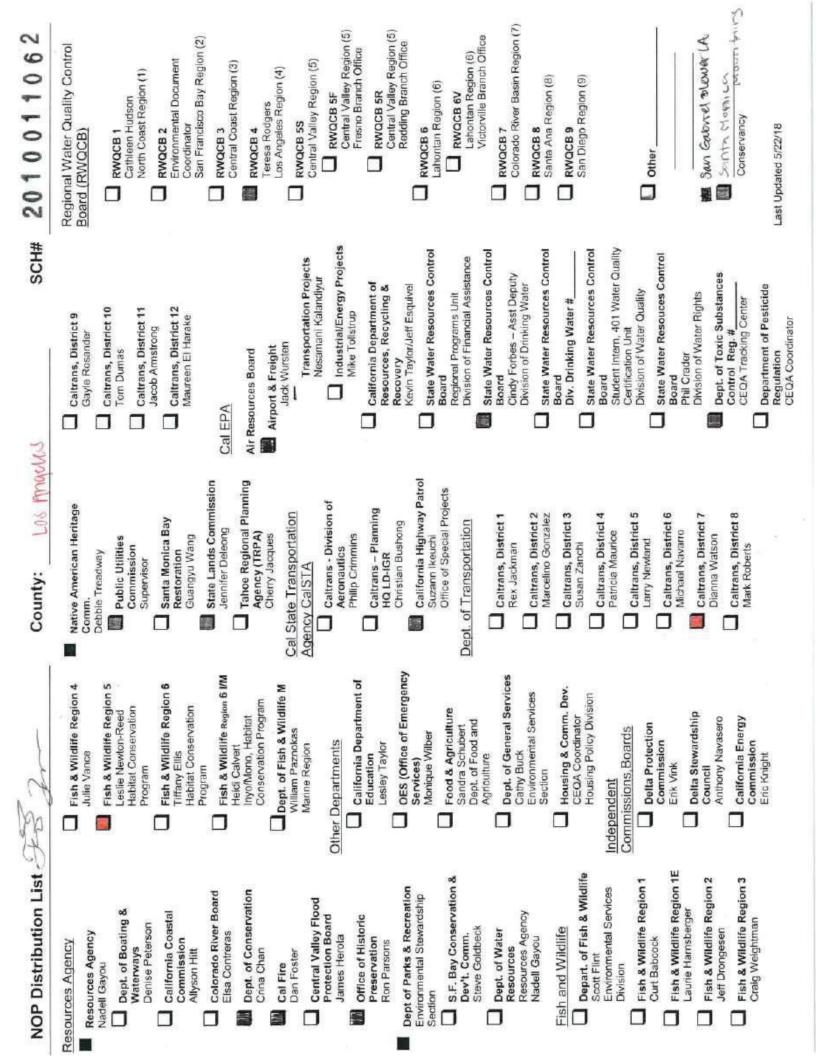
If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan Director, State Clearinghouse

cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov



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Appendix C

Notice of Completion & Environmental De	ocument Tran	smittal		
Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, For Hand Delivery/Street Address: 1400 Tenth Street, Sac			scн#2010011062	
Project Title: Eastside Transit Corridor Phase 2 Project				
Lead Agency: Los Angeles County Metropolitan Transport	tation Authority	Contact Person:	Ms. Jenny Cristales-Cevallos	
Mailing Address: One Gateway Plaza, Mail Stop 99-22-6		Phone: (213) 4	18-3026	
City: Los Angeles	Zip: 90012 County: Los Ang		ngeles	
Project Location: County:Los Angeles	City/Nearest Cor	nmunity: Montebe	ello, South El Monte, Whittier, etc.	
Cross Streets: N/A			Zip Code: N/A	
Longitude/Latitude (degrees, minutes and seconds): 34	'45.9 "N/ 118	•6 <u>'32.6</u> "w	Total Acres: N/A	
Assessor's Parcel No .: N/A	Section: 11	Twp.: 25	Range: 12W Base: San Bern.	
Within 2 Miles: State Hwy #: 5, 60, 605, 710	Waterways: San G	Sabriel River, Ric	Hondo	
Airports: N/A	Railways: Metro, I	Railways: Metro, BNSF, UPRR Schools: MUSD, GSD, ERUSD, g		
Document Type: CEQA: X NOP Draft EIR Early Cons Supplement/Subsequent EI Neg Dec (Prior SCH No.) Mit Neg Dec Other:		NOI Ou EA Draft EIS FONSI	eer: X Joint Document Final Document Other:	
Local Action Type: General Plan Update Specific Plan General Plan Amendment Master Plan General Plan Element Planned Unit Developme Community Plan Site Plan		ision (Subdivision		
Development Type:		-MAT 0 ± 60	*	
Residential: Units Acres	STAT	ECLEARING	HOUSE	
Office: Sq.ft Acres Employees_	X Transpo	ortation: Type Lig	ght Rail Transit (LRT) Project	
Commercial:Sq.ft Acres Employees_	Mining:			
Industrial: Sq.ft Acres Employees_ Educational:		freatment: Type	MW MGD	
Recreational:		ous Waste: Type		
Water Facilities: Type MGD	Other:			
Project Issues Discussed in Document:				
Image: Appropriate the second seco	Solid Waste	versities ms city /Compaction/Grad dous	<ul> <li>Vegetation</li> <li>Water Quality</li> <li>Water Supply/Groundwater</li> <li>Wetland/Riparian</li> <li>Growth Inducement</li> <li>Land Use</li> <li>Cumulative Effects</li> <li>Other: Env. Justice</li> </ul>	
Present Land Use/Zoning/General Plan Designation: Commercial, Residential, Industrial, and Recreation Project Description: <i>(please use a separate page if net</i> Notice of Preparation for a Supplemental/Recirculated D (EIS/EIR) for the Eastside Transit Corridor Phase 2 (Project extend the Metro Gold Line, a light rail transit (LRT) line, of East Los Angeles to eastern Los Angeles County. The f Draft EIS/EIR include: the No Build Alternative, SR 60 Alter Angeles County Metropolitan Transportation Authority ( Alternative (LPA) based on the findings of the Supplement	Praft Environmental t) In Los Angeles Co from its current ter our alternatives to ernative, Washingto (Metro) Board of Di	ounty, California. minus at Atlantic be evaluated in t on Alternative, an rectors will consi	The proposed Project would Station in the unincorporated area the Supplemental/Recirculated Ind Combined Alternative. The Los	

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

### alas Obsabilist

Lead	Agencies may recommend State Clearinghouse distribut have already sent your document to the agency please		
s s s s s s s s s s s s s s s s s s s	Air Resources Board Boating & Waterways, Department of California Emergency Management Agency California Highway Patrol Caltrans District #7 Caltrans Division of Aeronautics Caltrans Planning Central Valley Flood Protection Board Coachella Valley Mtns. Conservancy Coastal Commission Colorado River Board Conservation, Department of Corrections, Department of Delta Protection Commission Education, Department of Energy Commission Fish & Game Region #5 Food & Agriculture, Department of General Services, Department of Health Services, Department of Housing & Community Development Native American Heritage Commission		Office of Historic Preservation         Office of Public School Construction         Parks & Recreation, Department of         Pesticide Regulation, Department of         Public Utilities Commission         Regional WQCB #4         Resources Agency         Resources Recycling and Recovery, Department of         S.F. Bay Conservation & Development Comm.         San Gabriel & Lower L.A. Rivers & Mtns. Conservancy         Santa Monica Mtns. Conservancy         Santa Monica Mtns. Conservancy         State Lands Commission         SWRCB: Clean Water Grants         SWRCB: Water Quality         SWRCB: Water Rights         Tahoe Regional Planning Agency         Toxic Substances Control, Department of         Water Resources, Department of         Other:         Other:
	Public Review Period (to be filled in by lead agency _{1g Date} May 31, 2019	85	ng Date July 15, 2019
Consu Addre City/S Conta	Agency (Complete if applicable): alting Firm: CDM Smith/AECOM, A Joint Venture ass: 300 S. Grand Ave, Suite 900 State/Zip: Los Angeles, CA 90071 ct: Ray Sosa, Vice President ct: (213) 422-7359	Addr	icant: LA County Metropolitan Transportation Authority ess: One Gateway Plaza State/Zip: Los Angeles, CA 90012 e: (213) 418-3026

Signature of Lead Agency Representative:

-

Date: 05/29/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*]; Bald and Golden Eagle Protection Act [16 U.S.C. 668–668d].

5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act [NAGPRA] [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209]; Uniform Relocation Assistance and Real Property Acquisition Act [42 U.S.C. 61]; American Indian Religious Freedom Act [42 U.S.C. 1996].

7. *Noise:* 23 U.S.C. 109(i) (Pub. L. 91–605), (Pub. L. 93–87).

8. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377 (Section 404, Section 402, Section 401, Section 319)]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)-300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

9. Hazardous Materials: Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901–6992(k)].

10. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites: E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with Indian Tribal Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species; E.O. 13166 Improving Access to Services for Persons with Limited English Proficiency; E.O. 13186 Responsibilities of Federal Agencies to Protect Migratory Birds.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.) Authority: 23 U.S.C. 139(l)(1). Issued on: May 20, 2019. Emily O. Lawton, Division Administrator, Columbia, South Carolina. [FR Doc. 2019–11076 Filed 5–28–19; 8:45 am] BILLING CODE 4910–22–P

### DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

Preparation of a Supplemental Draft Environmental Impact Statement for Proposed Transit Improvements in the Eastside Transit Corridor Phase 2, Eastern Portion of Los Angeles County, California

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Notice of intent to prepare a Supplemental Draft Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) issue this Notice of Intent (NOI) to prepare a Supplemental Draft Environmental Impact Statement (EIS) for the Eastside Transit Corridor Phase 2 Project (Project) pursuant to the National Environmental Policy Act (NEPA).

The purpose of this notice is to alert interested parties regarding the intent to prepare the Supplemental Draft EIS, to provide information on the nature of the proposed Project, potential minimal operable segments, and possible alternatives, and to invite public participation in the EIS process. With this notice, FTA and Metro invite public comments on the scope of the Supplemental Draft EIS and announce public scoping meetings that will be conducted. Consistent with Executive Order 11988: Floodplain Management and Executive Order 11990: Protection of Wetlands, this NOI also serves as a notice to the public that one or more of the alternatives under consideration may affect floodplains and/or wetlands. **DATES:** Written comments on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to Metro on or before July 15, 2019. An interagency scoping meeting will be held on June 10, 2019 at 3:00 p.m.-5:00 p.m. at Metro Headquarters One Gateway Plaza, Los Angeles, CA 90012, Gateway Plaza Conference Room, 3rd floor. See ADDRESSES below for the address to

which written public comments may be sent. Public scoping meetings to accept comments on the scope of the Supplemental Draft EIS will be held on the following dates:

- Thursday, June 13, 2019 6:00 p.m.– 8:00 p.m., Whittier Community Center, 7630 Washington Avenue, Whittier, CA 90602
- Monday, June 17, 2019 6:00 p.m.–8:00 p.m., Commerce Senior Citizens Center, 2555 Commerce Way, Commerce, CA 90040
- Wednesday, June 19, 2019 6:00 p.m.– 8:00 p.m., 4th Street New Primary Center, 469 Amalia Avenue, Los Angeles, CA 90022
- Saturday, June 22, 2019, 10:00 a.m.– 12:00 p.m., South El Monte Community Center, 1530 Central Avenue, South El Monte, CA 91733
- Monday, June 24, 2019, 6:00 p.m.– 8:00 p.m., Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640.
- Wednesday, June 26, 2019, 6:00 p.m.– 8:00 p.m., Pio Pico Women's Club, 9214 Mines Avenue, Pico Rivera, CA 90660

The meeting facilities are accessible to persons with disabilities. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922–7479, or *delozagutierrezl@Metro.net* at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website (*https://www.Metro.net/ projects/eastside phase2/*).

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Senior Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99–22–6, Los Angeles, CA 90012, or via email at *cristalescevallosj@Metro.net.* The locations of the scoping meetings are given above under DATES.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Nguyen, Environmental Protection Specialist, Federal Transit Administration, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017, phone (213) 202–3960, email Mary.Nguyen@dot.gov.

**SUPPLEMENTARY INFORMATION:** A Draft EIS was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a

Supplemental Draft EIS will be prepared in accordance the requirements of NEPA and its implementing regulations and 23 Code of Federal Regulations (CFR) 771.130. Metro will also be preparing a Recirculated Environmental Impact Report (EIR) document jointly with the EIS to comply with the California Environmental Quality Act (CEQA).

The proposed Project would extend the Metro Gold Line, a light rail transit line (LRT), from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The extension would serve the cities and communities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, and Whittier, and unincorporated areas of Los Angeles County, which include East Los Angeles and West Whittier-Los Nietos.

The Supplemental Draft EIS will be prepared in accordance with the requirements of NEPA and its implementing regulations. Metro will also use the environmental document, in conjunction with the Recirculated Draft EIR to comply with CEQA.

### Scoping

Scoping is the process of determining the scope, focus, and content of an EIS. FTA and Metro invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Supplemental Draft EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: Alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives and the identification of any significant social, economic, or environmental issues relating to the alternatives.

NEPA "scoping" has specific and limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impactsthose that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these

should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

### **Purpose and Need for the Project**

The Draft EIS/EIR indicated that the purpose of the Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated that Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The Draft EIS/EIR included that the Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental Draft EIS.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, *Eastside Transit Corridor* Studies: Re-Evaluation Major Investment Study (2000), the Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report (2009), the Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum (2009), Eastside Transit Corridor Phase 2, Draft EIS/EIR (2014), Eastside Transit Corridor Phase 2, Technical Study (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

### Project Location and Environmental Setting

The Eastside Transit Corridor Phase 2 Project is located in eastern Los Angeles County and is generally bounded by Pomona Boulevard and State Route 60 (SR 60) Freeway to the north, Peck Road and Painter Avenue to the east, Olympic and Washington Boulevards to the south, and Atlantic Boulevard to the west. The project area consists of portions of eight jurisdictions, including the cities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier and portions of unincorporated areas in Los Angeles County which include East Los Angeles and West Whittier-Los Nietos. A diverse mix of land uses are located within the project area, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land.

The Project would extend the existing Metro Gold Line from 6.9 to approximately 16 miles, depending on the alternative, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County.

### Alternatives

The project Alternatives Analysis (AA) was initiated in 2007 wherein 47 alternatives were evaluated. In January 2009, the Metro Board approved the AA and identified two build alternatives to be carried forward for environmental review. The project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A Notice of Intent to prepare a Draft EIS/EIR was issued in 2010. The Draft EIS/EIR analyzed the two build alternatives-State Route 60 (SR 60) and Washington Boulevard—in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the **Operating Industries**, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and Caltrans (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies. Outreach efforts to agencies affiliated with the project included agency scoping meetings, participation in the Technical Advisory Committee (TAC), and 37 individual agency coordination meetings with EPA, USACE, Caltrans, Southern California

Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/ EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

The Draft ĔIS/ĖIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: The SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Boulevard Alternative. Based on the volume and scope of comments received on the Draft EIS/ EIR, the Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation, a Post Draft EIS/ EIR Technical Study, would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives. The Metro Board also eliminated the Garfield Avenue aerial segment of the Washington Boulevard Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative, and explore the feasibility of operating both the SR 60 and Washington Boulevard Alternatives.

Extensive coordination with Caltrans, EPA, USACE, CDFW and SCE occurred on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process. Some of the issues discussed with resource agencies throughout the technical study included: Addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle (HOV) lanes to the SR 60 Freeway; avoiding impacts to the on and offramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue.

The route planning process for the Washington Boulevard Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, transit-oriented communities potential, and consistency with community goals. Three north-south connection options were shared at community meetings

held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Boulevard Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Board approval as part of the new Washington Boulevard Alternative

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study Report and decided to advance the No Build Alternative and the following build alternatives for environmental review:

• SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);

• Washington Boulevard Alternative with the Atlantic Boulevard belowgrade option (referred to as the Washington Boulevard Alternative); and

• Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives. The Post Draft EIS/EIR Technical Study Report may be found on the Eastside Transit Corridor Phase 2 Project webpage at: https://www.Metro.net/ projects/eastside_phase2/).

Each build alternative proposes to develop an LRT facility with four to 10 stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The Project will also consider the development of minimal operable segments and ancillary facilities. A minimal operable segment is construction of a segment of the LRT route under a build alternative, which would be able to operate both as a stand-alone system and also include a maintenance and storage facility. Stakeholder coordination, design refinement, and impact assessment of the Project are ongoing. As a result, there will continue to be Project design iteration. As such, it is anticipated that the Supplemental Draft EIS document may include, but is not limited to, variations to station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners and betterments to address

these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project engagement and communication channels via the project website below.

*No-Build Alternative:* The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative will include the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG **Regional Transportation Plan. Potential** modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

SR 60 Alternative (previously known as the SR 60 NSDV Alternative): This build alternative, as evaluated in the Draft EIS/EIR, would extend the existing Metro Gold Line from the Atlantic Station to the city of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations as described in the 2014 Draft EIS/EIR. Refinements to station locations or new stations may be considered. The SR 60 Alternative alignment would be located primarily along the southern side of SR 60 Freeway right-of-way (ROW), with the exception of a segment that passes near the OII Superfund Site in Monterey Park. To avoid potential impacts to the OII Site, the SR 60 Alternative alignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 60 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte.

Washington Boulevard Alternative: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This Alternative includes six stations. Refinements to station locations or new stations may be considered. The configuration of the Alternative would vary, as it is proposed to transition from underground to aerial to at-grade along various portions of the alignment.

From the existing Atlantic Station, the alignment would transition from atgrade west of Woods Avenue to belowgrade. A design option may include changing the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would remain at-grade along Washington Boulevard until just west of Lambert Road. Design options for potential aerial configurations along Washington Boulevard are also under consideration.

*Combined Alternative:* The Combined Alternative involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility/job training center, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, communication facilities, along the Project alignment would be part of each LRT alternative.

### **Probable Effects**

The purpose of this EIS/EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. The probable impacts will be determined as a part of project scoping. Unless further screening illuminates areas of possible impact, resource areas will be limited to those uncovered during scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated. Key environmental factors to be addressed include:

• Air Quality;

• Climate Change and Greenhouse Gases;

• Community & Neighborhood Impacts;

- Construction Impacts;
- Cumulative Impacts;
- Economic & Fiscal Impacts;
- Ecosystems/Biological Resources;
- Energy;
- Environmental Justice;

• Geotechnical/Subsurface/Seismic/ Hazardous Materials;

- Growth Inducing Impacts;
- Historic, Archeological, Tribal

Cultural Resources, and Paleontological Impacts;

- Land Use & Planning;
- Noise & Vibration;
  Parklands and Comm
- Parklands and Community Facilities;

- Real Estate & Acquisitions;
  - Safety & Security;
- Transportation;
- Water Resources & Hydrology; and
- Visual & Aesthetics.

### **FTA Procedures**

The regulations implementing NEPA require that FTA and Metro do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. In 2010, three agencies were asked and have accepted to be cooperating agencies: EPA, USACE, and Caltrans, as assigned by FHWA. A total of 24 agencies accepted the invitation to become a participating agency. An update to participating and cooperating agencies, with scoping materials appended, was sent to Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that did not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager, Ms. Jenny Cristales-Cevallos, Senior Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012 by mail, or via email at cristalescevallosj@Metro.net.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on the Eastside Transit Corridor Phase 2 Project web page: https:// www.Metro.net/projects/eastside phase2/). The public involvement program includes a full range of activities including the project web page, development and distribution of project newsletters, and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the public involvement program.

The Supplemental EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/FHWA/Federal Railroad

Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, cooperation and consultation with the Secretary of the Interior and Administrator of EPA and compliance with NEPA provisions of Federal transit laws (49 U.S.C. 5323(c)); the projectlevel air quality conformity regulations of EPA (40 CFR part 93); the Section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); the regulations implementing Section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Department of Transportation Act (23 CFR 774 and 49 U.S.C. 303); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands. FTA is considering combining the Final EIS and the Record of Decision pursuant to 23 U.S.C. 139(n)(2).

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of the environmental document is received before the document is printed, FTA and its project sponsors will distribute only electronic copies of the environmental document. At a minimum, a complete printed set of the environmental document will be available for review at the project sponsor's offices; an electronic copy of the complete environmental document and scoping materials will be available on the project website at https:// www.Metro.net/projects/eastside phase2/.

### Edward Carranza, Jr.,

Deputy Regional Administrator, Region IX, Federal Transit Administration. [FR Doc. 2019–11089 Filed 5–28–19; 8:45 am] BILLING CODE P

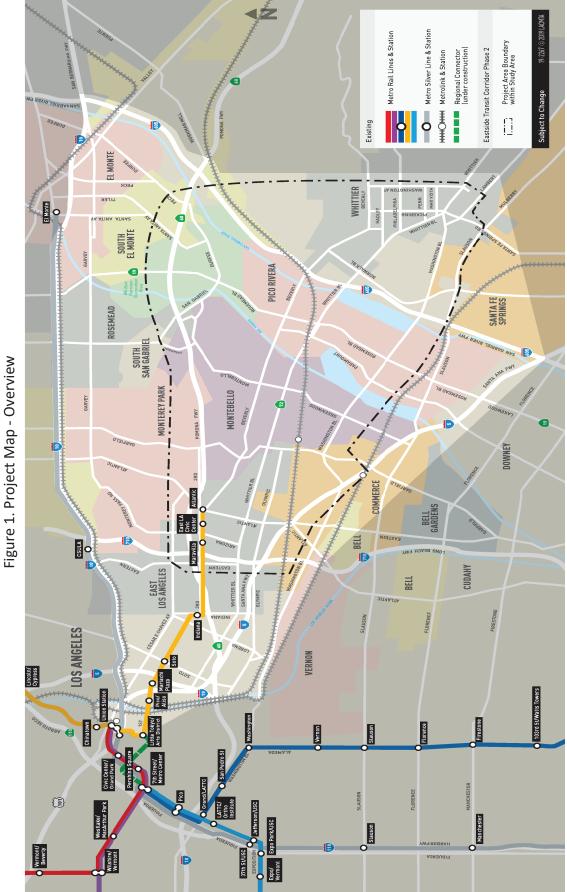
### NOTICE OF PREPARATION OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

DATE:	MAY 31, 2019
TO:	AGENCIES, ORGANIZATIONS AND INTERESTED PARTIES
SUBJECT:	RECIRCULATED NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL/RECIRCULATED DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT
PROJECT TITLE:	EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT
FROM:	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Eastside Transit Corridor Phase 2 (Project) would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The proposed Project would serve the cities and communities of Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whittier, and unincorporated areas of Los Angeles County, which includes East Los Angeles and West Whittier-Los Nietos (see Figure 1). It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County. A diverse mix of land uses are located within the project area, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whittier Narrows Recreation Center, health and medical uses, educational institutions, flood control facilities, and vacant land.

PROJECT INITIATION: Metro is initiating a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the proposed Project for purposes of CEQA environmental clearance. The Recirculated Draft EIR will be prepared in accordance with Section 15170 of the CEQA Guidelines. The Federal Transit Administration (FTA) is the lead agency for the Supplemental Draft EIS.





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A Draft EIS/EIR was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a Supplemental/Recirculated Draft EIS/EIR will be prepared in accordance the requirements of CEQA. Per Section 15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. The purpose of this recirculated NOP is to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) to the preparation of the Supplemental/Recirculated Draft EIS/EIR for the proposed Project. This revised NOP is to solicit comments as to the scope and content of the Supplemental/Recirculated Draft EIS/EIR and potential environmental effects from the proposed Project; invite public participation in the Supplemental/Recirculated Draft EIS/EIR process; and announce the public scoping meetings.

PROJECT BACKGROUND: In January 2009, the Metro Board approved the Alternatives Analysis (AA) and identified two build alternatives to be carried forward for environmental review. The proposed Project is identified in Metro's 2009 Long-Range Transportation Plan, as amended, and is a transit project funded by local tax measures, Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A NOP to prepare a Draft EIS/EIR was issued in 2010. The Draft EIS/EIR analyzed two build alternatives—State Route 60 (SR 60) and Washington Boulevard—in addition to the No Build and Transportation Systems Management (TSM) Alternatives. To address technical issues regarding proximity to the Operating Industries, Inc. (OII) Superfund site and in close coordination with the United States Environmental Protection Agency (EPA), the SR 60 North Side Design Variation (SR 60 NSDV) was added as a design variation. A total of 24 agencies accepted the invitation to become a Participating Agency and EPA, United States Army Corps of Engineers (USACE), and Caltrans (as assigned by the Federal Highway Administration [FHWA]) requested to be Cooperating Agencies. Outreach efforts to agencies affiliated with the Project included agency scoping meetings, participation in the Technical Advisory Committee, and 37 individual agency coordination meetings with EPA, USACE, Caltrans, Southern California Edison (SCE), and Union Pacific Railroad. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

The Draft EIS/EIR was released on August 22, 2014 for a public comment period of 60 days. In November 2014, the Metro Board approved carrying forward two build alternatives for further study: the SR 60 NSDV, referred to herein as the SR 60 Alternative, and the Washington Boulevard Alternative. Based on the volume and scope of comments received on the Draft EIS/EIR, the Metro Board deferred the selection of a Locally Preferred Alternative (LPA) and determined that additional technical investigation would be needed to address major areas of concern raised by Cooperating Agencies, corridor cities and stakeholders for both build alternatives. The Metro Board also eliminated the Garfield Avenue aerial segment of the



Washington Boulevard Alternative and directed staff to carry out additional technical work, including identifying a new north-south alignment to connect to the Washington Boulevard Alternative, and explore the feasibility of operating both the SR 60 and Washington Boulevard Alternatives.

There was extensive coordination with Caltrans, EPA, USACE, California Department of Fish and Wildlife and SCE on the design of the SR 60 Alternative to address these agencies' respective comments on the Draft EIS/EIR throughout the technical investigation process. Some of the issues that Metro discussed with resource agencies throughout the technical study included: addressing concerns related to the former OII Superfund site; minimizing impacts to adjacent developments such as the MarketPlace in Monterey Park; minimizing potential impacts to the ability to add high-occupancy vehicle lanes to the SR 60 Freeway; avoiding impacts to the on and off-ramps at Paramount Boulevard; mitigating conflicts with transmission lines; and preserving the ability to develop a station and park and ride structure on Santa Anita Avenue.

The route planning process for the Washington Boulevard Alternative started with 27 potential connection options to Washington Boulevard. These route options were evaluated based on several factors including physical constraints, ridership, cost, travel time, access to major activity centers, economic development opportunities, Transit-Oriented Communities potential, and consistency with community goals. Three north-south connection options were shared at community meetings held in March 2016, June 2016, and February 2017. The community provided extensive feedback on the Washington Boulevard Alternative north-south connection options. The feedback was instrumental in confirming Metro's understanding of key issues for each routing concept and in focusing the conceptual design studies. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Metro Board approval as part of the new Washington Boulevard Alternative.

In May 2017, the Metro Board received the findings of the Post Draft EIS/EIR Technical Study and decided to advance the No Build Alternative and the following build alternatives for environmental review:

- SR 60 Alternative (previously referred to as the SR 60 NSDV Alternative);
- Washington Boulevard Alternative with the Atlantic Boulevard below-grade option (referred to as the Washington Boulevard Alternative); and
- Combined Alternative, defined as full build out of the SR 60 and Washington Boulevard Alternatives.

The entire Draft EIS/EIR will be supplemented and recirculated, given the substantial revisions that will be made to the Draft EIS/EIR. Consistent with CEQA Guidelines Section 15088.5(f)(1), Metro and FTA will accordingly request reviewers to submit new comments on the Supplemental/Recirculated Draft EIS/EIR. Responses to comments on the Supplemental/Recirculated Draft EIS/EIR will be provided for the Project as currently proposed



in the context of the Supplemental/Recirculated Draft EIS/EIR. Therefore, written responses will not be prepared for previous comments on the previous (2014) Draft EIS/EIR.

PROJECT PURPOSE AND NEED: The Draft EIS/EIR indicated that the purpose of the proposed Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated that proposed Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The Draft EIS/EIR included that the proposed Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental/Recirculated Draft EIS/EIR.

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, *Eastside Transit Corridor Studies: Re-Evaluation Major Investment Study* (2000), the *Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report* (2009), the *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2, Draft EIS/EIR* (2014), *Eastside Transit Corridor Phase 2, Technical Study* (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and in SCAG's Regional Transportation Plan (2004).

PROJECT DESCRIPTION: Each build alternative proposes to develop an LRT facility with four to ten stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The proposed Project would also consider the development of minimal operable segments and ancillary facilities. A minimal operable segment is construction of a segment of the LRT route under a build alternative, which would be able to operate both as a stand-alone system and include a maintenance and storage facility. Stakeholder coordination, design refinement, and impact assessment of the proposed Project are ongoing. As a result, there continues to be Project design iterations. It is anticipated that the Supplemental/Recirculated Draft EIS/EIR document may include, but is not limited to, variations to station number and locations; options for vertical alignments; options for parking facilities; specific alignment refinements; ancillary improvements; and leveraged improvements in collaboration with Metro's local partners and betterments to address these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project engagement and communication channels via the Project website below.

<u>No-Build Alternative</u>: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by



2042 by Measure R or the recently approved Measure M sales tax. This alternative includes the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan. Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

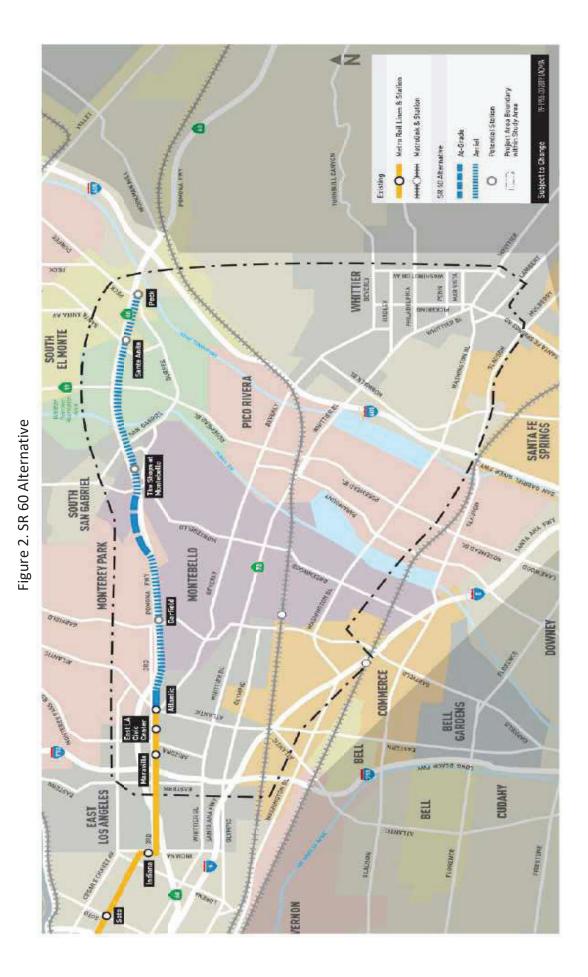
<u>SR 60 Alternative</u> (previously known as the SR 60 NSDV Alternative): This build alternative would extend the existing Metro Gold Line from the Atlantic Station to the city of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations (Garfield, the Shops at Montebello, Santa Anita, and Peck) as described in the Draft EIS/EIR and shown on Figure 2, below. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate refinements to station locations or new stations. The SR 60 Alternative alignment would be located primarily along the southern side of SR 60 Freeway right-of-way (ROW), with the exception of a segment that passes near the OII Superfund Site in Monterey Park. To avoid potential impacts to the OII Site, the SR 60 Alternative alignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 60 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte.

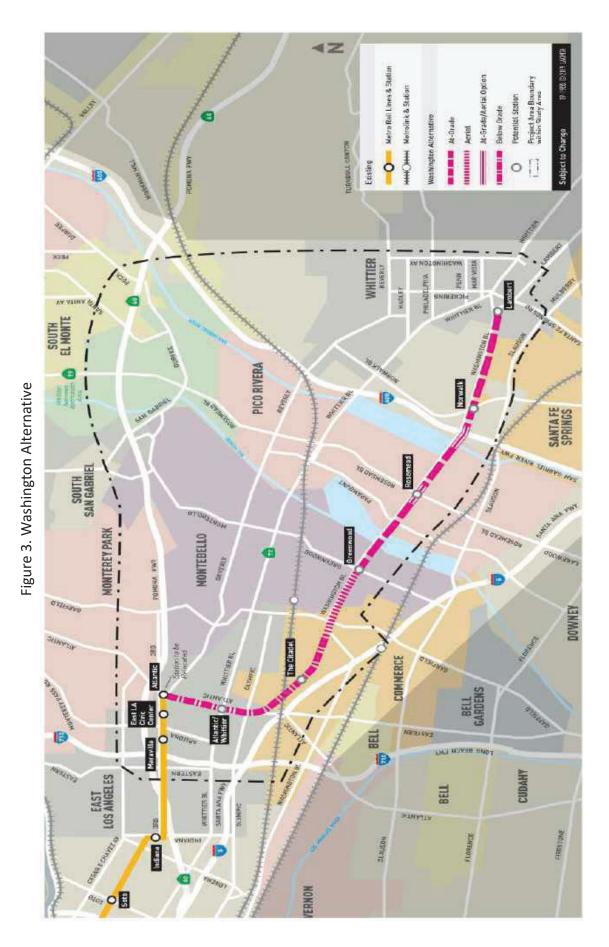
<u>Washington Boulevard Alternative</u>: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This alternative includes six stations (Atlantic/Whittier, the Citadel, Greenwood, Rosemead, Norwalk, and Lambert), as shown on Figure 3, below. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate refinements to station locations or new stations. The configuration of this alternative would vary, as it is proposed to transition from underground to aerial to atgrade along various portions of the alignment. From the existing Atlantic Station, the alignment would transition from at-grade west of Woods Avenue to below-grade. The Supplemental/Recirculated Draft EIS/EIR may consider and evaluate a design option that would modify the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would continue at-grade along Washington Boulevard until just west of Lambert Road. The Supplemental/Recirculated Draft EIS/EIR may also consider and evaluate design options for potential aerial configurations along Washington Boulevard.

<u>Combined Alternative</u>: The Combined Alternative (Figure 4, below) involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements (such as a wye junction) that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

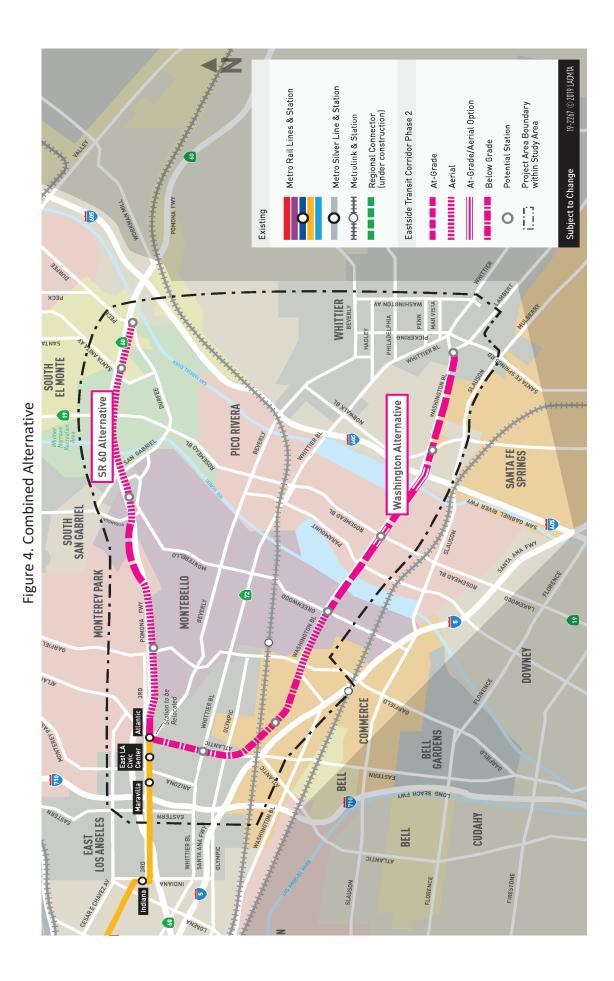
Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility/job training center, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, and communication facilities along the proposed Project alignment would be part of each LRT alternative.







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ENVIRONMENTAL EFFECTS: The purpose of the Supplemental/Recirculated Draft EIS/EIR is to study, in a public setting, the effects of the proposed Project on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed Project. Unless further screening identifies other areas of possible impacts, the resource areas with potential for impacts would be determined as a part of project scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated. Probable environmental effects and key environmental factors associated with the proposed Project, which will be addressed in the Supplemental/Recirculated Draft EIS/EIR, include:

- Air Quality;
- Climate Change and Greenhouse Gases;
- Community & Neighborhood Impacts;
- Construction Impacts;
- Cultural and Tribal Cultural Resources
- Cumulative Impacts;
- Economic & Fiscal Impacts;
- Ecosystems/Biological Resources;
- Energy;
- Environmental Justice;
- Geotechnical/Subsurface/Seismic;
- Growth Inducing Impacts;
- Hazardous Materials;
- Irreversible and Irretrievable Commitment;
- Land Use & Planning;
- Noise & Vibration;
- Parklands and Community Facilities;
- Real Estate & Acquisitions;
- Safety & Security;
- Transportation;
- Water Resources (Water Quality & Hydrology); and
- Visual & Aesthetics.



SCOPING MEETINGS: Public scoping meetings to accept comments on the scope of the Supplemental/Recirculated Draft EIS/EIR will be held on the following dates and times:

Scoping Meeting # 1 - Whittier	Scoping Meeting # 2 – Commerce
Thursday, June 13, 2019	Monday, June 17, 2019
6:00 pm - 8:00 pm	6:00 pm - 8:00 pm
Whittier Community Center	Commerce Senior Citizens Center
7630 Washington Ave	2555 Commerce Way
Whittier, CA 90602	Commerce, CA 90040
Scoping Meeting # 3 – East Los Angeles	Scoping Meeting # 4 – South El Monte
Wednesday, June 19, 2019	Saturday, June 22, 2019
6:00 pm - 8:00 pm	10:00 am - 12:00 pm
4th Street New Primary Center	South El Monte Community Center
469 Amalia Ave	1530 Central Ave
Los Angeles, CA 90022	South El Monte, CA 91733
Scoping Meeting # 5 – Montebello	Scoping Meeting # 6 – Pico Rivera
(north)	Wednesday, June 26, 2019
Monday, June 24, 2019	6:00 pm - 8:00 pm
6:00 pm - 8:00 pm	
	Pio Pico Woman's Club
Quiet Cannon Banquet Center	9214 Mines Ave
901 Via San Clemente	Pico Rivera, CA 90660
Montebello, CA 90640	

The scope of the Supplemental/Recirculated Draft EIS/EIR, including the goals and objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disabilities Act (ADA)- compliant facilities. Spanish translation and Spanish-speaking staff will be provided at all scoping meetings. ADA accommodations and other translations are available by calling (323) 466-3876 or California Relay at 711 at least 72 hours in advance of the meeting. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922-7479, or delozagutierrezl@Metro.net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website https://www.Metro.net/projects/eastside_phase2/.

COMMENT DUE DATE: Written comments on the scope of the Supplemental/Recirculated Draft EIS/EIR, including the goals and objectives, project area and description, impacts to be evaluated, and methodologies to be used in the evaluation, will be accepted during the comment period beginning on May 31, 2019 through July 15, 2019. Written comments should be sent to Metro on or before July 15, 2019 at the postal address or e-mail address below.

ADDRESS: Comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Senior Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-6, Los Angeles, CA 90012, or via e-mail at cristalescevallosj@Metro.net. In



addition, for further information, please contact Ms. Mary Nguyen, Environmental Protection Specialist, FTA, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017, or via e-mail at Mary.Nguyen@dot.gov.

Date

Signature ______ Title

Manjeet Ranu, Senior Executive Officer

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### Appendix C.2

Meeting Notice

## SR-60 and Washington BI Alternatives/Alternativas SR-60 y Washington BI Project Map/Mapa del Proyecto



### Please submit your scoping comments! Comments may be submitted at any of the meetings,

by email or regular mail to Metro during the 45-day public scoping period.

The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Written comments may be submitted to:

Project Manager, Metro One Gateway Plaza, 99-22-6 Jenny Cristales-Cevallos Los Angeles, CA 90012 X

## Por favor someta sus comentarios!

cualquiera de las reuniones, por correo electrónico o por correo durante el período de alcance público de 45 días. Los comentarios pueden ser sometidos a Metro en

viemes, 31 de mayo, 2019 y termina el lunes, 15 de julio, 2019. Comentarios por escrito pueden ser enviados a: El periodo formal de recibir comentarios comienza el

One Gateway Plaza, 99-22-6 Jenny Cristales-Cevallos Project Manager, Metro Los Angeles, CA 90012 X

## CONTACT US / CONTÁCTENOS



中文 x3 pyccknii x7 한국어 x4 3 ujtipitiu x8 Tiếng Việt x5 ภาษาไทย x9 日本語 x6 Unite0당 x10 323.466.3876

Metro meetings are held in ADA accessible facilities. Othe ins and translations are available by calling 323.486.3876 or California Relay Service at 711 at least 72 ho ADA acc 

4/o traducciones pueden solicitarse llamando al 323.466.3876 o al Servicio de Retransmisión de California al 711, por lo menos 72 ransporte público. Adaptaciones necesarias conforme a la ADA accesibles conforme la Ley Estadounidense para Personas con Discapacidades (American Discabilities Act, ADA) y por medio ones de Metro se llevan a cabo en ras de anticipación Todas las reu

# Next stop: further east. Próxima parada: más hacia al este.

EASTSIDE TRANSIT CORRIDOR PHASE 2/CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2 loin Us at a Public Scoping Meeting During June / *Acompáñenos en una reunión de alcance en el mes de jun*io







## Join us! ¡Acompáñenos!

# Help us plan the future Metro Gold Line extension further east.

Please join us to learn the latest updates and provide your comments on the Eastside Transit Corridor Phase 2 Project. This project proposes to extend the Gold Line further east, from its current terminus at Pornona BI and Atlantic BI in East Los Angeles, to South EI Monte via the 60 freeway and/or Whittier via Washington BI.

Metro is reinitiating an environmental review that will study the benefits and impacts of building and operating the project. As part of these efforts, Metro is conducting Public Scoping Meetings to receive formal comments on the scope of the Supplemental/ Recirculated Draft EIS/EIR, including the goals and objectives, project area and description, proposed alternatives, impacts to be evaluated and methodologies to be used in the evaluated and methodologies to be used in the evaluated and preparation of a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report that is required in accordance with federal and state requirements.

### What is being studied?

Three project alternatives are being studied:

- The SR-60 LRT Alternative generally follows the southern edge of the State Route 60 freeway from the current Metro Gold Line terminus at Pomona BI and Atlantic BI and continues to Peck Rd in the City of South EI Monte. A short segment shifts to the north side of the freeway, between Greenwood Av and Paramount BI.
- 2) The Washington Alternative could travel south along Atlantic BI in an underground segment between the current Metro Gold Line terminus station at Pomona BI/Atlantic BI and the Citadel Outlets in Commerce. The route then proceeds east along Washington BI via aerial and at-grade (street level) configurations ending at Lambert Rd in Whittier.
- 3) The Combined Alternative is defined as the complete build-out of both the SR-60 and Washington Bl Alternatives. The alternative could also provide a direct connection between South El Monte and Whittier.

### Ayúdenos a planear la extensión futura de Metro Gold Line más hacia el este.

Porfavor acompáñenos para aprender lo último del Proyecto del Corredor de Transporte hacia el Este Fase 2 y darnos sus comentarios sobre la propuesta de extender el tren ligero de Metro Gold Line más hacia el este desde su terminal actual en Pomona BI/Atlantic BI en este de Los Angeles hacia South El Monte via la autopista 60 v/o Whittier sobre Washington BI. Metro está reiniciando un estudio ambiental que requiere que los beneficios e impactos de construir y operar el proyecto sean examinados. Como parte de estos esfuerzos, Metro ha programado una serie de reuniones de alcance públicas para recibir comentarios formales de la comunidad sobre las alternativas que se están considerando. Reuniones de alcance públicas son importantes en la preparación de una Declaración y un Reporte de Impacto Ambiental Suplemental/Recirculado que deben ser completados y son requeridas de acuerdo con requisitos federales y estatales.

### ¿Que se esta estudiando?

Tres alternativas para el proyecto se estan estudiando:

- La Alternativa SR-60 generalmente sigue el extremo sur de la autopista 60 desde la terminal Metro Gold Line actual en las calles Pomona Bl y Atlantic Bl y continua hasta llegar a Peck Rd en South El Monte. Un segmento corto cruza hacia el lado norte de la autopista, entre Greenwood Av y Paramount Bl.
- 2) La Alternativa Washington BI podría viajar sur sobre Atlantic BI en un segmento subterráneo entre la estación terminal actual en Pomona BI/Atlantic BI y Citadel Outlets en Commerce. Después, la ruta de tren ligero continuaria hacia el este sobre Washington BI vía configuraciones aéreas y en-grado (a nivel de la calle) hasta terminar en Lambert Rd en Whittier.
- 3) La Altemativa Combinada es definida como la construcción completa de ambas alternativas – SR-6o y Washington BI. Esta alternativa también permitiría viajes directos entre South El Monte y Whittier.

### **Meeting Details**

The information presented at each meeting will be the same. Presentations will start 30 minutes after the scheduled start time. Please join us at the meeting that is most convenient for you. Refreshments, children's activities and Spanish interpretation will be available.

### Detalles de las reuniones

La misma información será presentada en cada reunión. La presentación comenzará 30 minutos después de la hora de inicio programada. Asista a la reunión que sea más conveniente para usted. Comida l'igera, actividades para niños e interpretación en español estarán disponibles.



### Meeting Schedule Calendario de las reuniones

Thursday, June 13, 2019, 6–8pm Jueves, 13 de Junio de 2019, 6–8pm Whittier Community Center 7630 Washington Av, Whittier, CA 90602

### COMN

Monday, June 17, 2019, 6–8pm Lunes, 17 de Junio de 2019, 6–8pm **Commerce Senior Citizens Center** 2555 Commerce Way, Commerce, CA 90040

### EAST LOS ANGE

Wednesday, June 19, 2019, 6–8pm Miércoles, 19 de junio de 2019, 6–8pm **4th Street New Primary Center** 469 Amalia Av, Los Angeles, CA 90022

### SOUTH EL MON

Saturday, June 22, 2019, 10am–12pm Sábado, 22 de junio de 2019, 10am–12pm South El Monte Community Center 1530 Central Av, South El Monte, CA 91733

### MONTEBELLO

Monday, June 24, 2019, 6—8pm Lunes, 24 de junio de 2019, 6—8pm Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640

### ICO RIVERA

Wednesday, June 26, 2019, 6–8pm Miércoles, 26 de junio de 2019, 6–8pm **Pio Pico Woman's Club** 9214 Mines Av, Pico Rivera, CA 90660

### Appendix C.3 Legal Ads

### EASTSIDE JOURNAL

This space for filing stamp only

3731 WILSHIRE BLVD STE 840, LOS ANGELES, CA 90010 Telephone (323) 556-5720 / Fax (213) 835-0584

GABRIELE MAUL-CRUMBY MTA/CONTRACTS ONE GATEWAY PLAZA MS 99-8-1 LOS ANGELES, CA - 90012

NWA#: 3257359

### PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California County of LOS ANGELES

Notice Type: HRG - NOTICE OF HEARING

Ad Description:

NOI NOP of draft EIS RDEIR Eastside Transit Corr 2

) ss

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the EASTSIDE JOURNAL, a newspaper published in the English language in the city of LOS ANGELES, county of LOS ANGELES, and adjudged a newspaper of general circulation as defined by the laws of the State of California, under date 07/07/1938, Case No. 429154. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/06/2019

Executed on: 06/06/2019 At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Manklen



### El Monte Examiner

125 E. Chestnut Ave Monrovia, CA 91016 (626) 301-1010

### PROOF OF PUBLICATION

(2015.5 C.C.P.) 0

State of California ) County of LOS ANGELES )

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am a principal clerk of the printer of the El Monte Examiner, a newspaper published in the English language for the city of EL MONTE, county of LOS ANGELES, and adjudged as a newspaper of general circulation by the Superior Court of the County of LOS ANGELES, State of California on the date of February 14, 2012, Case Number KS015872; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

### June 3, 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

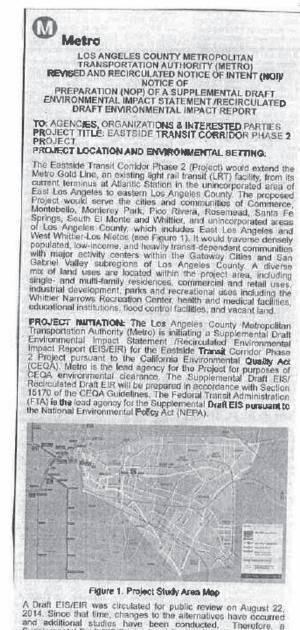
Dated at Monrovia, California,

This 3rd day of June 2019

Signature

(This space is for the County Clerk's Filing Stamp only).

### Proof of Publication of



A Draft EIS/EIR was circulated for public review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore a Supplemental Draft EIS/Recirculated Draft EIR will be prepared in accordance with the requirements of CEOA. Per Section 15088.5 of the CEOA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification.



agencies and parties, local jurisdictions, community organizations, and interested residents. (collectively, interested parties) to the preparation of the Supplemental Dirat EISRecticulated Dirat EIR for the proposed Project. This NO/NOP is to solicit comments as to the scope and content of the Supplemental Dirat EISRecticulated Dirat EIR and potential environmental effects from the proposed Project, linkie public participation in the Supplemental Dirat EISR Project, linkie public participation in the Supplemental Dirat EISR Project, linkie public participation in the Supplemental Dirat EISR The purpose of this recirculated NO//NOP is to notify interested

meetings

Increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental Draft EIS/Rectroulated Draft EIR. PROJECT PURPOSE AND NEED AND DESCRIPTION: The 2014 Draft EIS/EIR indicated the purpose of the proposed Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated the proposed Project would serve the other and the proposed project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The proposed Project also aims to reduce ravel times on local and regional transportation networks and offer a convenient and reliable transportation attainative to address

Mobility problems and potential improvements for this corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Re-Evaluation Major Investment Study (2000), the Eastside Transi Corridor Phase 2 Final Alternatives Analysis Report (2009), the Eastside Transil Corridor Phase 2 Joran ElsSEIR (2014), Eastside Transil Corridor Phase 2 Technical Study (2015). studies, the manu norm (2004), SCAG's Regional Transportation Plan (2004), southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and

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Combined Alternative: The Combined Alternative (Figure 4) involves construction and operation of both the SR 60 and Vlashington Boulevard Alternatives and would require infrastructure and operational elements (such as a wys) junction), that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line

No-Build Alternative The No-Build Alternative would maintaith existing transitiservice through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded the construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative includes the highway and transit projects in the current Metro Long Reinge Transportation Plan and the 2035 SCAG Regional Transportation Plan. 1 i W Figure 4. Combined Alternative and the 1

TOP SUDVIDES

Figure 2. SR 80 Alternative

refinements to station locations or new stations. The configuration Will of this alternative would vary, as it is proposed to transition from underground to aerial to efforde a long various portions of the alignment. From the existing Atlantic Station, the alignment would to transition from al-grade west of Woods Avenue to below grade to and evaluate a design option that would modify the existing Atlantic 230 estimation to a below grade station. The alignment would continue co below-grade roughly following Atlantic Calument would continue c Washington Boulevard Altamative: This build alternative would extend the Metro Godd Line from the existing Atlantic Station in East Los Angeles to the City of Whitter. This alternative includes six stations (Atlantic/Whitter the Citadel Greenwood, Rosemead, Norwalk, and Lambert), as shown on Figure 3. The Supplemental Daft EtS/Recirculated Draft EIR may consider and evaluate potential aenal configurations along Washington Boulevard are also under consideration. Boulevard The alignment would remain al-grade along Washington Boulevard until just west of Lambern Road. Design options for Scoping Meeting #1 - Whitther Thursday, Juna 13, 2019 500 pm - Boo pm 1 Whitler Community Center 27830 Washington Ave 1 Wahtler, CA 90602 Scoping Meeting # 2 -- Commerce Monday, June 17, 2019 8:00 pm - 8:00 pm 6:00 pm - 6:00 pm 4th Street New Primary Center Scoping Meeting #3 - East Los Angeles Commerce, CA 90040 2555 Commerce Way Commerce Sanlor Citizens Center Wednesday, June 19, 2019

Eastsido Transit Corridor Phase 2 489 Amelia Ave

Scoping Meeting #4 - South El Monte Salurday, June 22, 2019 Los Angeles, CA 90022 10:00 am - 12:00 pm

自開

South El Monte, CA 91733 South El Nonta Community Center 1530 Central Ave

Scoping Meeting #5 - Montabello Monday, June 24, 2019 8:00 pm - 8:00 pm

411116

Quiet Cannon Banquet Center 801 Via San Clemente Montebello, CA 90840

Plo Pipo Woman's Club 9214 Mines Ave Wednesday, June 25, 2019 8:00 pm - 6:00 pm Scoping Meeting # 8 - Pico Rivera

Ø

Floure 3. Washington Alternative

Stations, parking, minimal operating segments, andilary facilities such as a maintanance and storage facility, traction power traction power tail tracks and Including the goals and objectives, project area and description, and the environmental impacts to be evaluated will be preserved at the public scoping meetings. All Metro meetings are held in Americas with Disabilities Act (ADA) complete tradities. Spanish tradeition and Spanish speaking staff will be provided at all scoping meetings. ADA accommodations and other translations are available by such as a sign language interpreter, to peritcipate in the scoping meeting or scoping materials in alternate formats may contact Ms. Lillian De Loza Guilierrez, Community Relations Manager. Merc. at (213) 522-7478, or delozagutierrezk@Metro.net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website https://www.Metro. advance of the meeting. Individuals who require special assistance The scope of the Supplemental/Recirculated net/projects/eastside_phase2/. calling (323) 466-3876 or California Relay at 711 at least 72 hours in Pipo Rivera, CA 90580 Draft EIS/EIR

participating or cooperating agencies, as appropriate 90012. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may An Interagency scoping meeting will be held on June 10, 2019 at 3:00pm – 5:00pm at Metro Headquarters One Gateway Plaza. Gateway Plaza Conference Room 3rd floor, Los Angeles CA have an interest in any aspect of the project will be invited to be

at scoping meetings, written comments on the scope of the Supplemental Draft EIS/Reclinulated Draft EIR, including the mails and objectives inniect area and description limitates to be COMMENT DUE DATE: In addition to oral comments accepted



C den		「「「「「「「」」」」	and the second s			いれたたいのであるというであり			Faulture Transi Coloma Auan 2	South El Monte.	60 Freeway near Paramount Boulevard, where it would continue	within the Califans ROW and then return in the earth side of ep	Alternative alignment would transition to the north side of the SR 60 Freework	exception of a segment that passes near the Oil Superfund Site in Montarey Park To avoid an entry of the Oil Superfund Site in	southern side of the SR 60 Freeway right-of-way (ROW) with the	and evaluate refinements to station locations or new stations. The	The Supplemental Draft ElS/Redirculated Draft EIR may consider	stations (Carfield, the Shops at Montebello, Santa Anita, and Peok) as described in the Tree Electron	Metro Gold Line from the Atlantic Station to the day of South 9 Monte Primarily, it is an aetial altonment that includes four second	SR 50 Attemative (previously known as the SR 60 NSDV Alternative) This Build alternative would access	Poverular modifications to the Metro bus network (equiling from the Metro Nox/Cen Bus Study and other transit planning efforts would be included	Determined another that the state of the	existing transitizervice through the year 2022. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure 8 for the recently approved Measure of States tax. This alternative includes the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan.	Inter outpression trian Expressional Draft EIR will study the following alternatives:	The State of the Project website below.	vertical alignments: options for parking facilities: specific alignment refinements, ancillary improvements; and leveraged improvements in collaboration with Metro's local partners and betterments to address these issues. Therefore, interested partners are advised to stay informed and engaged with the numerous Project outreach and	<ul> <li>III Collar - See accepto</li> <li>Manual - See accepto</li> </ul>
<ul> <li>Vienal &amp; A.</li> </ul>	<ul> <li>Transporta</li> <li>Water Resi</li> </ul>	<ul> <li>Real Estati</li> <li>Safety &amp; S</li> </ul>	<ul> <li>Parklands</li> </ul>	Land Use     Noise & Vi	<ul> <li>Intersible</li> </ul>	- Growth Inc	<ul> <li>Geolechni</li> </ul>	· Energy:	<ul> <li>Economic</li> <li>Ecosvalar</li> </ul>	<ul> <li>Cumulativ</li> </ul>	· Construct	<ul> <li>Communi</li> </ul>	Air Qualit     Climate c	ald letterited on our	associated with the p	Probable environment	as a part of project	Lagono and an international second and an international second and a s	the construction and	human, and natural e	ENVIRONMENTAL I Draft ElS/Recirculate	The second secon			11111		wound as ball of e

Igure 4 Combinged Alternative N 100 ٩ 印 I

informantal, social, and economic impacts of and operation of the proposed Project. Unless lluminates other areas of possible impacts, the impacts while the determined of scoping. Measures to avoid, minimize, and impacts will also be identified and evaluated tial effects and key environmental factors roposed Project, which will be addressed in Iff EIS/Rectirculated Draft EIR, include EFFECTS: The purpose of the Supplemental and Draft EIR is to study and disclose in a facts of the proposed Project on the physical, invitonment. The FTA and Metro will evaluate

- hange and Greenhouse Gases ly & Neighborhood Impacts;
- on Impacts
- id Tribal Cultural Resources
- Eliscal Impacts;
- s/Biological Resources
- rital Justice;
- cal/Subsurface/Seismic;
- ucing impacts
- Materials
- and Irretrievable Commitment:
- Planning
- bration;
- and Community Facilities;
- & Acquisitions;
- ecurity;
- EDA:
- & Assthetics, surces (Water Quality & Hydrology); and

SCOPING MEETINGS: Public scoping meetings to accept both written and oral comments on the scope of the Supplemental Draft EIS/ Recirculated Draft EIR will be held on the following dates and

calling (323) 455-3876 or California Relay at 711 at least 72 hours in advance of the meeting. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formats may context. Ms. Lillian De Loza Guiterrez, Community Relations Manager, Metro, at (213) 922-7479, or delozaguiterrez/@Metro net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website. https://www.Metro. neuprojects/easiside_phase2/

ich LRT attemative.

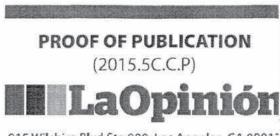
An interagency scoping meeting will be held on June 10, 2019 at 3:00pm – 5:00pm at Metro Headquarters One Cateway Plaza, Cateway Plaza Conference Room, 3rd floor, Los Angeles, CA 50012. Representatives of Native Aniadum tribis governments and of all Federat. State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

at scoping meetings, written comments on the scope of the Supplemental Draft EIS/Recirculated Draft EIR, including the goals and objectives, project area and description, impects to be evaluated, and methodologies to be used in the evaluation, will be accepted during the comment period beginning on May 31, 2019 through July 15, 2019. Written comments should be sent to Metro on or before July 15, 2019 at the postal address or e-mail address below. COMMENT DUE DATE: In addition to oral comments accepted

ADDRESS: Written and oral comments will be accepted at the public scoping meetings or they may be sent via mail to Ms. Jenny Cristales-Cevallos, Sentor Manager, Metro, One Gateway Plaza, Mail Stop, 99-22-8, Los Angeles, CA 90012, or via e-mail to cristalescevalios/@Metro.net

10,00 AURES CNS-3257358





915 Wilshire Blvd Ste 800, Los Angeles, CA 90017 Tel: (213)896-2260 · Fax: (213)896-2238

### STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

May 31

all in the year 20_____

I certified (or declared) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

31 day of May , 2019

3257361



W _{Metro}

AUTORIDAD DE TRANSPORTE METROPOLITANO DEL CONDADO DE LOS ÁNGELES (METRO) AVISO DE INTENCIÓN (NOI) REVISADO Y RECIRCULADO/AVISO DE PREPARACIÓN (NOP) DE UN ANTEPROYECTO SUPLEMENTARIO DE DECLARACIÓN DE IMPACTO AMBIENTALIANTEPROYECTO RECIRCULADO DE INFORME DE IMPACTO AMBIENTAL

PARA: AGENCIAS, ORGANIZACIONES Y PARTES INTERESADAS TITULO DEL PROYECTO: PROYECTO FASE 2 CORREDOR DE TRÁNSITO

UBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL:

UBICACION DEL PROYECTO Y ENTORIO AMBIENTAL: La Fase 2 del Corredor de Tránsito (Proyecto) extendería la Línea Dorada de Metro, una instalación de tránsito de tren ligero (LRT, por sus siglas en inglés) existente, de su terminal actual en Atlantic Station en el área no incorporada de East Los Ángeles hasta el este del Condado de Los Ángeles. El Proyecto Propuesto serviría a las ciudades y comunidades de Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte y Whitler, y las áreas no incorporadas del Condado de Los Ángeles, que incluyen East Los Ángeles y West Whitter-Los Nietos (véase Figura 1). Atravesaria comunidades densamente pobladas, de bajos ingresos, y altamente dependientes del tránsito con centros de actividad importantes dentro de las subregiones de Gateway Cities and San Gabriel Valley del Condado de Los Ángeles. Una mezcla diversa de usos de la tierra está situada dentro del área del proyecto, incluyendo residencias unifamiliares y multifamiliares, usos comerciales y minorista, desarrollo industrial, parques y usos recreativos que incluyen el Centro Recreativo Whitter Narrows, instalaciones médicas y de salud, instituciones educativas, instalaciones de control contra inundaciones, y terrenos baldios.

Edicativas, instalactores de control contra indinadactives, y entendo batance. INICIACIÓN DEL PROYECTO: La Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) está iniciando un Anteproyecto Suplementario de Declaración de Impacto Ambiental/Informe de Impacto Ambiental Recirculado (EIS/ EIR) para el Proyecto de la Fase 2 del Corredor de Tránsito Eastside de conformidad con la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés). Metro es la agencia líder para el Proyecto para los propósitos de la acreditación ambiental de CEQA. El Anteproyecto Suplementario de ElS/Anteproyecto Recirculado de EIR será preparado de conformidad con la Sección 15170 de las Directrices de CEQA. La Administración Federal de Tránsito (FTA, por sus siglas en inglés) es la agencia principal para el Anteproyecto Suplementario de EIS de conformidad con la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés).



Figura 1. Mapa del Área de Estudio del Proyecto

Un Anteproyecto EIS/EIR fue distribuido para revisión pública el 22 de agosto de On Anteproyecto Elos/Erk rue distribution para revisión publica el 22 de agusto de 2014. Desde esa fecha, cambios a las alternativas se han producido y estudios adicionales se han llevado a cabo. Por lo tanto, un Anteproyecto Suplementario ElS/ Anteproyecto Recirculado EIR será preparado de conformidad con los requisitos de CEQA. Según la Sección 15088.5 de las Directrices de CEQA, se requiere que una agencia líder recircule un EIR cuando nueva información significativa sea agregada al EIR después de que se haya dado aviso público de la disponibilidad del Anteproyecto EIR para revisión pública bajo la Sección 15087 pero antes de la contentionado de la Sección 15087 pero antes de la certificación

El propósito de este NOI/NOP recirculado es para notificar a las agencias y partes interesadas, jurisdicciones locales, organizaciones comunitarias y residentes interesados (colectivamente, las partes interesadas) a la preparación del Anteproyecto Suplementario EIS/ Anteproyecto Recirculado EIR para el Proyecto propuesto. Este NOI/NOP es para solicitar comentarios en cuanto al alcance y contenido del Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR y posibles efectos ambientales del Proyecto propuesto, invitar a la participación Pública en el proceso del Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR; y anunciar las reuniones de alcance público.

PROPÓSITO Y NECESIDAD DEL PROYECTO Y DESCRIPCIÓN: El Anteproyecto EIS/ PROPÓSITO Y NECESIDAD DEL PROYECTO Y DESCRIPCIÓN: El Anteproyecto El S/ EIR de 2014 indicó que el propósito del Proyecto es mejorar el acceso y la movilidad del tránsito conéctando a las comunidades del este del Condado de Los Ángeles al sistema de tránsito regional de Metro. El Anteproyecto El S/EIR indicó que el Proyecto propuesto serviría al gran número de poblaciones dependientes del tránsito y de bajos ingresos en el área del proyecto e incrementaria el acceso a los principales centros de empleo, centros de actividades y destinos en el área del proyecto y el Condado de Los Ángeles. El Proyecto propuesto también apunta a reducir los tiempos de viaje en las redes de transporte locales y regionales y ofrecer una alternativa de transporte conveniente y confiable para abordar la creciente demanda de viajes y el empleo proyectado y el crecimiento de la población en el sets del Condado de Los Ángeles. Información, además al Propósito y Necesidad del proyecto se actualizará como parte del Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR.

Los problemas de movilidad y mejoras potenciales para este corredor han sido bien documentados en muchos estudios que están disponibles en el Departamento de Gestión de Registros de Metro, incluyendo numerosos estudios de planificación de la Línea Roja de Metro, Estudios del Corredor de Tránsito Eastside: Reevaluación del Estudio de Grandes Inversiones (2000), Informe Final del Análisis de Alternativas de la Fase 2 del Corredor de Tránsito de Eastside (2009), el Apéndice del Análisis de Alternativas de la Fase 2 del Corredor de Tránsito de Eastside (2009), Anteproyecto EIS/EIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor de Tránsito de Eastside (estudios de planificación de la Asociación de Gobiernos del Sur de California (SCAG, por sus siglas en inglés), el Proyecto de Demostración Acelerada de Metro (2000), y el Plan de Transporte Regional de SCAG (2004).

Acelerada de Metro (2000), y el Plan de Transporte Regional de SCAG (2004). Cada alternativa de construcción propone desarrollar una instalación de LRT con cutaro a diaz estaciones, dependiendo de la alternativa, e identificar los conceptos de uso de bierra comunitaria orientados al tránsito y las oportunidades de conectividad peatones/ bicicletas de primera/última milla asociadas con las estaciones propuesta. El Proyecto propuesto también consideraria el desarrollo de segmentos operables mínimos e instalaciones secundarias. Un segmento operable mínimo es la construcción de un segmento de la ruta de LRT bajo la alternativa de Construcción, que serían capaces de operar al mismo tiempo un sistema independiente e incluye una instalación de mantenimiento y almacenaje. La coordinación de las partes interesadas, el refinamiento del diseño, y la evaluación de impacto del Proyecto propuesto están en curso. Como resultado, refinamiento de diseño del Proyecto serán considerados. El documento del Anteproyecto Suplementario ElS/Anteproyecto Reciculado ElR puede incluir, pero no se límita a, variaciones a lorúmero de estación y ubicaciones; opciones para alineaciones verticales; opciones para instalaciones de estacionamiento; refinamiento específicos de alineación; mejoras secundarias; y mejoras de apalancamiento en colaboración com

les aconseja a las partes interesadas ma numerosos canales de divulgación y co del Proyecto de abajo. El Anteproyecto EIR estudiarán las siguientes alternativa

Alternativa de No Construcción: La Altern de tránsito existente hasta el año 2042 sería construida dentro del área del pro construcción o financiados para la constr R o el impuesto de ventas de la Medid incluye los proyectos de carreteras y tra Alcance de Metro y el Plan de Transporte

Modificaciones potenciales a la red de de Autobuses NextGen de Metro y otro incluidas

<u>Alternativa SR 60</u> (previamente conoc alternativa de construcción extenderia la Station a la ciudad de South El Monte incluye cuatro estaciones aéreas (Garfii como se describe en el Anteproyecto Dr El Anteproyecto Suplementario ElS/Ante evaluar refinamientos a ubicaciones de de la Alternativa SR 60 estarla ubicado p de paso (ROW, por sus siglas en inglés) segmento que pasa cerca del Sitio del S impactos potenciales al Sitio Oll, la alim el lado norte de la Autopista SR 60, apre continuaria al este dentro del ROW de Autopista SR 60, cerca de Paramount ( ición hasta su término en la Ciudad



Atternativa Washington Boulevard: I la Linea Dorada de Metro de Atlantic Ciudad de Whitter. Esta alternativa inc Greenwood, Rosemead, Norwalk, y L Anteproyecto Suplementario EIS/Ant y evaluar refinamientos a las ubica La configuración de esta alternativa subterráneo a aéreo a nivel a lo largo d Station existente, la alineación pasaria Station existente, la alineación pasaria del nivel. La alineación continuaría pr de Atlantic Boulevard a Washington B a lo largo de Washington Boulevard h de diseño para las configuraciones Boulevard también están bajo conside

Figura 2.



0.....

Aternativa Combinada: La Alterni construcción y operación de las Alt requeriría infraestructura y elementos modo no serían requeridos si sólo ur línea "independiente".

Figura 3. Alt

Estaciones, estacionamiento, segr secundarias tales como una instal subestaciones eléctricas de tracción de cola y pistas de almacenamiento pista, instalaciones de telecomunicad propuesto serian parte de cada altern



### Metro

AUTORIDAD DE TRANSPORTE METROPOLITANO DEL CONDADO DE LOS ÁNGELES (METRO) AVISO DE INTENCIÓN (NOI) REVISADO Y RECIRCULADO/AVISO DE PREPARACIÓN (NOP) DE UN ANTEPROYECTO SUPLEMENTARIO DE DECLARACIÓN DE IMPACTO AMBIENTAL/ANTEPROYECTO RECIRCULADO DE INFORME DE IMPACTO AMBIENTAL

ARA: AGENCIAS, ORGANIZACIONES Y PARTES INTERESADAS ITULO DEL PROYECTO: PROYECTO FASE 2 CORREDOR DE TRÁNSITO ASTSIDE IBICACIÓN DEL PROYECTO Y ENTORNO AMBIENTAL:

a Fase 2 del Corredor de Tránsito (Proyecto) extendería la Línea Dorada de Metro. na instalación de tránsito de tren ligero (LRT, por sus siglas en inglés) existente, de u terminal actual en Atlantic Station en el área no incorporada de East Los Angeles asta el este del Condado de Los Ángeles. El proyecto Propuesto servirla a las iudades y comunidades de commerce, Montebello, Monterey Park, Pico Rivera, osernead, Santa Fe Springs, South El Monte y Whitter, y las áreas no incorporadas el Condado de Los Ángeles, que incluyen East Los Angeles y West Whittier-Los letos (véase Figura 1). Atravesaría comunidades densamente pobladas, de bajos gresos, y altamente dependiente del tránsito con centros de actividad importantes anto de las subregiones de Gateway Cities and San Gabriel Valley del Condado de ps Ángeles. Una mezcla diversa de usos de la terra está situada dentro del área del antro de las subregiones de Gateway cities and San Gabnel valley del Condado de ps Ángeles. Una mezcia diversa de usos de la tierra está situada dentro del área del royecto, incluyendo residencias unifamiliares y multifamiliares, usos comerciales minoristas, desarrollo industrial, parques y usos recreativos que incluyen el entro Recreativo Whittier Narrows, instalaciones médicas y de salud, instituciones sucativas, instalaciones de control contra inundaciones, y terrenos baldíos.

IICIACIÓN DEL PROYECTO: La Autoridad de Transporte Metropolitano del ondado de Los Ángeles (Metro) está iniciando un Anteproyecto Suplementario de eclaración de Impacto Ambiental/Informe de Impacto Ambiental Recirculado (EIS/ IR) para el Proyecto de la Fase 2 del Corredor de Tránsito Eastside de conformidad n la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés). Metro s la agencia líder para el Proyecto para los propósitos de la acreditación ambiental o CEQA. El Anteproyecto Suplementario de ElS/Anteproyecto Recirculado de EIR rá preparado de conformidad con la Sección 15170 de las Directrices de CEQA. a Administración Federal de Tránsito (FTA, por sus siglas en inglés) es la agencia incipal para el Anteproyecto Suplementario de ElS de conformidad con la Ley acional de Política Ambiental (NEPA, por sus siglas en inglés).

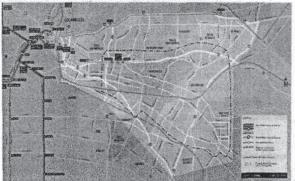


Figura 1. Mapa del Área de Estudio del Proyecto

Anteprovecto EIS/EIR fue distribuido para revisión pública el 22 de agosto de Anteproyecto EIS/EIR fue distribuido para revisión pública el 22 de agosto de 14. Desde esa fecha, cambios a las alternativas se han producido y estudios icionales se han llevado a cabo. Por lo tanto, un Anteproyecto Suplementario EIS/ teproyecto Recirculado EIR será preparado de conformidad con los requisitos CEGA. Según la Sección 15086.5 de las Directrices de CEQA, se requiere e una agencia lider recircule un EIR cuando nueva información significativa sea regada al EIR después de que se haya dado aviso público de la disponibilidad I Anteproyecto EIR para revisión pública bajo la Sección 15087 pero antes de la rtificación.

propósito de este NOI/NOP recirculado es para notificar a las agencias y partes eresadas, jurisdicciones locales, organizaciones comunitarias y residentes eresadas (colectivamente, las partes interesadas) a la preparación del teproyecto Suplementario EIS/ Anteproyecto Recirculado EIR para el Proyecto puesto. Este NOI/NOP es para solicitar comentarios en cuanto al alcance y intenido del Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR y sibles efectos ambientales del Proyecto prouesto; invitar a la participación blica en el proceso del Anteproyecto Suplementario EIS/Anteproyecto Recirculado 2, y anunciar las reuniones de alcance público.

OPÓSITO Y NECESIDAD DEL PROYECTO Y DESCRIPCIÓN: El Anteproyecto EIS/ DPÓSITO Y NECESIDAD DEL PROYECTO Y DESCRIPCIÓN: El Anteproyecto EIS/ 2 de 2014 indicó que el propósito del Proyecto es mejorar el acceso y la movilidad tránsito concictando a las comunidades del este del Condado de Los Angeles al lema de tránsito regional de Metro. El Anteproyecto EIS/EIR indicó que el Proyecto puesto serviría al gran número de poblaciones dependientes del tránsito y de bajos resos en el área del proyecto e incrementaría el acceso a los principales centros empleo, centros de actividades y destinos en el área del proyecto y el Condado Los Ángeles. El Proyecto propuesto también apunta a reducir los tiempos de viaje las redes de transporte locales y regionales y ofrecer una alternativa de transporte veniente y contrabel para abordar la creciente demanda de viajes y el empleo ventado y el crecimiento de la población en el este del Condado de Los Ángeles. Els rmación, además al Propósito y Nacesidad del proyecto, se actualizará como parte Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR.

s problemas de movilidad y mejoras potenciales para este corredor han sido bien jumentados en muchos estudios que están disponibles en el Departamento de stión de Registros de Metro, incluyendo numerosos estudios de planificación de lnea Roja de Metro, Estudios del Corredor de Tránsito Eastside: Reevaluación Estudio de Grandes Inversiones (2000), Informe Final del Análisis de Alternativas la Fase 2 del Corredor de Tránsito de Eastside (2009), el Apéndice del Análisis de amativas de la Fase 2 del Corredor de Tránsito de Eastside (2009), Anteproyecto VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor VEIR (2014) Fase 2 Corredor de Tránsito, Estudio Técnico (2015) Fase 2 Corredor Cránelto Esteristo, estudios de Indificación de La Sociación de Cardio de Cardor de Tránsito, estudios de la Sociación de Cardor de Tránsito, estudio Cardor de Técnico (2015) Fase 2 Corredor Cránelto Esteristo, estudios de Jander de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito, estudio Cardor de La Sociación de Cardor de Tránsito Cardor de La Sociación de Cardor de Trán Tránsito Eastside, estudios de planificación de la Asociación de Gobiernos del de California (SCAG, por sus siglas en inglés), el Proyecto de Demostración slerada de Metro (2000), y el Plan de Transporte Regional de SCAG (2004).

ta alternativa de construcción propone desarrollar una instalación de LRT con cuatro ez estaciones, dependiendo de la alternativa, e identificar los conceptos de uso de ra comunitaria orientados al tránsito y las oportunidades de conectividad peatones/ cletas de primera/última milla asociadas con las estaciones propuestas. El Proyecto puesto también consideraría el desarrollo de segmentos operables minimos e alaciones secundarias. Un segmento operable mínimo es la construcción de un mento de la ruta de LRT bajo la alternativa de Construcción, que serían capaces operar al mismo tiempo un sistema independiente e incluye una instalación de ternimiento y almacenaje. La coordinación de las partes interesadas, el refinamiento diegão y la evaluación del proyecto proguesto están en curso. Como diseño, y la evaluación de impacto del Proyecto propuesto están en curso. Como ultado, refinamiento de diseño del Proyecto serán considerados. El documento del aproyecto Suplementario ElS/Anteproyecto Recirculado ElR puede incluir, pero no

los socios locales de Metro y mejoras para abordar estas cuestiones. Por lo tanto, se les aconseja a las partes interesadas mantenerse informadas y comprometidas con los numerosos canales de divulgación y comunicación del Proyecto a través del sitio web del Proyecto de abajo. El Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR estudiarán las siguientes alternativas:

Alternativa de No Construcción: La Alternativa de No Construcción mantendría el servicio de tránsito existente hasta el año 2042. Ninguna infraestructura de transporte nueva sería construida dentro del área del proyecto, aparte de los proyectos actualmente en construcción o financiados para la construcción y operación antes de 2042 por la Medida R o el impuesto de ventas de la Medida M recientemente aprobada. Esta alternativa incluye los proyectos de carreteras y tránsito en el actual Plan de Transporte de Largo Alcance de Metro y el Plan de Transporte Regional de SCAG de 2035.

Modificaciones potenciales a la red de autobuses de Metro resultantes del Estudio de Autobuses NextGen de Metro y otros esfuerzos de planificación de tránsito serán incluidas

Alternativa SR 60 (previamente conocida como la Alternativa SR 60 NSDV): Esta alternativa de construcción extenderia la Linea Dorada de Metro existente desde Atlantic Station a la ciudad de South El Monte. Principalmente, es una alineación aérea que incluye cuatro estaciones aéreas (Sarfield, Shops at Montebello, Santa Anita, y Peck) como se describe en el Anteproyecto Darát ElSX-EIR y se muestra en el mapa de abajo. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR puede considerar y evaluar refinamientos a ubicaciones de estaciones o nuevas estaciones. La alineación de la Alternativa SR 60 estaría ubicado principalmente a lo largo del lado sur del derecho de paso (RCW, por sus siglas en inglés) de la Autopista SR 60, con la excepción de un segmento que pasa cerca del Stito del Superfondo Oll en Monterey Park. Para evitar los impactos potenciales al Stito Oll, la alineación de la Alternativa SR 60 cambiaria hacia el lado norte de la Autopista SR 60, porce caters, y luego regresaría al lado sur de la Autopista SR 60, cerca de Paramount Boulevard, donde continuaria por el resto de la alineación hasta su término en la Ciudad de South El Monte.

Eastside Transit Corridor Phase 2



### Figura 2. Alternativa SR 60

(D) Matro

<u>Alternativa Washington Boulevard</u>: Esta alternativa en construcción extenderia la Linea Dorada de Metro de Altantic Station existente en East Los Ángeles a la Ciudad de Whitter. Esta alternativa incluye seis estaciones (Atlantic/Whitter, Citadel, Greenwood, Rosemead, Norwalk, y Lambert), como se muestra en la Figura 3. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR puede considerar y evaluar refinamientos a las ubicaciones de la estación o nuevas estaciones. La configuración de esta alternativa variaría, ya que se propone la transición de subterráneo a aéreo a nivel a lo largo de varias partes de la alineación. Desde Atlantic Station existente, la alineación pasaría de a nivel al oeste de Woods Avenue a debajo del nivel. La alineación continuaría por debajo de nivel aproximadamente después de Atlantic Boulevard a Washington Boulevard. La alineación se mantendría a nivel a lo largo de Washington Boulevard hasta el oeste de Lambert Road. Las opciones de diseño para las configuraciones áreas potenciales a lo largo de Washington Boulevard también están bajo consideración.



Figura 3. Alternativa Washington

<u>Alternativa Combinada</u>. La Alternativa Combinada (Figura 4) involucra la construcción y operación de las Alternativas SR 60 y Washington Boulevard y requerirla infraestructura y elementos operativos (tales como un cruce Y) que de otro modo no serían requeridos si sólo una de las alternativas fuera operada como una línea "independiente

Estaciones, estacionamiento, segmentos operativos minimos, instalaciones secundarias tales como una instalación de mantenimiento y almacenamiento, subestaciones eléctricas de tracción, y estructuras de separación de nivel, pistas de cola y pistas de almacenamiento, desvios de pista y cruces, señalización de pista, instalaciones de telecomunicaciones, a lo targo de la alineación del Proyecto propuesto serían parte de cada alternativa de LRT.



### Figura 4, Alternativa C

EFECTOS AMBIENTALES: El propósito del Anti-Anteproyecto Recirculado EIR es estudiar y divu los efectos del Proyecto propuesto, los efectos d ambiente físico, humano y natural. La FTA y Met ambientales, sociales, y económicos de la constr propuesto. A menos que la proyección ilumine ot las áreas de recursos con potencial de impactos parte del alcance del proyecto. Las medidas pare impactos adversos también serían identificadas y ambientales y los factores ambientales clave asc que serian abordados en el Anteproyecto Suplen Recirculado EIR, incluven

- Calidad del Aire; Cambio Climático y Gases de Efect Impactos a la Comunidad y Vecinda
- Impactos de Construcción Recursos Culturales Tribales y Cult
- Impactos Acumulativos; Impactos Económicos y Fiscales;
- Ecosistemas/Recursos Biológicos; Energía;
- Justicia Ambiental
- Geotécnico/Subsuelo/Sismico; Impactos que Inducen al Crecimien Materiales Peligrosos;
- Compromiso Irreversible e Irrecupe Uso y Planificación de la Tierra;
- Ruido y Vibración; Parques e Instalaciones Comunitari
- Bienes Raices y Adquisiciones; Seguridad y Garantía;
- Transportación; Recursos Hídricos (Calidad del Agu
- Visual y Estéticos

**REUNIONES DE ALCANCE:** las reuniones de ale comentarios escritos y orales sobre el alcance de Anteproyecto Recirculado EIR se llevarán a cabo

Reunión de Alcance #1 - Whittier Jueves 13 de junio de 2019 6:00 pm - 8:00 pm Centro Comunitario Whittier 7630 Washington Ave Whittier, CA 90602

Reunión de Alcance # 2 – Commerce Lunes 17 de junio de 2019 6:00 pm - 8:00 pm Commerce Senior Citizens Center 2555 Commerce Way Commerce, CA 90040

Reunión de Alcance # 3 - East Los Ángeles Miércoles 19 de junio de 2019 6:00 pm - 8:00 pm 4th Street New Primary Center 469 Amalia Ave Los Ángeles, CA 90022

Reunión de Alcance # 4 - South El Monte Sábado 22 de junio de 2019 10:00 am - 12:00 pm Centro Comunitario South El Monte 1530 Central Ave South El Monte, CA 91733

Reunión de Alcance # 5 - Montebello Lunes 24 de junio de 2019 6:00 pm - 8:00 pm Quiet Cannon Banquet Center 901 Via San Clemente Montebello, CA 90640

Reunión de Alcance # 6 - Pico Rivera Miércoles 26 de junio de 2019 6:00 pm - 8:00 pm Pio Pico Woman's Club 9214 Mines Ave Pico Rivera, CA 90660

El alcance del Anteproyecto Suplementario Els incluyendo las metas y objetivos, el área y descrit ambientales a ser evaluados serán presentados en Todas las reuniones de Metro se llevan a cabo cor de Estadounidenses con Discapacidades (ADA). T que habia español serán proporcionados en toda adaptaciones ADA y otras traducciones están dii 3876 o a Retransmisión de California al 711 al me Las personas que requieren asistencia especial, a señas para participar en la reunión de alcano formatos alternativos puede contactar a la Sra. L de Relaciones Comunitarias, Metro, al (213) § <u>delozaquiterezi@Metro.netal</u> menos 72 horas ante alcance estarán disponibles en las reuniones de a https://www.Metro.net/projects/eastside_phase2/.

Una reunión de alcance interinstitucional se llevará 3:00pm - 5:00pm en la Sede de Metro, One Gatew Conferencias, 3er piso, Los Ángeles, CA 90012. tribales de los Nativos Americanos y de todas la regionales y locales que puedan tener un interés e serán invitados a participar o agencias colaborado

FECHA LÍMITE DE COMENTARIOS: Además de I en las reuniones de alcance, los comentarios Anteproyecto Suplementario EIS/Anteproyecto F Anteproyecto suppernemanto Economico y descripción del proyecto metas y objetivos, área y descripción del proyect metodologías a ser utilizadas en la evaluación, sel de comentarios que comienza el 31 de mayo de comentarios escritos deberán ser enviados a Metro en la dirección postal o correo electrónico de abajo

DIRECCIÓN: Los comentarios escritos y orales se de alcance público o pueden enviarse por correo

IDADO DE LOS

### DIAVISO DE ENTARIO DE RECIRCULADO

AS TRÁNSITO

Dorada de Metro glés) existente, de East Los Angeles esto serviria a las Park, Pico Rivera, as no incorporadas West Whittier-Los obladas, de bajos tividad importantes ey del Condado de dentro del área del usos comerciales s que incluyen el salud, instituciones os baldios

Metropolitano del Suplementario de Recirculado (EIS/ de de conformidad as en inglés). Metro iditación ambienta Recirculado de EIR ectrices de CEQA. glés) es la agencia rmidad con la Ley



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el 22 de agosto de oducido y estudios Suplementario EIS/ con los requisitos SEQA, se requiere on significativa sea de la disponibilidad 37 pero antes de la

agencias y partes trias y residentes preparación del R para el Proyecto Janto al alcance y Recirculado EIR y a la participación oyecto Recirculado

El Anteprovecto EIS/ ceso y la movilidad de Los Ángeles al licó que el Proyecto ficó que el Proyecto # tránsito y de bajos i principales centros yecto y el Condado los tiempos de viaje nativa de transporte viajes y el empleo le Los Angeles. Esta tualizará como parte

redor han sido bien el Departamento de de planificación de tside: Reevaluación tisis de Alternativas ndice del Análisis de 2009), Anteproyecto 15) Fase 2 Corredor n de Gobiernos del o de Demostración SCAG (2004).

in de LRT con cuatro sonceptos de uso de rectividad peatones/ puestas. El Proyecto perables mínimos e construcción de un que serían capaces : una instalación de adas, el refinamiento tán en curso. Como is. El documento del

los socios locales de Metro y mejoras para abordar estas cuestiones. Por lo tanto, se les aconseja a las partes interesadas mantenerse informadas y comprometidas con los numerosos canales de divulgación y comunicación del Proyecto a través del sitio web del Proyecto de abajo. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR estudiarán las siguientes alternativas:

Alternativa de No Construcción: La Alternativa de No Construcción mantendría el servicio de tránsito existente hasta el año 2042. Ninguna infraestructura de transporte nueva sería construición o financiados para la construcción y operación antes de 2042 por la Medida R o el impuesto de ventas de la Medida M reclartemente aprobada. Esta alternativa incluye los proyectos de carreteras y tránsito en el actual Plan de Trasporte de Largo Alcance de Metro y el Plan de Transporte Regional de SCAG de 2035.

Modificaciones potenciales a la red de autobuses de Metro resultantes del Estudio de Autobuses NextGen de Metro y otros esfuerzos de planificación de tránsito serán incluidas

Alternativa SR 60 (previamente conocida como la Alternativa SR 60 NSDV): Esta alternativa de construcción extenderia la Linea Dorada de Metro existente desde Atlantic Station a la ciudad de South El Monte. Principalmente, es una alineación aérea que incluye cuatro estaciones aéreas (Garried, Shops at Montebello, Santa Anita, y Peck), como se describe en el Anteproyecto Draft ElS/EIR y se muestra en el mapa de abajo. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR puede considerar y evaluar refinamientos a ubicaciones de estaciones o nuevas estaciones. La alineación de la Alternativa SR 60 estaría ubicado principalmente a lo largo del lado sur del derecho de paso (ROW, por sus siglas en inglés) de la Autopista SR 60, con la excepción de un segmento que pasa cerca del Sito del Superfondo Oll en Monterey Park. Para evitar los impactos potenciales al Sitio Oll, la alineación de la Alternativa SR 60 cambiaría hacia el lado norte de la Autopista SR 60, aproximadamente al oseta de Greenwood Avenue. el lado norte de la Autopista SR 60, aproximadamente al ceste de Greenwood Avenue, continuaría al este dentro del ROW de Caltrans, y luego regresaria al lado sur de la Autopista SR 60, cerca de Paramount Boulevard, donde continuaría por el resto de la alineación hasta su término en la Ciudad de South El Monte.

Eastside Transit Corridor Phase 2



### Figura 2. Alternativa SR 60

Alternativa Washington Boulevard: Esta alternativa de construcción extendería la Linea Dorada de Metro de Atlantic Station existente en East Los Ángeles a la Ciudad de Whittier. Esta alternativa incluye seis estaciones (Atlantic/Whittier, Citadel, Greenwood, Rosemead, Norwalk, y Lambert), como se muestra en la Figura 3. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR puede considerar y evaluar refinamientos a las ubicaciones de la estación o nuevas estaciones. La configuración de esta alternativa variaría, ya que se propone la transición de subterráneo a aéreo a nivel a lo largo de varias partes de la alineación. Desde Atlantic Station existente, la alineación pasaría de a nivel al oeste de Woods Avenue a debajo del nivel. La alineación continuaría por debajo de nivel aproximadamente después de Atlantic Boulevard a Washington Boulevard. La alineación se mantendría a nivel a lo largo de Washington Boulevard hasta el ceste de Cambert Road. Las opciones a lo largo de Washington Boulevard hasta el oeste de Lambert Road. Las opciones de diseño para las configuraciones áreas potenciales a lo largo de Washington Boulevard también están bajo consideración. Eastside Transit Corridor Phase 2

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### Figura 3. Alternativa Washington

Atternativa Combinada: La Atternativa Combinada (Figura 4) involucra la construcción y operación de las Atternativas SR 60 y Washington Boulevard y requeriría infraestructura y elementos operativos (tales como un cruce Y) que de otro modo no serian requeridos si sólo una de las alternativas fuera operada como una Ilnea "independiente

Estaciones, estacionamiento, segmentos operativos minimos, instalaciones secundarias tales como una instalación de mantenimiento y almacenamiento, subestaciones eléctricas de tracción, y estructuras de separación de nivel, joistas de cola y pistas de almacenamiento, desvios de pista y cruces, señalización de pista, instalaciones de telecomunicaciones, a lo largo de la alineación del Proyecto propuesto serían parte de cada alternativa de LRT.



### Figura 4. Alternativa Combinada

EFECTOS AMBIENTALES: El propósito del Anteproyecto Suplementario EIS/ Anterproyecto Recirculado EIR es estudiar y divulgar, en un entorno público, los efectos del Proyecto propuesto, los efectos del Proyecto propuesto en el ambiente físico, humano y natural. La FTA y Metro evaluarían todos los impactos ambientales, sociales, y económicos de la construcción y operación del Proyecto propuesto. A menos que la proyección ilumine otras áreas de posibles impactos, las áreas de recursos con potencial de impactos serian determinados como una parte del alcance del proyecto. Las medidas para evitar, minimizar, y mitigar los impactos adversos también serían identificadas y evaluadas. Los probables efectos ambientales y los factores ambientales clave asociados con el Proyecto propuesto, que serían abordados en el Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR, incluyen:

- Calidad del Aire;
  - Cambio Climático y Gases de Efecto Invernadero; Impactos a la Comunidad y Vecindario;

  - Impactos de Construcción
  - Recursos Culturales Tribales y Culturales;
  - Impactos Acumulativos,
  - Impactos Económicos y Fiscales; Ecosistemas/Recursos Biológicos;

  - Energía; Justicia Ambiental;
- Geotécnico/Subsuelo/Sismico.
- Impactos que Inducen al Crecimiento;
- Materiales Peligrosos; Compromiso Irreversible e Irrecuperable;
- Uso y Planificación de la Tierra Ruido y Vibración;
- Parques e Instalaciones Comunitarias; Bienes Raíces y Adquisiciones;
- Seguridad y Garantia;
- Transportación:
- Recursos Hidricos (Calidad del Agua y Hidrología); y
- Visual y Estéticos.

REUNIONES DE ALCANCE: las reuniones de alcance público para aceptar comentarios escritos y orales sobre el alcance del Anteproyecto Suplementario EIS/ Anteproyecto Recirculado EIR se llevarán a cabo en las siguientes fechas y horas:

Reunión de Alcance #1 - Whittier Jueves 13 de junio de 2019 6:00 pm - 8:00 pm

Centro Comunitario Whittier 7630 Washington Ave Whittier, CA 90602

### Reunión de Alcance #2 - Commerce Lunes 17 de junio de 2019 6:00 pm - 8:00 pm

Commerce Senior Citizens Center 2555 Commerce Way Commerce, CA 90040

Reunión de Alcance # 3 - East Los Ángeles Miércoles 19 de junio de 2019 6:00 pm - 8:00 pm

4th Street New Primary Center 469 Amalia Ave Los Ángeles, CA 90022

Reunión de Alcance # 4 ~ South El Monte Sábado 22 de junio de 2019 10:00 am - 12:00 pm Centro Comunitario South El Monte 1530 Central Ave South El Monte, CA 91733

Reunión de Alcance # 5 ~ Montebello Lunes 24 de junio de 2019 6:00 pm - 8:00 pm Quiet Cannon Banquet Center 901 Via San Clemente Montebello, CA 90640

Reunión de Alcance # 6 - Pico Rivera Miércoles 26 de junio de 2019 6:00 pm - 8:00 pm Pio Pico Woman's Club 9214 Mines Ave Pico Rivera, CA 90660

El alcance del Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR, incluyendo las metas y objetivos, el área y descripción del proyecto, y los impactos ambientales a ser evaluados serán presentados en las reuniones de alcance público. Todas las reuniones de Metro se llevan a cabo con instalaciones conformes a la Ley de Estadounidenses con Discapacidades (ADA). Traducciones al español y personal que habla español serán proporcionados en todas las reuniones de alcance. Las adaptaciones ADA y otras traducciones están disponibles llamando al (323) 466-3876 o a Retransmisión de California al 711 al menos 72 horas antes de la reunión. Las personas que requieren asistencia especial, como un intérprete de lenguaje a señas, para participar en la reunión de alcance o materiales de alcance en los formatos alternativos puede contactar a la Sra. Lillian De Loza Gutiérrez, Gerente de Relaciones Comunitarias, Metro, al (213) 922-7479, o al correo electrónico delozagutierrezl@Metro.netal menos 72 horas antes de la reunión. Los materiales de alcance estarán disponibles en las reuniones de alcance y el sitio web de Proyecto https://www.Metro.net/projects/eastside_phase2/

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Una reunión de alcance interinstitucional se llevará a cabo el 10 de junio de 2019 de 3:00pm - 5:00pm en la Sede de Metro, One Gateway Plaza, Gateway Plaza Sala de Conferencias, 3er piso, Los Ángeles, CA 90012. Representantes de los gobiernos tribales de los Nativos Americanos y de todas las agencias Federales, Estatales, regionales y locales que puedan tener un interés en cualquier aspecto del proyecto serán invitados a participar o agencias colaboradoras, según corresponda

FECHA LÍMITE DE COMENTARIOS: Además de los comentarios orales aceptados en las reuniones de alcance, los comentarios escritos sobre el alcance del Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR, incluyendo las metas y objetivos, área y descripción del proyecto, impactos a ser evaluados, y metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios que comienza el 31 de mayo de 2019 al 15 de julio de 2019. Los comentarios escritos deberán ser enviados a Metro en o antes del 15 de julio de 2019 en la directiva parte abajo. en la dirección postal o correo electrónico de abajo.

DIRECCIÓN: Los comentarios escritos y orales serán aceptados en las reuniones de alcance público o pueden enviarse por correo a Sra. Jenny Cristales-Cevallos, TANO DEL CONDADO DE LOS (O) ( RECIRCULADO/AVISO DE

ECTO SUPLEMENTARIO DE ITEPROYECTO RECIRCULADO

ES INTERESADAS CORREDOR DE TRÁNSITO

### BIENTAL .

tenderia la Linea Dorada de Metro r sus sijas en inglés) existente, de o incorporada de East Los Ángeles Proyecto Propuesto serviría a las belio, Monterey Park, Pico Rivera, Mittler, y las áreas no incorporadas it Los Ángeles y West Whittier-Los es densamente pobladas, de bajos on centre de actividad innoctantes on centros de actividad importantes San Gabriel Valley del Condado de erra está situada dentro del área del / multifamiliares, usos comerciales usos recreativos que incluyen el s médicas y de salud, instituciones laciones, y terrenos baldíos.

de Transporte Metropolitano del un Anteproyecto Suplementario de npacto Ambiental Recirculado (EIS/ de Tránsito Eastside de conformidad QA, por sus siglas en inglés). Metro positos de la acreditación ambiental SIAnteproyecto Recirculado de EIR (5170 de la Directinge de CEOA 15170 de las Directrices de CEQA r sus siglas en inglés) es la agencia de EIS de conformidad con la Ley iglas en inglés).



### studio del Proyecto

revisión pública el 22 de agosto de lativas se han producido y estudios un Anteproyecto Suplementano EIS/ o de conformidad con los requisitos Directrices de CEQA, se requiere o nueva información significativa sea do aviso público de la disponibilidad la Sección 15087 pero antes de la

para notificar a las agencias y partes aciones comunitarias y residentes teresadas) a la preparación del to Recirculado EIR para el Proyecto comentarios en cuanto al alcance y 2IS/Anteproyecto Recirculado EIR y propuesto; invitar a la participación entario EIS/Anteproyecto Recirculado

Y DESCRIPCIÓN: El Anteproyecto EIS/ to es mejorar el acceso y la movilidad este del Condado de Los Ángeles al royecto EIS/EIR indicó que el Proyecto es dependientes del tránsito y de bajos ría el acceso a los principa s centros na el acceso a los principales centros en el área del proyecto y el Condado 1 apunta a reducir los tiempos de viaje y ofrecer una alternativa de transporte ente demanda de viajes y el empleo leste del Condado de Los Ángeles. Esta del proyecto, se actualizará como parte to Recirculado EIR.

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lales para este corredor han sido bien n disponibles en el Departamento de imerosos estudios de planificación de or de Tránsito Eastside: Reevaluación forme Final del Análisis de Alternativas side (2009), el Apéndice del Análisis de silo de Eastside (2009), Anteproyecto studio Técnico (2015) Fase 2 Corredor 5n de la Asociación de Gobiernos del inglés), el Proyecto de Demostración aporte Regional de SCAG (2004).

rrollar una instalación de LRT con cuatro ra, e identificar los conceptos de uso de portunidades de conectividad peatones/ 1 las estaciones propuestas. El Proyecto de segmentos operables mínimos e rable mínimo es la construcción de un a de Construcción, que serían capaces pendiente e incluye una instalación de le las partes interesadas, el refinamiento yecto propuesto están en curso. Como o serán considerados. El documento del o Recirculado EIR puede incluir, pero no ubicaciones; opciones para alineaciones acionamiento; refinamientos específicos de avalancamiento en colaboración con

los socios locales de Metro y mejoras para acordar estas cuestorios. Estas cuestorios estas conseja a las partes interesadas mantenerse informadas y comprometidas con los numerosos canales de divulgación y comunicación del Proyecto a través del sitio web del Proyecto de abajo. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado ElR estudiarán las siguientes alternativas:

<u>Alternativa de No Construcción</u>: La Alternativa de No Construcción mantendría el servicio de tránsito existente hasta el año 2042. Ninguna infraestructura de transporte nueva sería construida dentro del área del proyecto, aparte de los proyectos actualmente en construcción o financiados para la construcción y operación antes de 2042 por la Medida R o el impuesto de ventas de la Medida M recientemente aprobada. Esta alternativa obran de conserver y tránsito el el entre de las transportes de de las de las portes de ventas de la Medida M recientemente aprobada. Esta alternativa de las portes de ventas de las ventas de las de l incluye los proyectos de carreteras y tránsito en el actual Plan de Trasporte de Largo Alcance de Metro y el Plan de Transporte Regional de SCAG de 2035

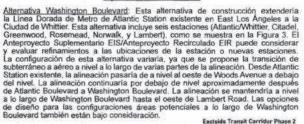
Modificaciones potenciales a la red de autobuses de Metro resultantes del Estudio de Autobuses NextGen de Metro y otros esfuerzos de planificación de tránsito serán incluidas

Incluidas. <u>Alternativa SR 60</u> (previamente conocida como la Alternativa SR 60 NSDV): Esta alternativa de construcción extenderia la Linea Dorada de Metro existente desde Atlantic Station a la ciudad de South El Monte. Principalmente, es una alineación aérea que incluye cuatro estaciones aéreas (Garfield, Shops at Montebello, Santa Anita, y Peck) como se describe en el Anteproyecto Darát ElS/ER y se muestra en el mapa de abajo. El Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR puede considerar y evaluar refinamientos a ubicaciones de estaciones o nuevas estaciones. La alternación de la Alternativa SR 60 estaría ubicado principalmente a lo largo del lado sur del derecho de paso (ROW, por sus siglas en inglés) de la Autopista SR 60, con la excepción de un segmento que pasa cerca del Stito OII, la alineación de la Alternativa SR 60 cambiaría hacia el lado norte de la Autopista SR 60, aproximadamente a lo este de Greenwood Avenue, continuaría al este dentro del ROW de Calitans, y luego regresaria al lado sur de la Autopista SR 60, cerca de Paramount Boulevard, donde continuaria por el resto de la alineación hasta su término en la Ciudad de South El Monte.

Eastside Transit Corridor Phase 2



### Figura 2. Alternativa SR 60



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### Figura 3. Alternativa Washington

Alternativa Combinada: La Alternativa Combinada (Figura 4) involucra la construcción y operación de las Alternativas SR 60 y Washington Boulevard y requeriría infraestructura y elementos operativos (tales como un cruce Y) que de otro modo no serían requeridos si sólo una de las alternativas fuera operada como una linea "indecendiente"

Estaciones, estacionamiento, segmentos operativos mínimos, instalaciones secundarias tales como una instalación de mantenimiento y almacenamiento, subestaciones eléctricas de tracción, y estructuras de separación de nivel, pistas de cola y pistas de almacenamiento, desvios de pista y cruces, señalización de pista, instalaciones de telecomunicaciones, a lo largo de la alineación del Proyecto propuesto serían parte de cada alternativa de LRT.



EFECTOS AMBIENTALES: El propósito del Anteproyecto Suplementario EIS/ Anteproyecto Recirculado EIR es estudiar y divulgar, en un entorno público, los efectos del Proyecto propuesto, los efectos del Proyecto propuesto en el ambiente físico, humano y natural. La FTA y Metro evaluarian todos los impactos ambientales, sociales, y económicos de la construcción y operación del Proyecto propuesto. A menos que la proyección ilumine otras áreas de posibles impactos, las áreas de recursos con potencial de impactos serian determinados como una parte del alcance del proyecto. Las medidas para evitar, minimizar, y mitigar los impactos adversos también serian identificadas y evaluadas. Los probables efectos ambientales y los factores ambientales clave asociados con el Proyecto propuesto, que serian abordados en el Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR, incluyen

Calidad del Aire

- Cambio Climático y Gases de Efecto Invernadero; Impactos a la Comunidad y Vecindario; Impactos de Construcción; Recursos Culturales Tribales y Culturales; Impactos Acumulativos; Impactos Económicos y Fiscales;
- Ecosistemas/Recursos Biológicos; Energía;
- Justicia Ambiental;
- Geotécnico/Subsuelo/Sismico-
- Impactos que Inducen al Crecimiento;
- Materiales Peligrosos Compromiso Irreversible e Irrecuperable; .
- Uso y Planificación de la Tierra
- Ruido y Vibración;
- Parques e Instalaciones Comunitarias:
- Bienes Raices y Adquisiciones; Seguridad y Garantia:
- Transportación:
- Recursos Hidricos (Calidad del Agua y Hidrologia); y
- Visual v Estéticos

REUNIONES DE ALCANCE: las reuniones de alcance público para aceptar comentarios escritos y orales sobre el alcance del Anteproyecto Suplementario EIS/ Anteproyecto Recirculado EIR se llevarán a cabo en las siguientes fechas y horas: Reunión de Alcance #1 - Whittier

Jueves 13 de junio de 2019 6:00 pm - 8:00 pm Centro Comunitario Whittier 7630 Washington Ave Whittier, CA 90602

Reunión de Alcance # 2 - Commerce Lunes 17 de junio de 2019 6:00 pm - 8:00 pm Commerce Senior Citizens Center 2555 Commerce Way Commerce, CA 90040

Reunión de Alcance # 3 - East Los Ángeles Miércoles 19 de junio de 2019 6:00 pm - 8:00 pm 4th Street New Primary Center

469 Amalia Ave Los Ángeles, CA 90022

Reunión de Alcance # 4 - South El Monte Sábado 22 de junio de 2019 10:00 am - 12:00 pm Centro Comunitario South El Monte 1530 Central Ave

South El Monte, CA 91733 Reunión de Alcance # 5 - Montebello

Lunes 24 de junio de 2019 6:00 pm - 8:00 pm Quiet Cannon Banquet Center 901 Via San Clemente Montebello, CA 90640

Reunión de Alcance # 6 - Pico Rivera Miércoles 26 de junio de 2019 6:00 pm - 8:00 pm Pio Pico Woman's Club 9214 Mines Ave Pico Rivera, CA 90660

El alcance del Anteproyecto Suplementario ElS/Anteproyecto Recirculado EIR, incluyendo las metas y objetivos, el área y descripción del proyecto, y los impactos ambientales a ser evaluados serán presentados en las reuniones de alcance público. Todas las reuniones de Metro se llevan a cabo con instalaciones conformes a la Ley de Estadounidenses con Discapacidades (ADA). Traducciones al español y personal que habla español serán proporcionados en todas las reuniones de alcance. Las adaptaciones ADA y otras traducciones están disponibles llamando al (323) 466-3876 o a Retransmisión de California al 711 al menos 72 horas antes de la reunión. Las personas que requieren asistencia especial, como un intérprete de lenguaje Las personas que requeren asistencia especiai, como un aterinerprete de enguare a señas, para participar en la reunión de alcance o materinales de alcance en los formatos alternativos puede contactar a la Sra. Lillian De Loza Gutiérrez, Gerente de Relaciones Comunitarias, Metro, al (213) 922-7479, o al correo electrónico delozagutierrez/@Metro.netal menos 72 horas antes de la reunión. Los materiales de alcance estarán disponibles en las reuniones de alcance y el sitio web de Proyecto https://www.Metro.net/projects/eastside_phase2/.

Una reunión de alcance interinstitucional se llevará a cabo el 10 de junio de 2019 de 3.00pm - 5.00pm en la Sede de Metro. One Gateway Plaza, Gateway Plaza Sala de Conferencias, 3er piso, Los Ángeles, CA 90012, Representantes de los gobiernos tribales de los Nativos Americanos y de todas las agencias Federales, Estatales, regionales y locales que puedan tener un interés en cualquier aspecto del proyecto serán invitados a participar o agencias colaboradoras, según corresponda.

FECHA LÍMITE DE COMENTARIOS: Además de los comentarios orales aceptados en las reuniones de alcance, los comentarios escritos sobre el alcance del Anteproyecto Suplementario EIS/Anteproyecto Recirculado EIR, incluyendo las metas y objetivos, área y descripción del proyecto, impactos a ser evaluados, y metodologías a ser utilizadas en la evaluación, serán aceptados durante el periodo de comentarios que comienza el 31 de mayo de 2019 al 15 de julio de 2019. Los comentarios escritos deberán ser enviados a Metro en o antes del 15 de julio de 2019 en la dirección postal o correo electrónico de abajo.

DIRECCIÓN: Los comentarios escritos y orales serán aceptados en las reuniones de alcance público o pueden enviarse por correo a Sra. Jenny Cristales-Cevallos, Gerente Senior, Metro, One Gateway Plaza, Mail Stop: 99-22-6, Los Ángeles, CA 90012, o por medio de correo electrónico a cristalescevallosi@Metro.net.

### **Proof of Publication**

### llos Angeles Times

### STATE OF CALIFORNIA County of Los Angeles

I am a resident of Los Angeles County, over the age of eighteen year and not a party to or interested in the notice published. The notice, of which the annexed is a printed copy appeared in the L.A. TIMES, a newspaper published in the English language in the city of Los Angeles, County of Los Angeles. and adjudged a newspaper of general circulation as defined by the Superior Court of the County of Los Angeles, State of California, under the date of May 21, 1952, Case No. 598,599.



all in the year 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct

Dated at Los Angeles, California, this

31st day of May 2019

Signature

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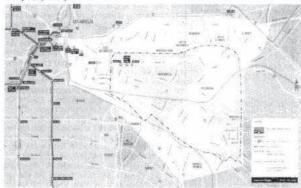
### M Metro

### LOS ANGELES COUNTY METROPOLITAN REVISED AND RECIRCULATED NOTICE OF INTERN REVISED AND RECIRCULATED NOTICE OF INTERT (NOI)/ NOTICE OF PREPARATION (NOP) OF A SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT / RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

TO: AGENCIES, ORGANIZATIONS & INTERESTED PARTIES PROJECT TITLE: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT PROJECT LOCATION AND ENVIRONMENTAL SETTING:

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The Eastside Transit Corridor Phase 2 (Project) would extend the Metro Gold Line, an existing light rail transit (LRT) facility, from its current treminus at Atlantic Station in the unincorporated area of East Los Ångeles to eastern Los Ångeles County. The proposed Project would serve the cities and communilies of Commerce, Monteely Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whitter, and unincorporated areas of Los Ångeles County, which includes East Los Angeles and West Whittier-Los Nietos (see Figure 1). It would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County. A diverse mix of land uses are located within the project area, including single-and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Whitter Narrows Recreation Center, health and medical facilities, educational institutions, flood control facilities, and vacant land. medical facilities, educational institutions, flood control facilities, and vacant land

PROJECT INITIATION: The Los Angeles County Metropolitan Transportation Authority (Metro) is initiating a Supplemental Draft Environmental Impact Statement / Recirculated Environmental Impact Report (EIS/EIR) for the Eastside Transit Corridor Phase 2 Project pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the Project for purposes of CEQA environmental clearance. The Supplemental Draft EIS/Recirculated Draft EIR will be prepared in accordance with Section 15170 of the CEQA Guidelines. The Federal Transit Administration (FTA) is the lead agency for the Supplemental Draft EIS pursuant to the National Environmental Policy Act (NEPA).



### Figure 1. Project Study Area Map

A Draft EIS/EIR was circulated for public-review on August 22, 2014. Since that time, changes to the alternatives have occurred and additional studies have been conducted. Therefore, a Supplemental Draft EIS/Recirculated Draft EIR will be prepared in accordance with the requirements of CEOA. Per Section 15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification.

The purpose of this recirculated NOI/NOP is to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) to the preparation of the Supplemental Draft EIS/Recirculated Draft EIR for the proposed Project. This NOI/NOP is to solicit comments as to the scope and content of the Supplemental Draft EIS/Recirculated Draft EIR for the proposed Project. Invite public participation in the Supplemental effects from the proposed Project. Invite public participation in the Supplemental EIS/Recirculated Draft EIR process; and announce the public scoping meetings. scoping meetings

PROJECT PURPOSE AND NEED AND DESCRIPTION: The 2014 Draft EIS/EIR PROJECT PURPOSE AND NEED AND DESCRIPTION: The 2014 Draft EIS/EIR indicated the purpose of the proposed Project is to improve transit access and mobility by connecting communities of eastern Los Angeles County to Metro's regional transit system. The Draft EIS/EIR indicated the proposed Project would serve the large number of transit-dependent and low-income populations in the project area and increase access to major employment centers, activity centers, and destinations in the project area and Los Angeles County. The proposed Project also aims to reduce travel times on local and regional transportation networks and offer a convenient and reliable transportation alternative to address increased travel demand and projected employment and population growth in eastern Los Angeles County. This information, in addition to the project Purpose and Need, will be updated as part of the Supplemental addition to the project Purpose a Draft EIS/Recirculated Draft EIR

Mobility problems and potential improvements for this, corridor have been well documented in many studies that are available from Metro's Records Management Department, including numerous Metro Red Line planning studies, *Eastside Transit Corridor Values: Re-Evaluation Major Investment Study* (2000), the *Eastside Transit Corridor Phase 2 Final Alternatives Analysis Report* (2009), *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2 Alternatives Analysis Addendum* (2009), *Eastside Transit Corridor Phase 2 Corridor Phase 2, Draft Els/Elf* (2014), *Eastside Transit Corridor Phase 2, Technical Study* (2015), Southern California Association of Governments (SCAG) planning studies, the Metro Rapid Demonstration Project (2000), and SCAG's Regional Transportation Plan (2004). Metro F (2004).

(2004).
Each build alternative proposes to develop an LRT facility with four to ten stations, depending on the alternative, and identify transit-oriented community land use concepts and first/last mile pedestrian/bicycle connectivity opportunities associated with the proposed stations. The proposed Project would also consider the development of minimal operable segments and ancillary facilities. A minimal operable segments and ancillary facilities. A minimal operable segment is construction of a segment of the LRT route under a Build alternative, which would be able to operate both as a stand-alone system and includes a maintenance and storage facility. Stakeholder coordination, design refinement, and impact assessment of the proposed Project are ongoing. As a result, Project design refinements will be considered. The Supplemental Draft EIS/Recirculated Draft EIG document may include, but is not limited to. variations to station number and locations, options for vertical alignments; options for parking facilities, specific alignment refinements; and betterments to address these issues. Therefore, interested parties are advised to stay informed and engaged with the numerous Project outreach and communication channels via the Project website below.
The Supplemental Draft EIS/Recirculated Draft EIR will study the following alternatives:

<u>No-Build Alternative</u>: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative includes the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan.

Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included

SR 60 Alternative (previously known as the SR 60 NSDV Alternative): This Build <u>SR 60 Alternative</u> (previously known as the SR 60 NSDV Alternative): This Build alternative would extend the existing Metro Gold Line from the Allantic Station to the city of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations (Garfield, the Shops at Montebello, Santa Anita, and Peck) as described in the Draft El/ElR and shown in the map below. The Supplemental Draft El/Recirculated Draft ElR may consider and evaluate refinements to station locations or new stations. The SR 60 Alternative alignment would be located primarily along the southern side of the SR 60 Freeway right-of-way (ROW), with the exception of a segment that passes near the Oll Superfund Site in Monterey Park. To avoid potential impacts to the Oll Site, the SR 60 Alternative alignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 60 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte. of South El Monte.



### Figure 2. SR 60 Alternative

Eigure 2. SR 60 Alternative Washington Boulevard Alternative: This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This alternative includes six stations (Atlantic/Whittier, the Citadel, Greenwood, Rosemead, Norwalk, and Lambert), as shown on Figure 3. The Supplemental Draft Els/Recirculated Draft EIR may consider and evaluate refinements to station locations or new stations. The configuration of this alternative would vary, as it is proposed to transition from underground to aerial to a draft adog various portions of the alignment. From the existing Atlantic Station, the alignment would transition from ad-grade west of Woods Avenue to below-grade. The Supplemental Draft Els/Recirculated Draft EIR may consider and evaluate a design option that would modify the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would remain at-grade along Washington Boulevard until just west of Lambert Road. Design options for potential aerial configurations along Washington Boulevard are also under consideration. ideration.



### Figure 3. Washington Alternative

<u>Combined Alternative</u>: The Combined Alternative (Figure 4) Involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements (such as a wye junction) that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, communication facilities, along the proposed Project alignment would be part of each LRT alternative.



Figure 4. Combined Alternative

ENVIRONMENTAL E Recirculated Draft Elf the proposed Project and Metro will evaluat of the construction an illuminates' other are for impacts would be minimize, and mitigate environmental effects Project, which will be a include:

Air Quality

Climate Change

Community & Ne Construction Im Cultural and Trit

- Cumulative Impl Economic & Fise
- Ecosystems/Bio Energy;
- Environmental J Geotechnical/St
- Growth Inducing Hazardous Mate
- Irreversible and

and Use & Plar Noise & Vibratio

Parklands and C

Real Estate & Au

Safety & Securit

Transportation;

Water Resource Visual & Aesthet

SCOPING MEETINGS comments on the scop held on the following d

Scoping Meeting #1 Thursday, June 13, 20 6:00 pm - 8:00 pm Whittier Community Ce 7630 Washington Ave Whittier, CA 90602

Scoping Meeting # 2 Monday, June 17, 2 6:00 pm - 8:00 pm Commerce Senior Citiz 2555 Commerce Way Commerce, CA 90040

Scoping Meeting # 3 Wednesday, June 6:00 pm - 8:00 pm 4th Street New Priman 469 Amalia Ave Los Angeles, CA 9002:

Scoping Meeting # 4 Saturday, June 22, 201 10:00 am - 12:00 pm South El Monte Comm 1530 Central Ave South El Monte, CA 91

Scoping Meeting # 5 Monday, June 24, 2015 6:00 pm - 8:00 pm Quiet Cannon Banquet 901 Via San Clem Montebello, CA 90640

### Scoping Meeting # 6 Wednesday, June 26, 1 6:00 pm - 8:00 pm

Pio Pico Woman's Clul 9214 Mines Ave Pico Rivera, CA 90660

The scope of the Su and objectives, projec evaluated will be prese in Americans with Disa Spanish-speaking staff and other translations at 711 at least 72 hou assistance, such as a or scoping materials in Community Relations ! net at least 72 hours t scoping meetings and phase2/.

An interagency scopir at Metro Headquarters floor, Los Angeles, CA and of all Federal. Sta any aspect of the proj as appropriate

COMMENT DUE DATI written comments on EIR, including the goa evaluated, and method comment period begin should be sent to Met address below.

ADDRESS: Written an or they may be sent vit One Gateway Plaza, cristalescevallosj@Me <u>No-Build Alternative</u>: The No-Build Alternative would maintain existing transit service through the year 2042. No new transportation infrastructure would be built within the project area aside from projects currently under construction or funded for construction and operation by 2042 by Measure R or the recently approved Measure M sales tax. This alternative includes the highway and transit projects in the current Metro Long Range Transportation Plan and the 2035 SCAG Regional Transportation Plan.

IMPACT Potential modifications to the Metro bus network resulting from the Metro NextGen Bus Study and other transit planning efforts would be included.

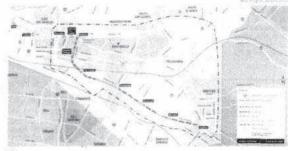
Study and other transit planning efforts would be included. SR 60 Aternative (previously known as the SR 60 NSDV Alternative): This Build alternative would extend the existing Metro Gold Line from the Atlantic Station to the city of South El Monte. Primarily, it is an aerial alignment that includes four aerial stations (Garfield, the Shops at Montebello, Santa Anita, and Peck) as described in the Draft EIS/EIR and shown in the map below. The Supplemental Draft EIS/Recirculated Draft EIR May consider and evaluate refinements to station locations or new stations. The SR 60 Alternative alignment would be located primarily along the southern side of the SR 60 Alternative alignment would be focused primarily along the southern side of Sile, the SR 60 Alternative asignment would transition to the north side of the SR 60 Freeway, approximately west of Greenwood Avenue, continue east within the Caltrans ROW, and then return to the south side of SR 06 Freeway, near Paramount Boulevard, where it would continue for the remainder of the alignment until its terminus in the City of South El Monte. Eastside Transit Corridor Phase



### Figure 2. SR 60 Alternative

<u>Higure 2. Srk ou Atternative</u> <u>Washington Boulevard Atternative</u>. This build alternative would extend the Metro Gold Line from the existing Atlantic Station in East Los Angeles to the City of Whittier. This alternative includes six stations (Atlantic/Whittier, the Citadel, Greenwood, Rosemead, Norwalk, and Lamberl), as shown on Figure 3. The Supplemental Draft Els/Recirculated Draft EIR may consider and evaluate refinements to station locations or new stations. The configuration of this alternative would vary, as it is proposed to transition from underground to aerial to a t-grade along various portions of the alignment. From the existing Atlantic Station, the alignment would transition from at-grade west of Woods Avenue to below-grade. The Supplemental Draft EIS/Recirculated Draft EIR may consider and evaluate a design option that would modify the existing Atlantic Station to a below-grade station. The alignment would continue below-grade roughly following Atlantic Boulevard to Washington Boulevard. The alignment would remain at-grade along Washington Boulevard until just west of Lambert Road. Design options for potential aerial configurations along Washington Boulevard are also under consideration. consideration

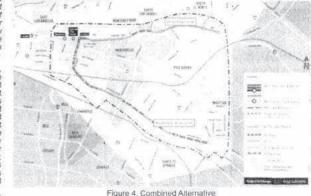
Eastside Transit Corridor



### Figure 3. Washington Alternative

<u>Combined Alternative</u>: The Combined Alternative (Figure 4) involves construction and operation of both the SR 60 and Washington Boulevard Alternatives and would require infrastructure and operational elements (such as a wye junction) that would otherwise not be required if only one of the alternatives was operated as a "stand alone" line.

Stations, parking, minimal operating segments, ancillary facilities such as a maintenance and storage facility, traction power substations, and grade separation structures, tail tracks and storage tracks, track sidings and crossovers, track signalization, communication facilities, along the proposed Project alignment would be part of each LRT alternative



ENVIRONMENTAL EFFECTS: The purpose of the Supplemental Draft EIS/ Recirculated Draft EIR is to study and disclose, in a public setting, the effects of the proposed Project on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed Project. Unless further screening Illuminates' other areas of possible impacts, the resource areas with potential for impacts would be determined as a part of project scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated. Probable environmental effects and key environmental factors associated with the proposed Project, which will be addressed in the Supplemental Draft EIS/Recirculated Draft EIR, include:

Air Quality

- Climate Change and Greenhouse Gases; Community & Neighborhood Impacts;
- Construction Impacts; Cultural and Tribal Cultural Resources
- Cumulative Impacts; Economic & Fiscal Impacts;
- Ecosystems/Biological Resources; Energy;
- Environmental Justice: Geotechnical/Subsurface/Seismic;
- Growth Inducing Impacts; Hazardous Materials;
- Irreversible and Irretrievable Commitment;
- Land Use & Planning; Noise & Vibration;
- Parklands and Community Facilities; Real Estate & Acquisitions;
- Safety & Security;
- Transportation;
- Water Resources (Water Quality & Hydrology); and Visual & Aesthetics.

SCOPING MEETINGS: Public scoping meetings to accept both written and oral comments on the scope of the Supplemental Draft EIS/ Recirculated Draft EIR will be held on the following dates and times:

Scoping Meeting # 1 - Whittier Thursday, June 13, 2019 6:00 pm - 6:00 pm Whittier Community Center 7630 Washington Ave Whittier, CA 90602

Scoping Meeting # 2 – Commerce Monday, June 17, 2019 6:00 pm - 8:00 pm Commerce Senior Citizens Center 2555 Commerce Way Commerce, CA 90040

Scoping Meeting # 3 - East Los Angeles

Wednesday, June 19, 2019 6:00 pm - 8:00 pm 4th Street New Primary Center 469 Amalia Ave Los Angeles, CA 90022

Scoping Meeting # 4 - South El Monte Saturday, June 22, 2019 10:00 am - 12:00 pm outh El Monte Community Center 1530 Central Ave South El Monte, CA 91733

### Scoping Meeting # 5 - Montebello

Monday, June 24, 2019 6:00 pm - 8:00 pm Quiet Cannon Banquet Center 901 Via San Clemen Montebello, CA 90640

Scoping Meeting # 6 - Pico Rivera Wednesday, June 26, 2019 6:00 pm - 8:00 pm Pio Pico Woman's Club 9214 Mines Ave Pico Rivera, CA 90660

The scope of the Supplemental/Recirculated Draft EIS/EIR, including the goals The scope of the Supplemental/Recirculated Draft EIS/EIK, including the goals and objectives, project area and description, and the environmental impacts to be evaluated will be presented at the public scoping meetings. All Metro meetings are held in Americans with Disabilities Act (ADA), compliant facilities. Spanish translation and Spanish-speaking staff will be provided at all scoping meetings. ADA accommodations and other translations are available by calling (323) 466-3876 or California Relay at 711 at least 72 hours in advance of the meeting. Individuals who require special assistance, such as a sign language interpreter, to participate in the scoping meeting or scoping materials in alternate formate may contact Ms. Julian De Lora, Guilerrez or scoping materials in alternate formats may contact Ms. Lillian De Loza Gutierrez, Community Relations Manager, Metro, at (213) 922-7479, or delozagutierrez/@Metro. net at least 72 hours prior to the meeting. Scoping materials will be available at the scoping meetings and on the Project website <u>https://www.Metro.net/projects/eastside</u> phase2

An interagency scoping meeting will be held on June 10, 2019 at 3:00pm – 5:00pm at Metro Headquarters One Gateway Plaza, Gateway Plaza Conference Room, 3rd floor, Los Angeles, CA 90012, Representatives of Native American tribal governments and of all Federal. State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies. as appropriate

COMMENT DUE DATE: In addition to oral comments accepted at scoping meetings, written comments on the scope of the Supplemental Draft EIS/Recirculated Draft EIR, including the goals and objectives, project area and description, impacts to be evaluated, and methodologies to be used in the evaluation, will be accepted during the comment period beginning on May 31, 2019 through July 15, 2019. Written comments should be sent to Metro on or before July 15, 2019 at the postal address or e-mail address heatw. address below.

ADDRESS: Written and oral comments will be accepted at the public scoping meetings or they may be sent via mail to Ms: Jenny Cristales-Cevallos, Senior Manager, Metro, One Gateway Pizza, Mail Stop: 99-22-6, Los Angeles, CA 90012, or via e-mail to cristalescevallosj@Metro.net

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### DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

SAN GABRIEL VALLEY TRIBUNE

On the following dates:

May 31, 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

31st day of May 2019

Signature

3257362

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches shose who are offected by it"



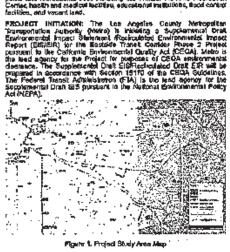
Rev. 00/15 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 96012

### () Metro

LOS AHGELES COUNTY METROPOLITAN TRANSPORTATION ALTHORITY (NETRO) REVISED AND RECYCULATED MOTIOE OF BATENT (NOV) NOTICE DF PREPARATION (NOP) OF A SUPPLEMENTAL DRAFT ENVIRONMENTAL MACT'S STATEMENT INFORCEULATED DRAFT ENVIRONMENTAL MAGT REPORT

TO: AGENCIES, ORGANIZATIONS & INTERESTED PARTIES PROJECT TITLIE SASTSIDE TRANSIT COMUNCY PHASE 2PROJECT PROJECT LOCATION AND ENVIRONMENTAL SETTING:

PROMEGT LOCATION AND ENVIREDING(TAL.SETTING) The Earlstide Transit Control Phase 2 (Project) would extend the Metre Gold Line, an excerting light rail transit (UKT) Actility from its canned, termines at Atlantic Station in the unincorporated area of East Los Angelies to eactern Los Angelos Coundy. The propercit Project would serve the cales and communities of Commerce, Monitevelo, Monitevel Park, Rice Meere, Rossmand, Statis Fe Springs, South El Monitevel Park, Rice Ingeles and Wheat While Fe Springs, South El Monitevel East Los Angeles the While While the Statis County, which instructs communities with angeles and Wheat While the fields been From 1.1 if would instruce densate propulsed, level-Income, and Intervity Kanth-Springs Sen Scatter and located while the project area, indeplies County, A diverse the Sen Scatter of Angeles and While The project area, indeplies County, A diverse the Sen Scatter Coundy outproperties and Los Angeles County, A diverse the Sen Scatter Coundy (Los Indeplies) (Los Angeles County, A diverse the Sen Scatter Coundy (Los Indeplies) (Los Angeles County, A diverse the community residences, commercial and rest los and second while the project and rest Contex, headth and medical leadings, estechand leaduring indeplies, and county facilities, and vecant lead. and testard land.



### Ficulty 1, Project Study Area Map

A Dish ISS/EX was circulated by public review on August 22, 2014. Since that work, other gas to the attams lives have occurred and additional southas have been conducted. Therefore, a Supplemental Oraf EUR rectronulated Draft ER wife is preparate (n pocardance with the requirements of CEDA. Par Socion 130.65 of the CEDA evaluations with the requirements of CEDA. Par Socion 130.65 of the CEDA evaluations as a tobat to the RM after public onder is given of the Aveilability of the Draft ER for public torset on the Soft on bottle carticolor.

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andowno the public scening monthing. PROJECT PURPOSE Allo Mattice Advances Company (A): The 2014 Drah E33/28 Rinderlad the purpose of the proposed Project is to improve hand access and mobility by connecting companying of pacing in Las Angales County is blacks's regional franch systems. The Draft E55/ER received the proposed Project would same the large number of transitiopendiat and ben-income opulations in the systems and sectualized in project as a and too Angales. The proposed Project two with the project area and too Angales (Source Fragman) and the strain and fore-strain textual context and the project of trans and fore-set of the project and the strain and the project area and too Angeles County. The proposed Project should be a table times on local and regional transmitted to address increased socress to an and relative intergetor transportation seturation and and individual to the address and relative and the Supplementation of the strain the strain loss Angeles County in interfactories and the Supplementation and the address incomes and the address and the Supplementation and the strain the strain the update is as part of the Supplementation and update to the address incomes and the strain termine the supplementation and the termine the strain the strain the update is as part of the Supplementation and the strain the strai

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Potential modifications to the Matro bus welwork resulting from the Matro NextGen Bus Study and other transit planning afforts would be included.

Notifieri Bus Study and alter transit planning efforts would be indiced. <u>SR dia Atematics</u> (previously tensor) at the SR 60 MSDV Alternstant; This Built thermstive would endered the existing Metro Gold Ling tran the Aniantic Station to the dity of South El Monta. Plinarity, il is an antial signment west includes (our senit sistians (Southells, the Stags el stanaposite). Senits Antia, and Pacch as described in the Orgit, BSR(R and shows in 6 to mge before. The Studpeteneral Dariel El/Metro.Reid bas the senitory of the State of the State (Southells, the State of Southells). and shows in 6 to mge before. The Studpeteneral Dariel El/Metro.Reid Dariel El% Reids. The SR 60 Alternative alignment would be backets primetly along the senitory of the of the SR 60 Feereny sight-Sharp (ROM), with the screption of a segment that passes ware the OII Stupe shows the SR 60 Freeway operative signment would be the other side of the SR 60 Freeway operative signment would be the other side of the SR 60 Freeway operative signment would be backet of SR 60 Freeway (SR 60 Freeway) (SR 60 Freeway), and SR 60 Freeway (SR 60 Freeway), and (SR 60 Freeway), and (SR 60 Freeway), and (SR 60 Freeway), and the SR 60 Freeway, operative signment would be backet of the SR 60 Freeway, and side of SR 60 Freeway, and side of SR 60 Freeway, and (SR 60 Freeway), and (SR 60 Free

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### Exam 2. SR 50 Altomates

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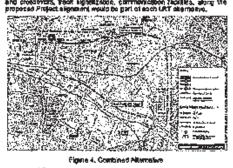
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### Flottre 3. Washington Alternative

<u>Combined Blaccallas:</u> The Contributed Allemative (Figure 4) involves construction and operation of both the SR 40 and Washington Boulevers Alternatives and would require infrastructure and operational elements gluon as a way involted interviewed a total version of the required is only one of the alternatives was operated as a "stand alone" line.

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EtityrscérielásivitAL sERECTS: The purpose of the Supplemental Craft Etityrscérielásied Draft ER is to starty and disclass, in a patric selling, the effects of the proposed Project on the physical, human, and helarie endronneys. The Proved Merovellavevolusies al significant environments, social, and economic terpscie of the construction and operation of the proposed Project. Unless further socialing Humanistics' elivar areas of proceeds project. Unless further socialing Humanistics' elivar areas of proceeds the social social social social social social social social environders in process of the social social social social social be determined as a pan of project scoping. Measures to avoid, uniformita, and miligate anticerso Implants mil elso be identified and reveluated. Probable environmental effects and key environmental factors areas eleved with the frequencies of process and the social social social areas and proposed Project. Unless

- Air Quality: Climate Change and Greenhouse Gauge: Community Siteligibiothood Imparts; Construction Impedia; Caltural and Tribit Cultural Resources Canadation Imparts;

- Construction impacts; Economic & Fiscel Impacts; Economic & Fiscel Impacts; Energy; Environmental Justice; Bestechnical Subjections (c) Constitutions (c)

- Growth Inducing Impedis:
- Mazareous Meterials
- sible and bratilevable Commitment;
- Land Use & Planning; Noise & Vibration;
- Parkinds and Commenty Facilities;
- Real Estate & Acculation
- Mohi realize a majoranima, Safety & Security; Tipnapadotion; Water Resserces (Water Cuelly & Hydrology); and
- Viewal & Apathelics.

SCOPDEG MEETINGS: Public peopling meetings to social both written and onal commenta on the scope of the Supplemental Drak ESS Reclaudated Dealt BR will be held on the following dates and franks;

Scoping Meeting # L - Winkier Thursday, Jone 13, 2018 6:40 pm - 3:40 pm Whiter Community Coolor 7530 Weinlidgten Ave Whittler, CA 90802 7530 Weshield

Scoping Meiting # 2 - Commerce Manday, Jone 17, 2019 Monday, Jone 17, 2019 6:00 pm - 8:00 pm Commerce Senior Citizens Demer 2565 Commerce Way Commerce, CA 900-00

Scoping Nosling #3.- Eest Los Angeles Wednasdey, June 18, 2019 6:00 pm - 6:00 pm 4th Siroct New Primary Confer

etsi Amalia Ave

Los Angeles, CA 90012

Scoping Matting # 1 - South Et Monte Scientity, June 22, 2019 10:00 am + 12:00 pm South B Manja Commutity Conter 18:00 Content Ree South B Monte, CA \$1733

Scoping Matting # 8 - Nonletaile Montay, Jule 24, 2019 6:80 pm - 8:30 pm Quiot Cancen Genquest Centar PDT Vis Son Centarie Renietselto, CA30840

Sceping Monting # 5 - Pies Rivera Wednecday, June 30, 2019 8:60 pm - 5:00 pm Pie Pice Wewarts Club 9214 Mines Avg Pico Rivers, CA 90560

The stope of the SupplementalRedirculated Dratt ElSEIR, including the The storpe of the Supplethantal Recirculated Draft EISEIR, including the grats and objectives, project area and description, and the environment of impacts the evolution will be presented at the public scorping meetings. All Moto meetings are bold in Americans with Disobilities Act (ADA), compliant (addition, Sprach thrombolin and Sprath-suppleting staff will be puoled at all scoping meetings. ADA accommodations and other translations are available by calling (122) 400-1286 or California, itsiay at 111 at least 27 hours in a character of the meeting, itsiafulate shorp and program spaced sections, such as a stafe transfer intermeter, to california, itsiay at 111 at least 27 hours in a character of the meeting, itsiafulate shorp and program spaced sections, such as a stafe transfer is attended by consideration the scoping meeting and the transfer is attended by consideration the scoping meeting and the stafe transfer is attended by consideration (121) 923-7418, or defection of the scoping meetings and and in the Project website <u>https://www.lack.org/theoreprotection.org/</u> bhase?/

Au interruption y scoping meeting will be held on Jena 10, 2018 at 2000cm -- \$100cm at Netro Hestiquerities Dine Bateway Plaza. Gateway Plaza Conference Room, 3rd Boot, Las Angeles, CA 90012, Reprocentatives of Network American Mobile governments and et all Referred, State, regiven and local agencies that may have an interest in any espect of the project will be invited to be packlipating or cooperating agencies, as appropriate.

COMMENT DUE DRIFT in addition to creat comments accorded at events CUMMENT DUE DATE: In addition to and compare, accepted of copping meetings, writes comments on the accepted to Superimental Oral EIS/ Redeputated Last EIS, including the gools and bipothets, project area and description, will be accepted attring the conserts participation in the statistical methods and the second of the second statistic of

ADDREXS: Written and crait commente will be accepted at the public Scoping meetings on they may be sent via mgit to Mix. Jonny Criestes, Centralis, Sentro Manager, Metho, One Galoway, Planz, Mail Stopp 19-22-8, Los Angeles, CA 90012, or via + mail to <u>citatolesapatios/QUalan md</u> CN8-3257362# California Newspaper Service Bureau® Daily Journal Corporation Public Notice Advertising Since 1934 Tel 1-800-788-7840 • Fax 1-800-474-9444 Local Offices and Representatives in: Local Offices and Representatives in: Loc Angeles, Santa Ana. San Diego, Rivereldo San Bernardinu, San Francisco, Oekkand, San Jose, Saccamento Special Services Available in Phoenix

### DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

WHITTIER DAILY NEWS

On the following dates:

May 31, 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

31st day of 2019 May

Signature

3257363

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



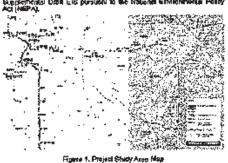
### 🕼 Metro

LOS ANGREES COUNTY NETRO POLITAN TRANSPORTATION AUTHORITY (METRO) REVISED AND RECIRCULATED NOTICE OF PRESARATION (NOP) OF SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT REPORT ENVIRONMENTAL IMPACT REPORT

TO: AGENCIES, ORGANIZATIONS & MITERESTED PARTIES SECNECTITLE: EASTSUETRANSIT CORRODOR PHASE 2 PROJECT PROJECT LOCATION AND ENVIRONMENTAL, SETTING:

PROVACT LOCATION AND ENVIRONMENTAL, SETTING: The Explains thank Contract Press 2 (Project) would extend the Metro Gold Line, an avecting light pail jesues 2 (Project) would extend the Metro Registry of Adaptic Station in the unincorporated areas of East Los Angeles is extern Los Angeles Guinty, The groups of Project of Project Would serve the others and communities of Commerce, Montchello, Monterey Putr. FICO Revers, Rossenbaud, Solthe Fe Sprage, South El Metre and Whiter, and unincorporated areas of Los Angeles County, which includes East Los Angeles and Weal Unified Los Nieles is 60 Figure 1. It unda forwards each propulsited, invincence, and heavily formality descendent communities with major eachly commercial sets of the Galaxies (Sets and San Babtief Visiter scheregione of Los Angeles County, A divities and unit family estimated and relat uses, industrial doreispinger, the Bard uses are based and the inter the project State, Industrial doreispinger, Cartheet, reading vescent land. facilities, and vecent lend.

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A Draft EHSTEIR was deculated for public series on Aug and 22, 2014. Since that time, changes to the stamptive have occurred and additional studies have been controlled. Therefore, a Supplemental Draft BR with the properties of Supplemental Draft BR with the program of the SUPPLemental of CECA. Per Sociem (1994). So of the CESA Guideman, the recurrence of CECA, be the control of the CESA Guideman and additional the did of the CESA Guideman and the stamption is added to the ER effect and the stamption of the CESA Guideman. The Draft BR with a significant new information is added to the ER effect added to the ER effect added to the ER effect added to the CESA Guideman. The Draft BR for public any work or parts added to the CESA Guideman and the CESA Guideman and the CESA Guideman.

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PROJECT PURPOSE AND REED AND DESCRIPTION: The 2014 Date PROJECT MIRPOSE AND REED AND DESCRIPTION The 204 Does EIS/EIR/Indicated the purpose of the proposal Project is to improve transit, access and mobility by commercing communities of feasiterit (so Angelea Geury to Metre's regional stands evaces. The Draft Eis/EiR/Indicated the bootoxic Project workle source the large number of the marsk-dependent and tau-leature ophilations in the project area angl increases access to major employment, contrast, estimation and destinations in the public area and Los-Angelea County. The proposal Project size along the reduces travel fenes on local and tag long it bootponted on help only and block accessing and relative mark potential maternative to address intraced and other a convenient and relative modernation attendative to address increased thrul document and projected employment and potentials among the project and a Angelea County. The indomation, is addition to the project Process on Nace, will be updated as plats at the Supplementation attendative to address increased thrul document be updated as plats at the Supplementation and project and borne in the project and the project and the supplementation and projected employment and projecting to be project Process on Nace. May loss the supplementation attendative to address increased thrule accessent and and projected employment and potentials accessible and the supplementation attendation and the supplementation attendative to address increased thrule accessible and the supplementation attendative to address increased attendation attendati

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and engagaor with the numerous Project autreach and communication channels via the Project website below. The Supplementative Days, ESSIPacetooksled Crait, ER with study the following alternative:

<u>No-Build Alternative</u>: The MonBuild Alternative would maritain additing transit partice through the year 2013. No new transportation intrastructure would be built within the project error projects our projects our endy under construction to funded for construction and operation by 2013 by Nedeoute R or the recently approved Nedeoute Mission and operation by 2013 by Nedeoute the bighmay and Janath projects in the surrent Metro Long Range Tautoportation Plan and the 2005 SCAG Regional Transportation Plan.

Polenifel modifications to the Metro bus network resulting from the Metro Medicen Bus Souty and other transit planning efforts would be included.

Maxima Bus Study and other transit prenning efforts would be included. SR 50 Alternative (producer) shows as the SR 50 NSOV supernatively. This Build atomative would extend the existing Metho Gold Line from the Alternic Sibilion to the other Section Methods. Primarky, it is an easier informent that I includes four senial tailons (Confided, the Stope at Nontobelo, Santa Arka, and Peerl) 35 described in the Dash ElSREM, and shown in the map beince. The Supplemental Dark ElSREEC, and shown in the map beince. The Supplemental Dark ElSREEC, and shown in the map beince. The Supplemental Dark ElSREEC, and shown in the step beince. The Supplemental Dark ElSREEC, and shown in the step beince. The Supplemental Dark ElSREEC, and shown in the step beince. The Supplement and Dark ElSREEC, and shown in the step being. The Step and the Supplemental Dark ElSREEC, being and a step of the Step and the Supplement along the southern alter of the SR 50 Freeway righterieway (ROW), with the exception of a segment had passes near the DB Supplement Step (ROW), with the exception of a segment had passes near the DB Supplement Step (ROW), with Products) explorationality meet all decommend Avenues, confirme set within the cation of a segment is declared avoid confirme set within the Cationa ROW, and than notum to the south side of the SR 60 Preducts, explorationality meet all declared avoids confirme set within the Cationa ROW, and than notum to the south side of the SR 60 Freeway (ROW), and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and than notum to the south side of the SR 60 Freeway (ROW) and the remainder of the alignment until Elsten to the south side of the second to the south side the alignme

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### House 2. SR 60 Alternative

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### Japaine Trapping

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### Brun 3. Washington Alternative

<u>Compliand Alternative Constructions</u> (Figure 4) Involves construction and operation of both the SR 69 and Washington Boulevard Alternatives are would require infrastructure and operational elements (such as a way junction) that would otherwise not be required if only one of the alternatives was operated as a "stand offers" fine.

Stations, period, which operating segments, anothery leadings such as a maintenance and samage leading, inaction power substations, and grade segmenten stuctures, but recks and stronge tracks, used stang and conscrupt, track significant and maintenant facility, stang the propresed Project signment would be part of cach LRT elements.

Proposed Project alignment would be pair of each LAT alignment wou

### Figure 4. Combined Alternative

ENVIRCENTELL EFFECTS: The purpose of the Supplemental Great. EISPRedecisiand Brat. ER is to they and disclose, in a public pating, the effects of the proposed Project on the physical, human, and return excisit, and economic impacts of the construction and operation, social, and economic impacts of the construction and operation of the proposed Project. Unless suffers screening duminates other works obstitute impacts. In the screening duminates other works obstitute impacts with a screening duminates other works obstitute impacts. The researce areas with potential for impacts work the determined as a part of project scoping, Macauss to avoid, minimums, and miligate advance impacts with also be identified and substated. Protoche enrichment effects and tay rendomination factors associated with the proposed Project, which will be did tested in the Supplemental Deal ERV Freetoxided Drist EFF, how how here bodies disulated Drutt EIR, include:

### Air Quelity;

- An Cuelany: Comate Change and Greenington Geleric; Cotamite Change and Greenington Calural and Tribel Cultural Resources Duratifative Impacts; Economic & Fiscal Impacts;

- Ecosystems Biological Resources;

- Ecosystemicis un geue machine -Energi: Energi: Energi: Energi: Energi: Energi: Molarity: Holarity: H
- Noise & Ministery Parkinds and Community Fechilles:
- Real Estate 4 Acatilations

- roop under a productive. Safety & Societity: Tursguoriation; Wales Resources (Woles: Quality & Hydrology); and Viland & Arstholics.

SCOPING MEETINGS: Public scoping meetings to accept both w and prot comments on the scope of the Supplemental Draft Reproducted Draft EIR will be told on the following datas and times:

Socialize Meeting & 1 - Whittier Thursday, June 13, 2019 5:00 pm - 6:00 pm Woldser Community Center

7630 Weshington Ave Whitles, CA 00582 Scoping Meeting # 2-- Commence

v. Jan 17, 2019 5:00 9/H - 8:00 pm Commerce Senior City 2555 Commerce Way Commerce, CA 30040 raice Senior Citizens, Center

Scoping Meeting & 3 - East Los Angeles. Wednesday, June 19, 2019 600 pm - 600 pm det Steel New Pelmary Centar 400 pm

463 Amelia Ase Los Angeles, CA 90022

Scoping Meeting #4 – Scenh & Monte Saurdey, June 22, 2019 10390 pm - 12:00 pm South & Mante Community Gantes \$530 Octive Ave South El Monte, CA 91735

Scoping Weeking # 5 - Montekrelia Montay, June 24, 2019 809 pm - 600 pm Quart Cannon Bangtar Cynler 901 Ma Bangtar Cynler Mantobele, CA 98640

Scoping Besting N 4 - Pro Wednesday, June 26, 2019 6:00 pm - 6:00 pm Pico Rivera in's Club Pie Piec Worns: 9214 Minas Ave Pice Rivers, CA 90660

The scope of the Supplemental/Recirculated Craft 5/3/8/R, including the The scape of the Supplementar/Recipoteted from RUS/RER, individing the goals and objectives, project area and description, and the e-minarmental imposite to be evidenced will be presented at the public proping meetings. All Matto meetings are held in Americana with Okrahillas, Act (ADA) compliant facilities. Spanish intensition and Spanish-speaking still will be previded at all excepting meetings. ADA accommodations and other transitions and available to colling (223) 469-3876 or Geliifornia Relay at 711 at facet 72 hearts in advances of the negling. Individuals when require spanish accistances, such as a sign tanguage transvers, to postetyate in the scoping meeting of colling in electronic lomads area of 213 922-938, or delegaptionercity data in allocate is formed analyon, Metro, at (213) 922-938, or delegaptionercity data and the scoping meetings and the scoping metion also and the at the scoping meetings and the transition of the Project website the available of the scoping meetings and the to the Project website the available of the scoping meetings and on the Project website the standard and the scoping meetings and an the scoping meta-state the scoping meetings and on the Project website the standard and the scoping meetings and an analysis. ob me 21

An intercepting secting will be held on Ame 10, 2019 st 0.80pm 5:00pm st Mear Headquarters One Getewar Plaza, Gataway Plaza Carterence Room, 3:0 flace, Lee Angeles, CA 30012, Reports statistics of Helice American triate generations and of all Foderel, Robe, regional and lengt agentics that may have an interest in any espect of the preject will be invited to be participating or cooparating agressias, as apprepriate.

COMMENT DUE DATE is position to over a comments accepted a accepting metvings, written comments on the scope of the Supplemental Death ESS Reducting of the Comments on the scope of the Supplemental Death ESS Reducting of the Comments on the scope of the Supplemental Death ESS and description, impacts to be evolutioned, and well-activate in the availability, will be accepted during the comments pointed beginning on May 31, 2019 structured and well-activate accomments before the seat to May 51, 2019 structured July 15, 2019 at the postal actives or owest address before. nddress bek

ACDRESS: Writen and onal commanie will be accepted at the public scoping movings of they may be sent via each (o Ms., Jenny Crivisias-Cavetos, Santo Hanager, Merco, One Gateway Plaza, Mail Starts 59-22-6, Los Angeles, CA 99012, or via eachait to <u>cristing entropy (blactores)</u> CN3-3257363 California Newspaper Service Bureau®

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### DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

WORLD JOURNAL (CHINESE DAILY NEWS)

On the following dates:

May 31, 2019

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

31st day of May 2019

Signature

3257364

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

Rev. 04 15 Daily Journal Corporation, 915 East First Street, Los Angeles, CA 90012

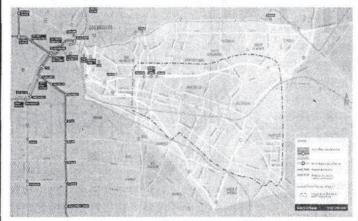
 Metro
 洛杉磯縣大都會交通管理局(METRO)
 環境影響報告補充草案/環境影響報告重新發行草案修訂和重新發行意向通知書 (NOI)/編制通知書(NOP)

收件人:機構、團體和感興趣的人士 工程標題:東邊公交走廊二期工程 工程位置和環境設置;

0

▲ 经让量和场场股量. 東邊公交走廊二期(工程)將把現有的輕軌公交(LRT)設施Metro金線從東洛杉磯 縣轄區大西洋站的現有終點延伸到洛杉磯縣東部。提繼的工程將服務下列城市和社 區:商業市,蒙特貝羅,蒙特利公園,皮科里維拉,柔似蜜,聖塔菲斯普林斯,南愛 罰齡特和惠提爾(Commerce, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier),以及洛杉磯縣轄區,包括東洛杉磯 (East Los Angeles)和西惠提爾洛斯尼爾托斯(West Whittier-Los Nietos)(見圓 1)。它將穿過洛杉磯縣門戶城市和聖蓋博谷分區內人口密集、低收入和依賴公共交 通的社區,包括重大活動中心。工程區內有多種多樣的土地用途,包括單戶和多戶 住宅,商業和零售用途,工業發展,公園和娛樂用途,其中包括惠提爾容地休閒中 心(Whittier Narrows Recreation Center),健康和醫療設施,教育機構,洪水控制 設施科空地。

工程啟動:根據「加州環境品質法」(CEQA)的規定,洛杉磯縣大都會交通管理局 (Metro)正在啟動東邊公交走廊二期工程的環境影響補充報告/重新發行環境影響報 告(EIS/EIR)草案。Metro 在通過CEQA 環境許可方面是該工程的牽跟公司。將根 僅CEQA 指南第15170 節編尚EIS補充享案/EIR 重新發行过案。根據「屬家環境政 策法案」(NEPA)的規定,聯邦運輸管理局(FTA)是EIS補充草案的牽頭機構。



### 圖 1. 工程研究區域地圖

EIS/EIR 草案已經於2014 年 8 月 22日發行供民眾審閱。從那時起,已經對替代方案 進行了更改,並且進行了其他研究。因此,將根據CEQA 的要求編制EIS 補充草案/ EIR 重新發行草案。根據 CEQA 指南第 15088.5條,在根據15087 節的規定提供EIR 草案供民眾審閱的通知之後但是在認證之前,如果 EIR 添加了實質性的新資訊,則 奉頭機構必須重新發行EIR。

重新發行NOI/NOP的目的是通知感興趣的機構和個人、當地司法管轄區、社區組 鐵和感興趣的居民(統稱有關方)提識工程的EIS補充草案/EIR重新發行草案的編 制。本 NOI/NOP是征求對提識工程的EIS補充草案/EIR重新發行草案及其潛在環 填影響的動量和內容的意見;邀請民眾參與 EIS補充草案/EIR 重新發行草案的流 程;並宣佈公開範圍會議。

工程目的、需求及其描述:2014 年 EIS/EIR 草案指出,提議工程的目的是把洛杉磯 縣東部的社區與Metro 的區域交通系統進接起來,改善交通服務和流動性。EIS/EIR 草案指出,提議工程將服務工程區域的大量依靠公交和低收入人群,並且提高對工程 區域和洛杉磯縣的主要就業中心、活動中心和目的地的公交服務。提議工程還旨在減 少當地和區域交通網絡的旅行時間,提供便利和可靠的交通替代方案來解決洛杉磯縣 東部增加的旅行需求和預期的就業及人口增長。該資訊將與工程目的和需求一起作為 EIS 補充草案/EIR 重新發行草案的一部分進行更新。

該走廊的流動性問題以及潛在的改進措施在許多研究中已經詳細記錄,並且可以在 Metro 的記錄管理部門開閱,其中包括數項 Metro 紅線規劃研究,東邊公交走廊研 究:重新評定重大投資研究(2000年),東邊公交走廊二期最終替代方案分析報告 (2009年),東邊公交走廊二期替代方案分析附錄(2009 年),東邊公交走廊二 期, EIS/EIR 草案(2014 年),東邊公交走廊二期技術研究(2015 年),南加州 政府協會(SCAG)規劃研究,Metro 提運示範工程(2000 年)以及SCAG 區域交 通計劃(2004 年)。

每一項建造替代方案都提議開發一個具有四到十個車站的 LRT 設施,車站數目依替 代方案而異,並且確定以公交為導向的社區土地使用概念和與提議車站相關聯的第一 英理/最後一英曜行人/自行車連接機會。提議工程還考慮到開發最小可操作部分和輔 助設施。最小可操作部分是根據建造替代方案建造LRT路線的一個部分,該部分能夠 作為獨立系統運營,同時包括維護和存儲設施。目前正在進行提議工程的利益相關者 谄Z、数計改進和影響評估工作。因此,將考慮工程設計改進。EIS 補充草案/EIR 重新發行草案可能包括但不限於車站編號和位置的變化;垂直路線還項;停車設施還 項;具體路線改進;輔助改進;與Metro 當地合作夥伴合作的積得取違和改善來解決 這些問題。因此,請感興趣的各方通過U、下工程網站隨時了解並參與多項工程直導和 溝透管道。EIS 補充草案/EIR重新發行草案將研究下列替代方案:

不建造替代方案:不建造替代方案將把現有的公交服務維持到2042年。除了根據提案R或者最近批准的提案 M 銷售稅資助的目前正在施工的工程或者在2042年之前建造和運營的工程,在工程區域內不會違造新的交通基礎設施。這個替代方案包括現行Metro 長距離交通計劃和2035年 SCAG 區域交通計劃中的公路和公交工程。

Metro 下一代巴士研究和其他公交規劃帶來對Metro 巴士網絡的潛在修改將包括在內。

SR 60 替代方案(原名 SR 60 NSDV 替代方案);這個建造替代方案將現有的Metro 金線從大西洋車站延伸到南艾爾蒙特市。它主要是一條空中路線,包括四個空中車 站(加菲爾德,蒙特貝羅,聖阿妮塔和佩克),如EIS/EIR草案所述和下面的地圖所 示。EIS 補充草案/EIR 重新發行草案可能考慮和評估改善車站位置或新車站。SR 60 替代方案路線將主要位於SR 60 高速公路通行權(ROW)的南側,但通過蒙特利公 園市 OII 超級基金場地附近的路段除外。為了避免對 OII 場地的潛在影響,SR 60 替 代方案路線將轉移到SR 60 高速公路的北侧,大約位於 Greenwood 大街以西,在 Caltrans ROW 內鐵續向東前進,然後在派拉蒙大道附近轉移到 SR 60 高速公路的 南側,鐵續沿餘下的路線前行,直到南愛爾蒙特市的終點站。

Eastside Transit Corridor Phase 2

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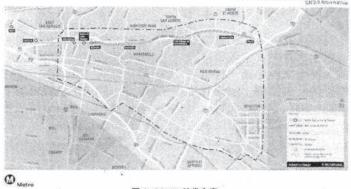
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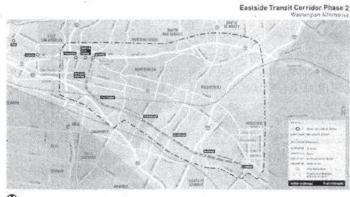
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### 圖 2. SR 60 替代方案

華盛頓大道替代方案:這個建造替代方案將把Metro金線從東洛杉磯的現有大西洋 車站向惠提關市延伸。如圖3所示,這個替代方案包括六個車站(Atlantic/Whittier,Citadel,Greenwood,Rosemead,Norwalk和Lambert)。EIS補充草案/EIR 重新發行草案可能考慮和評估改善車站位置或新車站。這個替代方案的配置會有所不 同,因為提識沿途各路段過渡有的在地下,有的在空中,有的在地面。從現有的太平 洋車站,路線將從Woods大街西的地面轉到低於地面。EIS補充草案/EIR重新發行 草案可能考慮和評估把現有大西洋車站改成低於地面車站的設計還項。該路線將大約 跟隨大西洋大道低於地面前有透。該路線將在地面力準盛頓大道前行,直到 Lambert路的西側。沿華盛頓大道的潛在空中配置設計還項目前也在考慮之中。



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### 圖 3. 華盛頓替代方案

合<u>併替代方案</u>:合併替代方案(圖4)包括建造和運營SR 60 替代方案和華盛頓大 道替代方案,並且需要使用只使用一個替代方案作為一條"獨立"路線運營不需要的基 礎設施和運營要素(例Y形連接點)。

每一個 LRT 替代方案包含提撇工程路線沿途的車站、停車場、最新運營部分、轄助 設施,例如維護和存儲設施、 牽引變電站、等級分離結構、尾軌和存儲軌道、軌道 側板和交叉、軌道信號、通信設施。

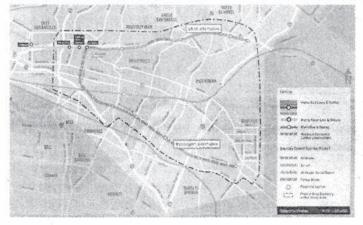


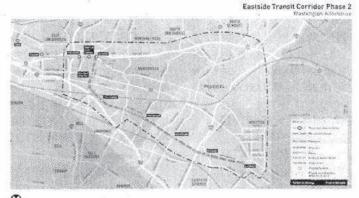
圖 4. 合併替代方案

環境影響:EIS 補充草案/EIR 重新發行草案的目的是研究和公開披露提議工程對物 理、人類和自然環境的影響。FTA 和 Metro 將評估提議工程的建造和運營的所有重 大環境、社會和經濟影響。除非進一步篩查說明可能影響的其他領域,否則具有潛在 影響的資源領域將被確定為工程範圍的一部分。還將確定和評估避免、減少或減輕不 利影響的措施。與提議工程相關的可能環境影響和關鍵環境因素將在 EIS 補充草案/ EIR 發行草案中說明和解決,其中包括: 替代方案路線將主要位於SR 60 高速公路通行權(ROW)的南側,但通過聽特利公 圖市 OII 超級基金場地附近的路段除外。為了避免對 OII 場地的潛在影響,SR 60 替 代方案路線將轉移到SR 60 高速公路的北側,大約位於 Greenwood 大街以西,在 Caltrans ROW 內鐵纖向東前進,然後在派拉蒙大道附近轉移到 SR 60 高速公路的 南側,繼續沿餘下的路線前行,直到南愛爾蒙特市的終點站。



### 圖 2. SR 60 替代方案

華盛頓大道替代方案:這個建造替代方案將把Metro 金線從東洛杉磯的現有大西洋 車站向惠提爾市延伸。如圖 3 所示,這個替代方案抱括六個車站(Atlantic/Whittier, Citadel, Greenwood, Rosemead, Norwalk和Lambert)。EIS 補充草案/EIR 重新發行草案可能考慮和評估改善車站位置或新車站。這個替代方案的配置會有所不 同、因為提攜治途各路段過還有的在地下,有的在之中,有的在地面。從現有的太平 洋車站,路線將從Woods大街西的地面轉到低於地面。EIS 補充草案/ EIR 重新發行 草案可能考慮和評估把現有大西洋車站改成低於地面車站的設計選項。該路錄將大約 跟隨大西洋大道低於地面前往華盛頓大道。該路錄將在地面沿華盛頓大道前行,直到 Lambert 路的西側。沿華盛頓大道的潛在空中配置設計選項目前也在考慮之中。



### 圖 3. 華盛頓替代方案

合<u>併替代方案</u>:合併替代方案(圖 4)包括建造和運營 SR 60 替代方案和華盛頓大 道替代方案,並且需要使用只使用一個替代方案作為一條"獨立"路線運營不需要的基 礎設施和運營要素(例Y形連接點)。

每一個 LRT 替代方案包含提議工程路線沿途的車站、停車場、最新運營部分、輔助 設施,例如維護和存儲設施、牽引變電站、等級分離結構、尾軌和存儲軌道、軌道 側板和交叉、軌道信號、通信設施。





空氣品質 氣候變化和溫室氣體; 對社區和街坊的影響: 施工影響 文化和部落文化資源 累積影響 經濟和財政影響 生態系統/生物資源; 能源 環境正義 岩土/地下/地震; 成長帶來的影響: 有害物質 不可逆轉和無法撤回的承諾。 土地使用和規劃; 噪音與振動 公園土地和社區設施; 房地產和收購; 安全保障: 交通: 水資源(水質和水文); 視覺與美學。

範圍會議:征求接受關於 EIS 補充草案/ EIR 重新發行草案的書面意見和口頭意見的 公眾範圍會議將在下列日期和時間舉行:

第1場範圍會議 - 惠提爾市 2019 年6月13日週四 晚上6 時至8時 裏提爾社區中心 7630 Washington Ave Whittier, CA 90602

第 2 場範圍會議 - 商業市 2019 年 6月17日週一 晚上6 時至8時 商業市書英市民中心 2555 Commerce Way Commerce, CA 90040

第3 場範圍會議 - 東洛杉磯 2019 年 6月 19 日週三 晚上6 時至8時 4 街新小學中心 469 Amalia Ave Los Angeles, CA 90022

第 4 場範圍會議一 南愛爾蒙特市 2019 年 6月 22 日 上午10 時至中午 12時 南愛爾蒙特社區中心 1530 Central Ave South El Monte, CA 91733

第 5 場範圍會議 - 蒙特貝羅市 2019 年 6 月 24 日週一 晚上6 時至8時 Quiet Cannon **g會**中心 901 Via San Clemente Montebello, CA 90640

第6 場範圍會議 2019 年 6 月26日週三 晚上6 時至8時 Pio Picc 婦女俱樂部 9214 Mines Ave Pico Rivera, CA 90660

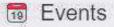
EIS/EIR 補充/重新發行草案的範圍,包括目標和目的、工程區域和描述以及帶評估 的環境影響,將在公眾範圍會議中說明。所有的 Metro 會議都是在符合《美國殘疾 人法》(ADA)規定的設施中舉行的。在所有的範圍會議中均提供西班牙語翻譯和 西班牙語工作人員。在會議之前至少提前72小時致電 (323) 466-3876 或加州接較 711,可以提供ADA 便力設施和其他語言的翻譯服務。參加範圍會議需要手語翻譯等 特殊服務的人士,或者需要其他格式範圍材料的人士,可以至少提前72小時與Metro 社區關係經理Lillian De Loza Gutierrez聯覽: (213) 922-7479 或 delozagutierrezl@ Metro.net。範圍材料可以在會議中案取,也可以到工程網站上調閱: <u>https://www.</u> Metro.net/projects/eastside_phase2/。

跨機構範圍會議將於2019 年 6 月 10 日下午 3 時至 5 時在 Metro 總部舉行,地址是 One Gateway Plaza, Gateway Plaza 會議室, 3層, Los Angeles, CA 90012。該邀 可能對該工程的任何方面感興趣的美洲原居民部落政府以及所有聯邦、州、區域和當 地機構的代表參加和合作。

評論日期:除了在範圍會議上接受的口頭意見,關於EIS 補充草案/EIR 重新發行草 案的範圍的書面意見將在2019年5月31日至2019年7月15日的評估期間接受,包括對 目標和目的、工程區域和說明、待評估的影響以及評估中使用的方法的書面意見。書 面意見應該在 2019 年 7 月15日或之前寄到下列的Metro郵寄地址或電子郵箱地址。

地址:書面和口頭意見將在公眾範**圖會議上**接受,或者可以通過郵件寄給 Ms. Jenny Cristales-Cevallos, Senior Manager, Metro, One Gateway Plaza, Mail Stop: 99-22-6, Los Angeles, CA 90012,或者通過電子郵件發給 <u>cristalescevallosj@Metro.net</u>。

### **Appendix C.4** Social Media Ads



Events

Calendar

Birthdays

Discover

Hosting

### + Create Event -

Manage Page Events

Metro West Santa Ana ...



### Details

Please join us to learn the latest updates and provide your comments on the Eastside Transit Corridor Phase 2 Project. This project proposes to extend the Gold Line further east, from its current terminus at Pomona BI and Atlantic BI in East Los Angeles, to South EI Monte via the 60 freeway and/or Whittier via Washington BI.

Monday, June 17, 2019, 6-8pm Commerce Senior Citizens Center

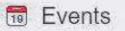
R.						side Transit			A Share 🔻 …		Show Map	Discussion		
No.	And and			E		Public Sconing Meeting: Fastside Transit	se 2	Public - Hosted by Metro Los Angeles		Sunny	Angeles, Calitornia 90022			
			P.			JUN Public Sconi		Public - Hosted by	🖈 Interested 🗸 Going	Today at 6 PM – 8 PM Starts in about 5 hours - 73°F Sunny	4th street primarycenter 469 S. Amalia Ave., East Los Angeles, California 90022	About	15 Going · 96 Interested	Suggested Friends
C										0	0			0
💼 Events	Events	Calendar	Birthdays	Discover	Public Scoping Meeting: Eastside Transit Corridor Phase 2	Hosting	+ Create Event ✓	Manage Page Events	💓 Metro West Santa Ana					

Ne Shire						otinai Eastaida Transit	Public scoping Meeting: castside transit Corridor Phase 2	os Angeles	★ Share ▼	8 PM	t Center fornia 90640	Discussion	
0							24 Corridor Phase 2	Public - Hosted by Metro Los Angeles	🖈 Interested 🧹 Going	Monday, June 24, 2019 at 6 PM – 8 PM Next Week · 63–81*F Mostly Sunny	<ul> <li>Quiet Cannon Conference &amp; Event Center</li> <li>901 Via San Clemente, Montebello, California 90640</li> </ul>	About	12 Going · 81 Interested
Events	Events	Calendar	Birthdays	Discover	Public Scoping Meeting: Eastside Transit Corridor Phase 2	Hosting	+ Create Event •	Manage Page Events	🐠 Metro West Santa Ana				

						eida Transit			♦ Share ▼		Show Map	Discussion	
						JUN Public Sconing Meeting: Factoide Transit	26 Corridor Phase 2	Public - Hosted by Metro Los Angeles	🖈 Interested 🗸 Going	Wednesday, June 26, 2019 at 6 PM – 8 PM Next Week - 63–81°F Partly Cloudy	<ul> <li>Pio Pico Womans Club</li> <li>9214 Mines Ave, Pico Rivera, California 90660</li> </ul>	About	14 Going · 95 Interested
Events	Events	Calendar	Birthdays	Discover	Public Scoping Meeting: Eastside Transit Corridor Phase 2	Hosting	+ Create Event 👻	Manage Page Events	💁 Metro West Santa Ana				

-													
41					sida Transit			A Share 🔻		Show Map	Discussion		
No.					Public Sconing Meeting: Fastside Transit	Corridor Phase 2	Public - Hosted by Metro Los Angeles	rested 🗸 Going	Saturday at 10 AM – 12 PM 3 days from now - 61–79*F Parity Cloudy	South EI Monte Community Center 1530 Central Ave, South El Monte, California 91733	About	16 Going · 87 Interested	Suggested Friends
C		7		e e e e e e e e e e e e e e e e e e e	NOC	22		a 🖈 Interested	© 3 day	O Sout		16 Going	Suggeste
🔋 Events	Events Calendar	Birthdays	Discover	Public Scoping Meeting: Eastside Transit Corridor Phase 2	Hosting	+ Create Event 🗸	Manage Page Events	💓 Metro West Santa Ana					

-



Events

Calendar

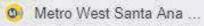
Birthdays

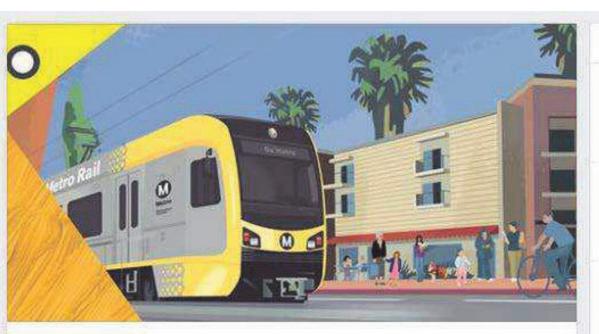
Discover

Hosting

### + Create Event -

Manage Page Events





### Public Scoping Meeting: Eastside Transit Corridor Phase 2

Public Hosted by Metro Los Angeles

🕠 Thursday, J	une 13, 2019 at 6 PM	- 8 PM	
5 days ago			
	mmunity Center gton Avenue, Whittier, Ca	lifornia 90602	Show Ma
J	About	Discus	sion
🖉 Write Post	Add Photo/Video	Create Poll	<b>1</b>
	omething		

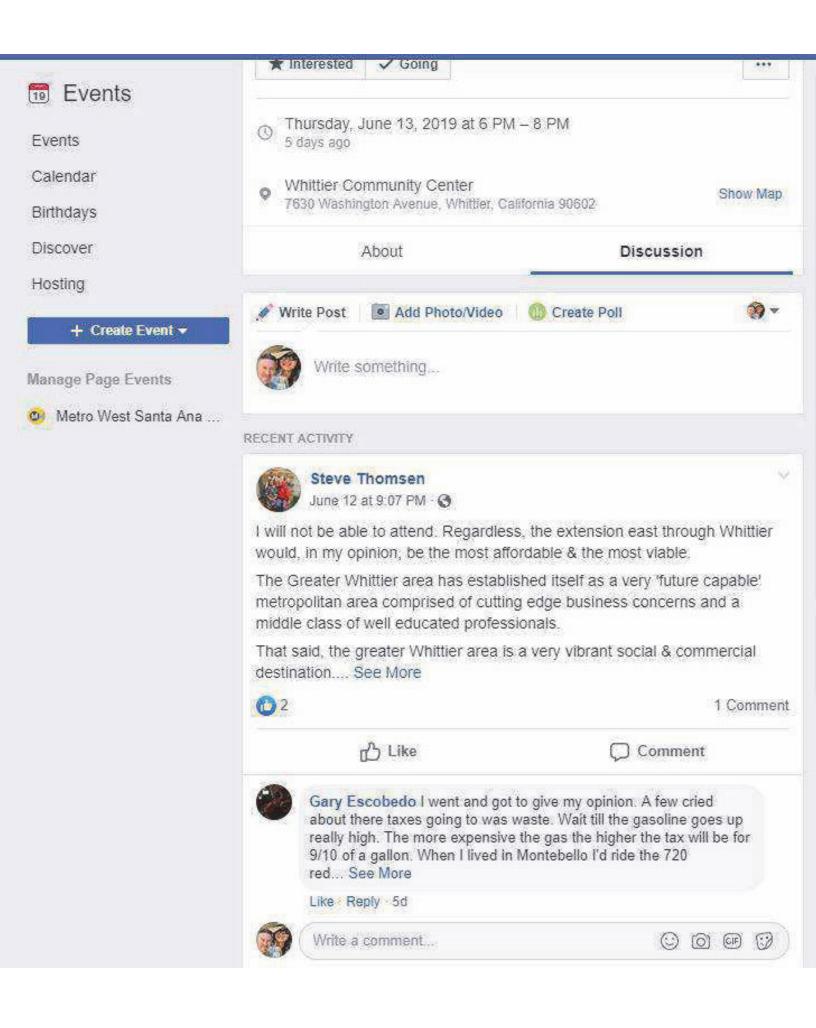
RECENT ACTIVITY

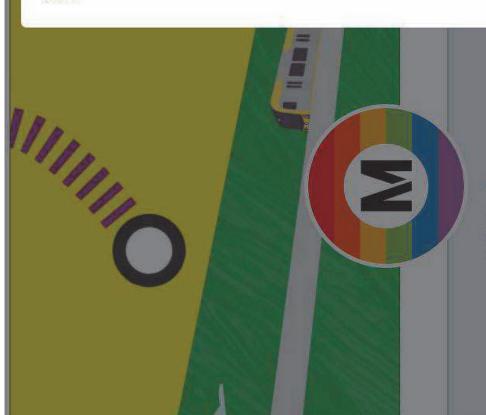


Steve Thomsen June 12 at 9:07 PM - 🚱

I will not be able to attend. Regardless, the extension east through Whittier would, in my opinion, be the most affordable & the most viable.

The Greater Whittier area has established itself as a very 'future capable' metropolitan area comprised of culting edge business concerns and a





### LA Metro

@metrolosangeles

commute-saving, LA-loving agency. Account Your train, bike, bus, vanpool, express lanes, @MetroLAalerts for service updates. is not monitored 24/7. Follow

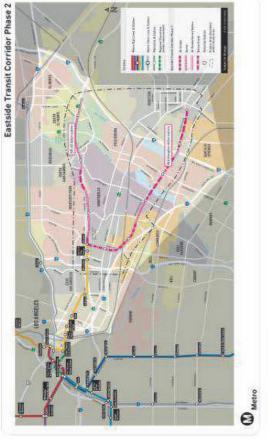
Los Angeles



Following

>

meetings for project updates and to provide feedback. mtro.la/YQ9N50uAW23 Attend one of the upcoming Eastside Transit Corridor Phase 2 Project public scoping



3:15 PM - 18 Jun 2019



0

Tweet your reply

© 2019 Twitten About Help ( Privacy policy Cookies

### Appendix C.5 Display Banners

# Next stop: further east. Próxima parada: más hacia al este.

EASTSIDE TRANSIT CORRIDOR PHASE 2 CORREDOR DE TRANSPORTE HACIA EL ESTE FASE metro.net/eastsidephase2

Proporcione su opinión en una reunión de alcance pública en junio.

Metro

N

Provide your input at a public scoping meeting in June.

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### Appendix C.6

Supplemental Outreach

### Meeting Notification Eblast Schedule

#	Eblast	Date	Sends	Opens
1.	Scoping Meetings Eblast	05/31/19	3,400	593
2.	Reminder #1	06/07/19	3,495	559
3.	Reminder #2	06/12/19	3,491	495
4.	Reminder #3	06/20/19	2,479	417
5.	Reminder #4	06/25/19	3,569	496
6.	Thank You Eblast	07/02/19	3,596	547
7.	Scoping Comment Reminder	07/12/19	3,592	336
8.	Final Scoping Comment	07/15/19	3,681	462
	Reminder			

### Social Media Advertisements

Ad Type*	Spend *	Target Community *	Date*	Reach *	Cost Per Action*	Actions*
Project Video	\$500	Corridor (English)	06/06/19 - 07/02/10	41,736	\$0.07	6,921 (video views)
Spanish Project Video	\$500	Corridor (Spanish)	06/06/19 - 07/02/10	30,138	\$0.06	9,005 (video views)
Facebook Pico Rivera Meeting Event	\$500	Pico Rivera	06/14/19 – 06/26/19	16,724	\$2.31	216 (event responses)
Facebook Montebello Meeting Event	\$500	Montebello	06/14/19 – 06/24/19	21,760	\$2.86	175 (event responses)
Facebook South El Monte Meeting Event	\$500	South El Monte	06/14/19 – 06/22/19	18,636	\$3.62	138 (event responses)
Facebook East LA Meeting Event	\$500	East LA	06/14/19 – 06/17/19	24,177	\$4.07	123 (event responses)
Facebook Commerce Meeting Event	\$500	Commerce	06/14/19 – 06/17/19	26,968	\$6.02	83 (event responses)
Total:	\$3,500			180,139		16,661

### Display Banners/Poster Distribution

City/Community	Items Distributed	#
Commerce	Banners	4
	Posters	10
	Banners	5

City/Community	Items Distributed	#
East Los Angeles	Posters	0
(Supervisor Solis' Office)		
City of Industry	Electronic Billboards	3
Montebello	Banners	4
	Posters	10
Monterey Park	DECLINED	
Pico Rivera	Banners	4
	Posters	10
Rosemead	Banners	1
	Posters	3
South El Monte	Banners	4
	Posters	5
Whittier	Banners	2
	Posters	5
Total	Banners Displayed	23
	Posters Displayed	40

### Scoping Period Outreach Activities

#	Event	Event type	Date	Location
1.	Monterey Park Summer Movies	Canvassing	07/12/2019	Monterey Park, CA George Elder Memorial Park
2.	South El Monte Canvassing	Canvassing	07/10/2019	South El Monte Rush St, between Merced & Santa Anita Av
3.	Rosemead Farmer's Market	Information Booth	07/01/2019	Rosemead, CA
4.	East Los Angeles Fireworks Show	Information Booth	06/30/2019	East Los Angeles, CA Belvedere Park Lake
5.	Metro's On the Move Riders Program (OTMRP) Event	Information Booth	06/25/2019	Pico Rivera, CA Pico Rivera Senior Center
6.	Shops at Montebello	Information Booth	06/20/2019	Montebello, CA Shops at Montebello
7.	City of Commerce Summer Fun Fest	Information Booth	06/14/2019	Commerce, CA Rosewood Park
8.	Pico Rivera Farmer's Market	Information Booth	06/12/2019	Pico Rivera, CA Smith Park
9.	Distribution of meeting notices at Metro Gold Line Atlantic Station	Targeted Outreach	06/11/2019	East Los Angeles, CA Metro Gold Line Atlantic Station

#	Event	Event type	Date	Location
10.	Whitter Farmer's	Information	06/07/2019	Whittier, CA
	Market	Booth		Uptown Whittier
11.	Santa Fe Springs	Information	06/07/2019	Santa Fe Springs, CA
	Summer Concert	Booth		Heritage Park
	& Movie Series			
12.	Washington	Presentation	06/06/2019	Whittier, CA
	Coalition			
	Presentation			

### Meeting Notices Distribution

#	Location	Notification Method	# of notices	# of posters
1.	City of South El Monte	Meeting notices, posters	25	5
2.	City of Industry	Meeting notices	25	0
3.	City of Commerce	Meeting notices and posters	25	10
4.	Commerce Senior Citizens Center	Meeting notices	25	0
5.	East Yard Communities for Environmental Justice	Meeting notices and toolkit	25	1
6.	East Yard Communities for Environmental Justice	Meeting notices and toolkit	25	1
7.	Mexican American Opportunity Foundation (Commerce)	Meeting notices and toolkit	25	1
8.	Rosewood Park	Meeting notices and posters	25	1
10.	Commerce Public Library	Meeting notices	25	0
11.	Bienvenidos (on Atlantic)	Meeting notices	25	1
12.	Centro Estrella includes (ALMA)	Meeting notices	25	1
13.	East LA Community Corporation	Meeting notices	25	1
14.	East Los Angeles Community Youth Center	Meeting notices	25	1
15.	East Los Angeles Women's Center	Meeting notices and toolkit	25	1

#	Location	Notification Method	# of notices	# of posters
16.	Eastmont Community Center	Meeting notices	25	1
17.	Eastside LEADS	Meeting notices	25	1
18.	Edward R. Roybal Comprehensive Health Center	Meeting notices	25	1
19.	Innercity Struggle	Meeting notices	25	1
20.	Kaiser East Los Angeles	Meeting notices	25	1
21.	Maravilla Community Advisory Committee	Meeting notices	25	1
22.	Maravilla Foundation	Meeting notices	25	1
23.	South East LA Collaborative (SELA)	Meeting notices	25	1
24.	St. Alfonsos Church	Meeting notices	25	1
25.	VELA	Meeting notices	25	1
26.	WIC Office (ELA Triangle location)	Meeting notices	25	1
27.	East Los Angeles County Library	Meeting notices and posters	25	25
28.	Latino Urban Forum	Meeting notices and toolkit	25	1
29.	Communities For a Better Environment	Meeting notices and toolkit	25	25
30.	AltaMed	Meeting notices	25	1
31.	Bienestar	Meeting notices and toolkit	25	1
23.	Chicano Resource Center	Meeting notices	25	1
34.	Department of Social Services Office (on Whittier)	Meeting notices	25	1
35.	City of Montebello	Meeting notices and posters	25	10
36.	Montebello Senior Center	Meeting notices and posters	25	1
37.	Potrero Heights Park Community and Senior Center	Meeting notices and posters	25	1
38.	Via Campo Senior Villas	Posters	0	1
39.	Chet Holifield County Library	Meeting notices and posters	25	1
40.	Montebello Park Public Library	Meeting notices and posters	25	1
41.	City of Monterey Park	Meeting notices	25	0

#	Location	Notification	# of	# of
		Method	notices	posters
42.	Monterey Park Senior Village	Posters	0	1
43.	Monterey Park Public Library	Posters	0	1
44.	City of Pico Rivera	Meeting notices and posters	25	10
45.	Pico Rivera Senior Center	Meeting notices and posters	25	1
46.	Pio Pico Woman's Club	Meeting notices and posters	25	1
47.	Rio Vista Park	Meeting notices and posters	25	1
48.	Smith Park	Meeting notices and posters	25	1
49.	Pico Rivera Public Library	Declined	0	0
50.	City of Rosemead	Meeting notices and posters	25	3
51.	Rosemead City Library	Meeting notices	25	0
52.	City of Santa Fe Springs	Meeting notices and posters	0	1
53.	Santa Fe Springs Public Library	Posters	25	1
54.	City of South El Monte	Meeting notices and posters	0	5
55.	South El Monte Community Center	Meeting notices and posters	25	1
56.	South El Monte Library	Meeting notices and posters	25	1
57.	City of Whittier	Meeting notices and posters	175	5
58.	Los Nietos Senior Center	Declined	0	0
59.	PIH Health	Meeting notices and posters	0	1
60.	Whispering Fountains Senior Living	Posters	0	1
61.	Whittier Community Center	Posters	0	1
62.	Los Nietos County Library	Posters	0	1
63.	Sorensen County Library	Meeting notices and posters	25	11
64.	Whittier Public Library	Posters	0	1

#	Location	Notification Method	# of notices	# of posters
65.	Whittwood Branch Library	Meeting notices and posters	25	1
Totals		1425	155	

### Electronic Toolkit Distribution

#	Community	Organization
1.	Commerce	Bandini Elementary School
2.		Rosewood Park School
3.	East Los	East Los Angeles Chamber of Commerce
4.	Angeles	4th Street Primary Center
		Alphonso B. Perez Special Education Center
5. 6.	•	Brooklyn Avenue Elementary School
7.		David Wark Griffith Middle School
8.	•	Fourth Street Elementary School
9.	•	James A. Garfield High School
10.	•	Morris K. Hamasaki Elementary School
11.		Montebello Park Elementary School
12.		St. Alphonsus School
13.		Winter Gardens Elementary School
14.	El Monte	El Monte Unified School District
15.	•	MountainMountain View Elementary School District
16.	Los Angeles	Los Angeles Unified School District
17.	Montebello	Montebello Chamber of Commerce
18.		Greenwood Elementary School
19.		Montebello Unified School District
20.		Schurr High School
21.		Vail High Continuation School
22.		Wilcox Elementary School
23.	Monterey Park	Monterey Park Chamber of Commerce (message only)
24.		Robert Hill Lane Elementary School
25.		Bella Vista Elementary School
26.		East LA Community College
27.	Pico Rivera	Pico Rivera Chamber of Commerce
28.		El Rancho High School
29.		El Rancho Unified School District
30.		Rivera Elementary School
31.		Rivera Middle School
32.	Rosemead	Rosemead Chamber of Commerce
33.	Santa Fe Springs	Santa Fe Springs Chamber of Commerce
34.	South El Monte	El Monte/South El Monte Chamber of Commerce
35.		South El Monte High School
36.	]	Charles T. Kranz Intermediate School
37.		Monte Vista Elementary School

38.	Whittier	Whittier Area Chamber of Commerce
39.		East Whittier City School District
40.		Evergreen Elementary School
41.		Ada S. Nelson Elementary School
42.		Aeolian Elementary School
43.		Los Nietos School District
44.		Rio Hondo College
45.		Phelan Language Academy
46.		Washington Elementary School
47.	Irwindale	SGV Economic Partnership

### Earned Media

#	Source	Date	Type of media
1.	Nextdoor Posts	05/31/2019	Social Media
	• Whittier		Posts
	Commerce		
2.	City of South El Monte Facebook	06/03/2019	Social Media
			Post
3.		06/04/2019	Social Media
			Post
4.	City of Commerce Facebook	06/06/2019	Social Media
			Post
5.	City of Commerce Instagram	06/06/2019	Social Media
			Post
6.	Commerce NextDoor	06/06/2019	Social Media
			Post
7.	City of Whittier Facebook	06/10/2019	Social Media
0			Post
8.	Whittier Uptown Association Facebook	06/10/2019	Social Media
	Community Watch Facebook	06/11/2010	Post Social Media
9.	Group (Whittier)	06/11/2019	Post
10.	Pico Rivera Neighborhood Watch	06/11/2019	Social Media
10.	Facebook Group	00/11/2019	Post
11.	Metro's The Source	06/10/2019	Article
12.	Whittier Daily News	06/11/2019	Article
13.	City of Santa Fe Springs Facebook	06/13/2019	Social Media
	, 10		Post
14.	Whittier Daily News	06/14/2019	Article
15.	Metro Twitter	06/18/2019	Social Media
			Post
16.	Metro Facebook	06/18/2019	Social Media
			Post
17.	Office of Supervisor Hilda Solis	06/21/2019	Eblast newsletter
	eblast newsletter		



**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

## Appendix D

## Meeting Handouts and Information Material

Appendix D.1 Agendas Appendix D.2 Scoping Presentation Appendix D.3 Fact Sheets Appendix D.4 Meeting Guides Appendix D.5 Comment Forms Appendix D.6 Speaker Cards Appendix D.7 Display Boards Appendix D.8

## Appendix D.1 Agendas



## Thursday, June 13, 2019

## 6pm – 8pm

## Whittier Community Center 7630 Washington Av, Whittier, CA 90602

6:00pm – 6:30pm	Registration / Open House
6:30pm – 6:50pm	Presentation
6:50pm – 7:30pm	Oral Public Comments
7:30pm – 8:00pm	Open House
8:00pm	Adjourn



## Jueves, 13 de junio de 2019 6pm – 8pm Whittier Community Center 7630 Washington Av, Whittier, CA 90602

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión



## Monday, June 17, 2019 6pm – 8pm Commerce Senior Center 2555 Commerce Way, Commerce 90040

6:00pm – 6:30pm	Registration / Open House
6:30pm – 6:50pm	Formal Presentation
6:50pm – 7:30pm	Formal Public Comments
7:30pm – 8:00pm	Open House
8:00pm	Adjourn



### Lunes, 17 de junio de 2019 6pm – 8pm Commerce Senior Center 2555 Commerce Way, Commerce 90040

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación Formal
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión



### Miércoles, 19 de junio de 2019 6pm – 8pm 4th Street Primary Center 469 Amalia Av, Los Angeles, CA 90022

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación Formal
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión



### Miércoles, 19 de junio de 2019 6pm – 8pm 4th Street Primary Center 469 Amalia Av, Los Angeles, CA 90022

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación Formal
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión



Saturday, June 22, 2019 10am – 12pm South El Monte Community Center 1530 Central Av, South El Monte, CA 91733

10:00am – 10:30am	Registration / Open House
10:30am – 10:50am	Formal Presentation
10:50am – 11:30am	Formal Public Comments
11:30am – 12:00pm	Open House
12:00pm	Adjourn



### **Monday, June 24, 2019 6pm – 8pm** Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640

6:00pm – 6:30pm	Registration / Open House
6:30pm – 6:50pm	Formal Presentation
6:50pm – 7:30pm	Formal Public Comments
7:30pm – 8:00pm	Open House
8:00pm	Adjourn



### **Lunes, 24 de junio de 2019 6pm – 8pm** Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación Formal
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión



### Wednesday, June 26, 2019 6pm – 8pm Pio Pico Woman's Club 9214 Mines Av, Pico Rivera, CA 90660

6:00pm – 6:30pm	Registration / Open House
6:30pm – 6:50pm	Formal Presentation
6:50pm – 7:30pm	Formal Public Comments
7:30pm – 8:00pm	Open House
8:00pm	Adjourn



### Miércoles, 26 de junio de 2019 6pm – 8pm Pio Pico Woman's Club 9214 Mines Av, Pico Rivera, CA 90660

6:00pm – 6:30pm	Jornada de puertas abiertas
6:30pm – 6:50pm	Presentación Formal
6:50pm – 7:30pm	Comentarios públicos
7:30pm – 8:00pm	Jornada de puertas abiertas
8:00pm	Conclusión

## **Appendix D.2** Scoping Presentation



# Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

0

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**8** 

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METRO June 2019

## **Purpose of Scoping**

## What is Scoping?

- Obtain public and agency input
- Identify the purpose of the project
- Define the alternatives under consideration
- Determine major issues for environmental analysis
- Identify project goals and evaluation criteria

## How can you get involved?

- Provide comments and project relevant information
- Help us understand what we should study
- Enhance participation as part of the projects environmental process

# Agency Involvement and Roles

The goal is to foster participation and cooperation among federal, state, regional, county, local, and tribal governments during the environmental review process.

## Cooperating Agencies

- Federal agencies with jurisdiction by law or special expertise
- Provide input on areas within special expertise or jurisdiction
- US Environmental Protection Agency, US Army Corps of Engineers, and Caltrans (on behalf of Federal Highway Administration) are Cooperating Agencies

## Lead Agencies

Provide the second strange of the second

- Responsible for completing environmental review process and approving project
- FTA is Lead Agency under National Environmental Policy Act
- Metro is Lead Agency under California Environmental Quality Act

## Participating Agencies

- Federal, state, regional, county, local, and tribal governments with an interest in project
- Responsibilities relate to areas within special expertise or jurisdiction
  - 24 Participating Agencies

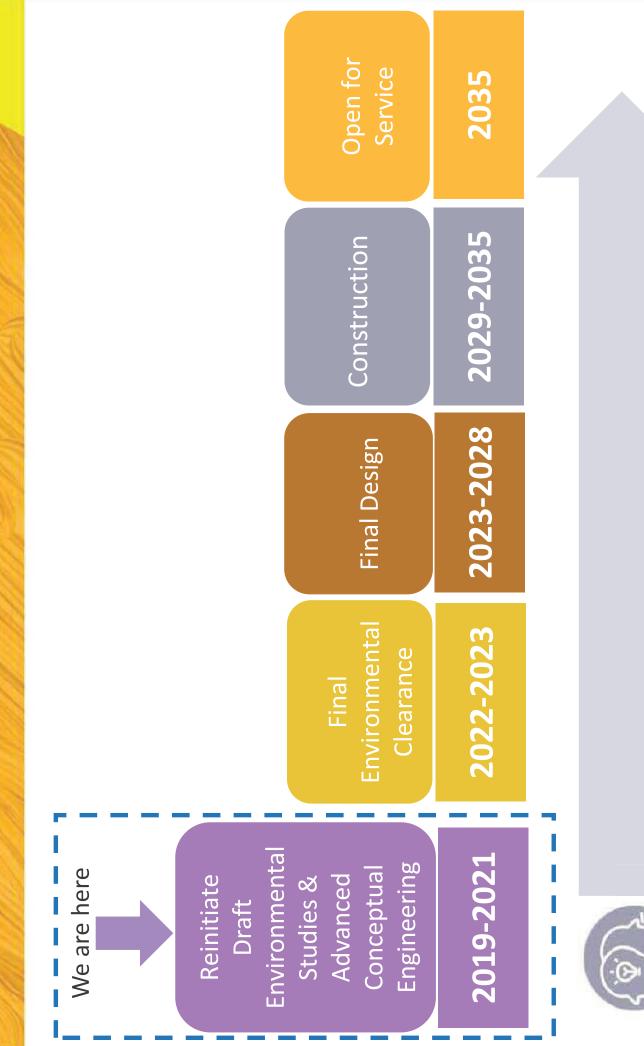
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Updated Project Definition of Alternatives for Environmental Clearance

- SR 60 Alternative (SR 60)
- Washington Alternative (Washington)
- Combined Alternative builds both SR 60 and Washington Alternatives





## **Project Funding**



State and Local (Measure R and Measure M) funding \$6.0 Billion:
Cycle 1: \$3.0 Billion in 2029
Cycle 2: \$3.0 Billion in 2053

Eastside Transit Corridor Phase 2 is included in the twenty-eight by '28 project list, for a single (yetto-be-determined) alignment

# Why Recirculate Draft EIS/EIR?

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Eastside Transit Corridor Phase 2



Address Comments -Agencies -Community -Board

Changes in the Community

Update Technical Studies

Evaluate New/Refine Alternatives

> > Metro

ldentify a Locally Preferred Alternative

# Why is the Project Needed?

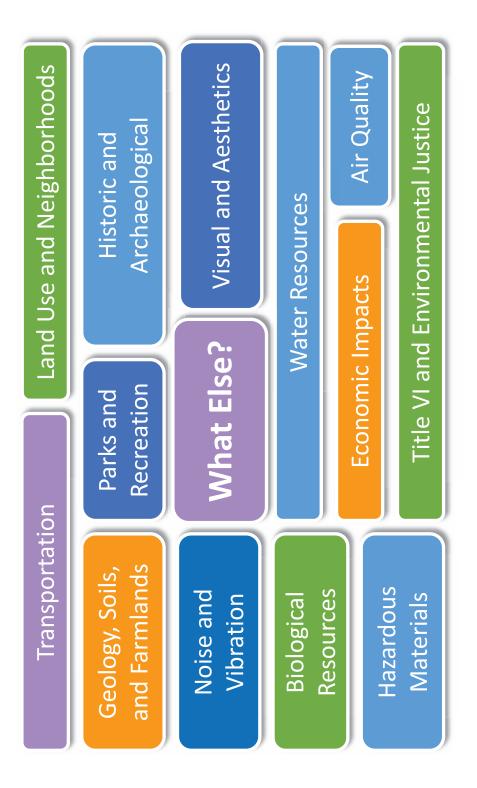
A project's purpose and need is essential in developing and evaluating a reasonable range of alternatives.

# The Purpose of the Project is to:

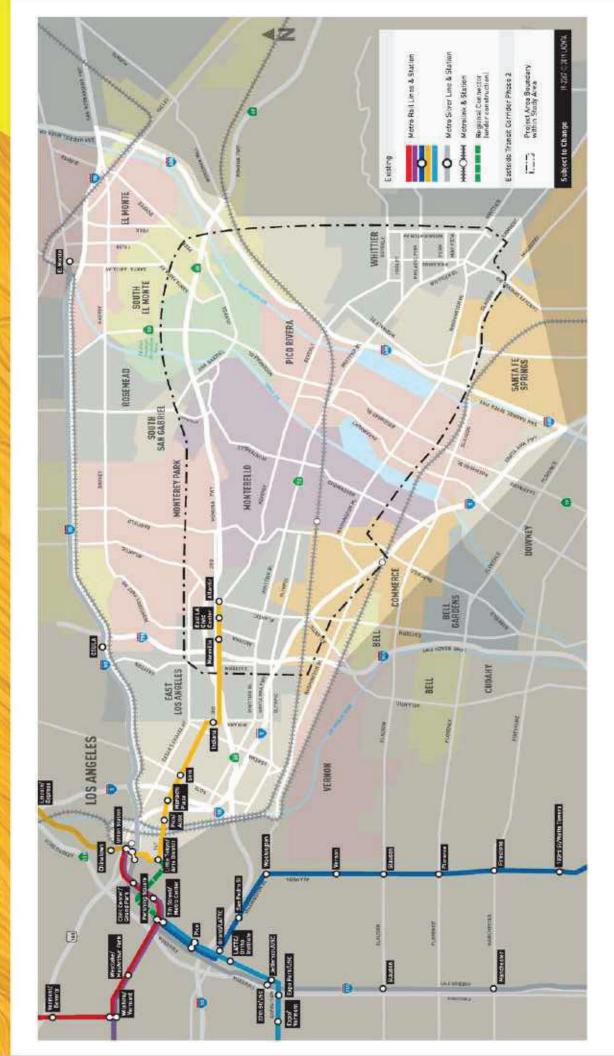
Provide residents, employees, visitors, business, and historically underserved integrated within local communities, improve regional connectivity, provide with high-quality and efficient transit alternative. The project will be equitable access, enhance quality of life, and support a sustainable environment.

# Purpose of Draft EIS/EIR

Study potential effects of construction and operation, and evaluate measures to avoid, minimize and mitigate adverse impacts of the project.



## **Project Study Area**



## Metro

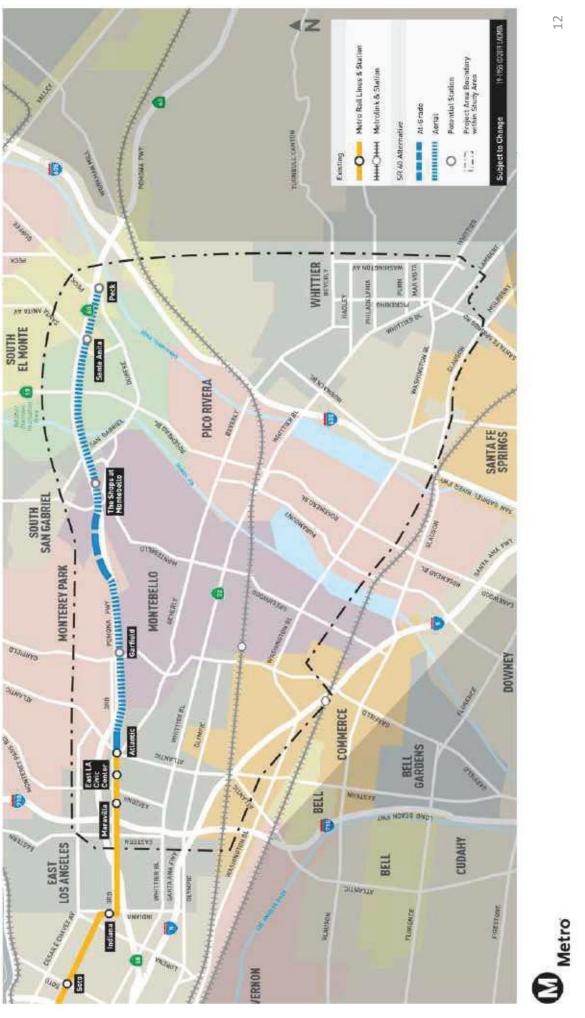
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## SR 60 Alternative

## Eastside Transit Corridor Phase 2

SR 60 Alternative

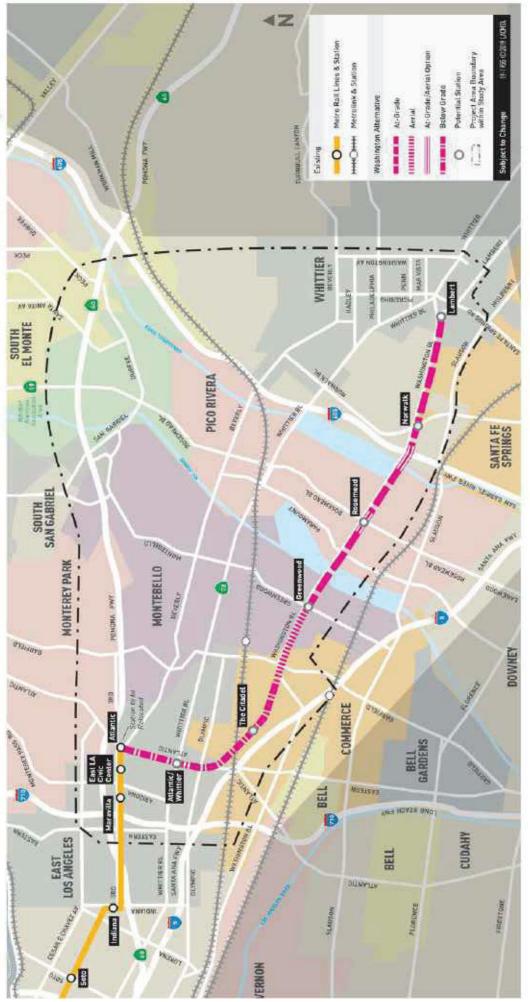


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# Washington Alternative

## Eastside Transit Corridor Phase 2

Washington Alternative

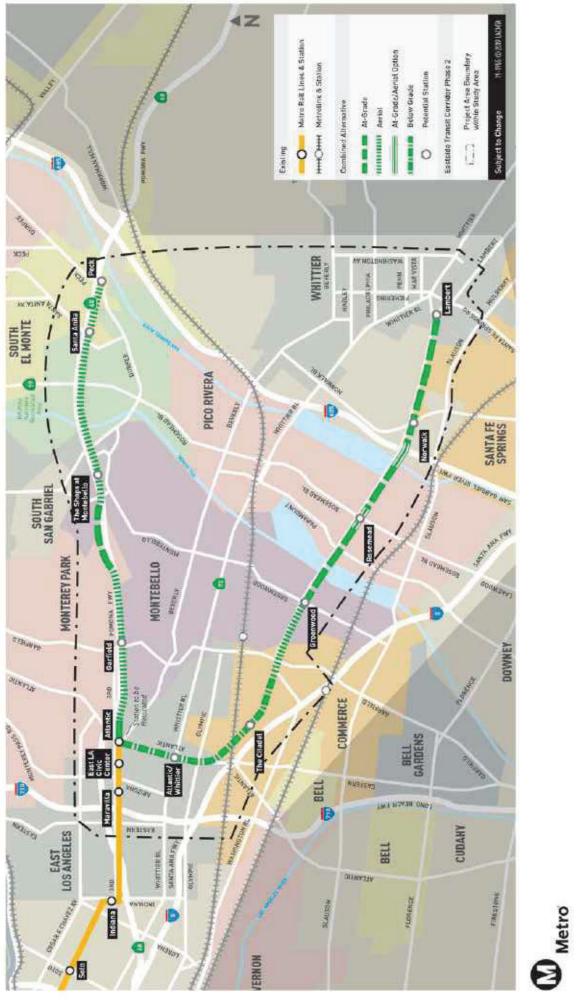


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## **Combined Alternative**

## Eastside Transit Corridor Phase 2





# Public Scoping Meetings

7630 Washington Ave Whittier Community Thu., June 13, 2019 Whittier, CA 90602 6 – 8pm Center

South El Monte, CA 91733 Sat., June 22, 2019 Community Center **1530** Central Ave South El Monte 10am- 12pm

Commerce, CA 90040 Mon., June 17, 2019 2555 Commerce Way **Commerce Senior Citizens** Center 6 – 8pm

**Quiet** Cannon Banquet Montebello, CA 90640 901 Via San Clemente Mon., June 24, 2019 6 – 8pm Center

4th Street New Primary Los Angeles, CA 90022 Wed., June 19, 2019 469 Amalia Ave 6 – 8pm Center

Pio Pico Women's Club Pico Rivera, CA 90660 Wed., June 26, 2019 9214 Mines Ave

## Metro

- Comment period started: Friday, May 31, 2019
- Comments are due by: Monday, July 15, 2019
- Submit your comments at the public scoping meetings: > Oral testimony (court reporter) > Written comment card
- Submit comments after scoping meetings via:



One Gateway Plaza, M/S 99-22-6 Jenny Cristales-Cevallos Project Manager, Metro Los Angeles, CA 90012

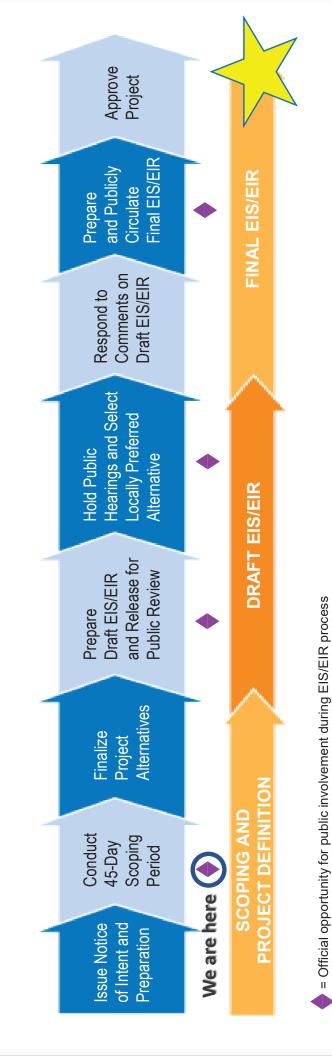


eastsidephase2@metro.net



metro.net/eastsidephase2

What are the Next Steps?



# How Can You Continue to Participate?

Scoping is not the only time you will be able to participate.





## **Contact Us**

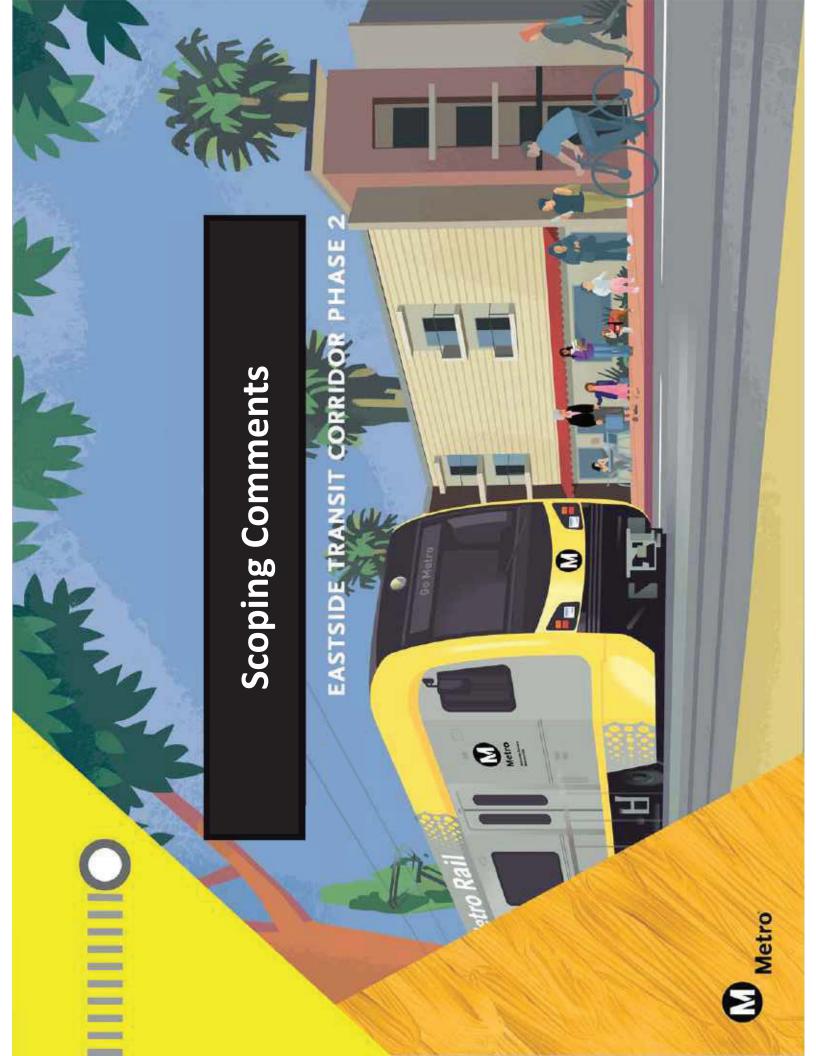


Written comments may be submitted at a public scoping meeting, via mail, email, or website comment form



## Metro

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### Overview

- We're here to listen all comments will be considered
- Each comment will be part of the official Scoping record
- Please be respectful of all speakers
- Spanish interpreter is available

### Speakers

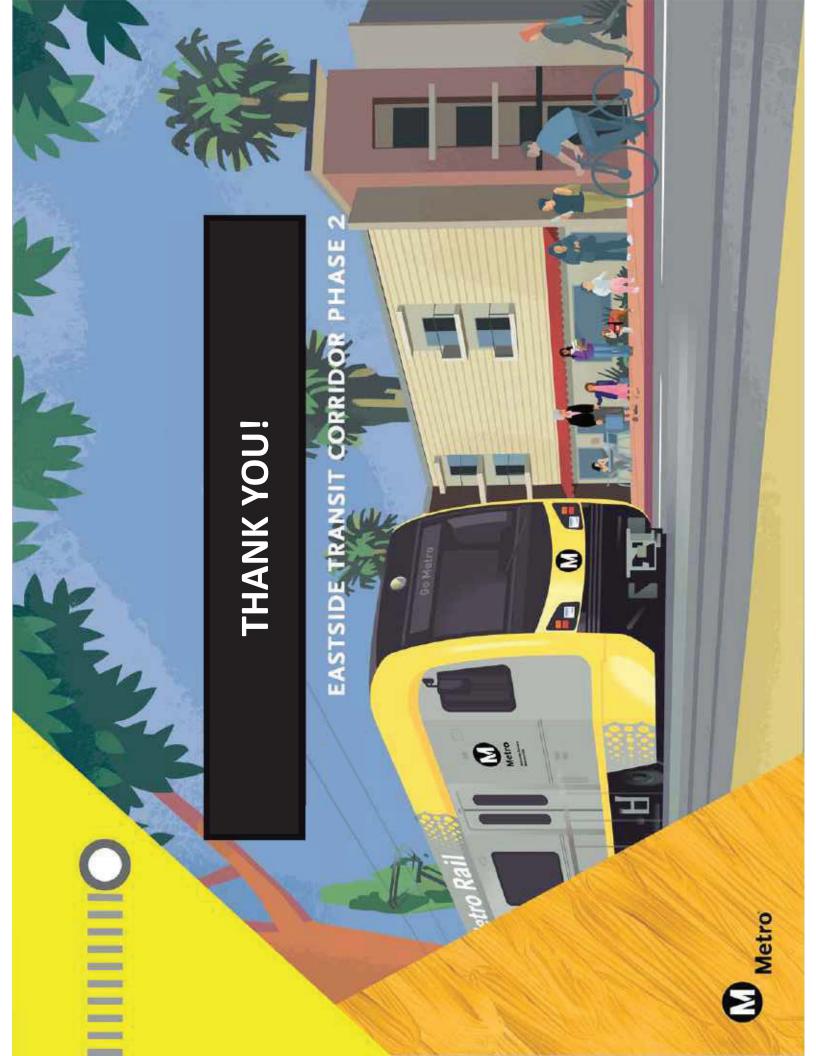
Submit a speaker card

Q

- Two (2) minutes per speaker
- Three names will be called at a time
- State your name and speak clearly into the mic for the Court Reporter







Reuniones de alcance públicas 2019

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Próxima parada: más hacia el este.

EASTSIDE TRANSIT CORRIDOR PHASE 2

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METRO Junio de 2019

# Objetivo del estudio de alcance

## ¿Qué es un estudio de alcance?

- Obtener información del público y de agencias
- Identificar el objetivo del proyecto
- Definir las alternativas que se están evaluando
- Establecer los problemas más importantes para realizar un análisis ambiental
- Identificar los objetivos del proyecto y los criterios de evaluación

## ¿Cómo puede participar?

- Proporcione comentarios e información relevante al proyecto
- Ayúdenos a comprender lo que se debe analizar
- Mejorar la participación como parte del proceso ambiental de los proyectos

# Participación y roles de las agencias

El objetivo es fomentar la participación y la colaboración entre los gobiernos federales, estatales, regionales, locales, tribales y de los condados durante el proceso de revisión ambiental.

### Agencias colaboradoras

- Agencias federales con jurisdicción por ley o conocimiento específico
- Brindar información sobre áreas dentro del conocimiento específico o la jurisdicción
- La Agencia de Protección Ambiental de los Estados Unidos, el Cuerpo de Ingenieros del Ejército de los Estados Unidos y el Departamento de Transporte de California (California Department of Transportation, Caltrans), en nombre de la Administración Federal de Carreteras, son las agencias colaboradoras

## Agencias principales

S Federal Transit Administration M Metro

- Responsable de completar el proceso de revisión ambiental y aprobar el proyecto
- La Administración Federal de Transporte (Federal Transit Administration, FTA) es la agencia principal conforme a la Ley de Política Ambiental Nacional
- Metro es la agencia principal conforme a la Ley de Calidad Ambiental de California

### Agencias participantes

- Gobiernos federales, estatales, regionales, locales, tribales y de los condados con interés en el proyecto
- Las responsabilidades se relacionan con las áreas dentro del conocimiento específico o la jurisdicción
- 24 agencias participantes

## Historia del Corredor de Transporte Hacia el Este Fase 2

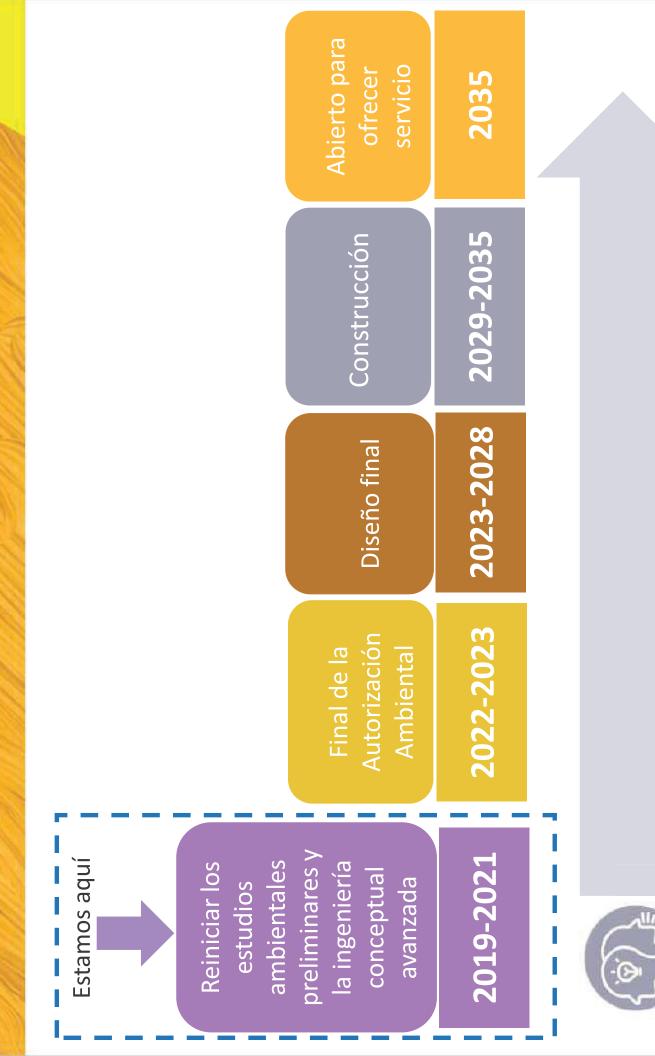


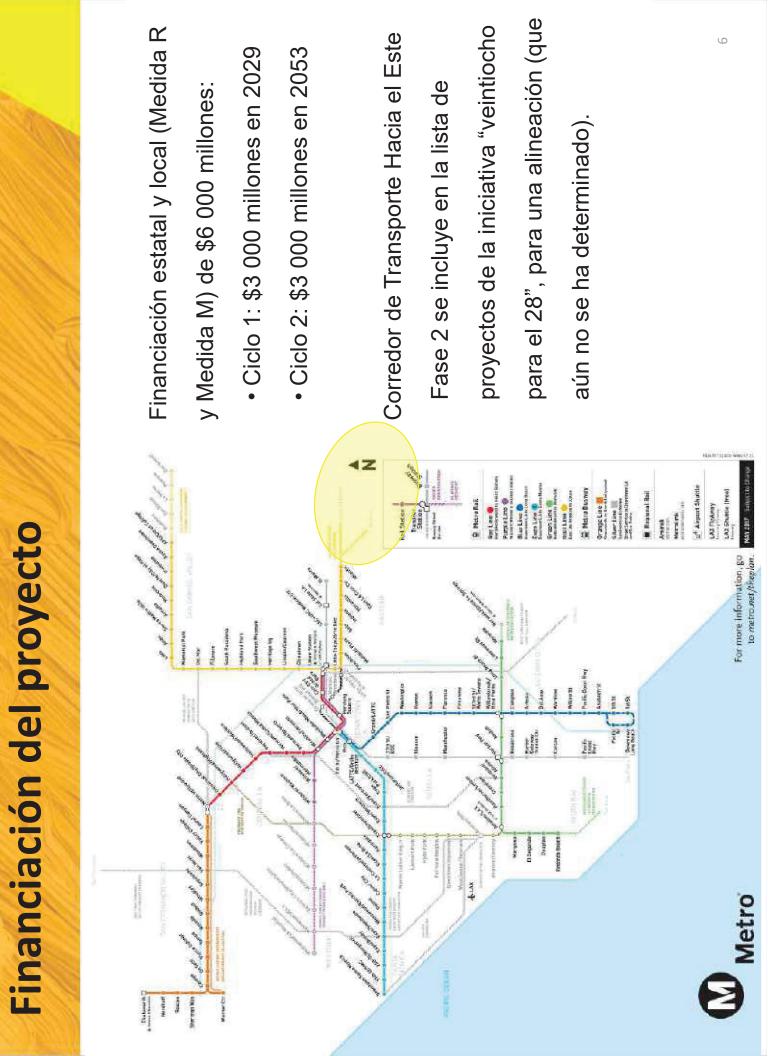
# Definición actualizada de alternativas del proyecto para la autorización ambiental

- Alternativa SR 60 (SR 60)
- Alternativa de Washington (Washington)
- Alternativa combinada construirá la alternativa SR 60 y Washington

### 🙆 Metro

# Cronología del proyecto







### Metro



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# ¿Por qué es necesario el proyecto?

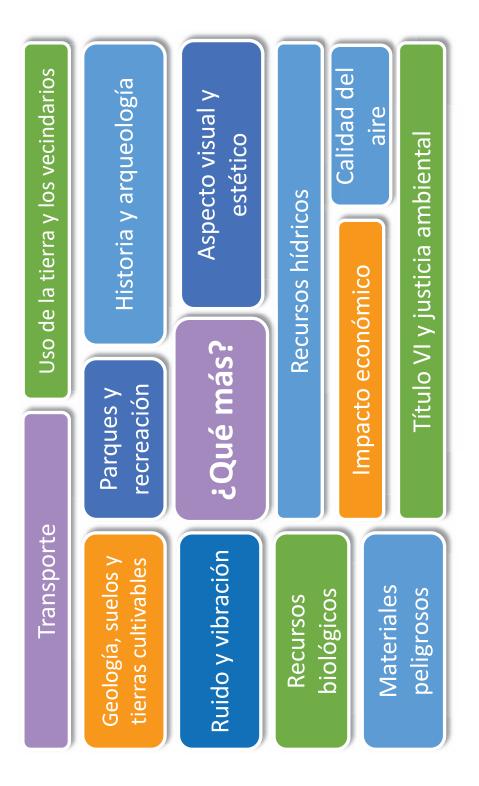
El objetivo y la necesidad del proyecto son esenciales para desarrollar y evaluar una gama razonable de alternativas.

# El objetivo del proyecto es el siguiente:

optimizará la conectividad regional, brindará acceso igualitario, mejorará la **calidad y eficaz**. El proyecto se **integrará** dentro de las comunidades locales, Brindar a los residentes, empleados, visitantes, negocios y las personas que han sido históricamente marginadas una **alternativa de transporte de alta** calidad de vida y respaldará un ambiente sostenible.

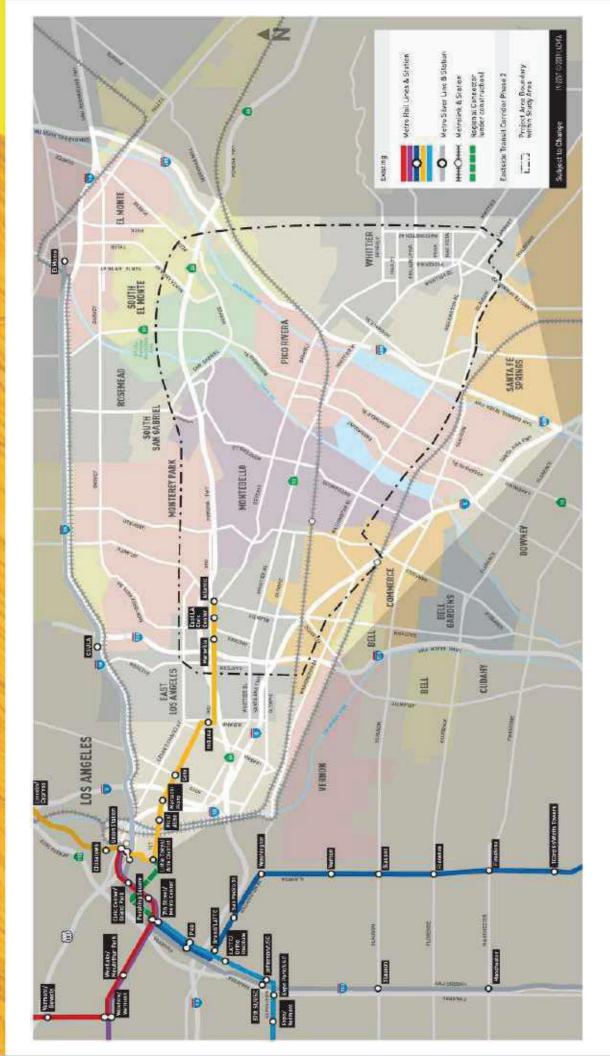
# **Objetivo de la Declaración EIS/EIR**

Estudiar los efectos potenciales de la construcción y la operación, y evaluar las medidas para evitar, minimizar y mitigar los impactos adversos del proyecto.



### Metro

# Área de estudio del proyecto



### Metro

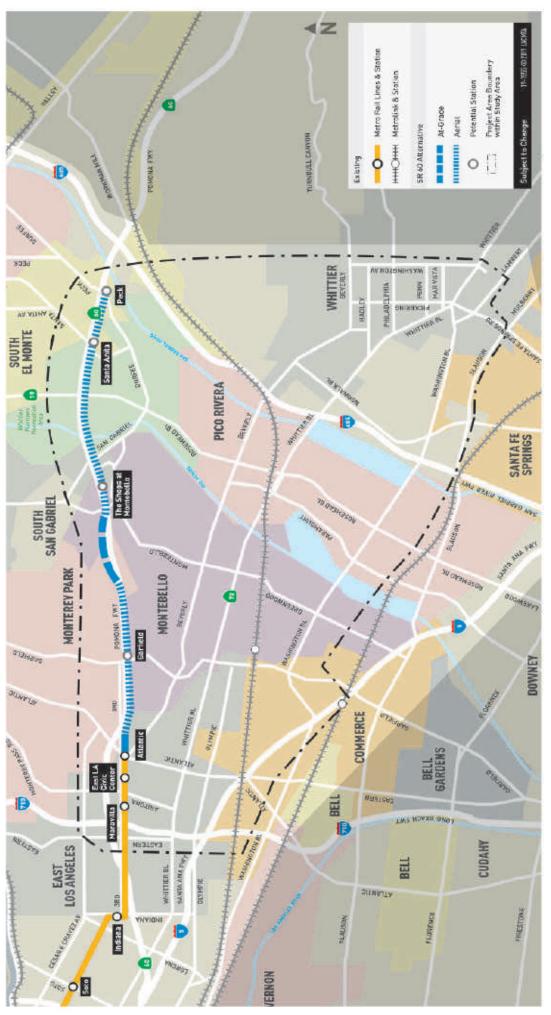
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Metro

## Alternativa SR 60

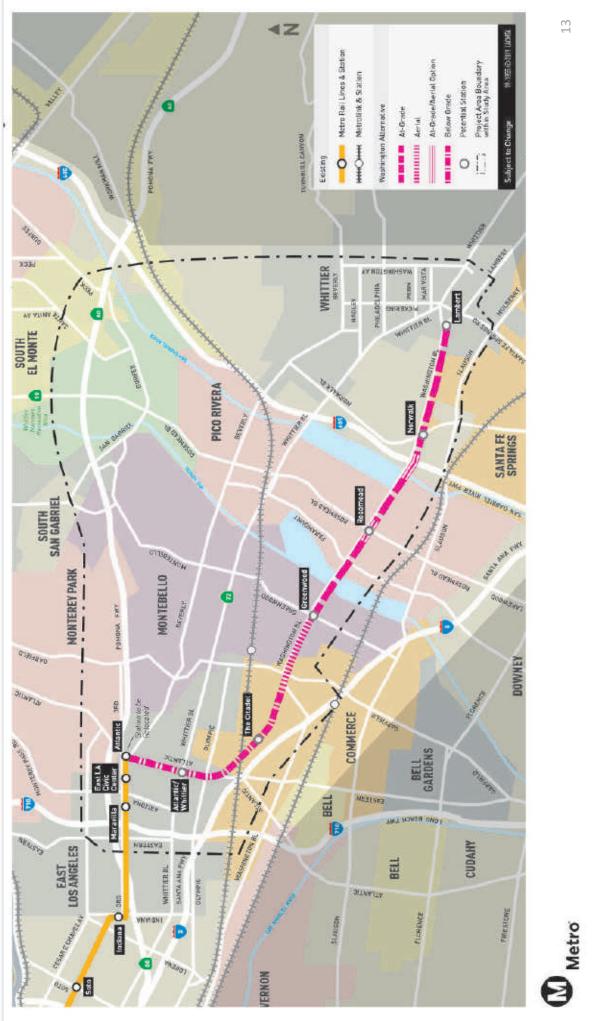
Alternative SR 60



**O** Metro

# Alternativa de Washington

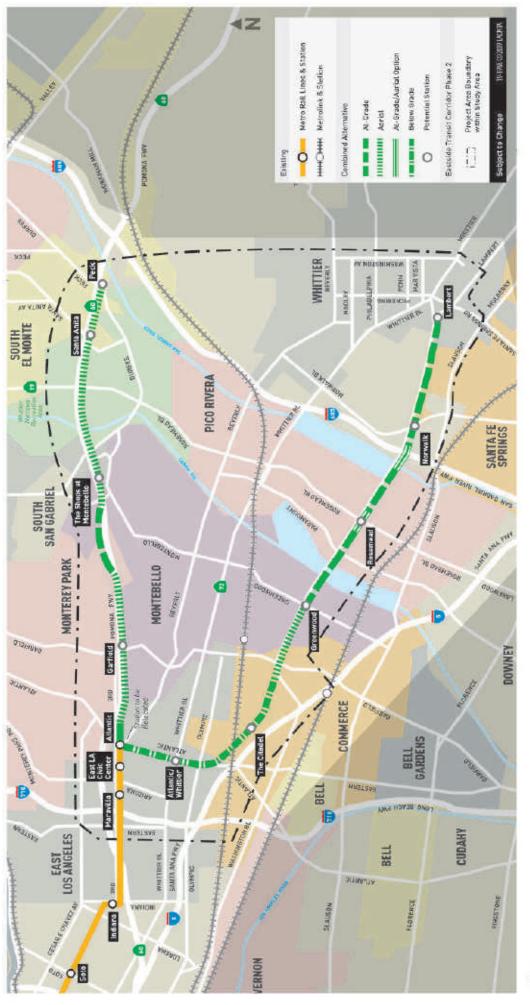
Alternative Washington



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## Alternativa combinada

## Corredor de Transporte Hacia el Este Fase 2 Alternative Combinada



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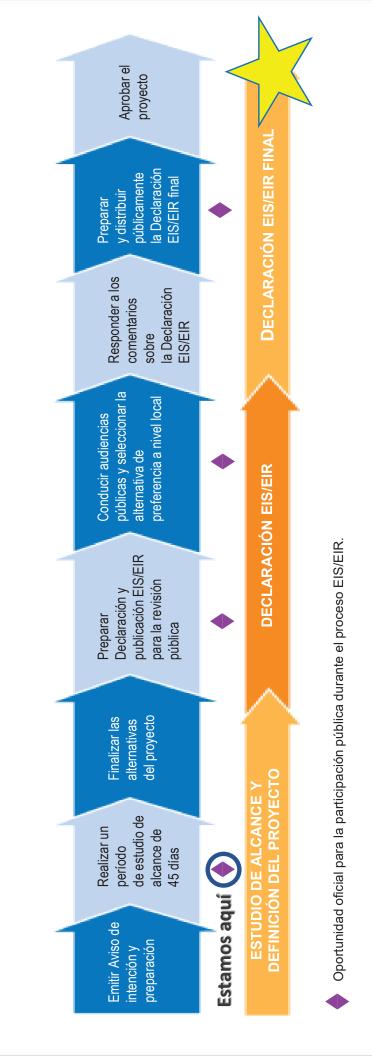
# Reuniones públicas del estudio de alcance

Jueves, 13 de junio de 2019 6 – 8pm Whittier Community Center 7630 Washington Ave Whittier, CA 90602 Sábado, 22 de junio de 2019 2019 – 12pm South El Monte Community Center 1530 Central Ave South El Monte, CA 91733

Lunes, 17 de junio de 2019 6 – 8pm Commerce Senior Citizens Center 2555 Commerce Way Commerce, CA 90040 Lunes, 24 de junio de 2019 6 – 8pm Quiet Cannon Banquet Center 901 Via San Clemente Montebello, CA 90640

Miércoles, 19 de junio de 2019 6 – 8pm 4th Street New Primary Center 469 Amalia Ave Los Angeles, CA 90022 Miércoles, 26 de junio de 2019 6 – 8pm Pio Pico Women's Club 9214 Mines Ave Pico Rivera, CA 90660

¿Cuáles son los próximos pasos?



Metro

# ¿Cómo puede seguir participando?

El estudio de alcance no será la única vez en la que pueda participar.





# Comuníquese con nosotros



Los comentarios escritos pueden brindarse en una reunión pública del estudio de alcance o enviarse por correo, correo electrónico o formulario de comentarios en el sitio web.

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# EASTSIDE TRANSIT CORRIDOR PHASE 2

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### Resumen

- Estamos aquí para escuchar; se tendrán en cuenta todos los comentarios
- Cada comentario será parte del registro oficial del estudio de alcance
- Sea respetuoso con los otros oradores
- Hay intérpretes disponibles

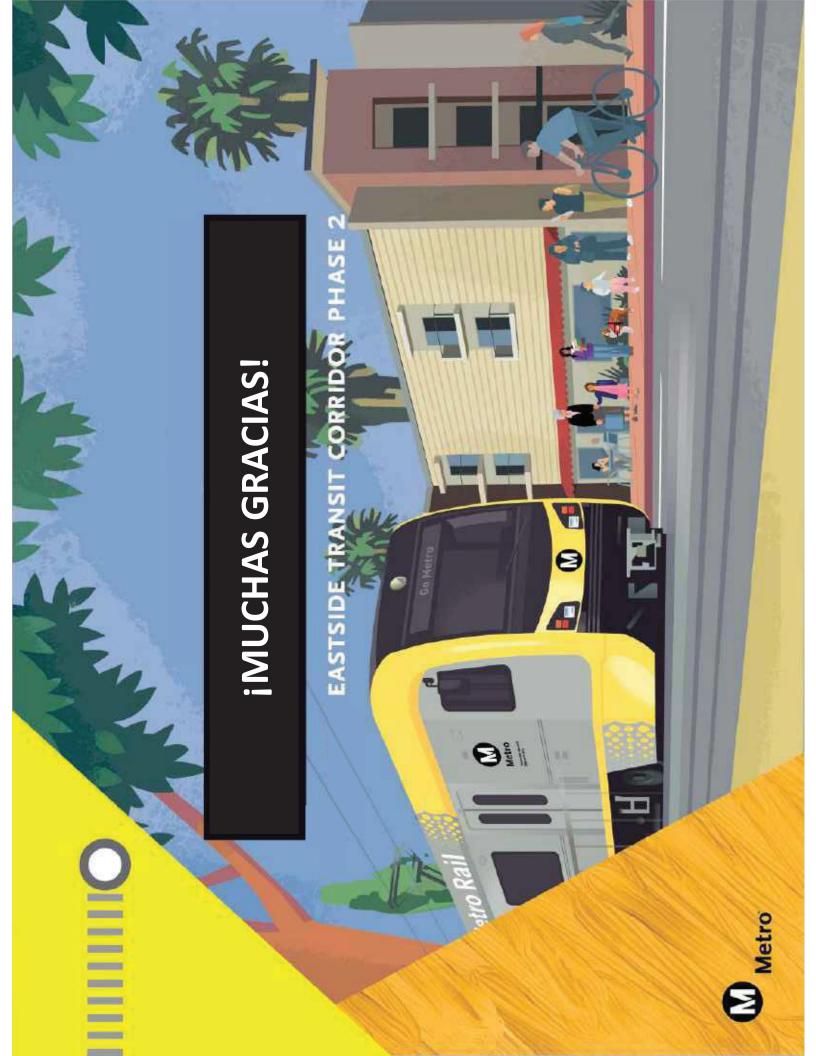
### Oradores

- Envíe una tarjeta de orador
- Dos (2) minutos por orador
- Se llama a tres nombres a la vez; póngase en la fila y esté preparado

2:00

Indique su nombre y hable con claridad para el estenógrafo





### Appendix D.3 Fact Sheets

metro.net/eastsidephase2

### Next stop: further east.

**GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2** Fact Sheet



### Overview

Metro is studying three project alternatives to extend the Metro Gold Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles. The goal of the proposed Eastside Transit Corridor Phase 2 Project is to improve transit access and mobility by connecting eastside communities in LA County to Metro's regional transit system, including Commerce, East Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte and Whittier.

In 2014, a Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) analyzed two alignment (route) options for extending the Gold Line further east into South El Monte – via State Route 60 (SR-60) – or Whittier (via Washington Bl). Based on the Technical Analysis and comments received by agencies and the public, the Metro Board of Directors opted to complete additional studies to address the comments received. As a result, in May 2017, Metro staff completed a Technical Study for the project that resulted in the project definition to include three (3) LRT alternatives, including:

- 1. SR-60 LRT Alternative (SR-60)
- 2. Washington BI LRT Alternative
- 3. Combined LRT Alternative (builds both SR-60 and Washington)

### **SR-60 Alternative**

The SR-60 LRT Alternative generally follows the southern edge of the 60 freeway from the current Metro Gold Line terminus at Pomona Bl and Atlantic Bl and continues to Peck Rd in South El Monte. A short segment shifts to the north side of the freeway, between Greenwood Av and Paramount Bl. Proposed stations* along this route being considered include:

- > Garfield Station in Montebello
- > The Shops at Montebello Station in Montebello
- > Santa Anita Station in South El Monte
- > Peck Station in South El Monte

### Washington Bl Alternative

The Washington BI Alternative could travel south along Atlantic BI in an underground segment between the current Metro Gold Line terminus station at Pomona BI/ Atlantic BI and the Citadel Outlets in Commerce. The route then proceeds east along Washington BI via aerial and at-grade (street level) configurations ending at Lambert Rd in Whittier. Proposed stations* along this route that will be further evaluated include:

- > Redesigned Atlantic Bl Station in East Los Angeles
- > Atlantic Bl/Whittier Bl Station in East Los Angeles
- > The Citadel Station in Commerce
- > Greenwood Av Station in Montebello
- > Rosemead Bl Station in Pico Rivera
- > Norwalk Bl Station serving unincorporated Los Nietos, Whittier and Santa Fe Springs
- > Lambert Rd Station in Whittier

### **Combined Alternative**

The Combined Alternative is defined as the complete build-out of both the SR-60 and Washington Bl Alternatives. The alternative could also provide a direct connection between South El Monte and Whittier.

### **Minimum Operable Segments**

The project alternatives are not anticipated to be fully constructed in one funding cycle, therefore, Minimum Operable Segments (MOS) will be evaluated to build the project in phases. Any MOS must be able to operate as a stand-alone system and include a maintenance and storage facility. This approach is similar to the phasedconstruction of other Metro Rail projects, including:

- > Metro Red Line (built in three segments)
- Metro Gold Line Foothill Extension (under construction in four segments)
- > Metro Purple Line Extension (under construction in three segments)
- > Metro Expo Line (built in two segments)

^{*} Station locations will be evaluated thoroughly to ensure each proposed station has ridership demand, economic development opportunities, first-last mile connections, among other factors.

### Eastside Transit Corridor Phase 2

**Combined Alternative** 



### Reinitiated Draft Environmental Documentation

A reinitiated Draft EIS/EIR for the project will update the original Draft EIS/EIR that was released in 2014. The Reinitiated Draft will consider the changes that have occurred in communities along the alignments since 2014 and include:

- > Update the project's purpose and need
- > Evaluate refinements on alternatives to address comments received on the 2014 Draft EIS/EIR
- > Update ridership and travel time projection
- > Study potential environmental impacts
- > Analyze grade crossings
- > Identify locations for maintenance and storage facilities
- > Develop minimum operable segments.

A Supplemental/Recirculated Draft EIS/EIR is anticipated to be available for public review in 2021. Throughout the environmental review phase, Metro staff will continue to provide project updates to stakeholders and provide the necessary tools and resources to keep communities informed. Opportunities to provide feedback will also be scheduled at key milestones in the planning process.

### **Project Funding**

Thanks to voter support of the Los Angeles County Traffic Improvement Plan – presented to voters as Ballot Measure M in November 2016 – Metro allocated \$6 billion in funding for this project that has been programmed in two cycles (per the plan's funding schedule).

- > Cycle 1 allocates \$3 billion in 2029
- > Cycle 2 allocates \$3 billion in 2053

The project is also identified in Metro's Reimagining LA County Plan (also known as the Twenty-Eight by 28 Plan) as a high priority project. Per the plan, if funding can be secured prior to the anticipated 2029 funding cycle, one of the alternatives (yet to be determined) could be built in time for the 2028 Summer Olympic Games.

### **Selection of Locally Preferred Alternative**

At the conclusion of the Draft EIS/EIR phase, the Metro Board will adopt a Locally Preferred Alternative (LPA). The LPA will be one of the alternatives that will be studied further and will be built using the initial \$3 billion funding allocation.

At that time, staff will also provide a recommendation to the Board on the selection of the LPA based on a combination of factors, including but not limited to:

- > Community and stakeholder support
- > Project purpose and need
- > Environmental considerations
- > Technical evaluation (potential impact and benefits)
- > Ridership forecasts
- > Opportunities for first/last mile (FLM) and transit-oriented communities (TOCs)

- > Property acquisition requirements, including identifying a maintenance and storage facility site
- > Costs (construction and operations)
- > Constructability
- > Operational feasibility
- > Equity

The Board action on the staff recommendation for the LPA may include:

- > Accept staff recommended LPA and initiate Final EIR/ EIS and Preliminary Engineering (PE)
- > Modify the LPA and initiate Final EIR/EIS and PE
- > Reject the LPA and direct staff to conduct further studies

### **Phases of Project Development**



This timeline is subject to change based on various factors, including funding opportunities (See Project Funding section).

### CONTACT US

Metro invites you to stay involved and share your feedback.



Lilian De Loza-Gutierrez Metro Community Relations Manager One Gateway Plaza, 99-13-01 Los Angeles, CA 90012

213.922.3012

eastsidephase2@metro.net

- metro.net/eastsidephase2
- Metrolosangeles
- F losangelesmetro

### Próxima parada: más hacia el este.

**CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2** Hoja informativa



### Información General

Metro está estudiando tres alternativas para el proyecto que extendera el servicio de transporte de tren ligero Metro Gold Line más hacia el este desde su actual terminal en Pomona Bl y Atlantic Bl en el este de Los Angeles. El objetivo del Proyecto Corredor de Transporte Hacia el Este Fase 2 es mejorar el acceso y la movilidad del transporte público para conectar las comunidades del este del Condado de Los Angeles al sistema de tránsito regional de Metro, incluyendo Commerce, East Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte y Whittier.

En el 2014, un Reporte/Declaración de Impacto Ambiental Borrador (en inglés, EIS/EIR) analizó dos opciones de alineamientos (rutas) para extender Gold Line hacia el este a South El Monte – vía la Ruta Estatal 60 (en inglés, SR-60) – o hacia Whittier (vía Washington Bl). Basado en el análisis técnico y comentarios recibidos por parte de agencias y el público, la Junta Directiva de Metro opto por completar estudios adicionales para responder a los comentarios. Como resultado, en mayo 2017, el personal de Metro completó el Estudio Técnico para el proyecto que resultó en actualizar la definición del proyecto para incluir tres (3) alternativas de tren ligero:

- 1. Alternativa SR-60 (SR-60)
- 2. Alternative Washington Bl
- 3. Alternative Combinada (construye ambas alternativas SR-60 y Washington Bl)

### Alternativa SR-60

La Alternativa SR-60 generalmente sigue el extremo sur de la autopista 60 desde la terminal actual de Metro Gold Line en las calles Pomona Bl y Atlantic Bl y continua hasta llegar a Peck Rd en South El Monte. Un segmento corto cruza hacia el lado norte de la autopista, entre Greenwood Av y Paramount Bl. Estaciones propuestas* a lo largo de la ruta que se están considerando incluyen:

- > Estación Garfield en Montebello
- > Estación The Shops at Montebello en Montebello
- > Estación Santa Anita en South El Monte
- > Estación Peck en South El Monte

### **Alternativa Washington Bl**

La Alternativa Washington Bl podría viajar hacia el sur sobre Atlantic Bl en un segmento subterráneo entre la estación terminal actual en Pomona Bl/Atlantic Bl y Citadel Outlets en Commerce. Después, la ruta de tren ligero continuaría hacia el este sobre WashingtonBl vía configuraciones aéreas y en-grado (a nivel de la calle) hasta terminar en Lambert Rd en Whittier. Estaciones propuestas a lo largo* de la ruta que se están considerando incluyen:

- > Estación Pomona Bl/Atlantic Bl rediseñada en East Los Angeles
- > Estación Atlantic Bl/Whittier Bl en East Los Angeles
- > Estación Citadel en Commerce
- > Estación Greenwood Av en Montebello
- > Estación Rosemead Bl en Pico Rivera
- > Estación Norwalk Bl sirviendo la comunidad de Los Nietos y las ciudades de Whittier y Santa Fe Springs
- > Estación Lambert Rd en Whittier

### Alternativa Combinada

La Alternativa Combinada es definida como la construcción completa de ambas alternativas – SR-60 y Washington Bl. Esta alternativa también permitiría viajes directos entre South El Monte y Whittier.

### Segmentos de Operación Mínimos

Se anticipa que las alternativas del proyecto no puedan ser construidas completamente en un solo ciclo de financiamiento, así pues, Segmentos de Operación Mínimos (en inglés, MOS) serán evaluados para poder construir el proyecto en fases. Cualquier segmento deberá operar como un sistema integro e incluirá instalaciones de mantenimiento y almacenaje. Este enfoque es similar a la construcción de otros proyectos ferroviarios de Metro que fueron completados en fases, incluyendo:

- > Metro Red Line (construido en tres fases)
- > Metro Gold Line Foothill Extension (bajo construcción en cuatro fases)
- > Metro Purple Line Extension (bajo construcción en tres fases)
- > Metro Expo Line (construido en dos fases)

^{*} Las ubicaciones de las estaciones se evaluarán exhaustivamente para garantizar que cada estacion propuesta tenga demanda de pasajeros, oportunidades de desarrollo económico, conexiones de primera/última milla, entre otros factores.

### Corredor de Transporte Hacia el Este Fase 2

Alternativa combinada



### Reinicio de la Documentación Ambiental

Se ha reiniciado completar un Borrador EIS/EIR para el proyecto que actualizará el Borrador EIS/EIR originalmente publicado en el 2014. El Borrador reiniciado considerará los cambios que han ocurrido en las comunidades a lo largo de los alineamientos desde el 2014 e incluye:

- > Actualizar el propósito y la necesidad del proyecto
- > Evaluar refinamientos a las alternativas para responder a comentarios recibidos en el Borrador EIS/EIS del 2014
- > Actualizar pronósticos de abordaje y tiempo de viaje
- > Estudiar impactos al medioambiente
- > Analizar cruces a nivel de la calle
- > Identificar sitios para ubicar instalaciones de mantenimiento y almacenaje de trenes
- > Desarrollar segmentos de operación mínimos

Se anticipa que un Borrador EIS/EIR Suplemental/ Recirculado esté disponible para revisión del público en el 2021. Durante la fase de revisión ambiental, el personal de Metro continuará de proveer actualizaciones del proyecto, recursos y herramientas para mantener a las comunidades informadas. Oportunidades para recibir sus comentarios también serán programadas durante hitos claves del proceso de planificación.

### Financiamiento del Proyecto

Gracias al apoyo de los votantes del Plan de Mejoramiento de Tráfico del Condado de Los Angeles - presentado en la boleta de votantes como la Medida M en noviembre 2016 – Metro asigno \$6 mil millones en financiamiento para este proyecto, programado en dos ciclos (de acuerdo con la implementación del plan):

> Ciclo 1 asigna \$3 mil millones en el 2029

> Ciclo 2 asigna \$3 mil millones en el 2053

El proyecto ha sido identificado en el Plan Re-imaginando el Condado de Los Angeles (también conocido como la Iniciativa de 28 Proyectos para el 2028) como un proyecto de alta prioridad. De acuerdo con el plan, si financiamiento puede ser asegurado antes del año 2029 (como programado actualmente), una de las alternativas (aún no determinada) podría ser construida a tiempo para los Juegos Olímpicos de Verano 2028. El alineamiento que podría ser avanzado sería determinado como parte del proceso del Borrador EIS/EIR reiniciado.

### Selección de la Alternativa Localmente Preferida

Al concluir la fase reiniciada del estudio medioambiental (Borrador EIS/EIR), se anticipa que la Junta Directiva de Metro adopte una Alternativa Localmente Preferida (en inglés, LPA). Esta será la alternativa que se avanzaría para un estudio más a fondo y se anticiparía construir usando los \$3 mil millones asignados en el primer ciclo de financiamiento.

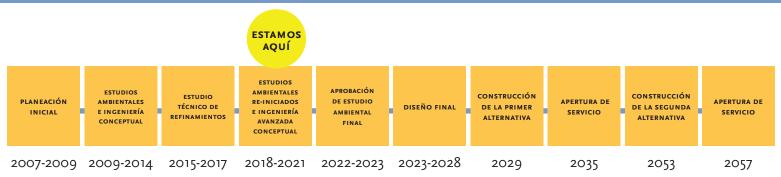
El personal de Metro recomendará dicha alternativa basado en una combinación de factores, incluyendo, pero no limitado a:

- > Apoyo de la comunidad y comentarios recibidos
- > Propósito y necesidad del proyecto
- > Consideraciones medioambientales
- > Evaluación técnica (posibles impactos y beneficios)
- > Pronósticos de rendimiento

- > Oportunidades para conexiones de primera/ultima milla (en inglés, FLM) y comunidades orientadas al transporte público (en inglés, TOCs)
- > Consideraciones de ubicación de instalaciones de mantenimiento y almacenaje de trenes
- > Costos (de construcción y operaciones)
- > Viabilidad de construcción
- > Viabilidad de operación
- > Equidad

La acción de la Junta Directiva sobre el proyecto puede incluir que:

- > La Junta Directiva acepte la recomendación del personal de Metro para la LPA e inicie el EIS/EIR final e ingeniería preliminar
- > Modifique la LPA e inicie el EIS/EIR final e ingeniería preliminar
- > Rechace la LPA y dirigir al personal de Metro que complete más estudios



La línea de tiempo está sujeta a cambios de diversos factores, incluyendo las oportunidades de financiamiento. (vea la sección Financiamiento del Proyecto).

### **CONTÁCTENOS**

Metro lo invita a mantenerse involucrado y compartir sus comentarios.

Lilian De Loza-Gutierrez Metro Community Relations Manager One Gateway Plaza, 99-13-01 Los Angeles, CA 90012

213.922.3012

🔟 eastsidephase2@metro.net

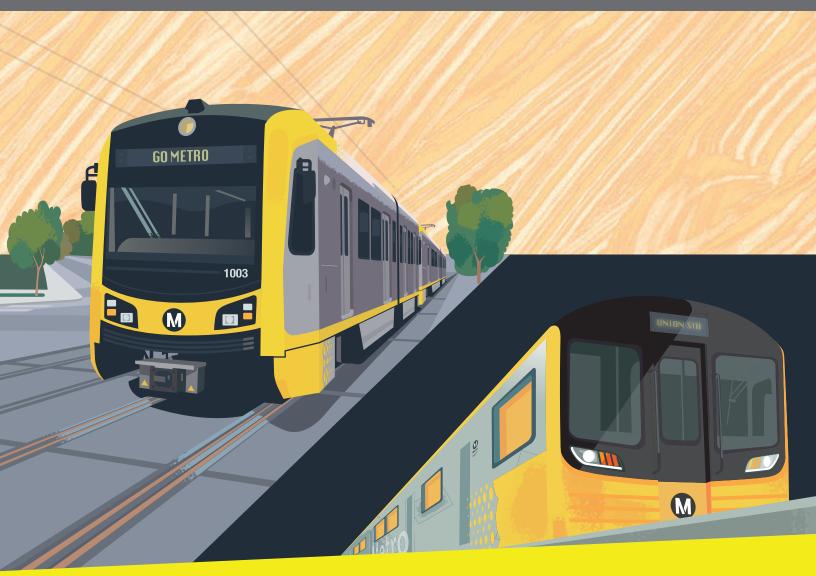
metro.net/eastsidephase2

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- F losangelesmetro

### Fases del Desarrollo del Proyecto

### Next stop: more rail.

### **RAIL TRANSIT MODES** Fact Sheet





### A train isn't just a train – there are many types.

Metro continues to expand its rail network with new projects being planned or under construction. Part of this planning involves evaluating different types of rail that each have different features and operating characteristics. The types of rail are referred to as "modes" of transit.

### During the planning and environmental evaluation process for a new rail line, many factors will be considered to determine the mode.

Some of these factors include cost, available funding, carrying capacity, speed, travel demand, urban fit, if the project being studied is an extension of an existing line, or availability of a rail maintenance and storage facility. *Please see our other fact sheets for more information on environmental evaluation, and other topics.* 

### Modes of Transit Currently Operating in LA County

### Light Rail

Metro currently operates light rail transit on the Blue, Green, Gold and Expo Lines. There are currently five rail maintenance and storage facilities to serve these lines. Two projects under construction, Crenshaw/LAX and Regional Connector, will add to this network. Metro is also building the new Southwest Rail Maintenance yard to serve the Crenshaw/LAX Line and support expanded Green Line service.

Characteristics of light rail include:

- > Powered by overhead catenary wires
- > Typical station spacing: one mile
- > Operates above, below or at street level
- > Passenger capacity: 135/car
- > At peak times, Metro trains:
  - Can be up to three cars long
  - Carry up to 405 passengers/train
  - Operate every five to six minutes
- > Top speed 55-65 mph
- > Average speed 24-35 mph

### **Heavy Rail**

Metro currently operates heavy rail transit on the Red and Purple Lines. A nine-mile extension of the Purple Line is currently under construction. A rail maintenance and storage facility currently serves these lines. It will be expanded to support the Purple Line Extension.

Characteristics of heavy rail include:

- > Powered by third rail
- > Typical station spacing: one to two miles
- > Only operates above or below ground
- > Passenger capacity: 135/car
- > At peak times, Metro trains:
  - Can be up to six cars long
  - Carry up to 810 passengers/train
  - Operate every five minutes
- > Top speed 70 mph
- > Average speed 32 mph



Light Rail – Metro Gold Line



Heavy Rail – Metro Red Line

### Commuter (or Passenger) Rail

Metrolink operates commuter rail connecting from Los Angeles Union Station to the San Fernando Valley, North County, San Gabriel Valley, Southeast LA County and adjacent Ventura, Orange, San Bernardino and Riverside Counties. Amtrak operates intercity passenger rail service across the United States. In Southern California, their Pacific Surfliner connects between San Luis Obispo and San Diego, with many stations shared with Metrolink.

Characteristics of commuter rail include:

- > Locomotive-powered
- > Typical station spacing: five miles
- > Generally operates at ground level
- > May share track with freight rail
- > May operate above or below ground at selected crossings and via tunnels through mountains
- > Fares based on distance traveled
- > Specifically scheduled timetables, which can include:
   At peak times, 15- to 30-minute frequencies
  - Less frequent service outside of peak times
- > Metrolink:
  - Passenger seating capacity: 140/car
  - Can be up to four to six cars long
  - Top speed 79 mph
  - Average speed 36 mph
- > Amtrak Pacific Surfliner:
  - Passenger seating capacity: 70/car
  - Can be up to six cars long
  - Top speed 79 mph
  - Average speed 43 mph
- > On-board amenities can include:
  - Restrooms
  - Water fountains
  - Tables for eating, reading or getting work completed
  - Power outlets for electronic devices
  - Storage space for luggage, bicycles and belongings
  - Wi-fi and café car (Amtrak only)



### Commuter Rail – Metrolink

# **Other Modes Operating Elsewhere**

### **High Speed Rail**

(there are two types of high speed rail train systems)

Conventional-wheeled:

- > Powered by electric, electric-fuel or fueled systems
- > Track is built or specially upgraded for high-speed travel
- > Typical station spacing: varies but tends to connect city centers along the route
- > Can operate above, below or at street level in its own dedicated right-of-way
- > Can be up to 12 cars long; average is seven to nine cars long
- > Passenger seating capacity: varies; 65-75/car
- > Specifically scheduled timetables
- > Top speed 350 mph; average speed 150-200 mph
- > Selected examples currently in operation: Asia, Europe

### MagLev:

- > Powered by magnetic levitation, vehicles travel along a guideway provided with magnets to control in-flight stability, and create propulsion and lift, eliminating mechanical constraints of dry friction
- > Track is built specifically for MagLev
- > Typical station spacing: varies but tends to connect city centers along the route
- > Can operate above or below ground
- > Passenger seating capacity: 65-70/car
- > Specifically scheduled timetables
- > Top speed 375 mph; average speed varies
- > Selected examples currently in operation: Japan

For more information about Rail Transit Modes, visit metro.net/railmodes.

# **Other Modes Operating Elsewhere (continued)**

### Monorail

- > Powered by third rail or wires
- > Typically elevated
- > Typical station spacing: one-half mile to one mile
- > Passenger capacity: about 60 passengers/car
- > Trains up to six cars long
- > Top speed 40-50 mph
- > Average speed 18-30 mph
- > Selected examples currently in operation: Disneyland, Las Vegas, Air Train JFK, Seattle, Detroit People Mover, Japan, Germany

### Trams/Streetcars/Trolley

(terms are used interchangeably)

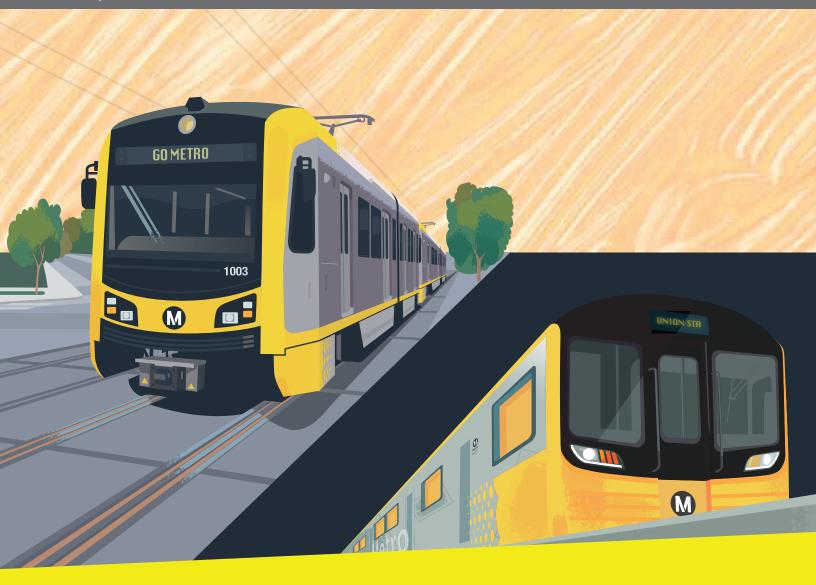
- > Powered by overhead catenary wires
- > Generally run at street level with other vehicle traffic but can operate in dedicated guideways
- > Passenger capacity: varies
- > Average speed 32 mph
- > Typical station spacing: every quarter-mile
- > Selected examples currently in operation:
   San Francisco; Portland (OR); Dallas; Washington, D.C.

### Personal Rapid Transit (RPT)

- > Powered by electricity
- > Stations: typically close together but located on side track to allow other cars to pass
- > Depending on size, cars/pods carry one to 20 people
- > Typically operates in smaller, closed systems
- > Selected examples currently in operation: Morgantown (WV), Masdar City (United Arab Emirates), Suncheon (South Korea)

# Próxima parada: más trenes.

# **TIPOS DE TRANSPORTE FERROVIARIO** Hoja informativa





### Un tren no es sólo un tren, hay muchos tipos.

Metro continúa expandiendo su red ferroviaria con nuevos proyectos que están en la fase de planificación o construcción. Parte de esta planificación incluye la evaluación de tipos diferentes de trenes que tienen características diferentes de operación y funcionamiento. Los tipos de trenes se conocen

## Durante el proceso de planificación y evaluación ambiental de una nueva línea ferroviaria, se toman en cuenta muchos factores para determinar el modo.

Algunos de los factores que se toman en cuenta incluyen el costo, el financiamiento disponible, la capacidad de pasajeros, la velocidad, la demanda de viaje, el ambiente urbano, si el proyecto que se estudia es una extensión de una línea existente, o la disponibilidad de una instalación de mantenimiento y almacenamiento ferroviario. *Consulte nuestras otras hojas informativas para obtener más información sobre la evaluación ambiental y otros temas.* 

# Modos de transporte actualmente en funcionamiento en el Condado de Los Angeles

### Tren ligero

Actualmente, Metro opera un servicio ferroviario de tren ligero en Metro Blue, Green, Gold y Expo. Actualmente hay cinco instalaciones de mantenimiento y almacenamiento ferroviario para servir estas líneas. Dos proyectos en construcción, Crenshaw/LAX y el Regional Connector, se agregarán a esta red. Metro también está construyendo la nueva instalación de mantenimiento ferroviario del suroeste para servir a la línea Crenshaw/LAX y brindar apoyo al servicio ampliado de Metro Green Line.

Las características de los trenes ligeros incluyen:

- > Funcionan con cables catenarios aéreos
- > Espaciado típico entre estaciones: una milla
- > Opera por encima, por debajo o al nivel de la calle
- > Capacidad de pasajeros: 135/pasajeros por vagón
- > Durante las horas pico, los trenes de Metro:
- Puede tener hasta tres vagones de longitud
- Pueden tener una capacidad de hasta 405 pasajeros en todo el tren
- Operan cada cinco a seis minutos
- > Velocidad máxima de 55 a 65 mph
- > Velocidad promedio de 24 a 35 mph

### Tren subterráneo

Actualmente, Metro opera un servicio ferroviario subterráneo en Metro Purple y Red Lines. Una extensión de nueve millas de Metro Purple Line se encuentra actualmente en construcción. Una instalación de mantenimiento y almacenamiento ferroviario brinda servicio a estas líneas actualmente. La instalación se ampliará para brindar servicio a la Extensión de Metro Purple Line.

Las características del tren subterráneo incluyen:

- > Funciona con un tercer riel
- > Espaciado típico entre estaciones: una a dos millas
- > Sólo opera por encima o por debajo de la superficie
- > Capacidad de pasajeros: 135/pasajeros por vagón
- > Durante las horas pico, los trenes de Metro:
  - Puede tener hasta seis vagones de longitud
  - Pueden tener una capacidad de hasta 810 pasajeros en todo el tren
- Operan cada cinco minutos
- > Velocidad máxima de 70 mph
- > Velocidad promedio de 32 mph



Tren ligero – Metro Gold Line



Tren subterráneo – Metro Red Line

## Tren suburbano

Metrolink opera un servicio de tren suburbano que conecta a Union Station en Los Angeles con el Valle de San Fernando, el Norte del Condado de Los Angeles, el Valle de San Gabriel, el Sureste del Condado de Los Angeles y los condados adyacentes de Ventura, Orange, San Bernardino y Riverside. Amtrak opera un servicio ferroviario de pasajeros interurbano en todos los Estados Unidos. En el sur de California, el Pacific Surfliner conecta San Luis Obispo y San Diego con muchas estaciones compartidas con Metrolink.

Las características de los trenes suburbanos incluyen:

- > Funciona con una locomotora
- > Espaciado típico entre estaciones: cinco millas
- > Generalmente opera al nivel de la superficie
- > Pueden compartir las vías con los trenes de carga
- > Pueden operar por encima o por debajo de la superficie en cruces selectos y por túneles a través de montañas
- > Las tarifas se basan en la distancia recorrida
- > Horarios específicamente programados, que pueden incluir:
   Frecuencias de entre 15 a 30 minutos durante las horas pico
  - Servicio menos frecuente durante las horas no pico
- > Metrolink:
  - Capacidad de asientos de pasajeros: 140/vagón
  - Puede tener de cuatro a seis vagones de longitud
  - Velocidad máxima de 79 mph
  - Velocidad promedio de 36 mph
- > Amtrak Pacific Surfliner:
  - Capacidad de asientos de pasajeros: 70/vagón
  - Puede tener hasta seis vagones de longitud
  - Velocidad máxima de 79 mph
- Velocidad promedio de 43 mph
- > Los servicios a bordo pueden incluir:
  - Baños
  - Fuentes de agua
  - Mesas para comer, leer o trabajar
  - Enchufes para dispositivos eléctricos
  - Espacio de almacenamiento para equipaje, bicicletas y pertenencias
  - Wi-fi y vagón con cafetería (sólo Amtrak)

## Otros tipos de trenes que operan en otros lugares

### Tren de alta velocidad

(hay dos tipos de sistemas ferroviarios de alta velocidad)

Ruedas convencionales:

- > Funcionan con sistemas eléctricos o de combustible
- > La vía es especialmente construida o actualizada para viajar a alta velocidad
- > Espaciado típico entre estaciones: varía, pero tiende a conectar los centros de las ciudades a lo largo de la ruta
- > Puede operar por encima, por debajo o al nivel de la calle en su propio derecho de vía exclusivo
- > Puede tener hasta 12 vagones de longitud; la longitud promedio es de siete a nueve vagones.
- > Capacidad de asientos de pasajeros: varía; 67-75 pasajeros/vagón
- > Horarios específicamente programados
- > Velocidad máxima de 350 mph; velocidad promedio de 150-200 mph
- > Ejemplos seleccionados actualmente en operación: Asía, Europa

### MagLev:

- > Con tecnología de levitación magnética, los vehículos viajan por una vía con imanes para controlar la estabilidad y crear propulsión y elevación, eliminando las limitaciones mecánicas de la fricción seca
- > La vía es construida específicamente para el MagLev
- > Espaciado típico entre estaciones: varía, pero tiende a conectar los centros de las ciudades a lo largo de la ruta
- > Puede operar por encima o por debajo de la superficie
- > Capacidad de asientos de pasajeros: 65-70/pasajeros por vagón
- > Horarios específicamente programados
- > Velocidad máxima de 375 mph; la velocidad promedio varía
- > Ejemplos seleccionados actualmente en operación: Japón



Para obtener más información acerca de los modos de transporte ferroviario, visite *metro.net/railmodes*.

# Otros tipos de trenes que operan en otros lugares (continuación)

### Monorriel

- > Funciona con un tercer riel o cables
- > Típicamente elevado
- > Espaciado típico entre estaciones: media milla a una milla
- > Capacidad de pasajeros: alrededor de 60 pasajeros/vagón
- > Los trenes pueden tener hasta seis vagones de longitud
- > Velocidad máxima de 40-50 mph
- > Velocidad promedio de 18-30 mph
- > Ejemplos seleccionados actualmente en operación: Disneyland, Las Vegas, Air Train JFK, Seattle, Detroit People Mover, Japón, Alemania

### Tranvías/Trolebús

(los términos se usan indistintamente)

- > Funcionan con cables catenarios aéreos
- > Generalmente operan al nivel de la calle con el tráfico vehicular, pero pueden operar en vías exclusivas
- > Capacidad de pasajeros: varía
- > Velocidad promedio de 32 mph
- > Espaciado típico entre estaciones: cada cuarto de milla
- > Ejemplos seleccionados actualmente en operación: San Francisco; Portland (OR); Dallas; Washington, D.C.

### Tránsito Rápido Personal (PRT)

- > Funciona con electricidad
- > Estaciones: generalmente muy cercanas, pero ubicadas en un carril lateral para permitir que otros vehículos pasen
- > Dependiendo del tamaño, los coches/cápsulas pueden transportar de una a 20 personas
- > Generalmente opera en sistemas cerrados y pequeños
- > Ejemplos seleccionados actualmente en operación: Morgantown (WV), Masdar (Emiratos Árabes Unidos), Suncheón (Corea del Sur)

# Next stop: LA, transformed.

# **PROPERTY ACQUISITION** Fact Sheet





## Who is Metro?

Metro (Los Angeles County Metropolitan Transportation Authority) is the transportation planner, coordinator, designer, builder and regional transit operator for LA County. Metro works in partnership with the County of Los Angeles, local cities, the California Department of Transportation (Caltrans)

# What is property acquisition?

New projects need to acquire property for their construction or operations. The property acquisition process is governed by state and federal law, and is basically the same regardless of whether acquisition efforts are led by Metro or another public agency. This fact sheet explains the Metro acquisition process in more detail.

# Why do new transportation projects need to acquire real property?

New transportation projects often need to acquire property. This can be for a variety of purposes.

## **Permanent Property Needs**

Highway, rail, bus and other projects often require the acquisition of property to expand capacity and increase service to the public. This could be for new or wider travel lanes, rail or bus right-of-ways, interchanges, ramps, bridges, stations or maintenance yards. The property acquired becomes a permanent part of the project and the region's transportation infrastructure.

# **Temporary Construction Staging**

In order to build a project, property is sometimes necessary for a period of time for construction staging. Staging space includes areas for active construction, equipment and material storage, field offices, parking and other constructionrelated activities. Staging locations are ideally located off-street and immediately adjacent to where the project is to be constructed.

# **Below Ground Easements**

Some projects need property below ground for tunnels, stations or other facilities. In the majority of these cases, there will be little or no impact to the property on the surface.

# How is the need for property acquisition determined?

Whether or not property is needed for a project is determined through the environmental planning process. This occurs in accordance with the California Environmental Quality Act (CEQA) and often results in the preparation of an Environmental Impact Report (EIR). Some projects also need federal review under the National Environmental Policy Act (NEPA), which can result in the preparation of an Environmental Impact Statement (EIS). During this process, various project alternatives are evaluated and property is identified that might possibly be needed for the project. The final list of properties is not determined until the very end of the process when the study being conducted is adopted. Public involvement is always an important part of these studies.

For additional information, please see our Environmental Review fact sheet.

# Will Metro buy the property, lease it or something else?

This depends. The most straightforward method is for Metro to purchase a "fee interest" and become the owner of the property. Sometimes, other arrangements are developed, such as leases, right of entries, temporary construction easements or permanent easements.

If the project needs property below ground, Metro will purchase a subsurface easement from the property owner. This is accomplished through a one-time payment and an easement deed is recorded. This is identical to underground easements that a utility or cable company obtains for fiber optic cables, water lines, gas lines, etc.

Staging for the Hollywood/Highland Station during construction of the Metro Red Line.



Hollywood & Vine: Metro Red Line station in Hollywood



# How will I know if my property is needed for a project? When will I be contacted?

In some cases, property owners may be notified that their properties are under consideration for a project while the studies are ongoing. However, the exact list of properties is not deemed to be final until the studies are adopted. Once those are done and funding is available to begin construction, property owners will be contacted by a representative of the agency building the project (i.e., Metro, Caltrans, etc.).

## How will I be compensated?

Metro is required to provide just compensation to property owners for the purchase or use of their property. The first step in this process is for Metro to obtain an appraisal of the property. The appraisal will consider a variety of factors, including location, size, the highest and best use of the property, and the recent sale of similar properties in the area.

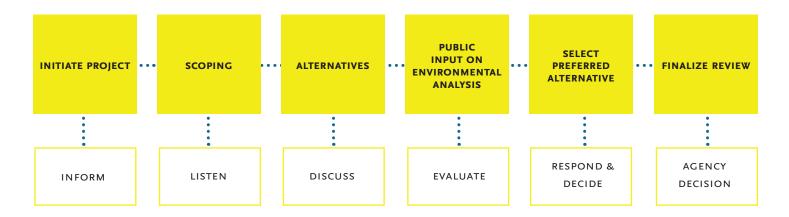
Once the value is established and approved, an offer will be made to the property owner. Time will be allowed for the owner to obtain their own appraisal if desired, and to have a full discussion with Metro regarding their opinion of the value of the property. Metro will seek to reach a negotiated agreement with a property owner whenever possible. If a negotiated agreement cannot be accomplished, Metro may exercise its power of eminent domain to acquire the property. Initiating eminent domain procedures requires specific approval by the Metro Board of Directors.

# **Disposition of Property** after Construction

Following the completion of project construction, Metro will return leased properties to the property owner, who may then develop the property in accordance with local zoning regulations. In cases where Metro has obtained fee title, any portions of the property owned by Metro that are no longer needed for public purposes after construction may be sold or made available for joint development subject to local land use regulations and approval processes. If a joint development project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property.



Atlantic Station: Metro Gold Line station in East LA



## **ENVIRONMENTAL PLANNING PROCESS**

# Will I receive relocation benefits if I am required to move from the property?

If you are an owner-occupant or tenant occupying a property that is acquired for a public project, you may be entitled to relocation benefits. Federal and state regulations provide for payments to assist in the relocation of your business or residence. Your relocation benefits will be explained in detail by Metro staff or a consultant hired by Metro. No one will be required to relocate from their property until they have been given at least a 90-day written notice to move.

# How to Stay Involved and Give Input

Metro invites you to stay involved during the planning and construction of projects. You can keep up with developments on *metro.net*, where you can find information about ongoing studies, projects under construction, leave comments and provide your contact information so we can keep you informed of upcoming meetings and other milestones.



# Proxima Parada: La transformación de Los Angeles.

# ADQUISICIÓN DE PROPIEDAD





## ¿Quién es Metro?

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (Metro) es el planificador de transporte, el coordinador, el diseñador, el constructor y el operador regional de tránsito para el Condado de Los Angeles. Metro trabaja en asociación con el Condado de Los Angeles, ciudades locales, el Departamento de Transporte de California (Caltrans), y otros entra planificación de nuevos proyectos de transporte.

# ¿Qué es adquisición de propiedades?

Los nuevos proyectos necesitan adquirir propiedades para su construcción u operaciones. El proceso de adquisición de propiedad se rige por las leyes estatales y federales, y es básicamente el mismo independientemente si los esfuerzos de adquisición son liderados por Metro u otra agencia pública. Esta hoja informativa explica el proceso de adquisición de Metro con más detalle.

# ¿Por qué los nuevos proyectos de transporte requieren la adquisición de propiedades privadas?

Frecuentemente, nuevos proyectos de transporte necesitan la adquisición de propiedades privadas. Hay varias razones por lo cual la adquisición de propiedades privadas es necesaria.

# Necesidades permanentes de propiedades

Proyectos de carretera, autopistas, ferrocarriles, autobús y otros, con frecuencia, requieren la adquisición de propiedades privadas para ampliar la capacidad y/o aumentar el servicio al público. Esto puede ser para instalar carriles nuevos o ampliarlos, construir vías públicas de tren o autobús, mejorar intersecciones, rampas, puentes, estaciones, o instalaciones de mantenimiento. La propiedad adquirida se convierte como un elemento permanente del proyecto y la infraestructura de transporte de la región.

# Necesidades temporales de propiedades para obras de construcción

Para construir un proyecto, a veces la adquisición de propiedades privadas es necesaria para la edificación de obras de construcción. Propiedades deben adquirirse para áreas de construcción activas, almacenamiento y otras actividades relacionadas con la edificación de proyectos. Propiedades ideales se encuentran ubicados fuera de la calle e inmediatamente juntos al lugar donde se construirá el proyecto.

# Necesidades subterráneas

Algunos proyectos necesitan solamente el subterráneo de propiedades para túneles, estaciones, y otras instalaciones subterráneas. En la mayoría de estos casos, habrá poco o ningún impacto en la superficie de la propiedad.

# ¿Cómo se determina la necesidad de adquisición de propiedades?

El proceso para determinar si se necesita una propiedad para un proyecto es a través del proceso de planificación ambiental. Esto ocurre de acuerdo con el Acta de Calidad Ambiental de California (CEQA en inglés) y con frecuencia resulta en la preparación de un Reporte de Impacto Ambiental (EIR en inglés). Algunos proyectos también necesitan una revisión federal bajo el Acta Federal de Politica Ambiental Nacional (NEPA en inglés) en que puede resultar en la preparación de una Declaración de Impacto Ambiental (EIS en ingles). Durante este proceso, se evalúan varias alternativas del proyecto y se identifican propiedades que posiblemente podrían ser adquiridas para el proyecto. La lista final de propiedades no se determina hasta el fin del proceso cuando se adopta el proyecto. La participación pública siempre es una parte importante de estos estudios.

Para información adicional, por favor vea nuestra hoja informativa de impacto ambiental.

# ¿Metro comprará la propiedad, la arrendará, o algo más?

Esto depende. El método más directo es que Metro compre la propiedad convirtiéndose en el dueño de la propiedad. A veces se desarrollan otros arreglos tales como arrendamientos, derecho de entrada, servidumbres temporales de construcción o servidumbres permanentes.

Si el proyecto necesita propiedades debajo del suelo, Metro comprará vía de acceso subterráneo del dueño de la propiedad. Esto se logra mediante un pago singular y se graba una escritura de derecho de paso subterráneo. Esto es idéntico a las servidumbres subterráneas que una compañía de servicios públicos o de cable obtiene para cables de fibra óptica, líneas de agua, líneas de gas, etc.

El área puesta en escena de la estación de Metro en Hollywood/Highland durante la construcción de Metro Red Line.



Hollywood & Vine: Estación de Metro Red Line en Hollywood con desarrollo conjunto.



# ¿Cómo sé si mi propiedad se necesita para un proyecto? ¿Cuándo me contactarán?

En algunos casos, los propietarios pueden ser notificados que sus propiedades están bajo consideración para un proyecto mientras los estudios están en curso. Sin embargo, la lista exacta de las propiedades no se considera final hasta que el proyecto sea adoptado. Una vez que los estudios se hayan hecho y los fondos están disponibles para comenzar la construcción, los propietarios serán contactados por medio de un representante de Metro.

## ¿Cómo me van a compensar?

Metro está obligado a proporcionar una compensación justa al propietario por la compra o el uso temporal de su propiedad. El primer paso en este proceso es que Metro obtenga un avalúo de la propiedad. El avalúo considera una variedad de factores, incluyendo la ubicación, el tamaño, el uso más alto y mejor de la propiedad, y la reciente venta de propiedades similares en la zona.

Una vez que el valor esté establecido y aprobado, una oferta será hecha al dueño de la propiedad. Se permitiría un tiempo para que el propietario obtenga su propio avalúo, si lo desea, y para tener una discusión completa con Metro sobre su opinión acerca del valor de la propiedad. Metro tratará de llegar a un acuerdo negociado con un propietario cuando sea posible. Si no se puede lograr un acuerdo negociado, Metro puede ejercer su poder de dominio eminente para adquirir la propiedad. La iniciación de procedimientos de un dominio eminente requiere la aprobación específica de la Junta Directiva de Metro.

# Disposición de la propiedad después de la construcción

Después de la terminación de la construcción del proyecto, Metro devolverá las propiedades arrendadas al dueño de la propiedad, que luego podrá desarrollar la propiedad de acuerdo con las regulaciones locales de zonificación. En los casos en que Metro haya obtenido el título de honorario, cualquier parte de la propiedad de Metro que ya no sea necesaria para fines públicos, después de la construcción, podrá ser vendida o puesta a la disposición para el desarrollo conjunto, sujeto a las regulaciones locales de uso de la tierra y de los procesos de aprobación. Si un proyecto de desarrollo colectivo es posible, Metro normalmente emitirá una Petición para una Oferta (RFP en inglés) buscando propuestas de urbanización para la propiedad en particular.



Estación Atlantic: Estación de Metro Gold Line en el este de Los Angeles.



# PROCESO MEDIOAMBIENTAL

# ¿Recibiré beneficios de reubicación si necesito mudarme de la propiedad?

Si usted es propietario/ocupante o inquilino que ocupa una propiedad que se adquiere para un proyecto público, puede tener derecho a beneficios de reubicación. Las regulaciones federales y estatales proveen pagos para ayudar en la reubicación de su negocio o residencia. Sus beneficios de reubicación serán explicados en detalle por el personal de Metro o un consultor contratado por Metro. Nadie será obligado a reubicarse de su propiedad hasta que se les haya dado al menos un aviso por escrito de 90 días para mudarse.

# Cómo mantenerse involucrado y recomendaciones

Metro le invita a participar en la planificación y construcción de proyectos. Usted puede mantenerse informado de los desarrollos en metro.net, donde puede encontrar información sobre estudios en curso, proyectos bajo construcción, dejar comentarios, y proporcionar su información de contacto para que podamos mantenerle informado de las próximas reuniones y otras metas.



18-3099PS © 2018 LACMTA

# Next stop: digging the future.

# **TUNNELING** Fact Sheet





# **Shedding Light on Tunnels**

New public transportation projects, whether rail or highway, may include construction of tunnels. This fact sheet will provide an overview of some of the factors that help determine when tunnels are appropriate for a project, as well as information on tunnel technology and engineering.

## To Build or Not to Build (a Tunnel)

Tunneling is just one option when planning a new transportation project. The costs, benefits and impacts of a tunnel must be evaluated in comparison to alternatives that would build a project at or above ground level. Some factors that are used to determine whether to build tunnels include:

- > Federal funding criteria/cost-benefit analysis: Metro often seeks federal matching funds for major projects. We will therefore look to identify a project that ranks well for these highly competitive funds following set federal guidelines for cost-benefit analysis.
- > Local, state and federal regulations: Metro follows all applicable regulations, including relevant construction, health and safety regulations. These regulations often have a bearing on project planning, the choice of the type of infrastructure and the construction methodology.
- > Community input and feedback: During the project study phases, the community is encouraged to participate in the overall review process. Public input helps inform a project's development.
- > Demand, ridership and speed: Travelling below ground can be faster than ground-level alternatives that need to slow down or stop to accommodate traffic. Tunnels may be considered for projects where there is a need to move large numbers of people swiftly to meet forecasted demand.
- > Dense environment: The existing setting may not provide enough space above ground to accommodate the new transportation project. This could be due to the width of the right-of-way or street where the project is planned, or existing buildings or other structures in the area. It may also be due to existing traffic levels as ground-level options may reduce automobile travel lanes to accommodate the project. Elevated options may also reduce lanes to accommodate support structures for the project.
- > Physical environment: Tunnels may be a better solution when a transportation project needs to cross physical or topographical barriers, such as mountains or waterways.
- Real estate acquisition: All projects typically require Metro to purchase real estate. The need could be temporary for land that is needed only during project construction. Real estate could also be needed permanently for stations, right-of-way, other project features, or underground easements. Projects built at or above ground level will typically need to purchase more ground-level property than below ground projects. *Please see our Property Acquisition fact sheet for more information*.

Various studies, that are part of a project's environmental review process, are completed to determine whether a proposed project warrants construction of a tunnel. *Please see our Environmental Review fact sheet for more information.* 

## **Current Tunnel Projects in Los Angeles**

As Los Angeles continues to build out a rail transportation network, tunnels have been incorporated for the following projects:

- > Metro Blue Line: Includes a short tunnel segment between Metro/7th St and Pico Stations. Opened 1990.
- > Metro Red/Purple Line: Fully underground from Union Station to North Hollywood and Wilshire/Western Stations. Opened in phases 1993-2000.
- > Metro Gold Line: Includes trench sections in Highland Park and Pasadena, and a tunnel between Pico/Aliso and Soto Stations. Opened in phases 2003-2016.
- > Metro Expo Line: Includes a trench section near USC. Opened in phases 2012-2016.

In addition, Metro currently has three projects under construction that incorporate tunnels:

- > Metro Crenshaw/LAX Line: Includes a tunnel section between Expo/Crenshaw and Leimert Park Stations. Scheduled to open in 2019.
- > Metro Regional Connector: Fully underground connection between Metro/7th St and Little Tokyo Stations. Scheduled to open in 2021.
- > Metro Purple Line: Fully underground nine-mile extension between current Wilshire/Western and Westwood/VA Hospital Stations. Scheduled to open in phases 2023-2026.

## **Tunnel Construction Methods**

There are two primary methods for building tunnels depending on the conditions where the tunnel is being built.

### **Tunnel Boring Machine**

A Tunnel Boring Machine (TBM) is a giant drill. The TBM slowly drills through the earth, digging tunnels needed for an underground project. Once the TBM is below ground doing its work, it is unlikely that people on the surface will see, hear or feel its operation. Metro continually monitors the progress of the TBM underground to ensure it is operating safely at all times.

The latest technology uses pressurized, closed-face TBMs that maintain pressure in the ground surrounding the tunnel, protect workers inside the TBM, and immediately install concrete tunnel liners that support the tunnel as they proceed in the newly drilled portions of the tunnel. The front section of the TBM is called the shield with a cutter head at the very front. Each cutter head is engineered for the specific ground conditions where the TBM will be operating. A TBM is about the length of a football field at full size and, depending on ground conditions, tunnels at the rate of about 60 feet per day. Several acres of property are needed to launch the TBM to drill the tunnels. That location is often used to remove the dirt from the tunnels. A smaller property is typically needed to remove the TBM at the tunnel's endpoint. Between these starting and ending points, TBMs are generally sufficiently deep to avoid any impact to underground utilities. Exact locations for launching and extracting the TBM, as well as how much space will be needed to do so, is determined as part of the environmental process.

### Cut-and-Cover

Cut and cover tunnel construction generally begins by opening the ground surface to an adequate depth to support or relocate existing utility lines, and to install soldier piles or other earth-retaining structures. The surface opening is then covered with a temporary street decking so traffic and pedestrian movement can continue overhead while excavation proceeds beneath the decking. The temporary excavation will be retained by an approved excavation support system, known as a shoring system. Adjacent building foundations will also be supported as necessary. Once the tunnel is built, the remaining excavated space is backfilled and the street is restored.

This methodology is typically employed when tunnels are quite shallow or other conditions preclude the use of TBMs. Underground stations are also typically built using cut-and-cover, even when the tunnels are built using TBMs. Because construction is not fully below ground, it is likely that people at the surface level will see, hear and feel construction activities.



Tunnel Boring Machine at Leimert Park Station



Cut-and-Cover at Hyde Park Station

# **Tunnel Safety**

Safety is Metro's top priority. Along with evaluating whether a tunnel is appropriate for a project, numerous factors are considered to ensure that a tunnel will be safe for those building, using and living near the project. Underground construction processes continue to improve, as evidenced by recent transportation tunnel and underground sewers projects, and new construction of buildings with deep basements and underground parking structures here in Southern California and worldwide. Metro continually seeks to take advantage of new developments in tunnel engineering and technology. In some cases, our projects have also set new standards for the industry. All Metro tunnels are evaluated, planned and designed with input from leading experts, including an independent Tunnel Advisory Panel that is comprised of globally recognized geotechnical earthquake engineering and tunnel experts.



# Próxima parada: excavación hacia el futuro.

# **CONSTRUCCIÓN DEL TÚNEL** Hoja informativa





## Iluminación en túneles

Los nuevos proyectos de transporte público ya sean ferroviarios o en carreteras, pueden incluir la construcción de túneles. Este folleto informativo proporcionará una perspectiva general de algunos factores que ayudan a determinar cuándo los túneles son adecuados para un proyecto, así como información sobre la

## Construir o no construir (un túnel)

La construcción de túneles es solo una opción al planear un nuevo proyecto de transporte. Se deben evaluar los costos, beneficios e impactos del túnel en comparación con las alternativas de construir un proyecto al nivel del suelo o elevado. Algunos factores que se utilizan para determinar la construcción de túneles son:

- > Criterios de financiamiento federal / análisis de costos y beneficios: Metro con frecuencia busca fondos compensatorios federales para proyectos importantes.
   Por lo tanto, buscamos identificar un proyecto que esté bien posicionado para estos fondos que son altamente competitivos siguiendo los requisitos federales establecidos para el análisis de costos y beneficios.
- > Leyes federales, estatales y locales: Metro sigue todas las leyes aplicables, incluidas las leyes pertinentes de construcción, salud y seguridad. Estas leyes con frecuencia tienen relación con la planeación de un proyecto, la elección del tipo de infraestructura y la metodología de construcción.
- > Opiniones y aportaciones de la comunidad: Durante las fases de estudio del proyecto, animamos a la comunidad a que participe en el proceso de revisión general. Los comentarios públicos ayudan a informar el desarrollo de un proyecto.
- > Demanda, número de pasajeros y velocidad: Viajar bajo tierra puede ser más rápido que viajar a nivel del suelo porque se necesita frenar o detenerse para adaptarse con el tráfico. Se pueden considerar los túneles para proyectos en los que es necesario desplazar a un gran número de personas con rapidez para atender la demanda prevista.
- > Ambiente denso: Es posible que el ambiente existente no tenga suficiente espacio en la superficie para incorporar el nuevo proyecto de transporte. Esto puede deberse a lo ancho de la vía pública o calle donde se planea el proyecto o a los edificios existentes u otras estructuras del área. También puede deberse a los niveles de tráfico existentes, pues las opciones al nivel del suelo pueden reducir los carriles destinados a automóviles para incorporar el proyecto. También es posible que las opciones elevadas reduzcan carriles para incorporar estructuras de soporte para el proyecto.
- > Ambiente físico: Los túneles pueden ser una mejor solución cuando un proyecto de transporte necesita atravesar barreras físicas o topográficas, tales como montañas o vías fluviales.

> Adquisición de inmuebles: Normalmente, para todos los proyectos es necesario que Metro compre bienes inmuebles. Es posible que los terrenos se necesiten temporalmente y solo, durante la construcción del proyecto. Los bienes inmuebles también podrían necesitarse de forma permanente para las estaciones, derechos de vía, otras características del proyecto o servidumbres subterráneas. Para los proyectos que se construyen a nivel del suelo o elvado por lo general es necesario comprar más propiedades al nivel del suelo que para los proyectos subterráneos. Consulte la hoja informativa de adquisición de propiedades para obtener más información.

Se realizan varios estudios, que son parte del proceso de revisión ambiental de un proyecto, para determinar si un proyecto propuesto amerita la construcción de un túnel. *Vea nuestra hoja informativa de revisión ambiental para obtener más información*.

## Proyectos de túneles actuales en Los Angeles

Debido a que Los Angeles sigue ampliando una red de transportación ferroviaria, se han incorporado túneles para los siguientes proyectos:

- > Metro Blue Line: Incluye un segmento de túnel corto entre las estaciones Metro/7th St y Pico. Inaugurada en 1990.
- > Metro Purple Line y Red Line: Completamente subterránea desde la estación Union Station hasta North Hollywood y las estaciones Wilshire/Western. *Inaugurada en fases entre* 1993 al año 2000.
- > Metro Gold Line: Incluye secciones de trincheras en Highland Park y Pasadena, y un túnel entre las estaciones Pico/Aliso y Soto. Inaugurada en fases entre 2003 a 2016.
- > Metro Expo Line: Incluye una sección de trinchera cerca de la estación USC. *Inaugurada en fases entre 2012 a 2016.*

Además, Metro actualmente tiene tres proyectos en construcción que incorporan túneles:

- > Línea Crenshaw/LAX de Metro: Incluye una sección de túnel entre las estaciones Expo/Crenshaw y Leimert Park. Inauguración programada para 2019.
- > Metro Regional Connector: Conexión completamente subterránea ente las estaciones Metro/7th St y Little Tokyo. Inauguración programada para 2021.
- > Metro Purple Line: Extensión de nueve millas completamente subterránea entre las actuales estaciones Wilshire/Western y Westwood/VA Hospital. *Inauguración* programada en fases entre 2023 a 2026.

### Métodos de construcción de túneles

Existen dos métodos principales para construir túneles basado en las condiciones donde se vayan a construir.

### Máquina perforadora de túneles

Una máquina de túneles (Tunnel Boring Machine, TBM en inglés) es un taladro gigante. Una TBM taladra lentamente en la tierra de forma que cava los túneles necesarios para un proyecto subterráneo. Una vez que la TBM se encuentra bajo tierra haciendo su trabajo, es poco probable que las personas en la superficie puedan ver, escuchar o sentir su operación. Metro monitorea continuamente el progreso de la TBM bajo tierra para garantizar que esté operando de manera segura en todo momento.

La tecnología más reciente utiliza TBM presurizadas y de frente cerrado que mantienen la presión en el suelo alrededor del túnel para proteger a los trabajadores dentro de la TBM, e inmediatamente se coloca un revestimiento de concreto en el túnel que lo soporta a medida que avanzan a las partes del túnel que se van perforando. La sección frontal de la TBM se llama escudo y tiene un cabezal con cuchillas en el extremo. Cada cabezal con cuchillas está diseñado para las condiciones de suelo específicas en las que se usará la TBM. Una TBM es de aproximadamente la longitud de un campo de futbol de tamaño completo y, dependiendo de las condiciones del suelo, perfora a una velocidad de 60 pies por día. Se necesitan varios acres de terreno para introducir la TBM para taladrar los túneles. Por lo general, esta ubicación se utiliza para extraer la tierra de los túneles. Usualmente, se requiere de un terreno más pequeño para sacar la TBM al final del túnel. Entre los puntos de inicio y fin, las TBM, por lo general, se encuentran a suficiente profundidad para evitar impactos con

los servicios públicos subterráneos. Las ubicaciones precisas para ejecutar y extraer la TBM, así como cuánto espacio será necesario para hacerlo, se determina como parte del proceso ambiental.

### Cortar y cubrir

La excavación de túneles por el método de cortar y cubrir por lo general comienza con la apertura de la superficie a una profundidad adecuada para sostener o recolocar las líneas de servicios públicos existentes, y para instalar pilotes u otras estructuras de retención de tierra. Después, se cubre la superficie abierta con una plataforma para calle temporal para que el tránsito y la circulación de peatones pueda continuar en la superficie, mientras la excavación continúa por debajo. La excavación temporal se sostendrá con un sistema de soporte de excavación aprobado conocido como un sistema de apuntalamiento. Los cimientos de los edificios adyacentes también se soportarán según sea necesario. Una vez que se construya el túnel, el espacio restante de la excavación se rellenará y la calle se restaurará.

Esta metodología comúnmente se emplea cuando los túneles son muy superficiales u otras condiciones impiden el uso de las TBM. Las estaciones subterráneas también suelen construirse utilizando este método, incluso cuando los túneles se construyen con TBM. Debido a que la construcción no se encuentra totalmente bajo tierra, es probable que las personas al nivel de la superficie vean, escuchen y sientan las actividades de construcción.



Máquina perforadora de túneles en la estación Leimert Park



Excavación a cielo abierto en la estación Hyde Park

Para obtener más información sobre la construcción de túneles, visite metro.net/tunneling

## Seguridad en los túneles

La seguridad es la mayor prioridad de Metro. Además de evaluar si un túnel es adecuado para un proyecto, se consideran numerosos factores para garantizar que un túnel será seguro para quienes construyen, usan y viven cerca del proyecto. Los procesos de construcción subterránea siguen mejorando, como lo demuestran los recientes proyectos de túneles de transporte y alcantarillado subterráneo, y la nueva construcción de edificios con sótanos profundos y estacionamientos subterráneos aquí en el sur de California y en todo el mundo. Metro intenta aprovechar de forma continua los nuevos desarrollos en tecnología e ingeniería de túneles. En algunos casos, nuestros proyectos también han establecido nuevos estándares para la industria. Todos los túneles de Metro se evalúan, planean y diseñan con aportaciones de reconocidos expertos, incluido un grupo asesor en túneles independiente que está conformado por expertos en túneles e ingeniería geotécnica de terremotos reconocidos en el mundo.



# Our future stations will be sleek and modern, for a growing Metro system.





METRO SYSTEMWIDE STATION DESIGN



# the ride more reliable and enjoyable. Integrated station elements make

comes the opportunity to establish a consistent, integrated systemwide experiencing unprecedented growth. Many new rail stations are under design approach for all future Metro stations. Metro's new standard construction and more are in the planning phase. With this growth station design reflects a safer, smarter, cleaner and greener future. With the passage of Measure M, LA County's transit system is

# Background

integration of lighting, operational equipment, wayfinding and customer information, as well as prominent display varying site conditions, while allowing stations to be more plaza, concourse and platform designs, with streamlined kit-of-parts approach that is adaptable, to accommodate cost-effective to design, construct and maintain. Metro's of the stations. The systemwide design uses a modular Metro has developed systemwide station designs to improve the rider experience, while also streamlining the design, construction, operation and maintenance Systemwide Station Design layouts provide for open of public art.

Existing varying materials and finishes have also made maintenance more difficult and costly. Metro's systemwide approach to station design provides signature Metro architectural features and signage. first by conducting a systemwide survey of existing transit facilities, cataloging architecture, materials, finishes and very little system continuity or consistent visual character. colors. The survey also took note of lessons learned with To create a unified vision for Metro's stations, we began a particular emphasis on maintenance, operations and finishes vary dramatically from station to station, with cost efficiency. We found that station architecture and

- 3 Stainless steel ticketing structure ent wayfinding signage Station identification signage
   Stainless steel railing 4 Consi 5 Consi 6 Real-
- 7
   Fully Integrated LED lighting
   8
   Glass canopy

   8
   Malt-mounted mapcases
   1
   Porcelain ename! steel artwork
   1

   10
   Porcelain ename! steel artwork
   1
   Benches incorporated into structure

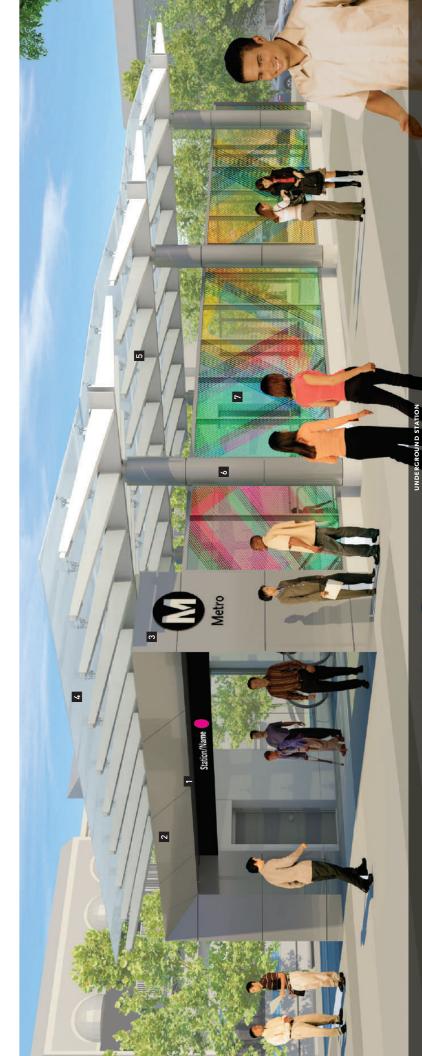
# Metro's systemwide station design:

e electronic signag

- Raises the bar of station design, establishing a distinct unified identity for a world-class rail system
- consistent, recognizable architecture and branding > Improves the visibility of Metro's system through
- > Ensures stations are open and spacious, making them more appealing, highly visible and easily accessible
  - > Uses quality materials for long-term durability and sustainability
- Responds to varying site conditions, reducing construction and maintenance costs
- > Enhances the passenger experience through integration of station amenities, artwork and information
- > Allows for easier integration with adjacent development and first/last mile connections to the station site



STREET LEVEL STATION TICKETING STRUCTURE DETAIL



# Innovative architecture reflects LA's status as a leader in design.

5 Fully Integrated LED lighting
6 Stainless steel columns
7 Glass art panels

 1
 Station identification signage

 2
 Stainless steel gateway portal

 3
 Consistent systemwide branding

 4
 Gtass canopy

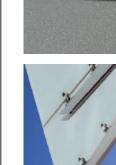
mwide branding

The station design standards incorporate attractive, safe and highly durable materials. This design framework allows station components to be arranged in multiple ways to accommodate different conditions at station sites.

# Station components include:

- > A glass canopy for weather protection that allows for natural light to enter station platforms and interiors
  - > Stainless steel finishes for the station entrance, as well as gates, fencing, furniture and equipment > A signature three-tone concrete paving pattern for all station plazas
- > Class art panels integrated into the entrance structure, providing artwork that will vary at each underground station > LED light fixtures providing sustainable and energy efficient lighting throughout the station
  - > Customer information consistently integrated with station architecture to enhance passenger usability

Gradated Frit Glass Canop)













# Unique artwork expresses LA's diverse cultural vibrancy.

# Art program

Metro commissions artists to create engaging artworks, making the transit journey more inviting and pleasurable. Artwork is incorporated into all Metro stations. Artists are selected through a competitive process with community input, with all artworks created specifically for their transit sites.

# Stations will feature:

- > Solutions and panels at entry pavilions
- > Glass, ceramic or mosaic tile on the concourses
  - > Porcelain enamel steel panels on the platforms

# Art program goals:

- Connects people, sites and neighborhoods through the prominent display of site-specific artworks
- > Contributes to LA County's artistic vibrancy and cultural legacy by championing contemporary artworks
  - Creates artworks that are safe, durable and integrated into the transit environment

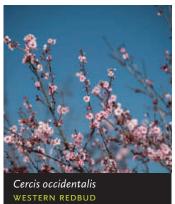


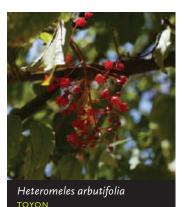
▲ ▲ PAT WARD WILLIAMS, ARTIST Glass parels Lake Station



▲ OWENSMOUTH/CANOGA PARK MARGARET LAZZARI, ARTIST Porcelain enamel steel panels Sherman Way Station





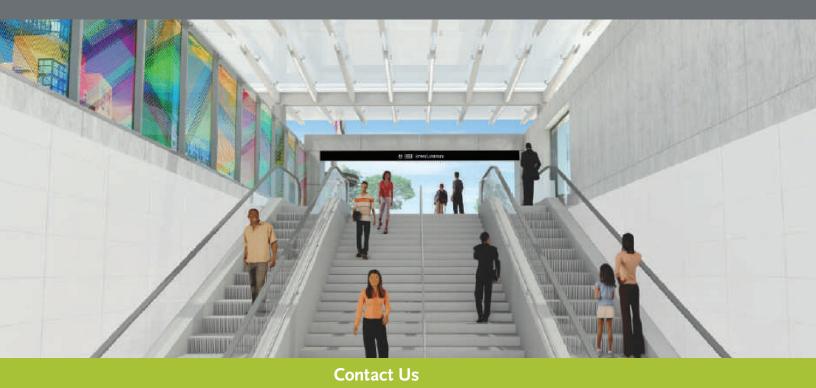




# Sustainable station landscaping:

- > Serves as a transitional gateway from the surrounding community to the station area
- > Contributes to station identification and wayfinding for vehicles, cyclists and pedestrians accessing the station
- > Provides variation, integrating each station into the community
- > Establishes Metro as a leader in sustainable landscape design by utilizing a drought-tolerant plant palette

Future Metro stations will have a consistent design, with integrated public art and sustainable landscaping providing unique design elements for each community.





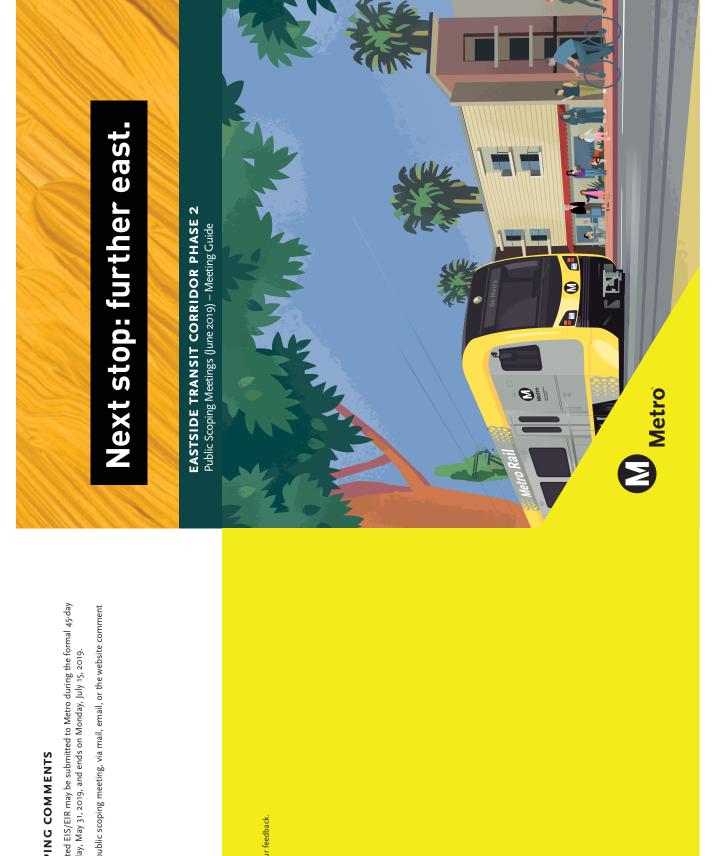
### METRO SYSTEMWIDE DESIGN

Adam Light, Senior Director 213.922.3876

### **METRO ART & DESIGN**

metro.net/art artistopportunities@metro.net

# Appendix D.4 Meeting Guides



# PLEASE SUBMIT YOUR SCOPING COMMENTS

Comments for the Supplemental/Recirculated EIS/EIR may be submitted to Metro during the formal 45-day public scoping period, which began on Friday, May 31, 2019, and ends on Monday, July 15, 2019.

Written comments may be submitted at a public scoping meeting, via mail, email, or the website comment form at:

- Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012 X
  - eastsidephase2@metro.net
  - metro.net/eastsidephase2 0

# CONTACT US

Metro invites you to stay involved and share your feedback.

- Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012 Jenny Cristales-Cevallos
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- eastsidephase2@metro.net
  - metro.net/eastsidephase2
- @ metrolos angeles
- losangeles metro - 🛛 🕀 刘 🗠

Metro

# Thank you for coming!

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# TONIGHT'S AGENDA

Registration / Open House Formal Presentation Formal Public Comments Open House Adjourn

6:30pm-6:50pm

6pm-6:30pm

lents 6:5opm-7:3opm 7:3opm-8pm 8pm

# STATION #1: REGISTRATION / RESOURCE STATION

- > Registration
- > Receive project materials and overview of meeting format
- > Learn more about other Metro projects and access useful information

# STATION #2: PROJECT OVERVIEW

- > Overview of the project history, study area, alternatives
- > Project development process (timeline) with opportunities for public involvement
- > Sample light rail transit (LRT) Configurations
- :

# STATION #3: ENVIRONMENTAL PROCESS

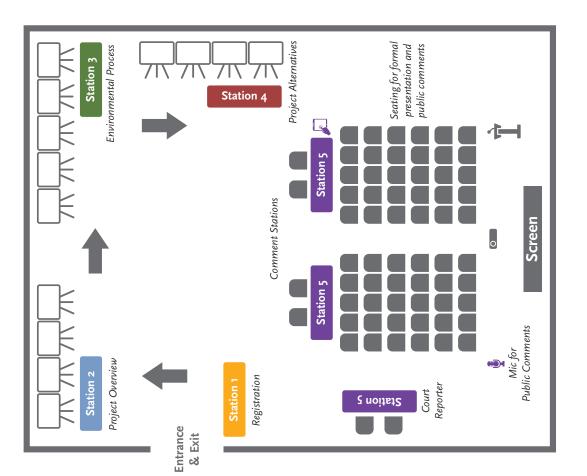
- > Overview of environmental review process
- Purpose of scoping and environmental document
  - > Agency involvement & roles

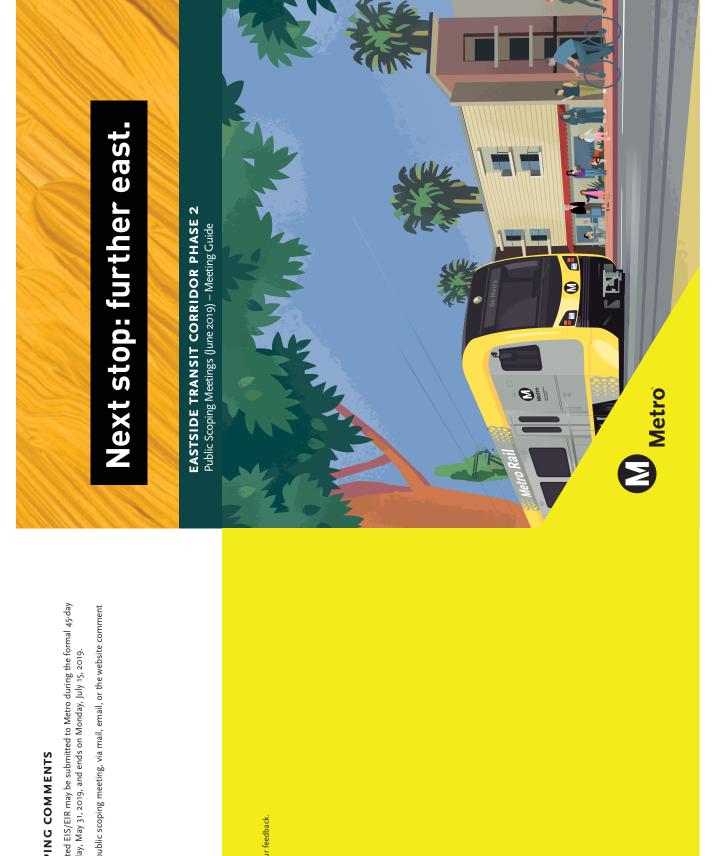
# STATION #4: PROJECT ALTERNATIVES

- > Overview of each build alternative SR 60, Washington, and combined alternatives
- > Typical cross sections and examples of stations, alignment elevations and maintenance yards
- > What is a minimal operable segment (MOS)?
- > Maintenance & storage facility

# STATION #5: COMMENTS

- > Make sure to submit your comments!
- > All meeting participants will receive a comment card for the submittal of written comments and a speaker card for those interested in providing an oral comment following the formal presentation
- > Written comments can be submitted at registration, mailed or via the website comment form
- > Oral comments can be offered during the public comment portion of the agenda (must fill out & submit a speaker card) or one-on-one with the court reporter before/after the formal presentation





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- @ metrolos angeles
- losangeles metro - 🛛 🕀 刘 🗠

Metro

# Thank you for coming!

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# THIS MORNING'S AGENDA

Registration / Open House	10am–10:30am
Formal Presentation	10:30am-10:50am
Formal Public Comments	10:50am-11:30am
Open House	11:30am-12pm
Adjourn	12pm

# STATION #1: REGISTRATION / RESOURCE STATION

- > Registration
- > Receive project materials and overview of meeting format
- > Learn more about other Metro projects and access useful information

# STATION #2: PROJECT OVERVIEW

- > Overview of the project history, study area, alternatives
- > Project development process (timeline) with opportunities for public involvement
- > Sample light rail transit (LRT) Configurations
- :

# STATION #3: ENVIRONMENTAL PROCESS

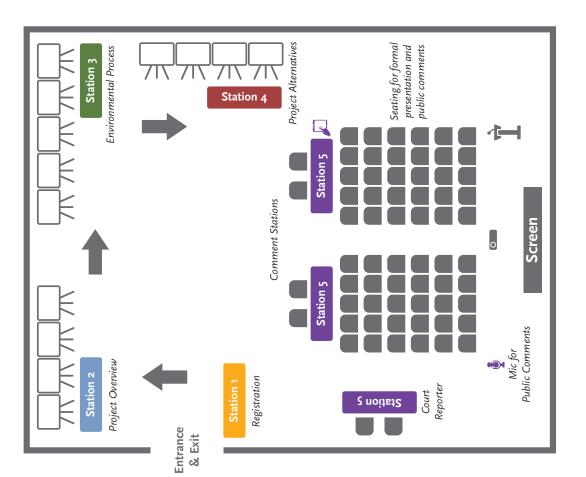
- > Overview of environmental review process
- > Purpose of scoping and environmental document
  - > Agency involvement & roles

# STATION #4: PROJECT ALTERNATIVES

- > Overview of each build alternative SR 60, Washington, and combined alternatives
- > Typical cross sections and examples of stations, alignment elevations and maintenance yards
- > What is a minimal operable segment (MOS)?
- > Maintenance & storage facility

# STATION #5: COMMENTS

- > Make sure to submit your comments!
- > All meeting participants will receive a comment card for the submittal of written comments and a speaker card for those interested in providing an oral comment following the formal presentation
- > Written comments can be submitted at registration, mailed or via the website comment form
- > Oral comments can be offered during the public comment portion of the agenda (must fill out & submit a speaker card) or one-on-one with the court reporter before/after the formal presentation



# Próxima parada: más al este. Reuniones de alcance público (junio de 2019) – Guía de las reuniones CORREDOR DE TRANSPORTE HACIA EL ESTE FASE 2 Ľ 8 Metro Metro Metro

# POR FAVOR SOMETA SUS COMENTARIOS

El periodo formal de recibir comentarios sobre la Declaración y Reporte de Impacto Ambiental Suplemental/ Recirculado termina el lunes, 15 de julio de 2019. Comentarios por escrito pueden ser sometidos en cualquiera de las reuniones, por correo electrónico o página web del proyecto.

Comentarios por escrito pueden ser sometidos en la mesa de registro, por correo o a través del formulario de comentarios de la página web a la:

- One Gateway Plaza, 99-22-6 Jenny Cristales-Cevallos Project Manager, Metro X
  - eastsidephase2@metro.net Los Angeles, CA 90012
- metro.net/eastsidephase2 0

# CONTÁCTENOS

Metro lo invita a estar involucrado y compartir sus comentarios.

- Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012 Jenny Cristales-Cevallos
- 213.922.3012
- eastsidephase2@metro.net
- metro.net/eastsidephase2
- @ metrolos angeles - 🛛 🖶 为 🗠
  - losangeles metro



# ¡Gracias por acompáñamos!

# AGENDA DE ESTA NOCHE

Registro/ Jornada de puertas abiertas	6pm-
Presentación Formal	6:3op
Comentarios públicos	6:5op
Jornada de puertas abiertas	7:3op
Conclusión	8pm

лт-6:5орт лт-7:3орт

m—8pm

-6:30pm

# ESTACIÓN #1: REGISTRO / ESTACIÓN DE RECURSOS

- > Registro
- > Reciba materiales del proyecto y descripción del formato de la reunión
- > Aprenda más sobre otros proyectos de Metro y acceda información útil

# ESTACIÓN #2: RESUMEN DEL PROYECTO

- > Resumen de la historia del proyecto, área de estudio, alternativas
- > Proceso de desarrollo del proyecto (cronología) con oportunidades para participación pública
- > Ejemplos de configuraciones de tránsito del tren ligero (LRT)

# ESTACIÓN #3: PROCESO AMBIENTAL

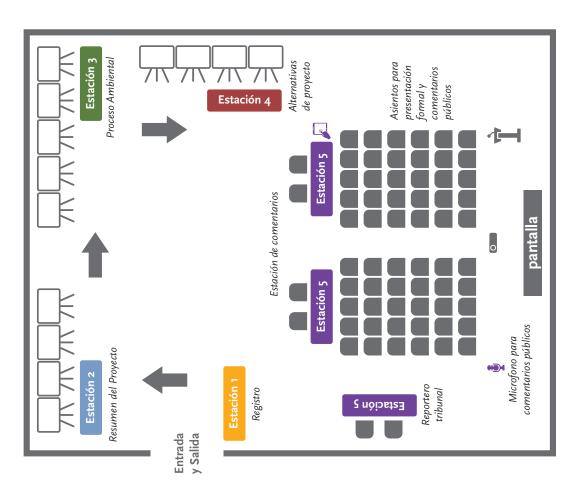
- > Resumen del proceso ambiental
- > Propósito del document ambiental de alcance
- > Participación y roles de la agencia

# ESTACIÓN #4: ALTERNATIVAS DEL PROYECTO

- > Resumen de cada alternativa SR 60, Washington, y alternativa combinada
- > Secciones transversales típicas y ejemplos de estaciones, elevaciones de alineación y instalaciones de mantenimiento
- >¿Qué es un segmento mínimo operable (MOS)?
- > Instalación de mantenimiento y almacenamiento

# ESTACIÓN #4: COMENTARIOS

- > ¡Asegúrate de enviar sus comentarios!
- > Todos los participantes de la reunión recibirán una tarjeta de comentarios para someter comentarios por escrito y una tarjeta de orador para aquellos interesados en proporcionar un comentario oral después de la presentación formal
- > Comentarios por escrito pueden ser sometidos en la mesa de registro, por correo o a través del formulario de comentarios de la página web
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# Appendix D.5

**Comment Forms** 

# 

# Next stop: your thoughts.



Fold Here

Place Stamp Here

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012

#### You have a voice in our future.

#### Eastside Transit Corridor Phase 2 Project June 2019 Public Scoping Meetings

**Comment Sheet** 

DATE:	LOCATION:
NAME	
ORGANIZATION	
PHONE	
EMAIL	
MAILING ADDRESS	

CITY, STATE, ZIP

Comments may be submitted at any of the meetings, by email or regular mail to Metro during the 45-day public scoping period. The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019. Comments can be submitted via:



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/*eastsidephase2* 

#### 

#### Próxima parada: sus opiniones.



Doblar Aquí

Coloque estampilla aquí

Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012

#### Usted tiene una voz en nuestro futuro.

#### Corredor de Transporte Hacia el Este Fase 2 Reuniones de Alcance (junio de 2019)

Tarjeta de comentario

FECHA:	UBICACIÓN:
NOMBRE	
ORGANIZACIÓN	
NÚMERO DE TELÉFONO	
CORREO ELECTRÓNICO	
DOMICILIO	

CIUDAD, ESTADO, CÓDIGO POSTAL

Los comentarios pueden ser sometidos a Metro en cualquiera de las reuniones, por correo electrónico o por correo durante el período de alcance público de 45 días. El periodo formal de recibir comentarios comienza el viernes, 31 de mayo de 2019 y termina el lunes, 15 de julio, 2019.



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, 99-22-6 Los Angeles, CA 90012



eastsidephase2@metro.net



metro.net/*eastsidephase2* 

#### **Appendix D.6** Speaker Cards

#### 

#### Next stop: your questions.



### 

#### Próxima parada: sus preguntas



#### You have a voice in our future.

If you would like to speak to a formal scoping comment, please fill out this card and drop it off at the registration table.

Speakers will have two (2) minutes to make their comments.

NAME	
ORGANIZATION	
PHONE	
EMAIL	
MAILING ADDRESS	
CITY, STATE, ZIP	EASTSIDE TRANSIT CORRIDOR PHASE 2

#### Usted tiene una voz en nuestro futuro.

Si desea hablar para proporcionar sus comentarios de alcance público, por favor llene esta tarjeta y entreguela en la mesa de registro.

Oradores tendrán dos (2) minutos para hacer sus comentarios.

NOMBRE

ORGANIZACIÓN

NÚMERO DE TELÉFONO

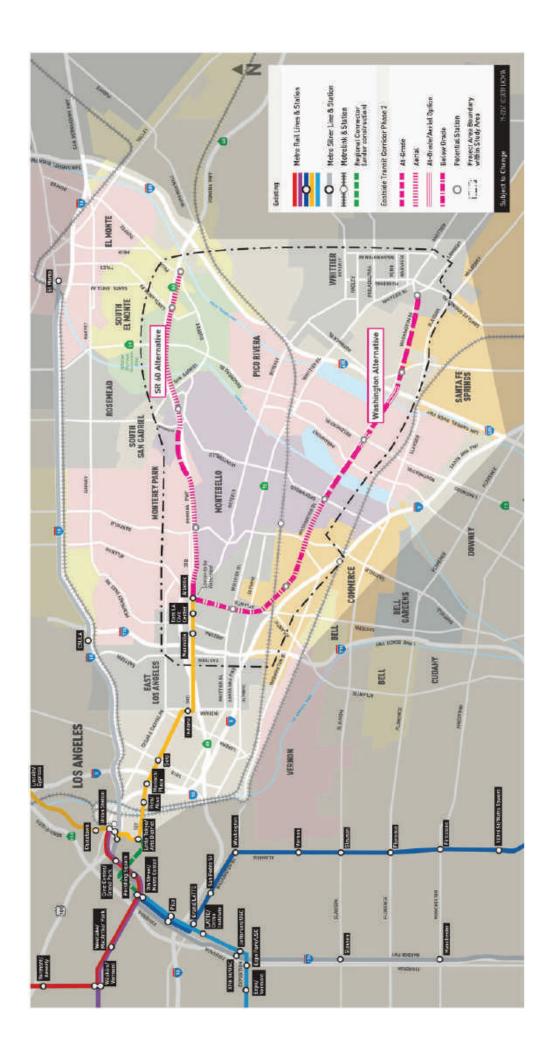
CORREO ELECTRÓNICO

DOMICILIO

CIUDAD, ESTADO, CÓDIGO POSTAL

#### **Appendix D.7** Display Boards

## Project Area Map



Metro

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### **Meeting Guide**

### TONIGHT'S AGENDA

Registration / Open House Formal Presentation Formal Public Comments Open House Adjourn

6рт–6:3орт 6:3орт–6:5орт 6:5орт–7:3орт 7:3орт–8рт 8рт

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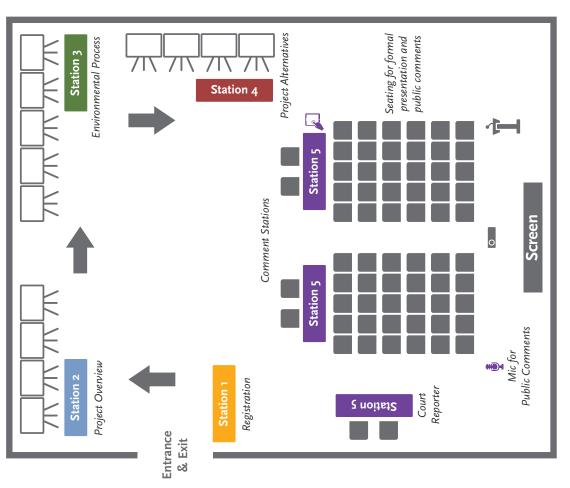
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# **Ongoing Public Participation**

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- > Urban design workshops
- > Public hearings
- > Stakeholder &
- elected official briefings
  - Direct mail, eblasts & collateral materials
- > Project website, helpline & social media





## **Project History**

2019	Metro reinitiates environmental process > Three alternatives to be evaluated
2017	Post Draft EIS/EIR Technical Study > Respond to comments > Identify a new connection to Washington
2014	Draft EIS/EIR > Two light rail alternatives evaluated > LPA not selected
2009	Alternatives Analysis Over 47 alternatives analyzed including: > Routes > Modes > Stations > Configurations

Updated Project Definition of Alternatives for Environmental Clearance > SR 60 Alternative (SR 60)

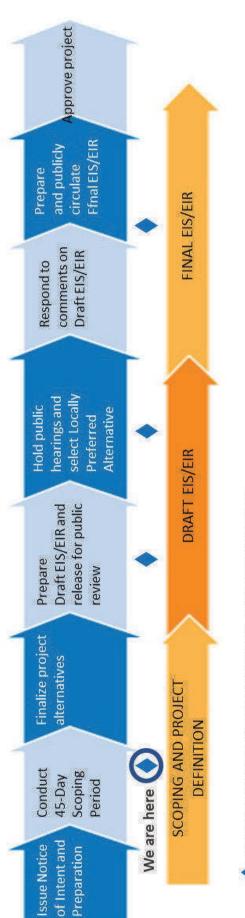
> Washington Alternative (Washington)

> Combined Alternative builds both SR 60 and Washington Alternatives



## **EASTSIDE TRANSIT CORRIDOR PHASE 2**





**Environmental Review Process** 

 $\blacklozenge$  = Official opportunity for public involvement during EIS/EIR process

## Purpose of Scoping

### What is scoping?

- > Obtain public and agency input
- > Identify the purpose of the project
- Define the alternatives under consideration
- Determine major issues for environmental analysis
- Identify project goals and evaluation criteria

## How can you get involved?

- Provide comments and project relevant information
- > Help us understand what we should study
- Enhance participation as part of the projects environmental process



# Purpose of Draft EIS/EIR

Study potential effects of construction and operation, and evaluate measures to avoid, minimize and mitigate adverse impacts of the project.





# Why is the Project Needed?

> A project's purpose and need is essential in developing and evaluating a reasonable range of alternatives.

### Purpose of the Project

connectivity, provide equitable access, enhance quality of life, and support a sustainable environment. efficient transit alternative. The project will be integrated within local communities, improve regional Provide residents, employees, visitors, business, and historically underserved with high-quality and

## What needs should the project solve?

- > Population and employment growth
- > Access for Transit dependent populations
- > Access to concentrations of activity centers
- Environmental impacts

- > Connectivity constraints
- High peak-hour congestion

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> What else?



# Agency Involvement and Roles

> The goal is to foster participation and cooperation among federal, state, regional, county, local and tribal governments during the environmental review process.

### Cooperating Agencies

- Federal agencies with jurisdiction by law or special expertise
- Provide input on areas within special expertise or jurisdiction
- US Environmental Protection Agency, US Army Corps of Engineers, and Caltrans (on behalf of Federal Highway Administration) are cooperating agencies

### Lead Agencies

Federal Transit Administration W Metro

- Responsible for completing environmental review process and approving project
- FTA is Lead Agency under National Environmental Policy Act
- Metro is lead agency under California Environmental Quality Act

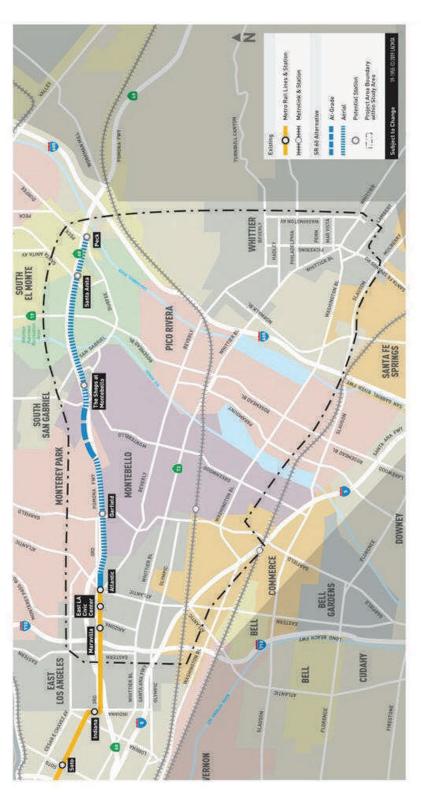
#### Participating Agencies

- Federal, state, regional, county, local, and tribal governments with an interest in project
  - Responsibilities relate to areas within special expertise or jurisdiction
- > 24 participating agencies



## SR 60 Alternative

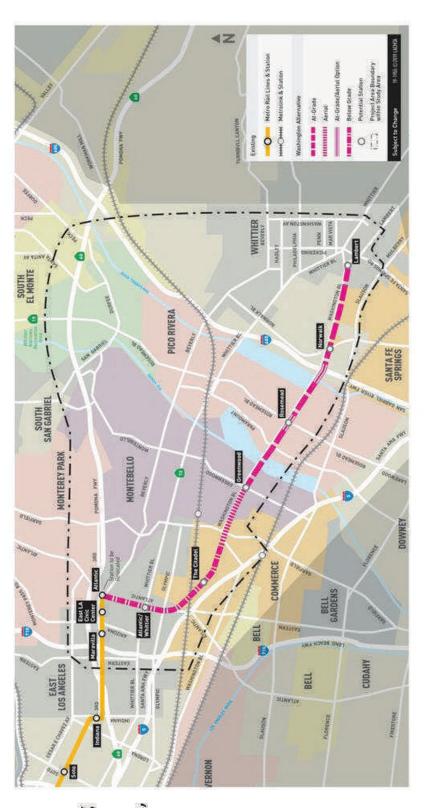
- > Approximately 7 miles
- > Connects Metro Gold Line to South El Monte
- > Four new stations at Garfield, Shops at Montebello, Whittier Narrows Park and Peck Road
- > One maintenance facility
- > Service from South El Monte to Downtown LA and Santa Monica





# Washington Alternative

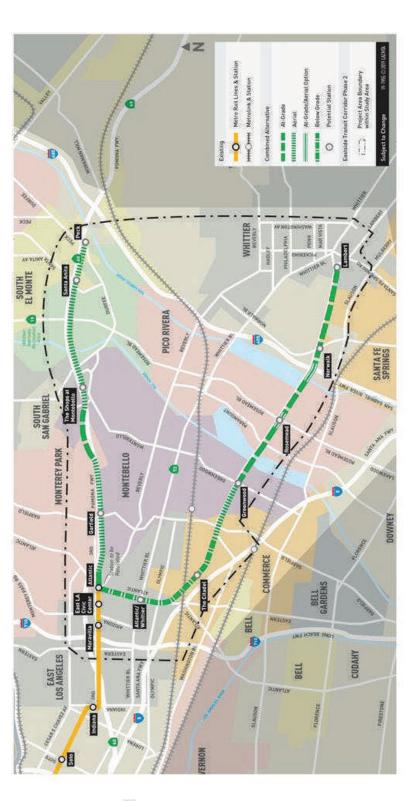
- > Approximately 9 miles
- > Six new stations serving East LA, Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier
- > One maintenance and storage facility
- > Provides service from Whittier through Downtown LA to Santa Monica





# **Combined Alternative**

- Assumes SR 60 and Washington
   Alternatives are built
- > Requires wye junction
- > Approximately 16 miles





# What is Light Rail Transit (LRT)?

- > Rail cars run relatively quiet on electricity
- > Functions best as local service with station stops typically 1 mile apart
- Systems enjoy traffic signal prioritizing and dedicated routes
- Carries up to three times the passenger capacity of a bus
- Fare collection is typically self-service at stations



### Other rail modes no longer under consideration Heavy Rail

- > Handles more passengers
- > Operates in exclusive rights-of-way
   > Metro Red and Purple Lines

### **Commuter** Rail

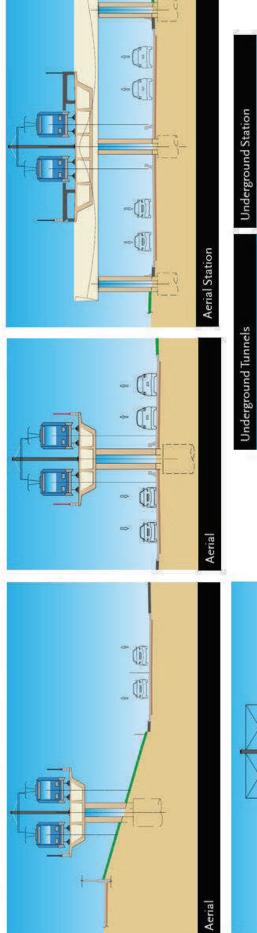
 Larger trains with regional stations
 Designed to serve longer distances (such as Metrolink between counties)

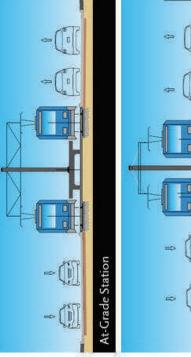


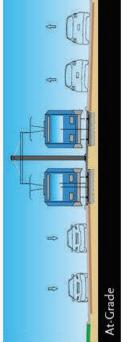




# **Typical LRT Cross Sections**

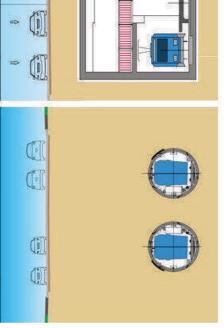








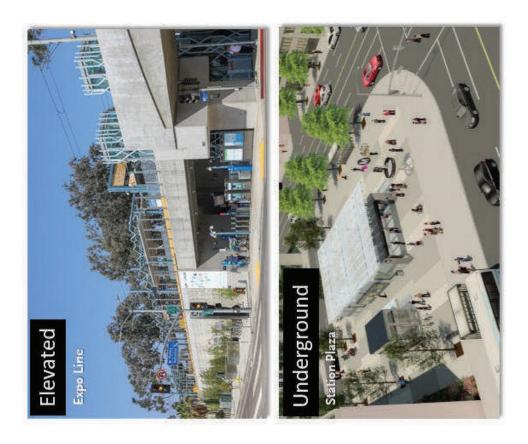


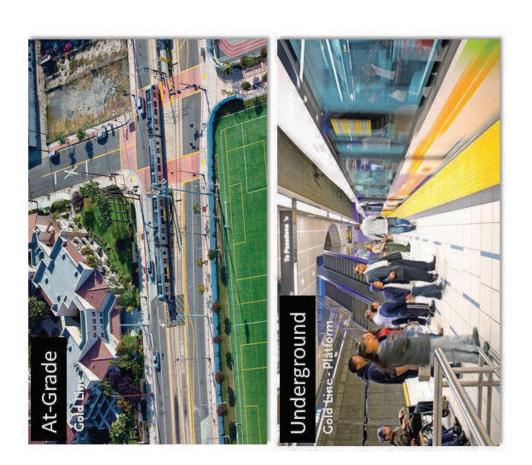


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## LRT Configurations



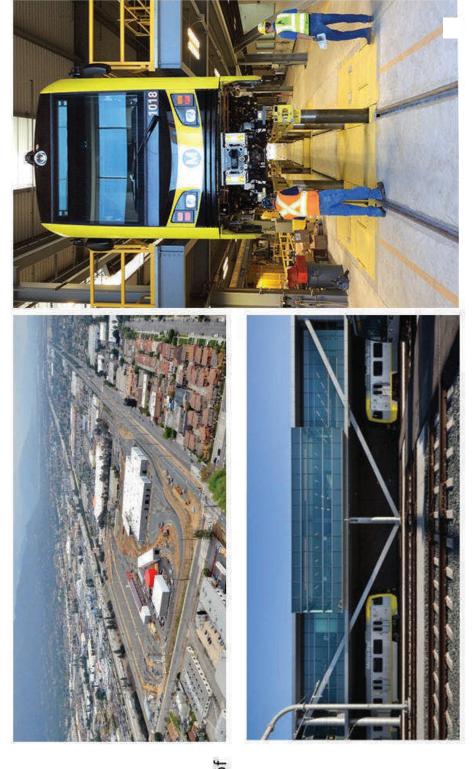




# Maintenance and Storage Facility

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- Shop buildings, storage tracks and employee parking
- > Roughly 14 acres
- > Located within 1/2 mile of operating track
- > Design treatments for community integration
- > All lines have maintenance yards





# What is Minimum Operable Segment?

> A Minimum Operable Segment (NOS) is construction of a segment or initial phase of the LRT route under a build alternative. It would be able to operate as a stand-alone system and include a maintenance and storage facility.

- > Involves construction of a segment or initial phase of the project
- > Operates as stand-alone system
- > Depends on funding availability
- Identifies impacts of phased project implementation



### **Contact Us**



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012



213.922.3012



eastsidephase2@metro.net



metro.net/eastsidephase2

Please visit the project website and use the comment form to provide your input.



**EASTSIDE TRANSIT CORRIDOR PHASE 2** 

Área de estudio del proyecto



Metro

# ¡Gracias por acompáñamos!

-____ _ _

### AGENDA DE ESTA NOCHE

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Jornada de puertas abiertas	7:30pm–8pm
Conclusión	8pm

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### ESTACIÓN #2: RESUMEN DEL PROYECTO

- > Resumen de la historia del proyecto, área de estudio, alternativas
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- > Ejemplos de configuraciones de tránsito del tren ligero (LRT)

### ESTACIÓN #3: PROCESO AMBIENTAL

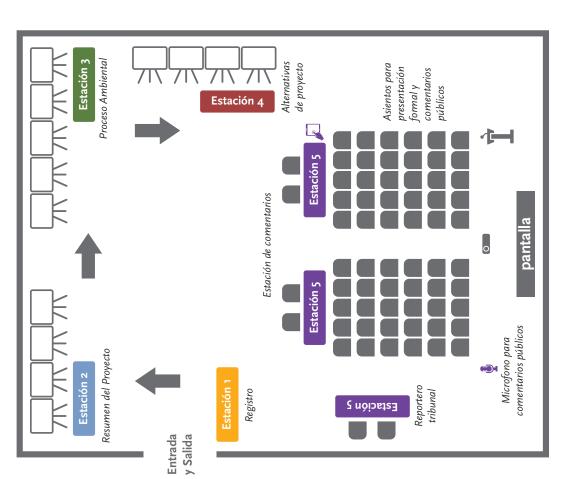
- > Resumen del proceso ambiental
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# ¿Cómo puede seguir participando?

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El estudio de alcance no será la única vez en la que pueda participar.

- Talleres de diseño urbano
- Reuniones informativas con interesados
- Audiencias públicas
- Correos directos, boletines por correo electrónico y materiales de apoyo
- Sitio web, línea de ayuda y redes sociales de Metro





## Historia de la Fase 2 del Corredor de Transporte Hacia el Este

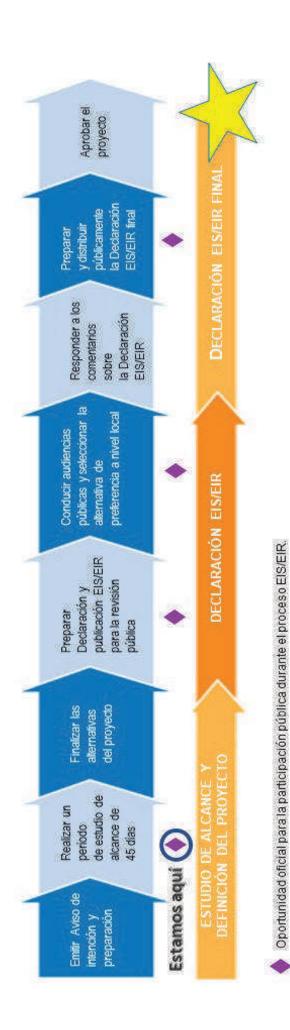


pública continua



## **EASTSIDE TRANSIT CORRIDOR PHASE 2**





¿Cuáles son los próximos pasos?

# Objetivo del estudio de alcance

## ¿Qué es un estudio de alcance?

- Obtener información del público y de agencias
- Identificar el objetivo del proyecto
- Definir las alternativas que se están evaluando
- Establecer los problemas más importantes para realizar un análisis ambiental
- Identificar los objetivos del proyecto y los criterios de evaluación

### ¿Cómo puede participar?

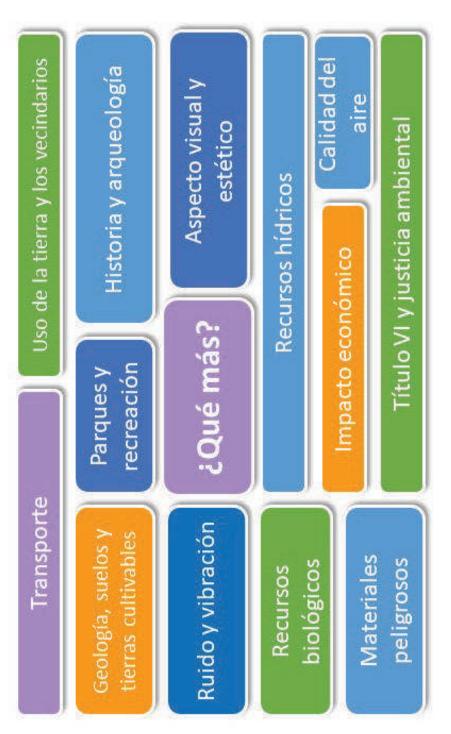
- Proporcione comentarios e información relevante al proyecto
- Ayúdenos a comprender lo que se debe analizar
- Mejorar la participación como parte del proceso ambiental de los proyectos



# Objetivo de la Declaración EIS/EIR

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Estudiar los efectos potenciales de la construcción y la operación, y evaluar las medidas para evitar, minimizar y mitigar los impactos adversos del proyecto.





# ¿Por qué es necesario el proyecto?

El objetivo y la necesidad del proyecto son esenciales para desarrollar y evaluar una gama razonable de alternativas.

## El objetivo del proyecto es el siguiente:

Brindar a los residentes, empleados, visitantes, negocios y las personas que han sido históricamente marginadas una alternativa de transporte de alta calidad y eficaz . El proyecto se integrará dentro de las comunidades locales, optimizará la conectividad regional, brindará acceso igualitario, mejorará la calidad de vida y respaldará un ambiente sostenible.

# ¿Qué necesidades debe resolver el proyecto?

- > Crecimiento de la población y el empleo
- Acceso para poblaciones dependientes del transporte público
- > Acceso a centros de actividad
- > Impactos ambientales

- > Limitaciones de conectividad
- Alta congestión en horas pico

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¿Qué más?

Metro

# Participación y roles de las agencias

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> El objetivo es fomentar la participación y la colaboración entre los gobiernos federales, estatales, regionales, locales, tribales y de los condados durante el proceso de revisión ambiental.

### Agencias colaboradoras

- Agencias federales con jurísdicción por
- ley o conocimiento específico
   Brindar información sobre áreas dentro del conocimiento específico o la

jurisdicción

 La Agencia de Protección Ambiental de los Estados Unidos, el Cuerpo de Ingenieros del Ejército de los Estados Unidos y el Departamento de Transporte de California (California Department of Transportation, Caltrans), en nombre de la

Administración Federal de Carreteras,

son las agencias colaboradoras

## Agencias principales

🕹 Federal Transit Administration W Metro

- Responsable de completar el proceso de revisión ambientaly aprobar el proyecto la Administración Federal de Transporte
- La Administración Federal de Transporte (Federal Transit Administration, FTA) es la agencia principal conforme a la Ley de Política Ambiental Nacional
- Metro es la agencia principal conformea la Ley de Calidad Ambiental de California

#### Agencias participantes

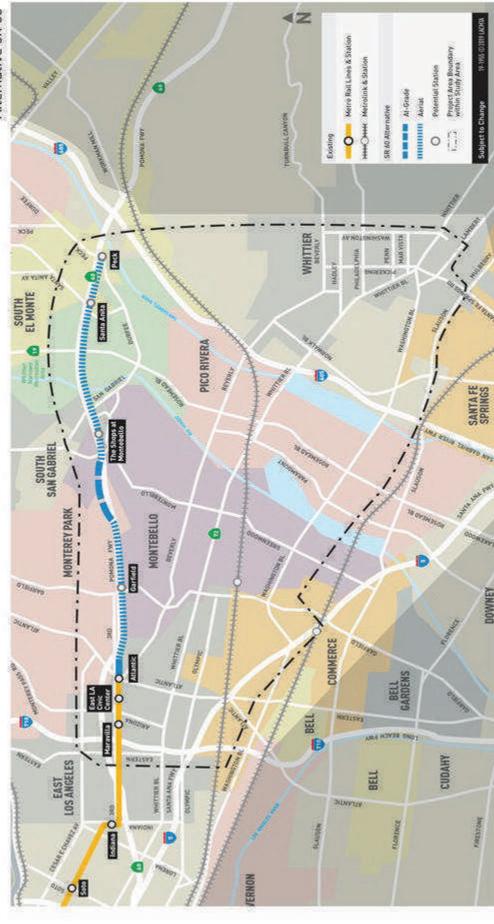
- Gobiernos federales, estatales, regionales, locales, tribales y de los condados con interés en el proyecto
- Las responsabilidades se relacionan con las áreas dentro del conocimiento específico o la jurisdicción
- 24 agencias participantes



## Alternativa SR 60

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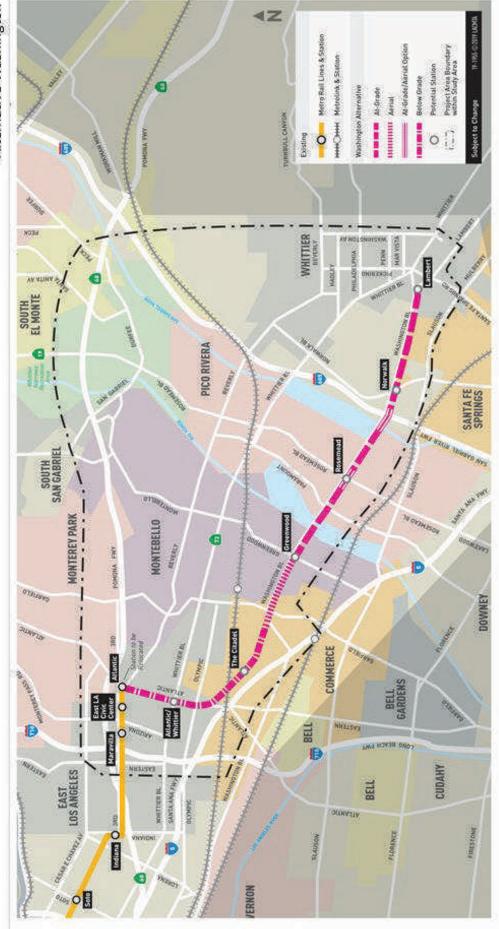
## **EASTSIDE TRANSIT CORRIDOR PHASE 2**

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# Alternativa de Washington



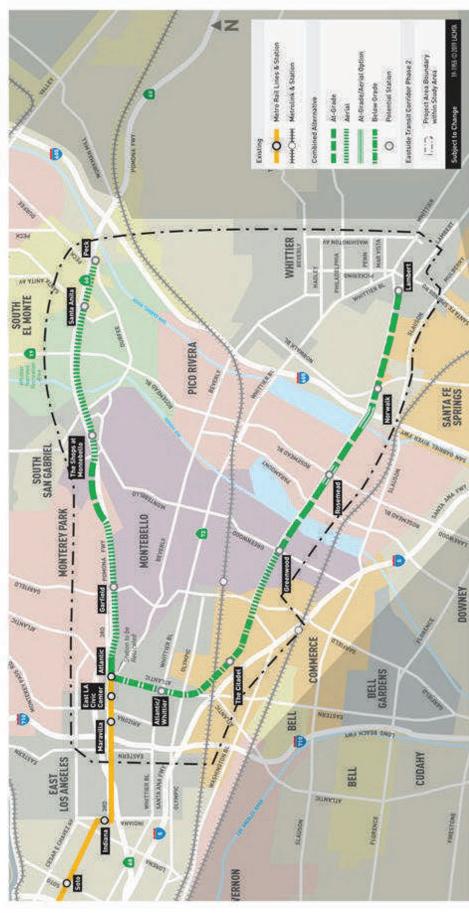


Metro

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Metro

### ¿Qué es tren ligero (LRT)?

- Vagones de ferrocarril funcionan relativamente tranquilos con la electricidad
- Funciona mejor como servicio local con paradas de estación típicamente a 1 milla de distancia
- Los sistemas disfrutan de la priorización de señal de tráfico y de rutas dedicadas
- Lleva hasta tres veces mas de la capacidad de pasajeros de un autobús
- La colección de tarifa es típicamente autoservicio en las estaciones



- Otros modos ferroviarios que ya no se están considerando Tren pesado > Maneja a más pasajeros
  - > Opera en derechos de vía exclusivos
- > Metro Red y Purple Line
- Tren Pasajero
- > Más trenes con estaciones regionales
   > Diseñado para servir a distancias más largas (como

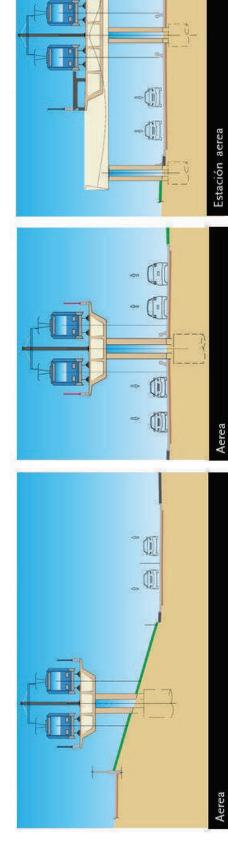
Metrolink entre condados)







# Secciones de Cruce típicas de tren ligero



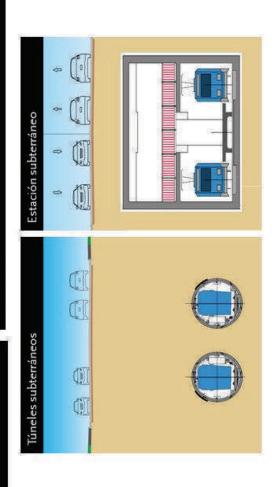
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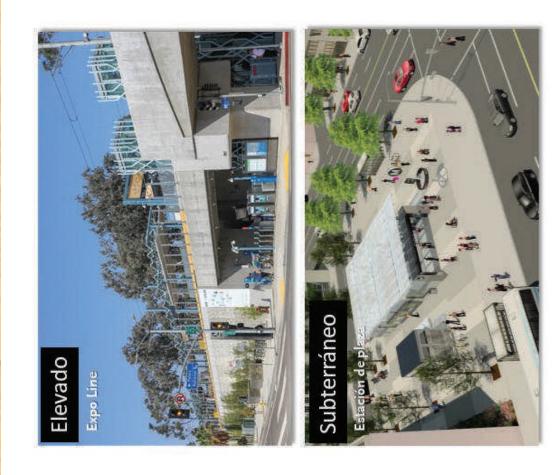


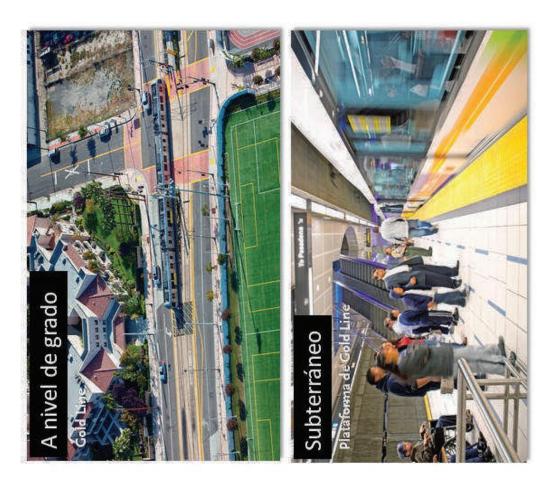






## Configuraciones de tren ligero

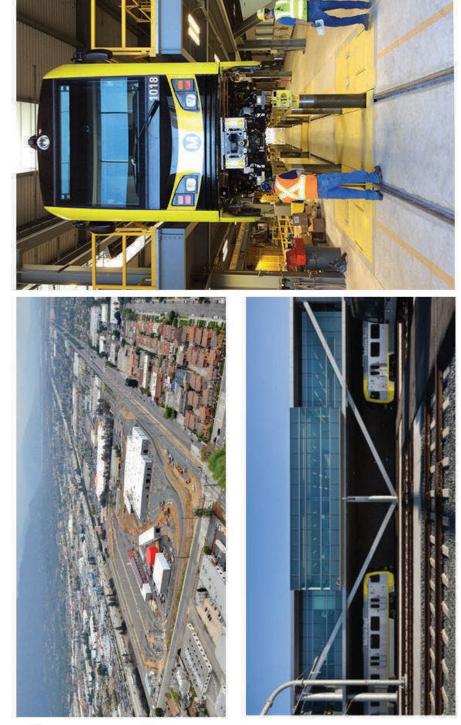






# Instalacion de mantenimiento y almacenamiento

- > Edificios de tiendas, carriles de almacenamiento y aparcamiento para empleados
- > Aproximadamente 14 acres
- Localizado dentro de ½ milla de un carril de operación
- > Tratamiento de diseños para la integración comunitaria
- > Todas las líneas tienen instalaciones de mantenimiento





# ¿Qué es el segmento de operación mínimo?

Ō

Un **segmento de operación mínimo (MOS)** es la construcción de un segment o fase inicial de la ruta de tren ligero bajo una alternativa de construcción. Seria capaz de operar como un sistema independiente e incluir una instalación de mantenimiento y almacenamiento.

- Implica la construcción de un segmento o fase inicial del proyecto ٨
- > Opera como un sistema independiente
- Depende de la disponibilidad de financiación ٨
- Identifica los impactos de la implementación del proyecto de fase Λ



## Comuníquese con nosotros



Jenny Cristales-Cevallos Project Manager, Metro One Gateway Plaza, M/S 99-22-6 Los Angeles, CA 90012



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losangelesmetro



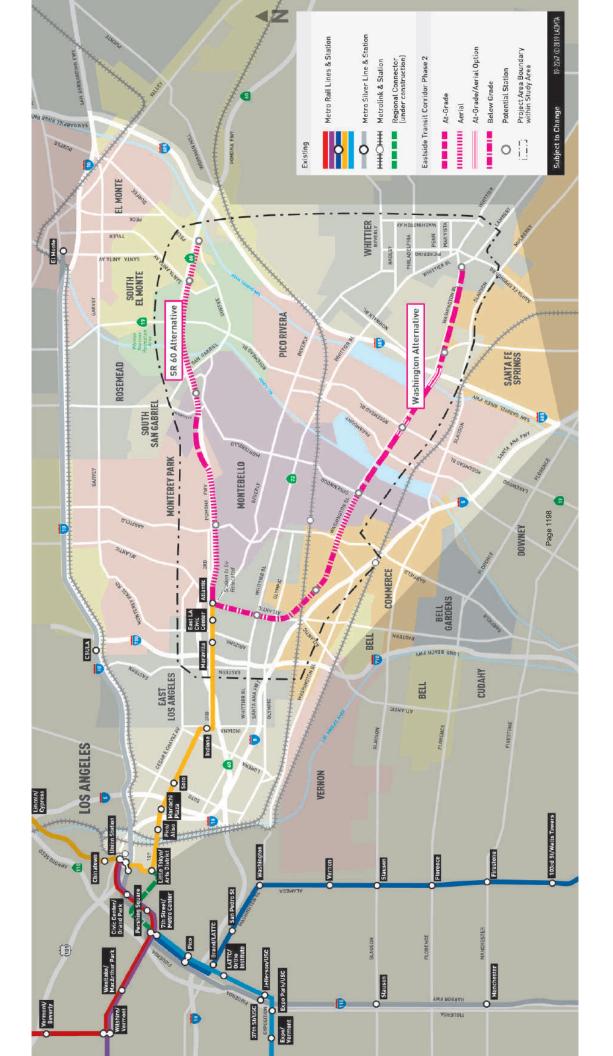
Los comentarios escritos pueden brindarse en una reunión pública del estudio de alcance o enviarse por correo, correo electrónico o formulario de comentarios en el sitio web.





### Appendix D.8

Maps of the Existing Corridor





EASTSIDE TRANSIT CORRIDOR PHASE 2

Appendix E Website

### **Eastside Transit Corridor Phase 2**

Overview Project Background Project Alternatives EIR Project Funding & Schedule Get Involved

The Source

Metro is evaluating an extension to the Metro L Line (Gold) further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier.

Referred to as the "Washington Alternative", the line would travel south along Atlantic BI in an underground configuration from the current Metro L Line (Gold) terminus at Pomona BI and Atlantic BI to the Citadel Outlets in Commerce. The route then proceeds east along Washington BI via aerial and at-grade (street level) configurations ending at Lambert Rd in Whittier.

Proposed stations* along this route that will be further evaluated include:

- Relocated Atlantic Station in East Los Angeles
- Atlantic/Whittier Station in East Los Angeles
- The Citadel Station in Commerce
- Greenwood Station in Montebello
- Rosemead Station in Pico Rivera
- · Norwalk Station serving unincorporated Los Nietos, Whittier and Santa Fe Springs
- Lambert Station in Whittier

In February 2020, the Metro Board of Directors approved actions for the Eastside Transit Corridor Phase 2 Project (Project). The approved actions included the withdrawal of the SR 60 and Combined Alternatives from consideration in the environmental process, based on technical findings.

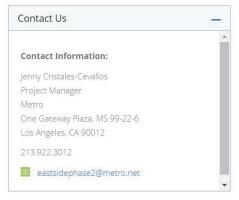
A separate feasibility study will be completed along the SR 60 corridor, in the San Gabriel Valley, to identify potential mobility solutions and options in the short and long-term.

The approved actions also included proceeding with the California Environmental Quality Act (CEQA) for the environmental review process and discontinuing the National Environmental Policy Act (NEPA) study for the Project.

These actions will help focus the environmental study and advance the accelerated goals for the Project.

*Station locations will be evaluated thoroughly to ensure each proposed station has ridership demand, economic development opportunities, first/last mile connections, among other factors.

Meetings	
Recent Meetings	
Past Meeting Presentations	
Maps	+
Fact Sheets	+
Reports & Info	+





### **EASTSIDE TRANSIT CORRIDOR PHASE 2**

### **Appendix F Mailing Lists**

Appendix F.1

Agency Mailing List

Appendix F.2

Project Database

Appendix F.3

Occupant and Parcel Data

Appendix F.1 Agency Mailing List

												Receipt Confirmed?	
	First Name Last Name Title	Last Nam	e Title	Agency	Address	City	State Zi	State Zip Code Email	Email	Telephone 1	Telephone 2	(N/N)	Comment
Mr. S	Sandro	Amaglio	Regional Environmental Officer	Federal Emergency Management Agency, Region IX	1111 Broadway, Suite 1200		CA 946	507-4052 4	Alessandro.Amaglio@fema.dhs.gov	(510) 627-7027	510-627-7284		
Mr. N	Mendel	Stewart	Field Supervisor	US Fish and Wildlife Service, Region 8	2177 Salk Avenue, Suite 250	Carlsbad	CA 92(	308-7385 r.	CA 92008-7385 mendel_stewart@fws.gov (760) 431-9440	(760) 431-9440			
Mr. F	Ray	Brewer	Field Office Director	Department of Housing and Urban Development, Region IX	300 North Los Angeles Street, Suite 4054	Los Angeles	CA 90(	0012 R	Ray.W.Brewer@hud.gov	213-534-2503	(213) 894-8000		
Ms. Lorrie	Lorrie	Lau	Transportation Planner	Federal Highway Administration, Office of Planning	201 Mission Street, Ste 1700	San Francisco CA	6	1405 lo	lorrie.lau@dot.gov	415-744-2628	(415)265-2589		
Ms. F	Rebecca	McTall	Regional Project Officer	US Department of Health and Human Services, Region 9	90 7th Street, Suite 5-100	San Francisco CA	01	94103 R	Rebecca.McTall@hhs.gov	415-437-8403	415-437-8096		
Mr. A	Anthony	Spina	Southern California Branch Manager	NOAA Fisheries, West Coast Region	501 W. Ocean Blvd., Suite 4200	Long Beach	CA 908	90802-4213 A	Anthony.Spina@noaa.gov	562.980.4045	562-980-4000		
Mr. J	James	Jordan	Regional Administrator	Federal Railroad Administration, Region 7	801 I St, Ste 466	Sacramento	CA 958	5814 J:	James.Jordan@dot.gov	(916) 498-6547	(916) 498-6540		
Mr.	Dan	Elwell	Administrator	Federal Aviation Administration	800 Independence Ave SW, Room 1010	Washington	DC 205	P 16503	daniel.elwell@faa.gov	(202) 267-3111			
Mr.	David	Pekoske	Administrator	Transportation Security Administration	601 South 12th St. TSA-1	Arlington	VA 205	20598-6002 d	david.pekoske@tsa.dhs.gov	703-815-9448	866-289-9673		
Ms. N	Michaela	Noble	Director	Department of the Interior, Office of Environmental Policy and Compliance	1849 C St, NW MS 5538	Washington	DC 202	20240 n	michaela_noble@ios.doi.gov	202-208-7557	(202)208-3891		

Receipt Confirmed?	(Y/N) Comment																																				
	Telephone 2		415.703.2782	909-396 2100			213) 974-6425						626-530 2053		02	213-347-2090			(213) 347-1922	2150-665-512	(213) 484-4800				626/307-1463		562.301-4332 562) 301-4430							(562) 567-9460			
	Telephone 1	213-576-1313	(415) 708-3808	909-396-3131 (213) 236-1835	(213) 236-1385 (213) 236-1955 714-747-9793		6264584001 213-974-6411	(323) 337-4419 (323) 722-4805	(323) 722 4805 ext 2349	(323) 722-4805, ext. 2252	(323) 722-4805, ext. 2389 (323) 722-4805	626-530-2001 626-530-2053 626-253-3625 626-530-2001	626) 530-2037	213-744-7300	213-202-5533 2133671320	213-347-1300 (213) 978-1271	1213) 978-1271	213-485-4935 213-485-1616	(213) 347-2683	(213) 485-23/6 (213) 485-2210 213-473-7534	213-978-2222 213-972-3480	(213) 202-2633	323-337-1386 323 337-1477	323-487-1367 323-487-4512 323-216-9532	626-307-1430 626-307-1255 626-307-1320 626-307-1320	CI CI / 00/020	(562) 301-4447 562-301-4383 562-307-4379	626-569-2158 (626) 569-2106 (626) 569-2144	6012-695 (979)	562) 363-0511, ext. 7540	[562] 363-0511, ext. 7550	(562) 363-0511, ext. 7550	(626) 579-6540 Ext3233 (626) 579-6540 Ext3218 (626) 579-6540 Ext3215	[562] 567-9420	(562) 567-9320 562-567-9301 562-567-9500	\$62.567.9301 \$62.567.9500	714-560-5742
	e Email	90013 matthew bond @cpuc.ca.gov	114 Alice Stebbins@cpuc.ca.gov	91765 wnastri@aqmd.gov 90017 ajse@scag.ca.gov	90017 amatya@ixag.ca.gov 90017 jepison@iscag.ca.gov 91770 Seven:Tik@isce.com	91770 Erik.Takayesu@sce.com	91803-1331 mpestrela @ pw.lacourty.gov 90012 JD revno@ planning.lacourty.gov	90040 daudem @cl.commerce.ca.us 90040 mbabaki@cl.commerce.ca.us	90040 mattm @ci.commerce.ca.us	90040 Ishumway@cicommerce.ca.us	90040 [][merez@ci.commerce.ca.us 90040 ECIsneros@ci.commerce.ca.us	<ul> <li>amartinez@elmonteca.gov</li> <li>byu@elmonteca.gov</li> <li>bdonazarik@elmonteca.gov</li> <li>ahamilson@elmonteca.gov</li> </ul>		90017 John.Reamer@lacity.org	90012 darieltarica® lacity.org 90012 David Weisht Ølacke .com	90015 normalis shakian @lacity.org 90012 vince.bertori@lacity.org	90012 Sharra.Bornstin@lacity.org 90017 rushmore.cervantes@lacity.org	90015 gay,lee.moore@lacty.org 90015 brad.jenson@lacity.org	90015 john.reamer@lacity.org	90013 adetinagenaningilakrity.org 90015 Enrique Zaldivar@lakrity.org 90012 Richard.lewelityn@lakrity.org	90012. aram.sahakian@lacity.org 90012. seleta.reynoids@lacity.org	90012 miduela.shuli@ladty.org	90540 attamilto n® city ofmontebello.com 90540 hvillian s@ city of montebello.com	90640 liguzman@ictyofmontebello.com 90640 dhebent@ictyofmontebello.com 90640 tharrio @icityofmontebelo.com	91754 amh o@monteeriyark ca.go/ 91754 rbow@monteeriyark ca.go/ 91754 mmcarcy@monteeriyark.ca.go/ 91754 mmcarcy@monteering.park.ca.go/ 91764 mmcarcy@monteering.park.ca.go/	71734 IIIInining Bullonee Space and a	90600 scamora @pico-rivera.org 90660 rchuvez @pico-rivera.org 90660 asalazar@pico-rivera.org	91770 raffo rao@ cityofrosemead.og 91770 gmolieda@ cityofrosemead.org 91770 alao@cityofrosemead.org	91.000 Dkimgi ciyofrosemet.co.g	90670 noenegrete® santa fesprings.org	90570 WayneMorreli@ santa fes prings org	90670 cuorgrguy en @santafesprings.og	91733 ahemandez@soeimonte.org 91733 illimenez@soeimonte.org 91733 rbarbosa@soeimonte.org	90602 G Aaniz @cityof whittier.org	90602 crncrama @ cityofwhittier.org 90602 joolier@cityofwhittier.org 90602 kcarson@ cityofwhittier.org	90602 s delong@cityo fuhittier.org 90602 D Schickling@cityofu hittier.org	92863-1584 kbroticke@octa.net
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	Title Chief Exercise Office	Serior Engineer	Executive Director	Executive Officer Interim Executive Director	Manager, Tansportation Planning & Programming Acting Director, Planning & Programs Manager, Commercial and Industrial Segment	Vice President, Transmission, Substations and Operations	Director Regional Planner	Director of Transportation Director of Public Works and Development Services	Deputy Director, Development Services	Director of Administrative Services & Oty Clerk	City Planner City Administrator	Assistante Cety Manager Public Works and Ublines Director Community & Economic Development Director Cety Manager		Interim Ceneral Manager, Economic & Workfoxe Development Department						Unrector, sureau of Street Services Director, Bureau of Public Works/Suritation City Administrative Officer		Acting General Manager, Recreation and Parks	Director of Planning and Community Development Assistant Planner	City Administrator Fire Chief Transit Fadilities & Maintenance Manager	Principal Manugement Analyst City Manuge Director of Public Woles Davisonment Provense	neverophilarit miractor	Dopuly Director, Community & Economic Develo pment Manugement Analysi Acting City Manager	Director, Public Works City Manuger Associate Planner	y Development	Director, Public Works	Cop manage Director of Planning	Serior Planner	Housing / Community Development Executive Assistant Director, Community Development Acting City Manager				Director, Strategic Harring
	First Name Last Name Agendes	Bond	Stebbins	s Nastri Ajise	Amatya Jep son Tik	Takayesu	Pestrela Drevno	<ul> <li>McFerguson</li> <li>Babaki</li> </ul>	Marquez	Shumway	Jimenez Cisneros	Martinez Yu Donsvanik Hamilton	Roldan	Reamer Jr.		Isahakian Bertoni			Reamer Jr.	Hageknaul Zaldvar Uewellyn Jr.	Sah akian Reynolds	Shull	6 Hamilton Williams	TuckerSchuyler Hebert Barrio	rry Park Ho Bow McAvoy Hi rodow	Liney	Garmona Gr <i>avez</i> Selazar	Affonso Molleda Lao	num Springs	Negrete	Morrel	Nguyen	Hernandez Jimenez Barbosa	Maniz	McNamara Collier Carson	2	Brotcke
	First Name State Agencies	Mr. Matthew	Ms. Alice	Actional Actinets Mr. Wayne Mr. Kome	Mr. Naresh Ms. Sarah Mr. Steven	Mr. Erik 1	Mr. Mark Mr. James	City of Commerce Mr. Claude Mr. Maryam	Mr. Matt	Ms. Lena	Mr. Jose Mr. Edgar	Liyor E. Monte Ms. Alma Mt. Betsy Mt. Betsy Mt. Alex	Mr. Cesar City of Los Angels	Mr. John	Mr. Daniel Mr. David	Ms. Norma Mr. Vincent	Ms. Shana Mr. Ruehmore	Mr. Gary Lee Mr. Bradley	Mr. John L	Mr. Ronique C. Mr. Britique C. Mr. Richard	Mr. Aurm Ms. Seleta	Mr. Michael	City of Montubull Mr. Alex Mr. Lovell	Frances Dominic Tom	City of Monteery Par Ms. Arry Mr. Ron Mr. Mark Mr. Michool A	City of Pico River	Mr. Steve Mr. Raymond Ms. Aiferne	Mr. Rey Ms. Gloria Ms. Annie	Mr. Ben Ra City of Senta Fe Sprin	Mr. Noe	Mr. Wayne	Mr. Cuong	Ms. Angie Mr. Jose Ms. Rachel	City of Whittee Mr. Greg	Mr. Coral Mr. Jeff Mr. Kyle	Ms. Shannon Mr. David Orther County	Mr. Kut

	First Name	Last Name	Title	Agency	Address	City	State	State Zip Code Email	Telephone 1 Telephone 2	Receipt Confirmed? (Y/N)
Ms.	Veronica	Li	Senior Project Manager, Transp	Senior Project Manager, Transpor US Arrny Corps of Engineers, Los Angeles District US Arrny Corps of Engineers, Office of the Chief, Asset	915 Wilshire Blvd, Ste 930	Los Angeles	ð	9001 7-3401 Veronica.c.li@usace.army.mil	213-452-3292	
Ms.	Theresa M.	Kaplan	Chief	Management	915 Wilshire Blvd, Ste 980	Los Angeles	5	90017 theresa.m.kaplan@usace.army.mil		
Mr.	Phil	Serpa	Department of the Army	Los Angeles District, US Army Corps of Engineers	915 Wilshire Blvd, Ste 930	Los Angeles	Ø	9001 7 Phillip.J.Serpa@usace.army.mil	(213) 452-3402	×
Mr.	John	Bulinski	District Director	California Department of Transportation, District 7	100 S. Main St.	Los Angeles	8	90012 john.bulinski@dot.ca.gov	(213) 897-0359	
Mr. Mr.	Ronald Tin Kaz	Kosinski Dinh Kayoda	Deputy District Director of Envir Project Manager/Senior Transpo	Deputy District Director of Enviror California Department of Transportation, District 7 100 S. Main St, MS16A, Ste 100 Los Angeles Project Manager/Senior TransportCalifornia Department of Transportation, District 7, Division of Envir100 S. Main St, Ste 100 Los Angeles California Department of Transportation, District 7	100 S. Main St, MS16A, Ste 100Los Angelesi100 S. Main St, MS 2, Ste 100Los Angeles100 S. Main St, Ste 100Los Angeles	Los Angeles Los Angeles Los Angeles	555	90012 Ron.Kosinski@dot.ca.gov 90012 tin.dinh@dot.ca.gov 90012 kaz.kayoda@dot.ca.gov	(213) 897-0703	
Mr.	Zac	Appleton	NEPA Reviewer - Transportation USEPA, Region 9	USEPA, Region 9	75 Hawthorne Street MS: ENF-4 San Francisco	San Francisco	ð	94105 Appleton.Zac@epa.gov	415-972-3321	
Ms.	Patricia	Bowlin	Superfund Project Manager	USEPA, Region 9	75 Hawthorne Street MS: SFD-7-San Francisco	San Francisco	g	94105 Bowlin. Patricia@epa.gov	415-972-3177	
Mr.	Wayne	Praskins	Remedial Project Manager	USEPA, Region 9	75 Hawthorne Street MS: SFD-7- San Francisco	San Francisco	ð	94105 Praskins. Wayne @epa.gov	415-972-3181	
Mr.	Mike	Stroker	Regional Administrator	US Environmental Protection Agency, Region 9	75 Hawthorne St (ORA-1)	San Francisco	ð	94105 stroker.mike@epa.gov	(415) 947-8702	
Ms.	Julie	Santiago-Ocasi	o Superfund Green Remediation R	Santiago-Ocasio Superfund Green Remediation RejUS Environmental Protection Agency, Region 9	75 Hawthorne St MS:SFD 7-1	San Francisco	ð	94105 santiago-ocasio.carmen@epamail.epa.gov	415-972-3525	
Mr.	Caleb	Shaffer	Superfund Green Remediation R	Superfund Green Remediation RejUS Environmental Protection Agency, Region 9	75 Hawthorne St MS SFD 7-1	San Francisco	ð	94105 shaffer.caleb@epa.gov	(415) 972-3336	
Ms.	Carolyn	Mulvihill	NEPA Reviewer - Transportation	NEPA Reviewer - Transportation US Environmental Protection Agency, Region 9	75 Hawthorne St MS:ENF 4-2	San Francisco	ð	94105 mulvihill.carolyn@epa.gov	415-947-3554	
Mr.	Eric A.	Esler	Assistant Regional Counsel	US Environmental Protection Agency, Region 9	75 Hawthorne St MS:ORC-3	San Francisco	ð	94105 esler.eric@epa.gov	415-972-3947	
Mr.	Curt	Basnett	Principal Technologist	CH2M Hill- Consultant to USEPA	6 Hutton Centre Drive, Ste 700 Santa Ana	Santa Ana	ð	92707 Curt.Basnett@CH2M.com	813-281-7910	Current?
Mr.	Dave	Towell	Sr. Project Manager	CH2M Hill- Consultant to USEPA	1000 Wilshire Blvd, Ste 2100 Los Angeles	Los Angeles	ð	9001 7 david.towell@ch2m.com	213-228-8285 775-771-6516	Current?
Ms.	Wendy	Luo	USEPA On-site Representative US Army Corps of Engineers	US Army Corps of Engineers	645 N. Durfee Ave, Bldg #17	South El Monte CA	A	91733 Wendy.L.Luo@usace.army.mil	626-401-4046	

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### Appendix F.3

Occupant and Parcel Data

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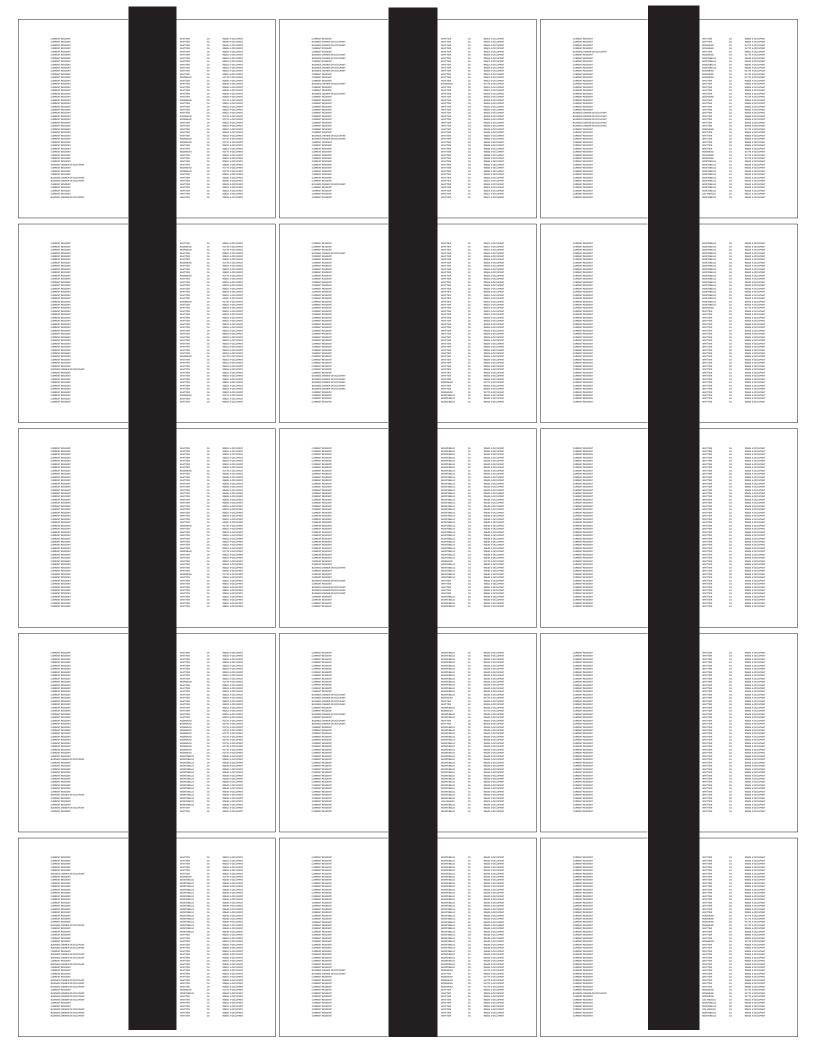
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EASTSIDE TRANSIT CORRIDOR PHASE 2

Appendix G OutreachToolkit



## Dear Stakeholder,

Metro is reinitiating an environmental review for the Eastside Transit Corridor Phase 2 Project (Project) that will study the benefits and impact of building and operating the project. The Project proposes to extend the Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles to the City of South El Monte via SR 60 and/or the City of Whittier via Washington BI. As part of these efforts, Metro is conducting Public Scoping Meetings in June 2019 to receive formal comments on the Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), including the goals and objectives, project area and description, proposed alternatives, impacts to be evaluated and methodologies to be used in the evaluation. Public Scoping Meetings and comments are an important step in the preparation of a Supplemental/Recirculated Draft EIS/EIR and stakeholders are encouraged to participate. **The formal public scoping comment period begins Friday, May 31, 2019, and ends on Monday, July 15, 2019.** 

As a representative and entrusted leader of the community, we are reaching out to you to offer **optional methods** for sharing the Scoping Meeting details and scoping comment period with your community. These efforts are intended to complement all the other public notification methods that Metro is already conducting to promote the Scoping Meetings series. Below are some *suggested options* for sharing the meeting details:

- 1. Distribute electronically via email: Share the meeting notice with your e-mail contacts. You can download a copy of the meeting notice at this LINK.
- 2. Post to your website: You can use the image provided in the email to post to your homepage. The image would then need to be linked to the following LINK.
- 3. Feature the meeting dates and details on your events calendar: Share the Scoping Meeting dates on your online events calendar (if applicable), make announcements at your meetings, or other special events.
- 4. Social media posting/sharing:

*OPTION 1:* Download our Eastside Phase 2 image at <u>LINK</u> and post it on your social media profiles (Facebook, Twitter, Instagram) and share the following <u>LINK</u> on your post. *OPTION 2:* Post meeting information to *NextDoor.com*.

- 5. Newsletter Announcement: Provide information regarding the Project and Scoping Meetings via your organization's newsletter.
- 6. Posters 11" X 17" posters are available to place on your city-wide news section, upon request.
- 7. School Outbound Text Program an automated school message to notify parents of the upcoming meetings a week in advance.

Please see the following pages for copy-and-paste-ready text and downloadable image you may use to share information with your community. If you have any questions on how to share this information with your community, please contact outreach consultant Edna Jimenez at <u>EJimenez@arellanoassociates.com</u> or at 909-247-1236. We look forward to working with you!

### ADDITIONAL INSTRUCTIONS

### 1. Distribute electronically via email:

- A. You can use the image provided in the email to share meeting information with your contacts/membership. Link the image to the following LINK.
- B. Or copy and paste the following text into the body of an email:

Metro is reinitiating the environmental review phase to study the benefits and impact of building and operating Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles to the City of South EI Monte via State Route 60 and/or the City of Whittier via Washington BI.

As part of this process, Metro will be conducting a series of Public Scoping Meetings in June 2019 to receive formal comments on the Supplemental/Recirculated Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Project. Please join us at a meeting that is most convenient for you. The information presented at each meeting will be the same. Refreshments, children's activities and Spanish interpretation will be available. Meeting details below:

- WHITTIER Thursday, June 13, 2019, 6-8pm Whittier Community Center, 7630 Washington Av, Whittier, CA 90602
- COMMERCE Monday, June 17, 2019, 6-8pm Commerce Senior Citizens Center, 2555 Commerce Way, Commerce, CA 90040
- EAST LOS ANGELES Wednesday, June 19, 2019, 6-8pm
   4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022
- SOUTH EL MONTE Saturday, June 22, 2019, 10am-12pm South El Monte Community Center, 1530 Central Av, South El Monte, CA 91733
- MONTEBELLO Monday, June 24, 201, 6-8pm Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640
- PICO RIVERA Wednesday, June 26, 2019, 6-8pm Pio Pico Woman's Club, 9214 Mines Av, Pico Rivera, CA 90660

*Comments on the Supplemental/Recirculated Draft EIS/EIR will be accepted until Monday, July 15, 2019. See additional comment submittal instructions in the meeting notice available <u>HERE</u>. For more information on this project please visit <u>metro.net/eastsidephase2</u>.* 

- 2. Post to your website: You can use the image provided in the email to post to your homepage. Link the image to the following LINK.
- **3.** Feature the meeting on your events calendar: Promote the Scoping Meeting series on your online events calendar (if applicable) and make announcements at your meetings or other special events. The dates to include are the following:
  - WHITTIER Thursday, June 13, 2019, 6-8pm
     Whittier Community Center, 7630 Washington Av, Whittier, CA 90602
  - COMMERCE Monday, June 17, 2019, 6-8pm Commerce Senior Citizens Center, 2555 Commerce Way, Commerce, CA 90040
  - EAST LOS ANGELES Wednesday, June 19, 2019, 6-8pm

4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022

- SOUTH EL MONTE Saturday, June 22, 2019, 10am-12pm South El Monte Community Center, 1530 Central Av, South El Monte, CA 91733
- MONTEBELLO Monday, June 24, 201, 6-8pm Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640
- PICO RIVERA Wednesday, June 26, 2019, 6-8pm Pio Pico Woman's Club, 9214 Mines Av, Pico Rivera, CA 90660
- 4. Social media posting/sharing: Post this LINK onto your social media page(s) or copy and paste the following text and image into your social media accounts:

### A. Facebook:

Join <u>@losangelesmetro</u> and the Eastside Transit Corridor Phase 2 team at one of the six Scoping Meetings in June for an update on the extension of the Gold Line to <u>@CityOfSouthElMonteGovernment</u> or <u>@WhittierCityGov</u>. For more information on the meetings or to send your formal comment by Monday, July 15, visit <u>metro.net/eastsidephase2</u>.

### B. Twitter:

Join <u>@metrolosangeles</u> and the Eastside Transit Corridor Phase 2 team at one of the six Scoping meetings in June to learn about the extension of the Gold Line to <u>@CitySEM</u> or <u>@WhittierCityGov</u>. For more information on the meetings or to send your formal comment by Monday, July 15, visit <u>metro.net/eastsidephase2</u>.

### C. Instagram:

Join <u>@metrolosangeles</u> and the Eastside Transit Corridor Phase 2 at one of the six Scoping meetings in June to earn about the extension of the Gold Line to City of South El Monte or <u>@WhittierCityGov</u>. Can't come to the meetings? Submit your comments by Monday, July 15 at metro.net/eastsidephase2.

### D. Nextdoor.com (Two options)

### Option 1: Post the following text as a "message" on your Nextdoor profile:

Join Metro at one of the six Scoping Meetings in June to learn the latest information on the reinitiated environmental phase to study the benefits and impact of building and operating the Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles to the City of South El Monte via SR60 and/or the City of Whittier via Washington BI. *Metro is accepting comments through Monday, July 15, 2019. See full meeting details and comment submittal instructions in the meeting notice available <u>HERE</u>. For more information on this project please visit <u>metro.net/eastsidephase2</u>.* 

### Option 2: Post as an event on your Nextdoor profile.

- a. Click on the "Post a message, event, poll or urgent alert" field on your profile.
- b. Select the "Event" tab
- c. Under the "Choose neighbors" option, select the second option to share with your community + nearby.
- d. For category, select "meetings"
- e. **Text for event title:** Metro is planning to extend the Gold Line to City of South El Monte or City of Whittier Scoping Meetings will be held in June 2019.

**Text for event description:** See text included for Option 1 above.

5. Newsletter Announcement: Provide information regarding the project and the Scoping Meetings via your organization's newsletter.

Metro is reinitiating the environmental review phase to study the benefits and impact of building and operating Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles to the City of South EI Monte via State Route 60 and/or the City of Whittier via Washington BI.

As part of this process, Metro will be conducting a series of Public Scoping Meetings in June 2019 to receive formal comments on the Supplemental/Recirculated Environmental Impact Statement/Environmental Impact Report (EIS/EIR), for the Project. Please join us to a meeting that is most convenient for you. The information presented at each meeting will be the same. Refreshments, children's activities and Spanish interpretation will be available. Meeting details below:

- WHITTIER | Thursday, June 13, 2019, 6-8pm Whittier Community Center, 7630 Washington Av, Whittier, CA 90602
- COMMERCE | Monday, June 17, 2019, 6-8pm
   Commerce Senior Citizens Center, 2555 Commerce Way, Commerce, CA 90040
- EAST LOS ANGELES Wednesday, June 19, 2019, 6-8pm 4th Street Primary Center, 469 Amalia Av, Los Angeles, CA 90022
- SOUTH EL MONTE | Saturday, June 22, 2019, 10am-12pm South El Monte Community Center, 1530 Central Av, South El Monte, CA 91733
- MONTEBELLO | Monday, June 24, 201, 6-8pm Quiet Cannon Banquet Center, 901 Via San Clemente, Montebello, CA 90640
- PICO RIVERA | Wednesday, June 26, 2019, 6-8pm
   Pio Pico Woman's Club, 9214 Mines Av, Pico Rivera, CA 90660

*Comments on the Supplemental/Recirculated Draft EIS/EIR will be accepted until Monday, July 15, 2019. See additional comment submittal instructions in the meeting notice available <u>HERE</u>. For more information on this project please visit <u>metro.net/eastsidephase2</u>.* 

6. Posters – 11" X 17" in size.

Please contact Edna Jimenez via email at <u>EJimenez@arellanoassociates.com</u> or 909-247-1236 to request posters. Posters can be placed in your city-wide news section or other high-foot traffic areas.

7. School Outbound Text – Program the automated school message to notify parents of the upcoming Scoping Meetings a week in advance of the meetings. Message to be recorded:

### - English Script

Metro is reinitiating the environmental review phase to study the benefits and impact of building and operating Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east to City of South El Monte via SR60 and/or the City of Whittier via Washington Bl. Attend a meeting that is most convenient for you. Refreshments, children's activities and Spanish interpretation will be available. A total of six Public Scoping Meetings will be held starting with Whittier on June 13th, Commerce on June 17th, East LA on June 19th, South EL Monte on June 22nd, Montebello on June 24, and Pico Rivera on June 26th. Please visit <u>metro.net/eastsidephase2 for full details</u>.

### – Spanish Script:

Metro esta reiniciando el estudio ambiental que requiere que los beneficios e impactos de construir y operar el Corredor de Transporte Hacia el Este Fase 2, que propone extender Gold Line más hacia el este a la Ciudad de South El Monte vía la Autopista Estatal 60 y/o la Ciudad de Whittier sobre Washington Bl. Acompáñenos la reunión que sea más conveniente para usted. Comida ligera, actividades para niños e interpretación en español estarán disponibles. Un total de seis reuniones se llevaran a cabo comenzando en Whittier el 13 de junio, Commerce el 17 de junio, Este de Los Angeles el 19 de junio, South El Monte el 22 de junio, Montebello el 24 de junio y Pico Rivera el 26 de junio. Por favor visite la pagina web del Proyecto para los detalles completos en <u>metro.net/eastsidephase2</u>.



EASTSIDE TRANSIT CORRIDOR PHASE 2

# Appendix H Earned Media





# Metro

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# 1 like

**cityofcommerce** Join us at the Commerce Senior Center on Monday, June 17 at 6 p.m. for the latest updates and provide comments on the Eastside Transit Corridor Phase 2 Project. The project proposes to extend the Gold Line from East LA to El Monte and/or Whittier with a possible stop in Commerce.



Add a comment...

8 MINUTES AGO



# Johncito "John" Peraza, Planning Commissioner

10 mins • 🕄

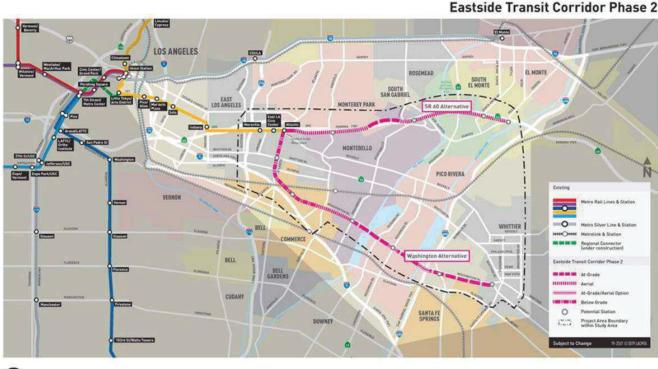
A stop in Commerce would promote alternative transportation to commute in/out of our city and

spur economic growth!!! 🚎



## City of Commerce 23 mins • 🕥

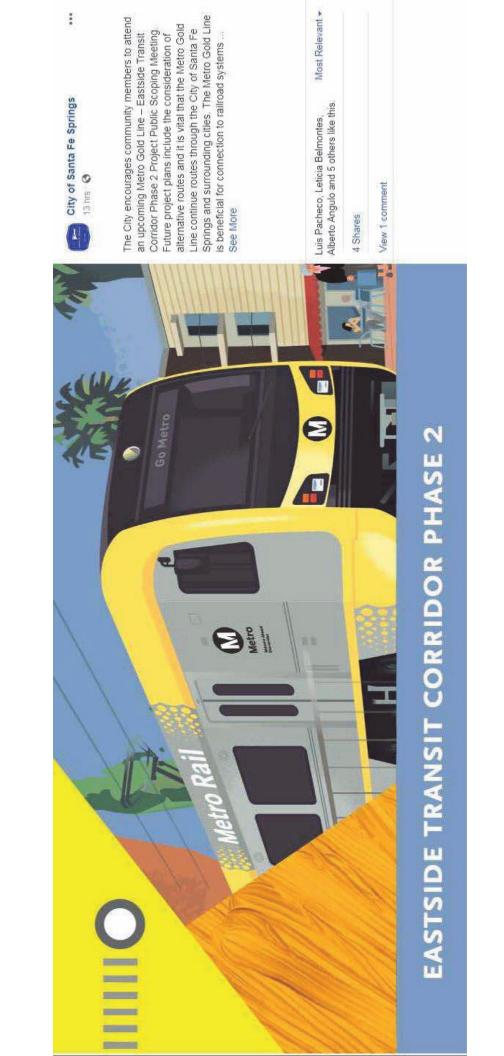
Join us at the Commerce Senior Center on Monday, June 17 at 6 p.m. for the latest updates and provide comm... Continue Reading



Comment

Metro

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City of South El Monte Government	Eastside Transit Corridor Phase 2 Project Public Scoping Meeting Sat., June 22nd / 10 am - 12 pm South El Monte Community Center 1530 Central Ave	Please join us to learn the latest updates and provide vour comments on the Eastside Transit	Corridor Phase 2 Project. This project proposes to extend the Gold Line further east, from its current	terminus at Pomona BI and Atlantic BI in East Los	Angeles, to South El Monte via the 60 freeway and/or Whittier via Washington BL		Jesus Pikle Trevizo, PIH Health, Veronica D. Castillo and
		RIDOR PHASE 2	Please join us at a Public Scoping Meeting in June 2019.	Acompáñenos a una Junta de Alcance Público en junio de 2019.	Per faver acompditenos para aprender lo último del Proyecto del Corredor de Transporte hacia el Este Fare 2 y damos us comentarios sobre la proguesta de attender el tren ligero de Metro Goid Line más hacia el cast deude su terminal actual en Pomona 81/Atlantic BI en este de Los Angeles hacio South El Monte via la autopista 6a y/o Whitter sobre Washington 81.		9, 2019   6-8pm Monday, Jure 24, 2019   6-8pm nia de 2019   6-8pm Lunes, 24 de junio de 2019   6-8pm Centor Ouist Cannon Banguet Centor
		EASTSIDE TRANSIT CORRIDOR PHASE 2	in us at a Public Sco	enos a una Junta de Al	Please join us to learn the latest updates and provide your comments on the Eastside Transit Corridor Phase a Project. This project proposets to extend the Gold Line further east, from its current terminurs at Pomona BI and Atlantic BI in East Los Angeles, to South EI Monte via the 60 freeway and/or Whittee via Washington BI.	Meeting Ostaris, / Detailes de las retunionies	Thursday, June 13, 2019   6-8pm Wednesday, June 19, 2019   6-8pm Jueves, 13 de junio de 2019   6-8pm Miércolcs, 19 de junio de 2019   6-8pm Weblise Community Center

Whittier Community Center 76 yo Washington Av Whittler, CA 90602

Lunes, 17 de junio de 2019 | 6-8pm Commerce Senior Citizens Center Monday, June 17, 2019 [ 6-8pm 2555 Commerce Way Commerce, CA 90040

Saturday, June 22, 2019 | 10am-12pm Sábado, 22 de junio de 2019 | 4th Street Primary Center 469 S Amaia Av Los Angeles, CA 90022

south El Monte Community Center 1530 Central Av S El Monte, CA 97733

Wednesday, June 26, 2019 | 6-8pm Miércoles, 26 de junio de 2019 | 6-8pm Pico Pico Woman's Club Quiet Cannon Banquet Center goi Va San Clemente Montebello, CA 90640

2 others like this.

1 Share

9214 Mines Av Pico Rivera, CA 90660

# Submit your scoping comments! / [Envir sus comentarios formalise

The formal scoping comment period begins Friday, May 31, 2019, and ends on Monday July 15, 2019. Written comments may be submitted at the meetings, through the project email or through the project web page.

El periodo formal de recibir comentarios comienza el viecnes, 31 de meyo, 2015 y termina el lunes, 15 de julio, 2019. Comentarios por escrito pueden ser sometidos en cualquier junta o a travéz de correo electrónico o págino web del proyecto.

523 323-466-3876 x2 323.466.3876

Espuriel

All Metro meetings are held in ADA accessible facilities and are accessible by transis. Accommediations and transibilities are pradable by other or galdes 850 or California Reby Service at 711 at least 22 hours in advance.

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City of South El Monte Government

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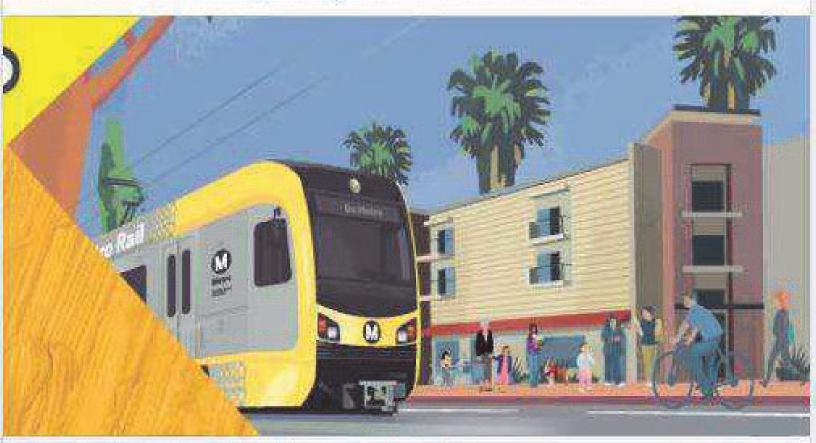
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# Whittier City Hall

June 10 at 10:22 AM 🕤

Metro is preparing a Supplemental/Recirculated Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) that will study the benefits and impacts of building and operating the Eastside Transit Corridor Phase 2 Project. The public is encouraged to attend a Public Scoping Meeting at the Whittier Community Center this THURSDAY, June 13, from 6 p.m. to 8 p.m. to provide comments and feedback. Please click here for details on the event: https://bit.ly/2R4CTnX. For... See More



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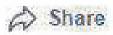
REMINDER: Join us at a public scoping meeting.



4 Comments 2 Shares







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Δ		JUN HE CORRIDOR PHASE 2	Metro to hold meeting in Pico Rivera on June 26 for Gold Line extension further east Wed, Jun 26, 6:00 PM - 8:00 PM	✓ Going ► 📝 Share	Event details	Metro is reinitiating the environmental review phase to study the benefits and impact of building and operating Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east to City of South El Monte via SR60 and/or the City of Whittier via Washington Bl. Attend a meeting that is most convenient for you,	Refreshments, children's activities and Spanish interpretation will be available. A total of six Public Scoping Meetings will be held starting with Whittier on June 13th, Commerce on June 17th, East LA on June 19th, South EL Monte on June 22nd, Montebello on June 24, and Pico Rivera on June 26th. Please visit metro.net/eastsidephase2 for full details.
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\$ \$ \$ \$ \$	Commerce Senior Citizens Center 2555 Commerce Way, Commerce, CA 90040 Get directions	<ul> <li>Mon. Jun 17, 6:00 PM - 8:00 PM</li> <li>Meetings</li> </ul>	Posted by Edna Jimenez				
σ		JUN TRANSIT CORRIDOR PHASE 2	Help us plan the future Metro Gold Line extension further east. Mon, Jun 17, 6:00 PM - 8:00 PM	🖌 Going 🕶 🖄 Share	Event details	Join Metro at one of the six Scoping Meetings in June to learn the latest information on the reinitiated environmental phase to study the benefits and impact of building and operating the Eastside Transit Corridor Phase 2, that proposes to extend the Gold Line further east from its current terminus at Pomona BI and Atlantic BI in East Los Angeles to the City of South El Monte via SR60 and/or the City of Whittier via Washington BI.	A total of six Public Scoping Meetings will be held starting with Whittier on June 13th. Commerce on June 17th. East LA on June 19th. South EL Monte on June 22nd, Montebello on June 24, and Pico Rivera on June 26th. Please visit metro.net/eastsidephase2 for full details.
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Mittier via Washington           Refreshments, children's           of six Public Scoping Me	Whittier via Washington BI. Attend a meeting that is most convenient for you. Refreshments, children's activities and Spanish interpretation will be available. A total of six Public Scoping Meetings will be held starting with Whittier on June 13th,
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ر جو الع Map data ©2019 Pracoscel due ed, Jun 19, 6:00 PM - 8:00 PM 9 Amalia Av, Los Angeles, CA n Street New Primary Center la plople0 S sted by Edna Jimenez and pileton byla obnebia 2 t directions. eny spoot s eetings 022

From: Sent: To: Cc:	Friday, June 21, 2019 1:35 PM
Subject:	Fwd: Supervisor Solis Joins Speaker Pelosi and Rep. Chu at ELAC, Expanding Services for Immigrants, Supporting Foster Families
Follow Up Flag: Flag Status:	Follow up Flagged

From: Hilda L. Solis <firstdistrict@bos.lacounty.gov>
Sent: Friday, June 21, 2019 12:52:34 PM
To: Edgar Gutierrez
Subject: Supervisor Solis Joins Speaker Pelosi and Rep. Chu at ELAC, Expanding Services for Immigrants, Supporting Foster Families



### **Health Care Weekend in Action**



Dear Friends / Queridos Amigos,

As part of Health Care Weekend in Action throughout the nation, Speaker Nancy Pelosi joined Congresswoman Judy Chu and I at East Los Angeles College to discuss issues directly impacting the health and healthcare available in our communities. From women's reproductive rights and attacks this Federal Administration has made against our immigrant communities, we shared how the County, our state, and national leaders are fighting to protect the progress we have made to bring healthcare to all.

As the Supervisor for the First District, I have seen first-hand how the Affordable Care Act (ACA) has benefited LA County residents, along with millions across California and the United States. The ACA has given hope to all who have benefitted from lower health care costs and to those with pre-existing conditions who can now access necessary treatment.

As trusted public servants, we are committed to engaging our community, and lifting up your concerns and experiences to ensure future policies best serve our communities. We will continue to strive to achieve health equity, eliminate health disparities, and help everyone access the care they need to live long, healthy, and vibrant lives.

Como parte del fin de semana de atención médica en acción en todo el país, la Presidenta de la Cámara de Representantes Nancy Pelosi nos acompañó a la Congresista Judy Chu y a mí en el Colegio del Este de Los Ángeles para hablar de temas que afectan directamente la salud y la atención médica disponibles en nuestras comunidades. Desde los derechos reproductivos de las mujeres y los ataques que ha lanzado esta Administración Federal en contra de nuestras comunidades de inmigrantes, compartimos cómo los líderes del Condado, de nuestro estado y de la nación están luchando para proteger el progreso que hemos hecho para ofrecer atención médica a todos.

Como la Supervisora del Primer Distrito, he visto de primera mano cómo la Ley del Cuidado de Salud a Bajo Precio (ACA) ha beneficiado a los residentes del Condado de Los Ángeles, junto con millones en todo California y los Estados Unidos. La ACA ha dado esperanza a todos los que se han beneficiado de bajos costos de atención médica y a aquellos con condiciones preexistentes que ahora pueden acceder al tratamiento necesario.

Como servidores públicos de confianza, estamos comprometidos a involucrar a nuestra comunidad y a elevar sus inquietudes y experiencias para garantizar que las políticas futuras

sirvan mejor a nuestras comunidades. Continuaremos esforzándonos para lograr la equidad en la salud, eliminar las disparidades de salud y ayudar a todos a acceder a la atención que necesitan para llevar una vida larga, saludable y vibrante.

Sincerely / Sinceramente,

Julda J Solis



LA County Expands Education and Outreach Services for Immigrants



In the face of continued attacks from this Federal Administration, LA County continues to defend, protect, and fight for its immigrant populations that have given so much to us all. On Tuesday, the Board of Supervisors approved Supervisor Solis' motion to expand outreach and education efforts for immigrants in LA County around immigration legal services, citizenship resources, consumer protection, financial empowerment, health services, labor disputes, and small business support.

"June is Immigrant Heritage Month, and there is no better time to emphasize LA County's commitment to our immigrant residents to assure them that LA County is here to help, create connections to the County's wraparound services, make referrals to our trusted partners, and provide additional education and support," said Supervisor Solis.

To contact the Los Angeles County Office of Immigrant Affairs, call 1-800-593-8222 or visit their website for more information.

For a list of Supervisor Solis' actions to protect, defend, and fight for the rights of immigrants since the 2016 presidential election, please click here.

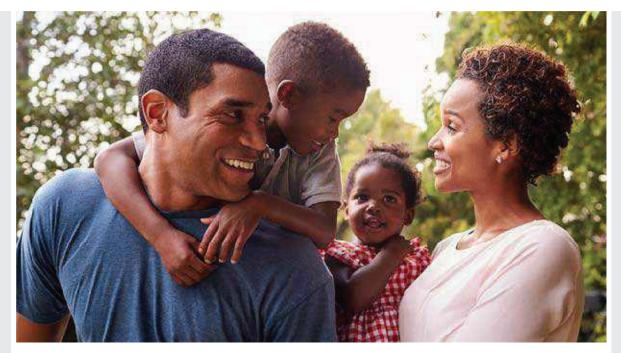
Ante los continuos ataques de esta Administración Federal, el Condado de Los Ángeles continúa defendiendo, protegiendo y luchando por las comunidades de inmigrantes que nos han dado mucho a todos. El martes, la Junta de Supervisores aprobó la moción de la Supervisora Solis para ampliar los esfuerzos de alcance y educación para los inmigrantes en el Condado de Los Ángeles en relación con los servicios legales de inmigración, los recursos de ciudadanía, la protección de consumidores, el empoderamiento financiero, los servicios de salud, las disputas laborales y el apoyo a las pequeñas empresas.

"Junio es el Mes de la Herencia del Inmigrante, y no hay mejor momento para enfatizar el compromiso del Condado de Los Ángeles con nuestros residentes inmigrantes para asegurarles que el Condado de Los Ángeles está aquí para ayudar, crear conexiones con los servicios holísticos del Condado, hacer referencias a nuestros socios de confianza y proporcionar educación y apoyo adicional", dijo la Supervisora Solis.

Para comunicarse con la Oficina de Asuntos de Inmigrantes del Condado de Los Ángeles, llame al 1-800-593-8222 o visite su sitio web para obtener más información.

Para obtener una lista de las acciones de la Supervisora Solis para proteger, defender y luchar por los derechos de los inmigrantes desde las elecciones presidenciales de 2016, haga clic aquí.

**Supporting Foster Children and Families** 



The County of Los Angeles supports H.R. 2702, the Family First Transition and Support Act. If passed, the law would eliminate a rule determining federal foster care eligibility that discriminates against low-income families. This would provide additional resources and support to families involved in the child welfare system.

"H.R. 2702 is a thoughtful, comprehensive, and exciting piece of legislation. I commend Congresswoman Karen Bass for authoring H.R. 2702, as well as her many years of leadership on this issue. I urge Congress and the White House to pass and sign both H.R. 2702 and S. 1376 into law. Our foster children and our families deserve nothing less," said Supervisor Solis.

### For the full statement, click here.

El Condado de Los Ángeles apoya H.R. 2702, la Ley de Transición y Apoyo para Priorizar Familias. Si se aprueba, la ley federal eliminaría una regla que determina la elegibilidad del cuidado de crianza temporal "foster care" y discrimina contra las familias de bajos ingresos. Esta legislación también proporcionaría recursos adicionales y apoyo a las familias involucradas en el sistema de bienestar infantil.

"La HR 2702 es una legislación reflexiva, exhaustiva y emocionante. Felicito a la Congresista Karen Bass por la creación de la HR 2702, así como a sus muchos años de liderazgo en este tema. Le urjo al Congreso y a la Casa Blanca a aprobar y firmar a ambos RRHH 2702 y S. 1376 en ley. Nuestros hijos adoptivos y nuestras familias no merecen nada menos ", dijo la Supervisora Solis.

Para la declaración completa, haga clic aquí.





Guardian of Angels / Guardián de ángeles June 22/ 22 de junio 10:30 a.m. Foothill Cinema Stadium 10 854 E Alosta Ave, Azusa, CA 91702

First District resident Mohamed Bzeek provides a loving home for dozens of foster youth—many of them are terminally ill. Attend this movie viewing to learn his inspiring and heartwarming story.

Mohamed Bzeek, un residente del Primer Distrito abre su hogar lleno de amor para docenas de jóvenes en cuidado de crianza temporal, muchos de los cuales están Know Your Rights Workshops / Conozca sus derechos June 27 / 27 de junio 6 p.m. - 8 p.m. Southeast Rio Vista Family YMCA 4801 E. 58th St, Maywood, CA 90270

Come learn about immigrant services and resources. Know your rights when encountering immigration authorities and police. For more information, contact: (213)480-4155 Ext.256 dreamresourcecenter@gmail.com

Venga y aprenda sobre los servicios y recursos para inmigrantes. Conozca sus derechos si se encuentra con las autoridades de inmigración y la policía. Para enfermos terminalmente. Vea a esta película para conocer su historia inspiradora y conmovedora. más información contacte: (213)480-4155 Ext.256 dreamresourcecenter@gmail.com

### Learn More / Aprenda Más

### Learn More / Aprenda Más

### **COMMUNITY CALENDAR**



This week's meeting of the Board of Supervisors was held on June 18, at 9:30 a.m.

Supervisor Solis honored the First District recipients of the Commission on Disabilities Scholarship program: Janet Rojas who will attend Cal State LA in the Fall, Denise Reynaga and Jose Dominguez from East LA College, and Waley Chan from Pasadena City College.

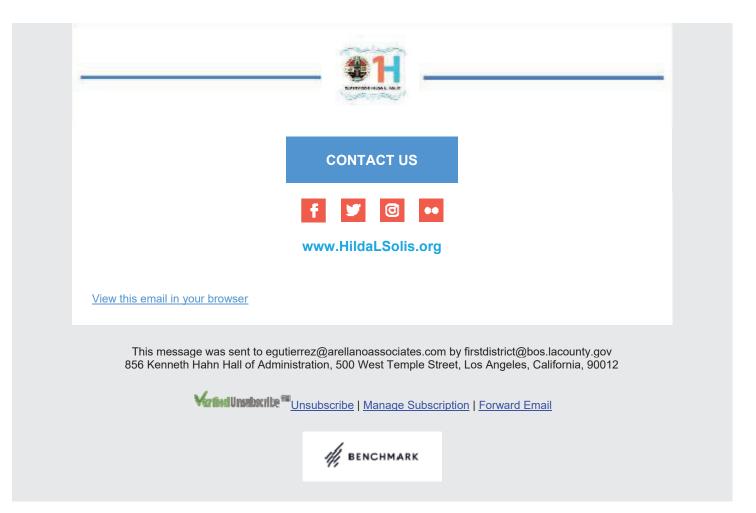
Supervisor Solis honored the Child Care Resource Center and the Child Care Alliance, recipient of the Elizabeth Hamilton Lowe and Robert Weekley Child Advocacy Award, for their tremendous dedication and advocacy for early childhood education.

Supervisor Solis honored Brian Lear for his years of service to LA County and the start of his well-earned retirement.

The Board of Supervisors approved Supervisor Solis' motion to expand outreach and education efforts for immigrants in LA County around immigration legal services, citizenship resources, consumer protection, financial empowerment, health services, labor disputes, and small business support.

The Board of Supervisors approved Supervisor Solis' motion to send a five-signature letter to Washington D.C. expressing LA County's strong support of H.R. 2702, the Family First Transition and Support Act, to support foster children and families.

The next meeting of the Board of Supervisors will be held on June 25, at 9:30 a.m. Click here to read more.



From: The Source <donotreply@wordpress.com>

Sent: Monday, June 10, 2019 2:54 PM

To: Edgar Gutierrez <EGutierrez@ArellanoAssociates.com>

**Subject:** [New post] Public scoping meetings for the Eastside Transit Corridor Phase 2 Project to be held in June

Anna Chen posted: "Attend a scoping meeting to get the latest updates and provide feedback on the Eastside Transit Corridor Phase 2 Project that will extend the Gold Line from East L.A. to South El Monte and Whittier. Whittier Thursday, June 13 From 6 to 8 p.m. Whittier Co"

# New post on The Source

# Public scoping meetings for the Eastside Transit Corrido

Attend a scoping meeting to get the latest updates and provide feedback on the Eastside Transit East L.A. to South El Monte and Whittier.

### Whittier

Thursday, June 13 From 6 to 8 p.m. Whittier Community Center 7630 Washington Ave. Whittier CA 90602

### Commerce

Monday, June 17 From 6 to 8 p.m. Commerce Senior Citizen Center 2555 Commerce Way, Commerce CA 90040

### **East Los Angeles**

Wednesday, June 19 From 6 to 8 p.m. 4th Street New Primary Center 469 Amalia Ave. Los Angeles, CA 90022

### South El Monte Saturday, June 22 From 10 a.m. to noon

South El Monte Community Center 1530 Central Ave. South El Monte, CA 91733

### Montebello

Monday, June 24 From 6 to 8 p.m. Quiet Cannon Banquet Center 901 Via San Clemente, Montebello, CA 90640

### **Pico Rivera**

Wednesday, June 26 From 6 to 8 p.m. Pio Pico Woman's Club 9214 Mines Ave. Pico Rivera, CA 90660

Each meeting will have the same information. Please attend the meeting that is most convenient. The presentat start time. Refreshments, children's activities and Spanish interpretation will be available.

Three light rail alternatives are being evaluated as part of this project:

### State Route 60

This alternative generally follows the southern edge of State Route 60 Freeway from the current Metro Gold Line and continues to Peck Road in South El Monte. A short segment shifts to the north side of the freeway between Boulevard.

### Washington Boulevard

This alternative could travel south along Atlantic Boulevard in an underground segment between the current Gol the Citadel Outlets in Commerce. The route then proceeds east

along Washington Boulevard via aerial and at-grade (street level) alignments ending at Lambert Road in the City

### **Combined Alternative**

The Combined Alternative is the complete build-out of both the SR 60 and the Washington Boulevard alternative between South El Monte and Whittier.

### **Minimal Operable Segments**

Minimal Operable Segments (MOS) will also be evaluated for the project. The MOS approach allows for a start of ultimate build-out of the project based on available funds. Any MOS must be able to operate as a stand-alone sy facility.

We anticipate a Supplemental/Recirculated Draft EIS/EIR will become available for public review in mid-2020. A Preferred Alternative.

Measure M allocates \$6 billion for this project, scheduled in two cycles. Cycle 1 allocates \$3 billion in 2029 and funds can be identified and secured as part of Metro's Twenty-Eight by '28 Initiative, the Metro Board will direct the project schedule.

You can submit comments at any of the meetings, by email or regular mail during the 45-day public scoping per May 31 and goes through Monday, July 15.

Written comments may be submitted to:

Jenny Cristales-Cevallos, Metro Project Manager One Gateway Plaza 99-22-06 Los Angeles, CA 90012.

For more information on the project call (213) 922-3012, e-mail eastsidephase2@metro.net or visit www.metro.r

All Metro meetings are held at ADA accessible facilities. Spanish translation will be provided at all meetings. Oth be available by calling (323) 466-3876 or California Relay Service at 711 at least 72 hours in advance.

Anna Chen | June 10, 2019 at 2:49 pm | Tags: Eastside Gold Line Extension, eastside phase 2, Gold Line Eastside Extension, public meetings, se

Comment See all comments

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Change your email settings at Manage Subscriptions.

Trouble clicking? Copy and paste this URL into your browser:

https://thesource.metro.net/2019/06/10/public-scoping-meetings-for-the-eastside-transit-corridor-phase-2-project-to-be-held-in-june



# ATTACHMENT E – RESCINDED NOTICE OF INTENT



This document is scheduled to be published in the Federal Register on 05/21/2020 and available online at **federalregister.gov/d/2020-10918**, and on **govinfo.gov** 

### DEPARTMENT OF TRANSPORTATION

**Federal Transit Administration** 

Notice to Rescind Notice of Intent to Prepare a Supplemental Draft Environmental

Impact Statement for the Proposed Transit Improvements in the Eastside Transit

Corridor Phase 2, Eastern Portion of Los Angeles County, California

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT)

**ACTION:** Rescind Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement

**SUMMARY:** The FTA in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA) is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare a Supplemental Draft Environmental Impact Statement (EIS) for the proposed Eastside Transit Corridor Phase 2 Project in eastern Los Angeles County, California is being rescinded.

**FOR FURTHER INFORMATION CONTACT:** Ms. Mary Nguyen, Environmental Protection Specialist, Federal Transit, Administration Region 9, Los Angeles Office, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017-5467, Phone (213) 202-3960, email *mary.nguyen@dot.gov.* 

**SUPPLEMENTARY INFORMATION:** The FTA, as lead federal agency, and LACMTA published an NOI on May 29, 2019 (80 FR 24857) to prepare a Supplemental Draft EIS for the LACMTA Eastside Transit Corridor Phase 2 Project. The Project would extend the existing Metro (Gold) Line from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County to South El Monte via the State Route 60 freeway alignment, to Whittier along the Washington Boulevard

alignment, or to both South El Monte and Whittier with the Combined Alternative. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County. Following the publication of the NOI, LACMTA reevaluated its funding sources and has identified that the Project can be funded through state and local sources. Thus, LACMTA is not seeking federal funding from FTA at this time, and FTA is rescinding the May 29, 2019 NOI. LACMTA Board of Directors took action at its February 27, 2020 Board meeting to proceed with the California Environmental Quality Act (CEQA) only for the Project's environmental study. Comments and questions concerning the proposed action should be directed to FTA at the address provided above.

### **Raymond Tellis**,

### Regional Administrator, FTA Region 9.

[FR Doc. 2020-10918 Filed: 5/20/2020 8:45 am; Publication Date: 5/21/2020]

### **FMCSA Decision**

FMCSA has evaluated the Lytx exemption application. The ADAS camera system housing is approximately 4.2 inches tall, and is mounted near the top of the center of the windshield, with the bottom of the camera housing located approximately 8 inches below the top of the area swept by the windshield wipers. The camera needs to be mounted in this location for optimal functionality of the ADAS system. The size of the camera system precludes mounting it (1) higher in the windshield, and (2) within 4 inches from the top of the area swept by the windshield wipers to comply with § 393.60(e)(1)(ii)(A).

The Agency believes that granting the temporary exemption to allow placement of the ADAS lower than currently permitted by Agency regulations will provide a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption because (1) based on the technical information available, there is no indication that the ADAS would obstruct drivers' views of the roadway, highway signs and signals surrounding traffic; (2) generally, trucks and buses have an elevated seating position that greatly improves the forward visual field of the driver, and any impairment of available sight lines would be minimal; and (3) the mounting location 8 inches below the upper edge of the windshield and out of the driver's normal sightline will be reasonable and enforceable at roadside. In addition, the Agency believes that use of ADAS by fleets is likely to improve the overall level of safety for the motoring public.

This action is consistent with previous Agency action permitting the placement of similarly-sized devices on CMVs outside the driver's sight lines to the road, and highway signs and signals. FMCSA is not aware of any evidence showing that installation of other vehicle safety technologies mounted on the interior of the windshield has resulted in any degradation in safety.

### Terms and Conditions for the Exemption

The Agency hereby grants the exemption for a 5-year period, beginning May 21, 2020 and ending May 18, 2025. During the temporary exemption period, motor carriers will be allowed to operate CMVs equipped with Lytx's ADAS in the approximate center of the top of the windshield and such that the bottom edge of the camera housing is approximately 8 inches below the upper edge of the windshield, outside of the driver's and passenger's normal sight lines to the road ahead, highway signs and signals, and all mirrors. The exemption will be valid for 5 years unless rescinded earlier by FMCSA. The exemption will be rescinded if: (1) Motor carriers and/or commercial motor vehicles fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b).

Interested parties possessing information that would demonstrate that motor carriers operating CMVs equipped with Lytx's ADAS are not achieving the requisite statutory level of safety should immediately notify FMCSA. The Agency will evaluate any such information and, if safety is being compromised or if continuation of the exemption is not consistent with 49 U.S.C. 31136(e) and 31315(b), will take immediate steps to revoke the exemption.

### Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no state shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

### James A. Mullen,

Acting Administrator. [FR Doc. 2020–10971 Filed 5–20–20; 8:45 am] BILLING CODE 4910–EX–P

### DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

### Notice To Rescind Notice of Intent To Prepare a Supplemental Draft Environmental Impact Statement for the Proposed Transit Improvements in the Eastside Transit Corridor Phase 2, Eastern Portion of Los Angeles County, California

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Rescind Notice of Intent to prepare a Supplemental Draft Environmental Impact Statement.

**SUMMARY:** The FTA in cooperation with the Los Angeles County Metropolitan

Transportation Authority (LACMTA) is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare a Supplemental Draft Environmental Impact Statement (EIS) for the proposed Eastside Transit Corridor Phase 2 Project in eastern Los Angeles County, California is being rescinded.

### For further information contact: $\ensuremath{Ms}\xspace.$

Mary Nguyen, Environmental Protection Specialist, Federal Transit, Administration Region 9, Los Angeles Office, 888 South Figueroa Street, Suite 440, Los Angeles, CA 90017–5467, Phone (213) 202–3960, email mary.nguyen@dot.gov.

SUPPLEMENTARY INFORMATION: The FTA, as lead federal agency, and LACMTA published an NOI on May 29, 2019 (80 FR 24857) to prepare a Supplemental Draft EIS for the LACMTA Eastside Transit Corridor Phase 2 Project. The Project would extend the existing Metro (Gold) Line from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County to South El Monte via the State Route 60 freeway alignment, to Whittier along the Washington Boulevard alignment, or to both South El Monte and Whittier with the Combined Alternative. The Project would traverse densely populated, lowincome, and heavily transit-dependent communities with major activity centers within the Gateway Cities and San Gabriel Valley subregions of Los Angeles County. Following the publication of the NOI, LACMTA reevaluated its funding sources and has identified that the Project can be funded through state and local sources. Thus, LACMTA is not seeking federal funding from FTA at this time, and FTA is rescinding the May 29, 2019 NOI. LACMTA Board of Directors took action at its February 27, 2020 Board meeting to proceed with the California Environmental Quality Act (CEQA) only for the Project's environmental study. Comments and questions concerning the proposed action should be directed to FTA at the address provided above.

### Raymond Tellis,

Regional Administrator, FTA Region 9. [FR Doc. 2020–10918 Filed 5–20–20; 8:45 am] BILLING CODE P